



Scottish Transport Statistics

No 37

2018 Edition



A National Statistics publication for Scotland

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Conventions

Symbols used: The following symbols are used throughout:

- .. not available
- or 0 nil or less than half the final digit shown (*NB*: these are used interchangeably)
- | break in series

Rounding: In some tables, where figures have been rounded independently, the sum of constituent items may not always appear to agree exactly with the total shown.

Enquiries and suggestions

Enquiries about the statistics in this publication should generally be made to the relevant producer body as indicated in the Notes, Definitions and Sources sections of the publication.

Other enquiries (such as about the availability of other editions) should be made to:

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Feedback on the usefulness of this publication including suggestions for improvement be addressed to the above address.

Web version of the publication

Transport Scotland Statistics publications and Excel spreadsheet versions of the tables may be found on the Transport Scotland Website. Go to: <https://www.transport.gov.scot/our-approach/statistics#42763>

Updated versions of some of the tables and charts in this edition will be made available, in due course.

CONTENTS

	Page
<i>Preface</i>	4
<i>Detailed list of statistical tables</i>	5
Summary Transport Statistics including Historical Series	10
<i>Commentary and statistical tables:</i>	
1. Road transport vehicles	33
2. Bus and coach travel	55
3. Road freight	69
4. Road network	77
5. Road traffic	85
6. Injury road accidents	101
7. Rail services	107
8. Air transport	125
9. Water transport	141
10. Finance	171
11. Personal and cross-modal travel	181
12. International comparisons	203
13. Environment	213
 Notes and definitions	228
Annex 1: Mid-year population estimates for 2017	306
Annex 2: Areas covered by Operating Companies	307
Errors in the previous edition	308
Recent Social and Economic Research Reports	309
Index to tables in Chapters 1 to 13	316
 Transport Scotland Statistics publications	321
National Statistics publication information	323

PREFACE

Introduction

This is the 2018 edition of *Scottish Transport Statistics*, and is the thirty seventh publication in the series. The publication presents a comprehensive statistical picture of transport activity and covers a wide range of topics.

This is a National Statistics publication.

This publication presents a range of both National Statistics and Official Statistics. National Statistics are certified as meeting the high professional standards within the UK Statistics Authority's Code of Practice for Official Statistics:

<http://www.statisticsauthority.gov.uk/assessment/code-of-practice/index.html>.

Official Statistics follow the Code of Practice as closely as possible but have not been certified as Code compliant. They are fit for purpose and are of sufficient quality to meet user needs. This publication also includes statistics produced out with the Scottish Government. Such statistics are marked by the relevant source. Users should be aware that although we did not directly produce these, we believe them to be a good source hence their inclusion within the publication.

The Structure of the Publication

The Summary section provides a compact view of the key findings and trends over the past 10 years and includes some comparisons with the figures for Great Britain (or the UK) and some longer term trends. Longer term trends are included in tables on the Transport Scotland website.

This is followed by 13 chapters, each with a graphical summary page, statistical commentary and corresponding tables.

A Notes, Definitions and Sources section then provides information users should be aware of when using the statistics, descriptions of specific terms used and a note on the sources of statistics used when compiling the publication.

Chapter 12 looks at International Comparisons, comparing Scotland with some EU countries.

Finally, there are some other short sections covering:

- recent transport research projects;
- other Transport Statistics publications; and
- Transport Scotland web site - where updated versions of some of this edition's tables and charts can be found

We would welcome comments from users on the publication and/or suggestions for new data sources that could be included in future publications. Comments can be provided to us at the address below:

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DETAILED LIST OF STATISTICAL TABLES AND MAPS

Note: Most tables provide a time series of figures which are identified in the table headings rather than in the title of the table. Where a table relates to a *single* year, the relevant year is included in the title. Tables providing main figures for a single year, with a few figures of earlier years appear as single year tables in this list.

Tables of figures, and whole chapters, which are outwith the scope of National Statistics are identified by (*).

Table		Page
	Road transport vehicles	
1.1	New registrations by taxation group, body type and method of propulsion.	39
1.2	Vehicles licensed at 31 December, by taxation group, body type and method of propulsion.	39
1.3	Vehicles licensed at 31 December 2017, by Council and taxation group	41
1.4	Taxi and private hire cars and drivers licensed by local authority area, 2018 (*)	42
1.5	Vehicles licensed at 31 December 2017, by taxation group, and by year of first registration	43
1.6	Average age of vehicles licensed at 31 December, by taxation group.	43
1.7	Private and light goods vehicles licensed at 31 December, by cylinder size	44
1.8	Heavy goods vehicles licensed at 31 December, by gross weight	44
1.9	Public transport vehicles licensed at 31 December: by seating capacity	44
1.10	Goods vehicle operators by licence type and number of vehicles specified on the licence, 2018 (*)	45
1.11	The 20 most popular new cars sold in Scotland, 2017 (*)	45
1.12	Road vehicle testing scheme (MOT) (*)	46
1.13	Driving licence tests, DVLA receipts (*)	46
1.14	Practical Driving Test - Pass Rate at Test Centres 2017-18 (*)	47
1.16	People who hold a full car driving licence by age and sex, annual net household income and urban/rural classification, 2017	48
1.17	People who hold a full driving licence by sex and age	49
1.19	Households with a car available for private use by number of cars	50
1.20	Households with a car available for private use by household type, annual net household income, urban/rural classification and number of vehicles, 2017	50
1.21	Number of Blue Badges on issue at 31 March (*)	51
1.22	Motor vehicle offences recorded by the police by type of offence	52
1.23	Households with a car or van available for private use by gender, 2011	53
1.24	Households with a car or van available for private use, 2011	53
1.25	Households with a car or van available for private use by disability and ethnicity, 2011	53
	Bus and coach travel	
2.1a	Public Service Vehicle Characteristics (local operators)	61
2.1b	Number of disability accessible or low-floor buses used as Public Service Vehicles in Scotland (Local Operators)	61
2.2	Passenger journeys (a) on local bus services (b) by region for local bus services	62
2.3	Vehicle kilometres on local bus services by (a) type of service (b) per head of population (c) by region for local bus services	63
2.4	Staff employed	64
2.5	Local bus fare indices	64
2.6	Operating costs per vehicle kilometre for local bus services	64
2.7	Operating costs per passenger journey for local bus services	64
2.8	Passenger revenue on local bus services	65
2.9	Government support on local bus services by type of support	65
2.10	Bus use the previous day (adults) by characteristic	66
2.11	Users views on local bus services	67

2.12	Possession of concessionary fare pass for all adults aged 16+	67
2.13	Concessionary fare passes issued to older and disable people	68
2.14	Concessionary fare passes issued to older and disabled people, Nov 2018	68
Road freight		
3.1	Goods lifted by UK HGVs, by origin and destination of journey	73
3.2	Goods lifted by UK HGVs, in Scotland, with destinations within the UK, by length of haul, 2017	73
3.3	Goods moved by UK HGVs by destination, and the economy's road freight intensity	73
3.4	Goods lifted or moved by UK HGVs, entering or leaving Scotland, to or from rest of UK, by origins and destinations of journeys, 2017	74
3.5	Goods lifted or moved by UK HGVs, for journeys within the UK with a Scottish origin or destination, by commodity, 2017	75
3.6	Goods lifted or moved by UK HGVs, entering or leaving Scotland, to or from outwith UK, by origins and destinations of journeys, 2017	76
3.7	Goods lifted or moved by UK HGVs, for journeys entering or leaving the UK, by commodity, 2017	76
3.8	Average freight lifted by UK HGVs per year (2013-2017): Journeys with UK origins and destinations which either started or ended in Scotland	76
Road network (*)		
4.1	Public road lengths (as at 1 April) by class, type and speed limit	79
4.2	Public road lengths (as at 1 April) by Council and class, 2017-18	80
4.3	Trunk road constructed/re-surfaced etc	81
4.4	Trunk road constructed/re-surfaced etc, by unit: (a) 2016-17, and (b) 2017-18	81
4.5	Trunk road network: residual life (years)	82
4.6	Local authority road network condition, 2017-18	83
Road traffic		
5.1	Traffic by road class and type (*)	90
5.2	Traffic on major roads (by class/type) and minor roads (by type) by vehicle type, 2017(*)	91
5.3	Traffic on major roads, minor roads and all roads by vehicle type	91
5.4	Traffic on major roads (by class / type) and on minor roads, by Council, 2016 (*)	92
5.5	Traffic on trunk roads, local authority roads, and all roads by Council area (*)	93
5.6	Average daily traffic flows at selected automated traffic classifier sites, by month, 2017(*)	96
5.7a	Average daily traffic flows for selected key points: (a) average daily flows, peak hourly flows and percentages of HGVs, 2016 and (b) average daily traffic flows for selected key points (*)	97
5.8	Car drivers journeys – whether delayed by traffic congestion and, if so, how much time was lost: 2015-17	99
5.9	Congestion delays experienced by drivers and delays experienced by bus passengers	100
5.10	Petrol and diesel consumption of road vehicles (*)	100
Injury road accidents		
6.1	Accidents by type of road and severity	104
6.2	Accidents by police division and local authority area	104
6.3	Vehicles involved by type of vehicle	105
6.4	Child casualties and all casualties, by severity; and the slight casualty rate	105
6.5	Casualties by mode of transport and age group, 2017	105
6.6	Costs of injury accidents by type of road, and of damage only accidents	105

Rail services (*)

7.1	ScotRail passenger services, journeys and distance	113
7.2	Passenger traffic originating in Scotland: journeys and revenue	113
7.3	Cross-border passenger traffic originating outwith Scotland: journeys and revenue	114
7.4	Passenger journeys using national rail tickets to, from or within Scotland, 2016-17	114
7.5	Distances travelled by passengers to Aberdeen, Edinburgh and Glasgow, 2016-17	114
7.6a	Cross border rail passenger journeys starting or ending in Scotland.	115
7.6b	Rail passenger journeys within Scotland	115
7.6c	Rail passenger journeys wholly within Scotland, using national rail tickets by local authority areas, of origin and destination, 2016-17	116
7.7	Passenger journeys, to or from the main stations in Scotland, 2017-18	117
7.8	Passenger journeys, to or from stations in Scotland which have opened (or re-opened) since 1970	118
7.9	Rail punctuality: Public Performance Measures – for all services.	120
7.10	ScotRail services: arrival times at final destinations	120
7.11	Rail passenger satisfaction : National Passenger Survey	121
7.12	Freight traffic lifted in Scotland by destination and by commodity	122
7.13	Freight traffic with a destination in Scotland by origin (where lifted) and by commodity	122
7.14	Lines open for traffic	123
7.15	Number of stations	123
7.16	Number of passenger stations by local authority, 2016-17	123
7.17	Strathclyde Passenger Transport Executive – Glasgow Subway	123
7.18	Railway accidents.	124
7.19	Railway fatalities by local authority and category, 2017	124
7.20	Views on train services of those who used them in the last month, 2016	124

Air transport (*)

8.1	Summary of air transport	128
8.2	Passengers on selected domestic routes, to/from certain Scottish airports	129
8.3	International Air Passenger Traffic to and from the main Scottish international airports	133
8.4	Passenger traffic on selected international routes, to and from Scotland's main airports, 2017	134
8.5	The 10 international airports with the largest numbers of passenger journeys for flights directly to and from Scotland's main airports, 2017	135
8.6	Terminal passenger traffic by origin/destination, 2017	135
8.7	Terminal air passengers by airport, international/domestic and type of service, 2017	135
8.8	Punctuality of flights at Edinburgh and Glasgow airports	136
8.9	Aircraft movements, by airport and type of movement, 2017	137
8.10	Air transport movements by airport, type of service and operator, 2017	137
8.11	Air transport movements	138
8.12	Total aircraft movements, by airport	138
8.13	Freight carried by airport	139
8.14	Characteristics of terminal passengers, 2013	140
8.15	Mode of surface transport used to arrive at the airport	140
8.16	Origins/destinations of terminating passengers, 2013	140

Water transport

9.1	Waterborne freight lifted, discharged and moved, by type of traffic.	146
9.2	Foreign and domestic freight traffic at Major Scottish ports.	148
9.3	Foreign and domestic freight traffic by port: inwards and outwards	149
9.4	Foreign and domestic freight traffic by port: bulk fuel and other traffic.	150
9.5	Foreign and domestic traffic by port and mode of appearance (major ports only)	151

9.6	Foreign and domestic freight traffic at the major ports by type of traffic (a) 2016 (b) 2017	152
9.7	All traffic at the major ports by mode of appearance and commodity, 2016	153
9.8	Major ports traffic by cargo category and country of loading and unloading, 2017	155
9.9	Foreign and coastwise container and roll-on traffic by type	157
9.10	Inland waterway freight traffic lifted and moved	157
9.11	Inland waterway freight traffic lifted and moved by mode of appearance	157
9.12	Total passengers and vehicles carried by operator	159
9.13	Vehicle and passenger traffic between (a) Scotland and Northern Ireland and (b) Scotland and Europe	161
9.14	Shipping services (a) Operators on subsidised routes and (b) Local Authority operators (*)	163
9.15	Traffic on subsidised ferry services (*)	164
9.16	Traffic on other major ferry routes (*)	166
9.17	Reliability and punctuality of lifeline ferry services (*)	169
9.18	HM Coastguard statistics: Search and rescue operations (Scotland) (*)	169

Finance

10.1	Expenditure on transport within the Scottish Ministers' responsibility and expenditure on transport controlled by local authorities (*)	175
10.2	Net expenditure on management and maintenance of motorways and trunk roads, by Operating Companies, 2016-17 (*)	176
10.3	Net revenue expenditure on roads and transport (excluding loan charges) by Councils, by type, 2017-18	176
10.4	Service breakdown of local authority gross capital expenditure 2017-18	177
10.5	Gross capital account expenditure on local authority roads and transport by Councils and Boards, by type, 2017-18	177
10.6	Petrol and diesel prices and duties per litre (June), GB	178
10.7	Transport components of the Retail Prices Index (2007=100), UK	179
10.8	Average weekly household expenditure in Scotland on transport and vehicles	179

Personal and cross-modal travel

11.10	Frequency of driving for people aged 17+, 2017	188
11.11	Frequency of walking in the previous seven days (people aged 16+), 2016	189
11.12	Frequency of Driving for people aged 17+	190
11.13	Frequency of Walking in the previous seven days (people aged 16+)	190
11.14	Usual means of travel to usual place of work (in Autumn).	191
11.15	Average time taken to travel to usual place of work (in Autumn).	191
11.16	Usual means of travel to work (in Spring).	191
11.17	Employed adults (16+) – place of work: 2017	191
11.18	Employed adults (16+) not working from home – usual method of travel to work: 2017	193
11.19	Usual main method of travel to school, 2017	194
11.21	Employed adults (16+) – place of work	195
11.22	Employed adults (16+) not working from home – usual method of travel to work	195
11.23	Usual main method of travel to school	195
11.24	Scottish residents' visits abroad by means of leaving the UK and purpose of visit, 2017	196
11.25	Scottish residents' visits abroad by means of leaving the UK and area visited, 2017	196
11.26	Scottish residents' visits abroad by means of leaving the UK, purpose of visit and area visited	197
11.27	Transport Model for Scotland: inter-zonal trips	198

11.29	Passenger journeys made under concessionary fare schemes	199
11.30	Traveline Scotland: telephone calls and web site hits (*)	201
11.31	Employed adults (16+) distance to place of work: 2011	202
11.32	Employed adults (16+) mode of transport to place of work: 2011	202
11.33	Employed adults (16+) distance to place of work by car/van availability: 2011	202
11.34	All people aged 4 and over studying, distance to place of study by age: 2011	202
11.35	All people aged 4 and over studying, mode of transport to place of study by distance: 2011	202
12.1	International comparisons	207
Environment		
13.1a	Emissions of air pollutants by type of transport allocated to Scotland (*)	218
13.1b	Atmospheric concentrations of selected pollutants recorded at Air Quality Monitoring Stations (*)	219
13.1c	Number of active Air Quality Management Areas by pollutant and local authority (*)	220
13.2	Emissions of greenhouse gases by type of transport allocated to Scotland (*)	221
13.3	Emissions of greenhouse gases by Transport allocated to Scotland (*)	221
13.4	Comparison of transport greenhouse gas emissions Scotland and UK as a whole (*)	221
13.5	UK Carbon Dioxide emissions: grams per passenger-kilometre: 2018	222
13.6a	Cars registered for the first time by CO ₂ emissions band	223
13.6b	Licensed cars by CO ₂ emissions band	224
13.7	Ultra-low emission vehicles registered for the first time, quarterly	225
13.8	Ultra-low emission vehicles licensed at the end of year, quarterly	225
13.9	Number of new registrations by body type and propulsion type 2017	226
13.10	Number of licensed vehicles by body type and propulsion type as at 31 December 2017	226
Figure	Maps	
3.1	Goods lifted by road; entering / leaving Scotland to / from rest of GB 2017	72
5.1	Trunk roads : Network management	89
5.2	Selected points to show average daily traffic flows, peak hourly flows and percentages of HGVs	95
8.1	Terminal air passenger traffic, 2007 and 2017	131
9.1	Foreign and domestic freight traffic by port	147
9.2	Scottish ferry routes National Overview	154
9.3	Scottish ferry routes South Western Scotland	158
9.4	Scottish ferry routes Western Isles	160
9.5	Scottish ferry routes Orkney and Shetland Islands	162
	Local Authorities as of 1 April 1996	305

(*) this table, or this chapter, consists of figures which are outwith the scope of National Statistics

Summary

TRANSPORT

Statistics

including
Historical
Series

SUMMARY TRANSPORT STATISTICS

1. Introduction

1.1 This chapter provides some main points from the statistics on transport in Scotland and summary tables, including longer term trends than are included in individual chapters.

2. The content of this chapter

2.1 The following chapter presents a selection of key facts from some of the topics covered in the main publication, alongside graphical summaries and charts depicting longitudinal trends. These are as follows:

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

The *tables*, which appear at the end of the chapter, provide information on long-term trends in Scottish transport, including comparisons between Scotland and Great Britain.

3. Overview of travel in Scotland

525 million public transport journeys were made by bus, rail, air and ferry in 2017-18:

- 74% of these journeys were by bus,
- 19% by rail,
- 5% by air, and
- 2% by ferry

2/3 of commuters said that they travelled to work by car or van in 2017, 12 per cent walked, 10 per cent went by bus, 5 per cent took a train and 3 per cent cycled.

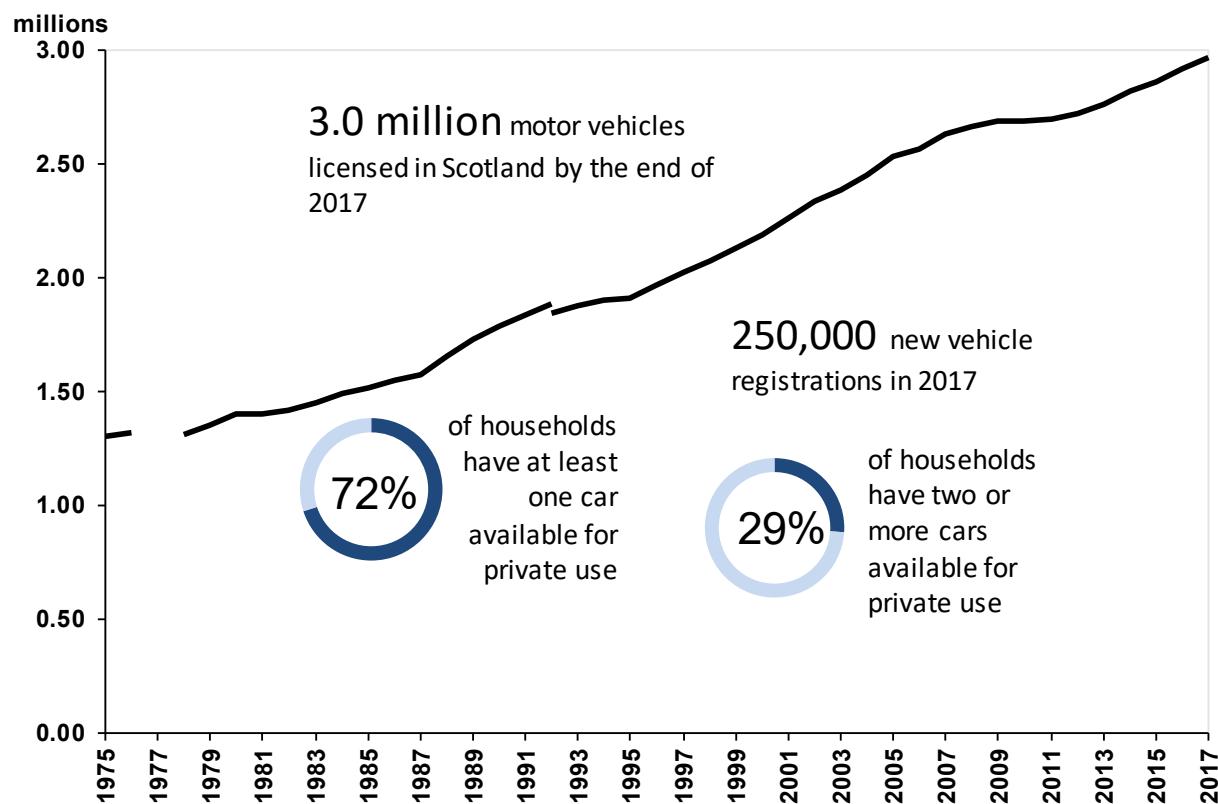
Over the last five years, there have been increases in car, air, rail and ferry passenger numbers, while there has been a fall in bus passengers and distance cycled.

	2012-13	2017-18	Change over 1 year	Change over 5 years
Car Traffic (m/veh km) on all roads	33,777	36,206	2.4%	7.2%
Pedal Cycles (m/veh km) on all roads	310	290	0.7%	-6.5%
ScotRail Passengers (millions)	83.3	97.8	3.8%	17.4%
Bus Passengers (millions)	420	388	-1.5%	-7.6%
Air Passengers (millions)	22.2	28.8	7.1%	29.8%
Ferry Passengers (millions)	9.7	10.3	1.8%	5.7%
Source: STS 2018, Table S1 except Traffic estimates from table 5.3. Note pedal cycle estimates are based on small sample sizes, see chapter 1 for more detail.				

4. Motor vehicles, traffic and road casualties

4.1 Motor vehicles

Figure 1: Motor vehicles licensed in Scotland



3.0 million motor vehicles licensed in Scotland in 2017, increasing to its highest ever level. This was 13% higher than in 2007 and up from 0.9 million in 1964.

7% decrease in new vehicle registrations in 2017 compared to 2016; 270,000 in 2016, 250,000 in 2017. This was the first decrease since new registrations started to increase each year from 2013.

Households with:

more people



a higher net income

a more rural/remote location

were likely to own more cars.

There were fewer vehicles per person in Scotland than in Great Britain (55 compared to 59 per hundred population), as has consistently been the case. The number of vehicles per person was rising steadily in Scotland and GB from 2003 until 2007 and has remained fairly static since.

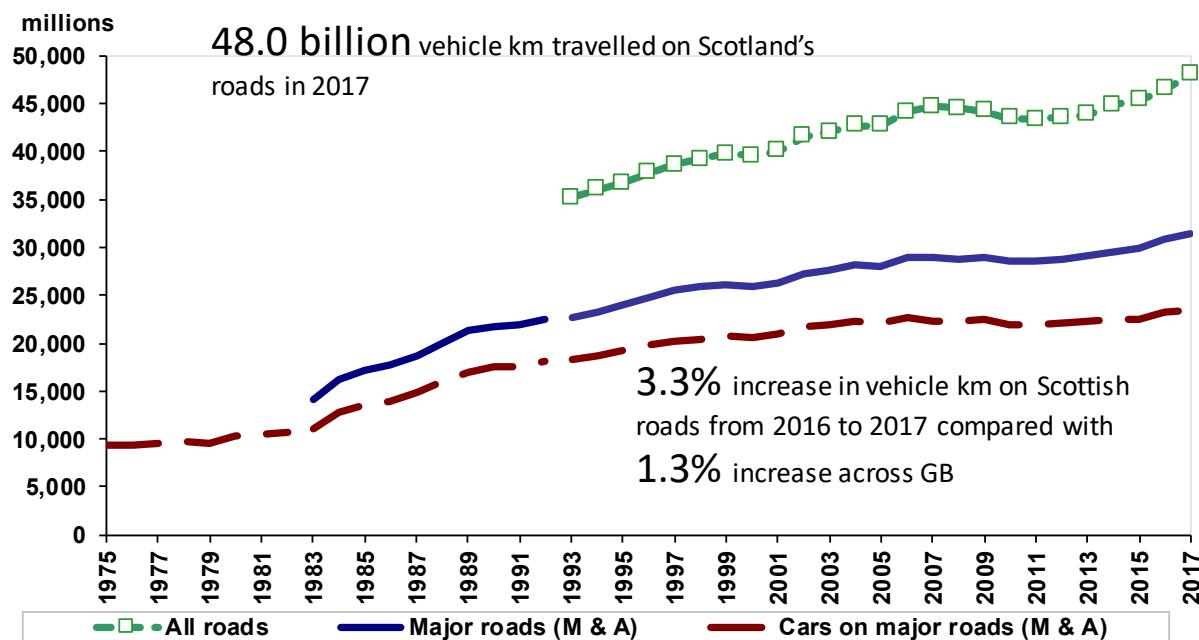
4.2 The road network

56,364 kilometres of public road in Scotland in 2017, 7% of which was trunk road; managed centrally by Transport Scotland. The remaining roads are the responsibility of local authorities.

10.4 km of road per 1,000 people in Scotland compared to 6.2 km per 1000 people in GB.

4.3 Road traffic

Figure 2: Traffic in Scotland (vehicle km)



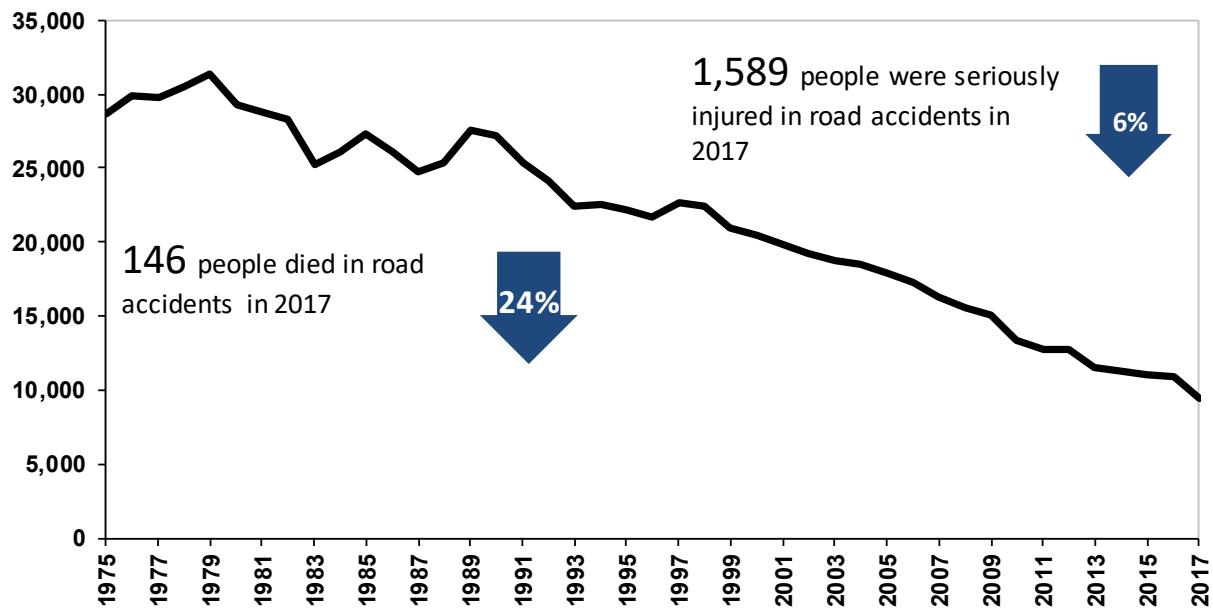
48.0 billion vehicle kilometres were travelled on Scotland's roads in 2017 – an increase of 3% over the year, 7% more than in 2007 and the highest recorded level.

Long-term, the volume of car traffic on major roads (Motorways and A roads) has more than doubled, from an estimated 9,300 million vehicle kilometres in 1975 to between 28,000 and 30,000 million vehicle kilometres for the last ten years. Since 2004, the length of major roads in Scotland has remained at around 3,500 km, increasing slowly but steadily over this period.

12.3% of journeys were perceived to have been delayed due to traffic congestion in 2017, a reduction of 2% since 2007 when the perception was at a peak.

4.4 Road casualties

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



146 people were killed and **1,589** seriously injured in road accidents in 2017.

The total number of casualties on Scottish roads has fallen by 14% between 2016 and 2017 and are at their lowest level since records began over 50 years ago.

42% fall in road accident injuries seen over the last ten years.

Casualties of all severities from road accidents have been falling for the last ten years, with number of deaths falling in every year apart from 2014 and 2016 over this period.

Serious injury casualties fell in most years in the last ten apart from small rises in 2008, 2012, 2014 and 2016 while there have been no increases in slight injury casualties.

Road accident casualties by mode of transport:

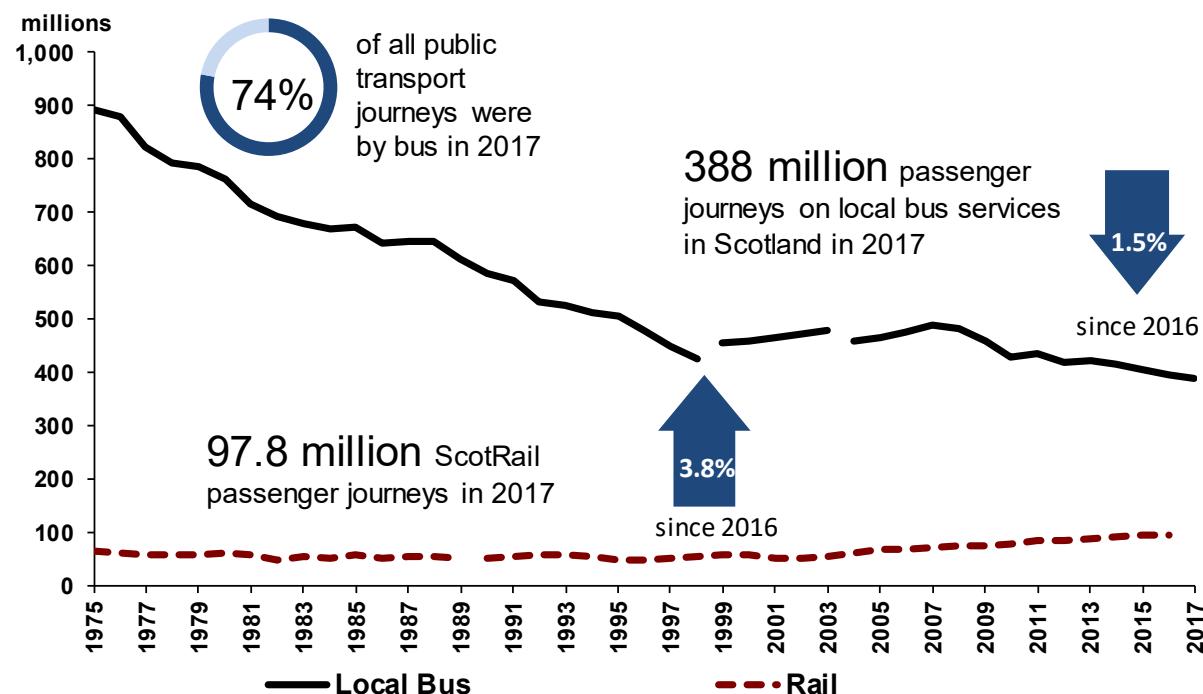
	Share of all road casualties	Yearly change in number of casualties
	61%	-15%
	14%	-18%
	7%	-13%
	8%	-8%

0.32 people were killed or seriously injured per thousand population for Scotland compared to **0.41** for Great Britain in 2017.

5. Public transport: bus, rail, air and ferry

5.1 Local bus and rail services

Figure 4: Bus and rail passenger numbers in Scotland



Bus

388 million bus passenger journeys in 2017-18, a decrease of 1.5% on the previous year. One in three of bus journeys in 2017/18 were made under the National Concessionary Travel scheme.

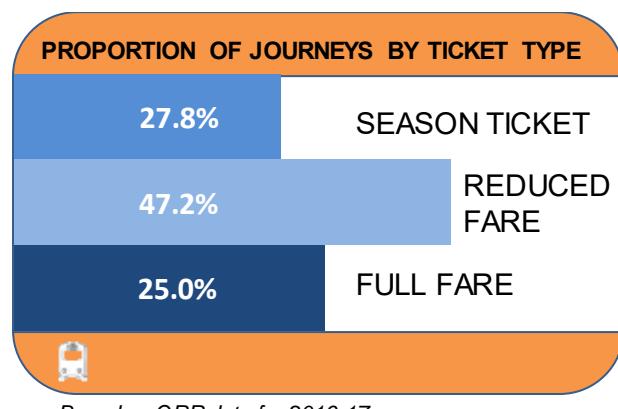
Bus passenger journeys have generally been falling in the long-term, almost halving between 1960 and 1975 and roughly halving again since then.

Rail

97.8 million ScotRail passenger journeys in 2017-18 - a rise of 3.8% on the previous year.

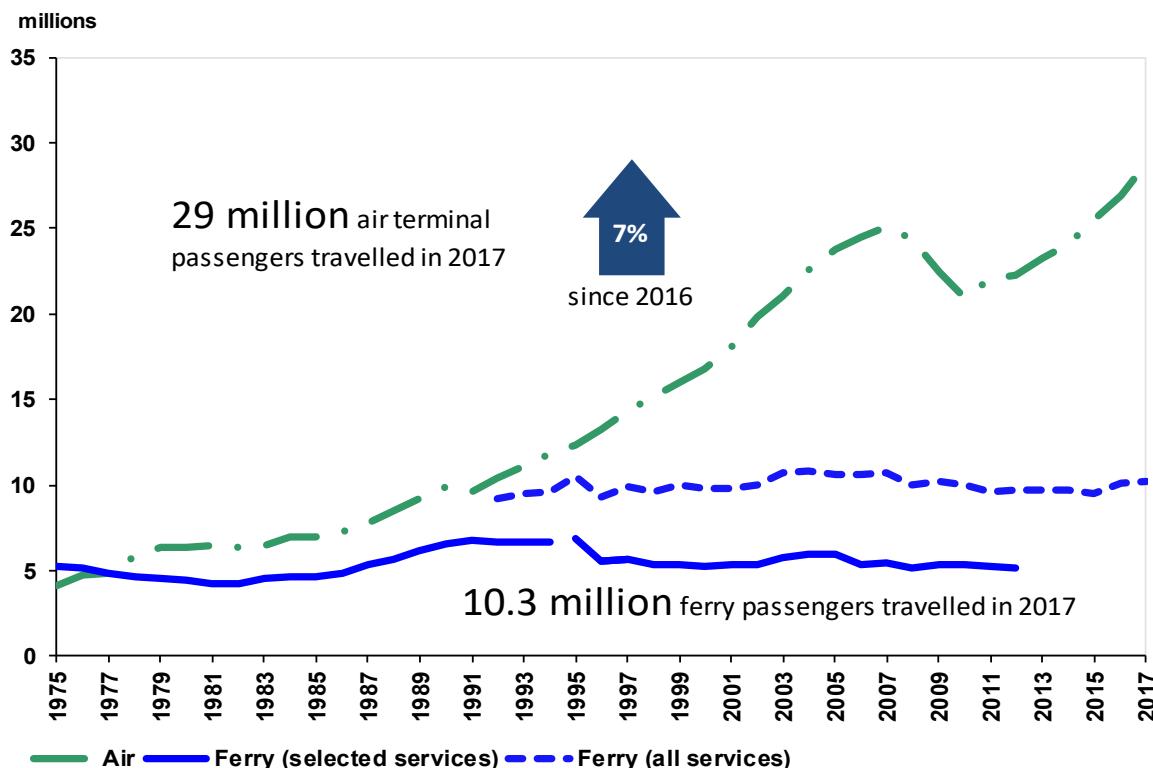
31% increase in journey numbers since 2007-08.

Rail patronage has been steadily rising since 1994-95.



5.2 Air and ferry passengers

Figure 5: 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.

Air

29 million air terminal passenger numbers in 2017, up 7% over the year and 15% higher than the peak in 2007. Over the longer-term, passenger numbers have generally been increasing.

Over the past ten years, the number of air passengers per head of population has been higher for Scotland than for the UK.

Ferry

10.3 million passengers travelled by ferry (including traffic within Scotland and to and from Northern Ireland) in 2017 – a 2% increase on the previous year.

3.5 million vehicles were carried on all ferry routes in 2017 (including traffic between Scotland and Northern Ireland, between Scotland and Europe and within Scotland), a 3% increase on the previous year.

As can be seen above, long-term trends were affected by the reduction in traffic that followed the opening of the Skye Bridge in 1995.

The **average delay** for Glasgow and Edinburgh airports is at a *ten-year low*



DELAYS

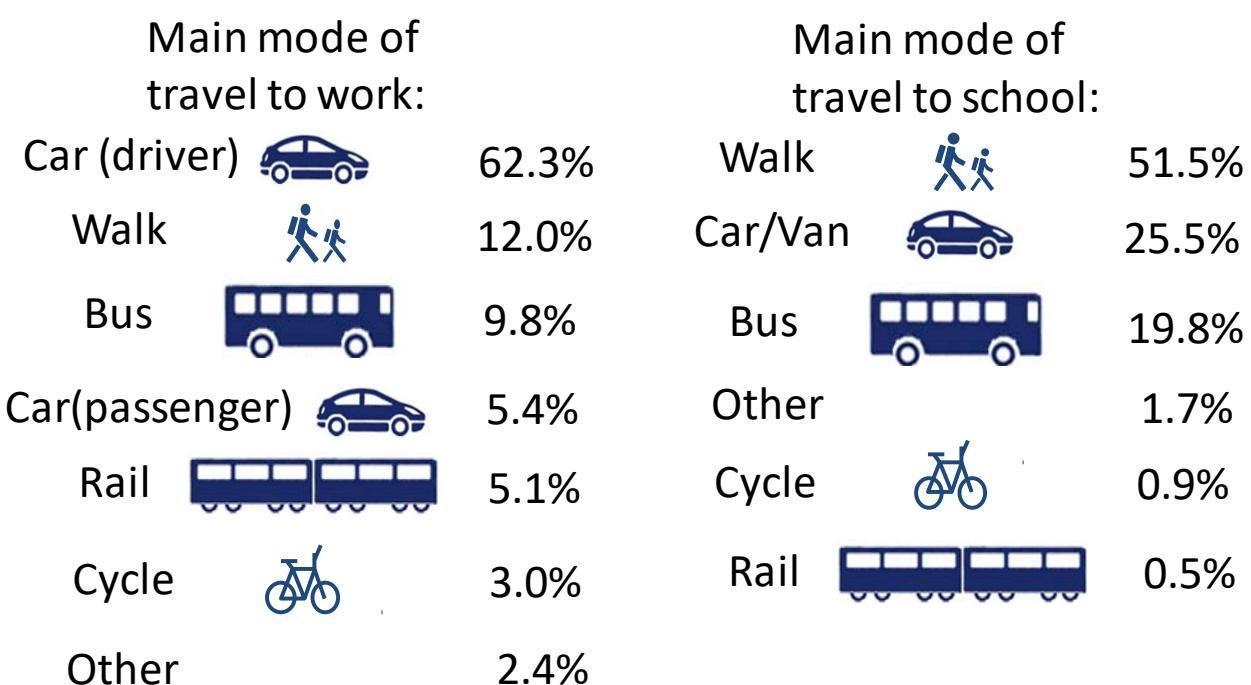
	Average Delay	% flights delayed by more than 30 minutes
Edinburgh	15 minutes	14%
Glasgow	14 minutes	14%

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

70% of people aged 17 or over had a full driving licence in 2017. The proportion of men aged 17+ holding a licence was higher than women (75% compared to 64%) however, the proportion of women with a license has been slowly increasing over time.

42% of people drove every day in 2017. 7 per cent fewer people reported driving every day in 2017 than ten years ago. Car ownership has remained fairly stable over this period, with around 72% of households having access to at least one car.

Figure 6: Main modes of travel to work and school



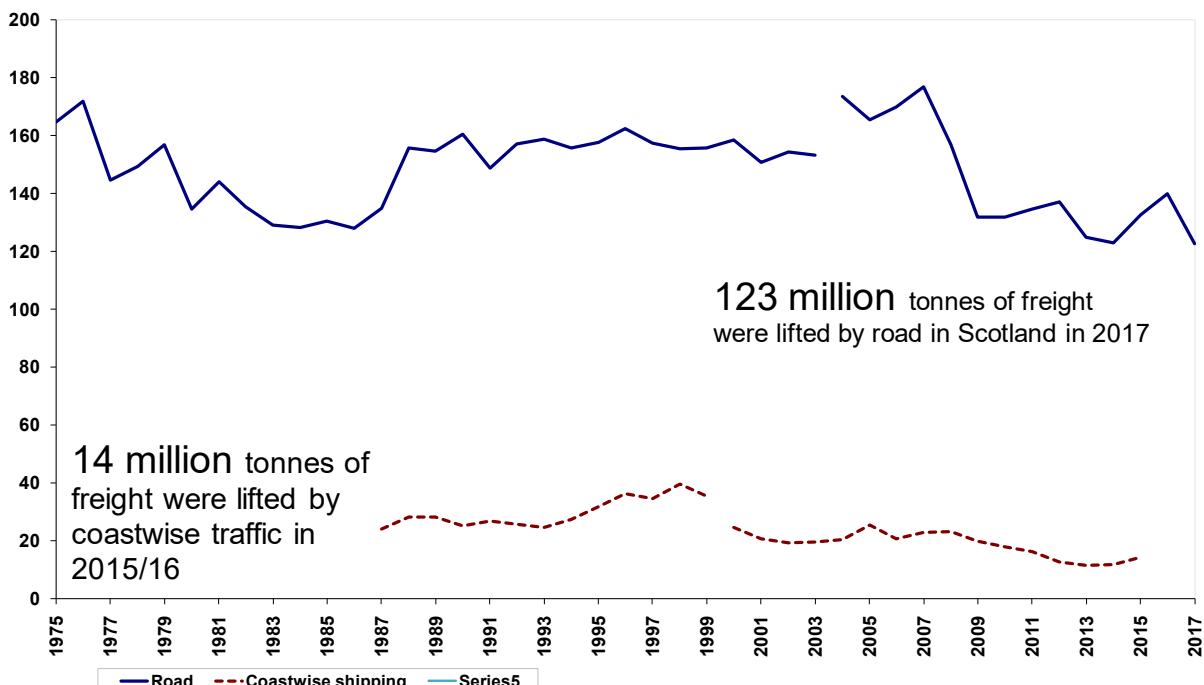
30% of journeys to work were by public or active travel in 2017, the same as 2007. Public and active travel to work has remained at around 30% since 2007, with cycling retaining a low modal share but showing increases in share of work travel in the cities (the proportion of Edinburgh residents cycling as their main mode of travel to work has increased from 6% to 9.8% over the last 10 years)

69% of people were very or fairly satisfied with public transport in 2017, a decrease on 2016 (72%). Satisfaction levels have been at around 70% for the last ten years.

7. Freight

Figure 7: Freight lifted in tonnes

million tonnes



123 million tonnes of road freight was lifted in Scotland in 2017.

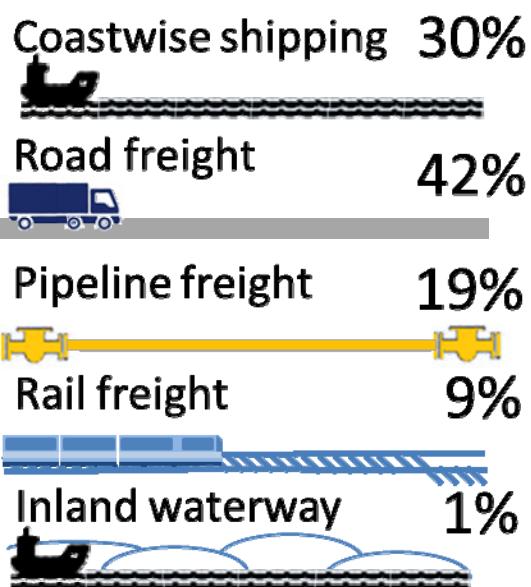
By weight, much more freight is carried by road than by any other mode of transport. Before 2011, more tonne-kilometres of freight were moved by coastwise shipping than any other mode of transport. However, since then more freight is now moved by road.

After falling between 1960 and 1994-5, rail freight traffic has since increased in most years until 2005, when it began to decline again.

14 million tonnes of freight were lifted by coastwise shipping in 2015 – a fall from 25 million in 2000.

The amount of oil carried in Scottish pipelines rose rapidly to 23 million tonnes in 1977, and has fluctuated since then, levelling out at 28 million tonnes in 1998. Per head of population, the amount of freight lifted by pipeline is significantly greater in Scotland than in Great Britain.

Modal share of freight in tonne-kilometres in 2012:



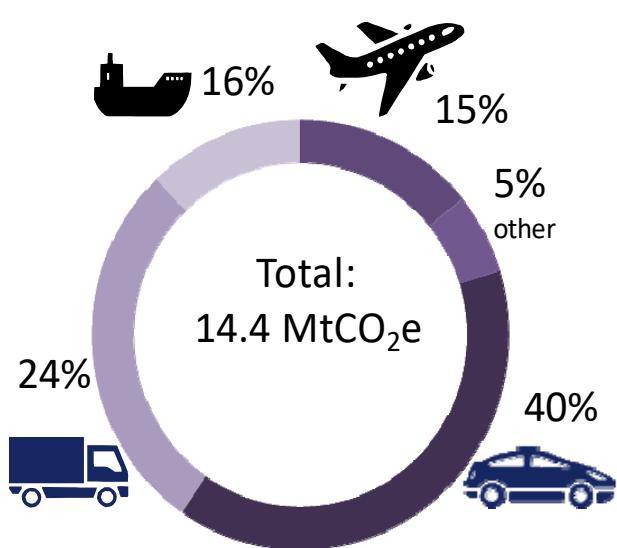
8. Cross-border transport

13.1 million air and ferry passenger journeys were made to other parts of the UK in 2017, an increase of 1% since 2016.

15.51 million passenger journeys were made to and from other countries by air in 2017, an increase of 12% since 2016.

9. Environment and emissions

Figure 9: Share of greenhouse gas emissions by mode in 2016



37% of Scotland's greenhouse gas emissions are accounted for by transport.

8.6% of the UK's transport emissions are accounted for by Scotland

Newly registered cars are becoming more efficient in terms of carbon dioxide emissions, with average CO₂ emissions in Scotland for new car registrations falling by 26% over the last ten years and similar to last year.

Change in emissions by key transport mode 2015-2016



There has been a 9 fold increase in the numbers of ultra-low emission vehicles registered in Scotland between 2014 Q1 and 2018 Q3, albeit from a low base. The biggest increase has been in Plug-in-Grant Eligible cars which now account for 88 per cent of both newly registered Ultra Low Emission Vehicles all Ultra Low Emission Vehicles in 2017.

Table S1 Summary of Transport in Scotland
Numbers

SUMMARY

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Vehicles Licensed											
Private and Light Goods ¹	2,313	2,347	2,362	2,364	2,369	2,395	2,436	2,496	2,537	2,594	2,638
All Vehicles ¹	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863	2,919	2,962
New Registrations	251	215	216	209	202	216	241	262	268	270	250
Local Bus Services²											
Passenger Journeys (boardings) ³	487	484	458	430	436	420	421	414	407	394	388
Vehicle Kilometres ³	397	386	377	346	338	327	332	336	338	335	333
Passenger Revenue at latest year's prices ³	707	732	733	698	706	716	704	688	699	708	684
Freight Lifted											
Road ^{4, 9}	176.8	157.0	131.9	131.9	134.8	137.2	125.0	122.9	132.7	139.9	122.6
Rail ²	11.35	10.36	9.69	8.33	9.87	8.43	..	..	..	..	..
Coastwise traffic	22.8	23.3	19.8	18.0	16.3	12.5	11.4	11.8	14.2	..	..
One Port traffic	1.83	1.75	3.59	1.88	2.42	2.57	2.10	2.19	..	..	..
Inland waterway traffic	10.50	12.19	10.10	10.89	10.70	10.79	10.69	9.41	10.14	9.42	..
Pipelines ⁵	27.5	27.6	27.6	27.6	27.8	28.2	..	..	..	..	..
Total	250.8	232.2	202.7	198.6	201.9	199.7	..	..	..	..	..
Public Road Lengths											
Trunk (A and M) ¹⁰	3,505	3,505	3,520	3,518	3,536	3,566	3,565	3,637	3,638	3,669	3,681
Other Major (A and M)	7,381	7,421	7,421	7,414	7,467	7,473	7,473	7,406	7,414	7,418	7,427
Minor Roads	44,300	44,418	44,591	44,694	44,769	44,873	44,938	45,011	45,100	45,163	45,257
All Roads ¹⁰	55,186	55,344	55,532	55,626	55,772	55,912	55,975	56,054	56,152	56,250	56,364
Road Traffic											
Motorways ¹¹	6,577	6,683	6,633	6,503	6,570	7,140	7,262	7,421	7,477	7,829	8,054
A roads	22,408	22,126	22,327	21,992	21,996	21,712	21,786	22,025	22,395	23,019	23,353
All roads (incl. B, C, uncl.)	44,666	44,470	44,219	43,488	43,390	43,549	43,840	44,839	45,374	46,459	47,986
Reported Road Accident Casualties											
Killed	281	270	216	208	185	176	172	203	168	191	146
Killed and Serious	2,666	2,845	2,503	2,177	2,063	2,157	1,841	1,905	1,771	1,890	1,735
All (Killed, Serious, Slight)	16,239	15,592	15,043	13,338	12,784	12,712	11,495	11,306	10,980	10,905	9,428
Passenger Rail^{2, 6}											
ScotRail passenger journeys ⁶	74.5	76.4	76.9	78.3	81	83.3	86.3	92.7	93.2	94.2	97.8
ORR data:											
Rail journeys in/from Scotland ⁷	72.7	76.3	76.5	79.4	83.3	85.8	86.7	91.7	93.4	94.2	..
Passenger receipts (2016 £mill)	375.7	377.1	414.3	429.3	440.0	457.2	470.8	495.0	513.2	518.9	..
Air Transport											
Terminal Passengers	25,132	24,348	22,496	20,907	22,065	22,207	23,250	24,076	25,507	26,924	28,833
Transport Movements	428.2	417.1	382.7	354.4	366.3	372.1	376.4	376.2	376.4	376.0	383.9
Freight	66.1	50.2	50.9	47.5	45.2	52.2	54.2	59.9	56.4	55.9	60.3
Ferries⁸											
Passengers	10,671	10,014	10,219	9,990	9,631	9,698	9,662	9,679	9,554	10,073	10,255
Vehicles	3,246	3,056	3,135	3,072	3,071	3,076	2,972	3,074	3,146	3,372	3,467
of which on routes within Scotland											
Passengers	8,466	8,001	8,272	8,016	7,773	7,888	7,831	7,884	7,824	8,320	8,501
Vehicles	2,712	2,569	2,648	2,554	2,551	2,628	2,577	2,626	2,706	2,930	3,060

1 DfT has 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.

2 Financial years

3 The DfT have revised figures from 2004/05 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.

4 Freight lifted in Scotland by UK-registered hauliers, regardless of whether the destination is in Scotland, elsewhere in the UK or outwith the UK.

The figures for 2004 onwards are not compatible with those for earlier years due to changes in methodology and processing system for the survey.

5 The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2012 figures are provisional.

6 ScotRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2009/10. Figures from 2003/04 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.

7 The Office of Rail and Road (ORR) produce total passenger figures. These are not adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail 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 (zone cards) are included.

8 Services to Europe, Northern Ireland and within Scotland (Previous versions of STS only included services where data is available back to 1975, this can still be found in Table H1). Figures for passenger numbers on the Corran ferry service in 2013, 2014 and 2015 have not been included in the total for Scotland as the figures are new estimates and considered as 'data under development'.

9 Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011.

10 Totals have been revised in 2012 to include slip roads on Trunk A roads which had previously excluded. See Road Network chapter for more information.

11 Changes in the layout of the M74/M77/M8 during 2012 are likely to have affected the traffic data for motorways.

Table S2 Summary of Transport in Scotland - index numbers

SUMMARY

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Vehicles Licensed	<i>Index 2007=100</i>										
Private and Light Goods ¹	100.0	101.5	102.1	102.2	102.4	103.5	105.3	107.9	109.7	112.1	114.0
All Vehicles ¹	100.0	101.5	102.2	102.2	102.4	103.4	105.0	107.4	109.0	111.1	112.7
New Registrations	100.0	85.7	86.1	83.2	80.6	86.2	96.2	104.5	106.6	107.7	99.5
Local Bus Services²											
Passenger Journeys (boardings) ³	100.0	99.3	94.0	88.3	89.4	86.3	86.4	85.0	83.5	80.9	79.7
Vehicle Kilometres ³	100.0	97.1	94.9	87.2	85.1	82.3	83.5	84.7	85.2	84.4	83.9
Passenger Revenue at latest year's prices ³	100.0	103.4	103.6	98.7	99.8	101.2	99.6	97.2	98.8	100.1	96.7
Freight Lifted											
Road ^{4,9}	100.0	88.8	74.6	74.6	76.2	77.6	70.7	69.5	75.1	79.1	69.3
Rail ²	100.0	91.3	85.4	73.4	87.0	74.3	..	..	..	..	..
Coastwise traffic	100.0	102.2	87.1	78.8	71.7	55.0	50.0	51.8	62.3	..	..
One Port traffic	100.0	95.6	196.2	102.7	132.2	140.4	114.8	119.7	..	..	..
Inland waterway traffic	100.0	116.1	96.2	103.7	101.9	102.8	101.8	89.6	96.6	89.7	..
Pipelines ⁵	100.0	100.4	100.4	100.4	101.1	102.5	..	..	..	..	..
Total	100.0	92.6	80.8	79.2	80.5	79.6	..	..	..	..	..
Public Road Lengths											
Trunk (A and M) ¹⁰	100.0	100.0	100.4	100.4	100.9	101.8	101.7	103.8	103.8	104.7	105.0
Other Major (A and M)	100.0	100.5	100.5	100.5	101.2	101.2	101.2	100.3	100.5	100.5	100.6
Minor Roads	100.0	100.3	100.7	100.9	101.1	101.3	101.4	101.6	101.8	101.9	102.2
All Roads ¹⁰	100.0	100.3	100.6	100.8	101.1	101.3	101.4	101.6	101.8	101.9	102.1
Road Traffic											
Motorways	100.0	101.6	100.9	98.9	99.9	108.6	110.4	112.8	113.7	119.0	122.5
A roads	100.0	98.7	99.6	98.1	98.2	96.9	97.2	98.3	99.9	102.7	104.2
All roads (incl. B, C, uncl.)	100.0	99.6	99.0	97.4	97.1	97.5	98.2	100.4	101.6	104.0	107.4
Reported Road Accident Casualties											
Killed	100.0	96.1	76.9	74.0	65.8	62.6	61.2	72.2	59.8	68.0	52.0
Killed and Serious	100.0	106.7	93.9	81.7	77.4	80.9	69.1	71.5	66.4	70.9	65.1
All (Killed, Serious, Slight)	100.0	96.0	92.6	82.1	78.7	78.3	70.8	69.6	67.6	67.2	58.1
Passenger Rail ^{2,6}											
ScotRail passenger journeys ⁶	100.0	102.6	103.3	105.1	108.9	111.8	115.9	124.5	125.2	126.6	131.3
Rail journeys in/from Scotland ⁷	..	100.0	100.3	104.2	109.3	112.5	113.7	120.3	122.5	123.5	..
Passenger receipts (£2014 mill)	..	100.0	109.9	113.9	116.7	121.2	124.8	131.3	136.1	137.6	..
Air Transport											
Terminal Passengers	100.0	96.9	89.5	83.2	87.8	88.4	92.5	95.8	101.5	107.1	114.7
Transport Movements	100.0	97.4	89.4	82.8	85.6	86.9	87.9	87.9	87.9	0.1	0.1
Freight	100.0	76.0	77.0	71.9	68.3	79.0	82.0	90.6	85.4	84.5	91.2
Ferries ⁸											
Passengers	100.0	93.8	95.8	93.6	90.3	90.9	90.5	90.7	89.5	94.4	96.1
Vehicles	100.0	94.2	96.6	94.6	94.6	94.8	91.6	94.7	96.9	103.9	106.8
of which on routes within Scotland											
Passengers	100.0	94.5	97.7	94.7	91.8	93.2	92.5	93.1	92.4	98.3	100.4
Vehicles	100.0	94.7	97.6	94.2	94.1	96.9	95.0	96.8	99.8	108.1	112.8

¹ DfT has 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.² Financial years³ The DfT have revised figures from 2004/05 onwards as a result of methodological improvements. Figures prior to this period are not directly comparable.

See Chapter 2 of Scottish Transport Statistics for more detail. Figures from 2006 include Government support for buses which is not available for the two previous years.

⁴ Freight lifted in Scotland by UK-registered hauliers, regardless of whether the destination is in Scotland, elsewhere in the UK or outwith the UK.

The figures for 2004 onwards are not comparable with those for earlier years due to changes in methodology and processing system for the survey.

⁵ The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2012 figures are provisional.⁶ ScotRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2009/10. Figures from 2003/04 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.⁷ The Office of Rail and Road (ORR) produce total passenger figures. These are not adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail figures.⁸ Services to Europe, Northern Ireland and within Scotland (Previous versions of STS only included services where data is available back to 1975, this can still be found in Table H1).⁹ Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011.¹⁰ Totals have been revised in 2012 to include slip roads on Trunk A roads which had previously excluded.

See Road Network chapter for more information.

Table S3 Summary of Scottish Household Survey results ¹

SUMMARY

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
	column percentages										
Modal share of all journeys ³											
Walking	22.0	22.2	21.8	22.0	22.1	26.0	23.3	25.0	21.6	23.5	21.3
Driver car/van	50.2	49.8	51.0	51.1	49.9	48.3	50.0	48.1	49.7	50.6	52.1
Passenger car/van	13.4	13.8	13.3	14.3	13.1	12.7	13.6	13.0	13.3	13.1	12.5
Bicycle	0.7	1.0	0.9	0.8	1.3	1.2	1.0	1.4	1.2	1.2	1.5
Bus	9.3	9.1	8.6	8.7	9.1	8.1	8.5	8.6	9.5	7.7	8.2
Taxi/minicab	1.5	1.5	1.4	0.8	1.3	1.3	1.6	1.2	1.3	0.9	1.3
Rail	1.7	1.6	1.9	1.4	2.0	1.8	1.7	2.1	1.7	2.2	2.6
Other	1.1	1.0	1.0	1.0	1.2	0.7	0.3	0.6	0.6	0.7	0.5
Sample size (=100%)	20,520	20,450	18,680	16,300	17,590	19,740	20,180	19,930	18,710	19,050	18,320
Place of work											
Works from home	11.2	10.0	11.4	10.1	10.6	13.2	13.3	13.1	14.1	14.5	14.2
Does not work from home	88.8	90.0	88.6	89.9	89.4	86.8	86.7	86.9	85.9	85.5	85.8
Sample size (=100%)	5,890	6,090	6,100	5,860	6,190	4,730	4,850	4,810	4,670	4,720	4,820
Travel to work ²											
Walking	11.9	12.5	12.3	13.4	12.9	13.6	12.9	12.9	13.6	12.3	12.0
Car or Van	68.0	66.0	67.0	67.3	66.6	67.3	66.2	67.7	65.9	67.0	67.7
Driver	61.3	59.9	60.7	61.0	59.1	61.4	60.6	61.6	60.3	61.7	62.3
Passenger	6.7	6.1	6.4	6.3	7.5	6.0	5.6	6.0	5.6	5.3	5.4
Bicycle	1.7	2.3	2.4	2.3	2.0	2.0	2.5	2.6	2.2	2.6	3.0
Bus	12.7	12.1	12.1	10.8	12.0	10.1	11.3	10.2	11.2	10.4	9.8
Rail, including underground	3.5	4.3	3.9	3.6	3.9	4.3	4.0	4.2	4.4	5.2	5.1
Other	2.3	2.7	2.3	2.7	2.6	2.6	3.1	2.5	2.7	2.4	2.4
Sample size (=100%)	5,180	5,440	5,370	5,220	5,510	4,100	4,160	4,130	3,950	3,970	4,070
% Public and Active Travel ⁴ (Former National Indicator 48)	29.7	31.2	30.7	30.1	30.8	30.1	30.7	29.8	31.4	30.6	30.1
Travel to school											
Walking	52.8	48.8	50.0	49.7	50.6	51.4	51.7	51.2	48.8	51.8	51.5
Car or Van	21.9	23.6	24.4	23.0	23.4	24.1	24.4	24.5	25.8	25.6	25.5
Bicycle	0.8	1.5	1.0	1.4	1.4	0.8	1.2	1.7	1.2	1.4	0.9
Bus (school or service)	21.9	23.9	22.0	23.9	21.7	21.1	19.9	20.3	21.0	19.3	19.8
School bus	14.8	16.5	16.0	16.1	15.1	14.9	14.5	14.5	15.3	12.9	14.2
Service bus	7.1	7.3	5.9	7.8	6.6	6.2	5.4	5.8	5.7	6.4	5.6
Rail, including underground	0.9	0.7	0.7	0.3	0.7	0.4	0.6	0.7	1.1	0.5	0.5
Other	1.7	1.5	1.8	1.7	2.2	2.2	2.2	1.7	2.1	1.5	1.7
Sample size (=100%)	2,520	2,750	2,880	2,680	2,720	1,920	1,980	1,980	1,880	1,890	1,830
Household access to car⁴ / bike											
No car	30.3	30.2	30.7	30.3	30.1	31.0	30.2	30.8	30.0	29.3	28.1
One car	44.3	43.9	43.7	44.0	44.5	43.0	44.0	43.3	43.3	42.1	42.7
Two Cars	21.4	21.9	21.5	21.6	21.0	21.3	21.3	21.1	21.7	23.0	23.4
Three or more cars	4.0	4.0	4.2	4.1	4.4	4.7	4.6	4.7	5.1	5.6	5.8
One or more cars	69.7	69.8	69.3	69.7	69.9	69.0	69.8	69.2	70.1	70.7	71.9
Two or more cars	25.3	25.8	25.6	25.7	25.4	26.0	25.8	25.9	26.8	28.5	29.2
1+ Bicycles which can be used by adults	36.9	36.8	35.5	34.3	35.1	35.0	34.3	34.4	35.1	33.8	34.4
Sample size	13,410	13,820	14,190	14,210	14,360	10,640	10,650	10,630	10,330	10,470	10,680
Driving (aged 17+)											
Those with a full driving licence											
Male	75.8	76.0	76.2	75.6	75.6	75.6	76	75.8	73.4	75.4	75.2
Female	59.2	59.9	60.6	60.2	59.8	61.6	61.4	61.8	63.1	63.1	64.3
All	67.0	67.6	68.0	67.6	67.3	68.3	68.4	68.5	68.0	69.0	70
Frequency of driving											
Every day	45.2	44.9	43.4	41.4	40.7	42.0	41.9	40.9	40.9	42.2	41.9
At least three times a week	10.0	10.4	11.9	12.8	13.3	13.1	13.3	13.9	14.5	14.3	14.7
Once or twice a week	5.1	5.6	5.6	6.0	6.2	6.0	5.6	5.9	5.9	6.0	6.1
At least 2-3 times a month	0.9	1.0	0.9	0.9	0.9	0.8	1.0	0.9	0.8	1.0	1.0
At least once a month	0.6	0.4	0.4	0.4	0.4	0.3	0.5	0.7	0.5	0.5	0.5
Less than once a month	1.7	1.3	1.6	1.8	1.7	1.7	1.6	1.8	1.4	1.6	1.3
Holds full licence, never drives	3.5	4.0	4.2	4.3	4.1	4.5	4.5	4.3	4.0	3.4	4.0
Does not have a full driving licence	33.0	32.4	32.0	32.4	32.7	31.7	31.6	31.5	32.0	31.0	30.5
Sample size (=100%)	12,150	12,260	12,450	12,360	12,800	9,830	9,840	9,720	9,340	9,570	9,760
Percentage of car / van stages delayed by traffic congestion											
Former National Indicator ^{5,6}	14.4	13.1	11.0	10.5	11.2	9.9	9.69	11.7	12.47	11.7	12.8
Sample size (=100%)	9,260	9,320	8,680	7,580	8,310	9,830	10,200	9,820	9,315	9,790	9,960
Frequency of use of local bus/train service (aged 16+)											
Bus service											
Every day or almost every day	12.3	12.6	11.3	11.0	11.1	9.3	11.3	9.7	11.7	9.3	9.7
2 or 3 times per week	11.7	12.2	11.8	11.7	12.5	11.0	11.4	11.3	11.6	10.6	10.6
About once a week	7.7	7.8	8.4	7.7	7.8	7.8	7.6	8.1	7.7	7.9	7.9
Once or twice a month	13.9	13.9	14.1	13.5	14.2	13.7	14.1	13.6	14.3	13.2	14.7
Not used in the past month	54.4	53.6	54.5	56.1	54.3	58.2	55.4	57.7	54.2	59.2	57.1
Train service											
Every day or almost every day	2.0	2.3	2.1	1.9	2.0	2.5	2.2	2.2	2.1	2.3	2.6
2 or 3 times per week	1.8	2.0	2.1	1.9	2.2	2.4	2.5	2.1	2.5	2.1	2.2
About once a week	3.2	3.2	3.7	3.5	3.7	4.2	4.0	5.0	4.4	4.2	4.3
Once or twice a month	16.3	16.4	15.9	17.3	17.9	19.1	19.5	21.2	20.7	20.8	21.9
Not used in the past month	76.6	76.1	76.2	75.5	74.2	71.8	71.8	69.5	70.2	70.5	69.0
Sample size (=100%)	12,120	12,300	12,520	12,420	12,890	9,890	9,920	9,800	9,410	9,640	9,810

1. The apparent year-to-year fluctuations in some of the figures may be due to sampling variability.

2. Employed adults (aged 16+) not working from home

3. The Travel diary methodology changed in 2007 and in 2012, creating a break in the time series

4. Tram journeys were not included in previous publications. They have now been added, and the 2016 figure is 0.1% higher than previous published.

5. From 2012 Q4 the question was changed to ask about access to cars / vans instead of just cars.

6. Data published in 2015 erroneously included a value of 12.5 because of the exclusion of vans; this table contains the revised data.

Table S4 Summary of cross-border transport**SUMMARY**

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Passenger journeys											
to / from other parts of UK	<i>millions</i>										
Rail	5.81	6.13	6.64	7.33	7.59	7.74	7.98	8.67	8.41	9.05	..
Air ¹	12.87	12.07	10.89	9.83	10.12	10.05	10.30	10.57	11.15	11.25	11.39
Ferry ²	2.09	1.94	1.92	1.92	1.86	1.81	1.83	1.79	1.73	1.75	1.75
Total these modes	20.77	20.13	19.45	19.08	19.57	19.60	20.11	21.03	21.28	22.05	..
to / from other countries											
Air ³	10.35	10.35	9.74	9.27	10.06	10.21	10.86	11.25	12.19	13.84	15.51
Ferry ⁴	0.11	0.08	0.03	0.05	0.001	0.001	0.001	0.001	0.000	0.001	0.000
Total these modes	10.47	10.43	9.77	9.32	10.06	10.21	10.86	11.25	12.19	13.84	15.51
Total cross-border passengers											
Rail	5.81	6.13	6.64	7.33	7.59	7.74	7.98	8.67	8.41	9.05	..
Air	23.23	22.42	20.63	19.10	20.18	20.26	21.16	21.81	23.34	25.09	26.90
Ferry	2.21	2.01	1.95	1.97	1.86	1.81	1.83	1.79	1.73	1.75	1.75
Total these modes	31.24	30.56	29.22	28.41	29.63	29.82	30.97	32.27	33.47	35.89	..
Freight											
to other parts of UK											
Road ⁵	16.4	12.3	12.6	14.8	13.5	13.5	13.0	13.5	16.7	16.2	14.8
Rail	4.6	3.8	3.3	3.1	4.5	2.9	..	..	..	..	..
Water	19.7	21.0	17.6	16.6	16.6	8.8	10.7	10.7	..	..	..
Total these modes	40.6	37.1	33.4	34.5	34.6	25.2	..	..	..	..	..
from other parts of UK											
Road ⁵	21.9	17.7	16.0	17.9	17.5	19.6	16.2	18.2	20.3	19.3	19.0
Rail	2.0	2.0	1.3	1.6	3.3	1.7	..	..	..	..	..
Water	5.5	5.1	4.9	5.5	4.9	2.1	4.8	5.3	..	..	..
Total these modes	29.4	24.8	22.1	25.0	25.8	23.3	..	..	..	..	..
Total to / from other parts of UK											
Road ⁵	38.3	30.0	28.6	32.7	31.0	33.1	29.2	31.7	37.0	35.5	33.8
Rail	6.6	5.9	4.5	4.7	7.8	4.6	..	..	..	..	..
Water	25.2	26.1	22.4	22.1	21.6	10.8	15.5	16.0	..	..	..
Total these modes	70.0	61.9	55.6	59.5	60.4	48.5	..	..	..	..	..
to other countries											
Road ⁵	0.6	0.5	0.5	0.4	0.3	0.3	0.3	0.2	0.2	0.2	0.2
Rail ⁶	0.5	0.4	0.4	0.4	0.4	0.4	..	..	..	..	..
Water ⁷	45.6	42.4	38.3	39.9	33.4	32.1	31.6	30.8	30.3	33.0	30.9
Total these modes	46.7	43.3	39.2	40.7	34.0	32.8	..	..	..	..	..
from other countries											
Road ⁵	0.3	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.2	0.1	0.1
Rail ⁸	0.4	0.5	0.4	0.4	0.4	0.4	..	..	..	..	..
Water ⁷	14.6	16.1	13.5	13.2	14.2	16.3	16.5	16.6	13.5	9.5	10.6
Total these modes	15.3	16.9	14.2	13.8	14.7	16.8	..	..	..	..	..
Total to / from other countries											
Road ⁵	0.9	0.8	0.7	0.6	0.4	0.4	0.4	0.3	0.4	0.3	0.3
Rail	0.9	0.9	0.8	0.8	0.8	0.8	..	..	..	..	..
Water	60.2	58.5	51.9	53.1	47.6	48.3	48.1	47.4	43.7	42.5	41.5
Total	62.0	60.2	53.3	54.4	48.8	49.5	..	..	..	..	..
Total cross-border freight											
Road ⁵	39.2	30.8	29.3	33.3	31.4	33.5	29.6	32.0	37.4	35.8	34.1
Rail	7.5	6.7	5.3	5.5	8.6	5.4	..	..	..	..	..
Water	85.4	84.6	74.3	75.2	69.2	59.1	63.6	63.4	..	..	..
Total these modes	132.0	122.1	108.9	114.0	109.1	98.0	..	..	..	..	..

¹ England, Wales or Northern Ireland - for the purposes of this table, UK offshore is not counted as another part of the UK.² Scotland / Northern Ireland ferries³ Figures for 1999 and earlier years are available on the website. They are approximate as they include an element of estimation.⁴ The Rosyth / Zeebrugge service started in May 2002, there was a drop in the frequency of service from November 2005 and the passenger service ceased in December 2010. Figures for services between Lerwick and other countries are available from 1998.⁵ Freight lifted by UK HGVs only - does not include freight carried by other HGVs or by other types of vehicle (such as light goods vehicles). The figures for 2004 onwards are not directly comparable with earlier years, due to changes to the survey's methodology & processing.⁶ The Rail figures for "outwith UK" include freight taken to Scottish, English or Welsh ports for export.⁷ Figures relate only to exports/imports from major ports only. Note these have increased over the years.⁸ The Rail figures for "outwith UK" include freight imported at an English or Welsh port, then brought into Scotland by rail.

Table SGB1 Comparisons of Scotland and Great Britain (or the UK) - numbers

SUMMARY

Numbers

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Vehicles Licensed (all vehicles)											
Scotland	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863	2,919	2,962
GB	33,651	33,883	33,958	34,120	34,229	34,522	35,034	35,633	36,467	37,257	37,735
Households with a Car ¹ (National Travel Survey)											
Scotland	70	..	70	..	70	..	..	..	..	..	..
GB	75	..	75	..	72	..	..	..	..	..	..
Public Road Lengths (all roads)											
Scotland	55.2	55.3	55.5	55.6	55.8	55.9	56.0	56.1	56.2	56.2	56.4
GB ²	398.9	394.5	394.4	394.3	394.3	394.9	395.5	395.6	395.7	396.7	397.0
Road Traffic											
Motorway											
Scotland	6.58	6.68	6.63	6.50	6.57	7.14	7.26	7.42	7.48	7.83	8.05
GB	100.6	100.1	99.5	98.2	99.5	100.4	101.9	104.3	107.0	108.9	110.5
A roads											
Scotland	22.4	22.1	22.3	22.0	22.0	21.7	21.8	22.0	22.4	23.0	23.4
GB ³	224.9	222.8	222.4	219.5	220.4	218.5	218.6	222.9	226.9	233.1	235.7
All roads (incl. B, C, unclassified)											
Scotland	44.7	44.5	44.2	43.5	43.4	43.5	43.8	44.8	45.4	46.5	48.0
GB ³	505.4	500.6	495.8	487.9	488.9	487.1	488.8	501.5	509.7	519.7	526.4
Reported Road Accident Casualties: Killed or Seriously Injured											
Scotland ¹²	2.67	2.85	2.50	2.18	2.06	2.16	1.84	1.91	1.77	1.89	1.74
GB	30.7	28.6	26.9	24.5	25.0	24.8	23.4	24.6	23.9	25.9	26.6
Local bus passenger journeys ^{2, 4}											
Scotland	487	484	458	430	436	420	421	414	407	394	388
GB	5,143	5,250	5,188	5,164	5,191	5,099	5,201	5,142	5,016	4,934	4,844
Rail passenger journeys ^{4, 5, 6}											
Scotland	72.7	76.3	76.5	79.4	83.3	85.8	86.7	91.7	93.4	94.2	..
GB ^{10, 11}	1,018	1,074	1,065	1,160	1,228	1,269	1,333	1,393	1,464	1,470	..
Air terminal passengers											
Scotland	25.1	24.3	22.5	20.9	22.1	22.2	23.3	24.1	25.5	26.9	28.8
UK	240.7	235.4	218.1	210.7	219.3	220.6	228.4	238.4	251.5	268.4	284.6
Freight Lifted											
Road ^{8, 9}											
Scotland	177	157	132	132	135	137	125	123	133	140	123
UK	1,822	1,668	1,356	1,489	1,457	1,427	1,316	1,322	1,445	1,434	1,397
Rail ⁴											
Scotland	11.35	10.36	9.69	8.33	9.87	8.43	..	..	..	..	..
GB	102	103	87	90	102	113	117	111	86	79	75
Coastwise traffic											
Scotland	22.8	23.3	19.8	18.0	16.3	12.5	11.4	11.8	14.2	..	..
UK	57.6	58.1	54.6	50.5	49.3	42.8	37.9	39.5	42.6	39.7	34.6
Pipelines ⁷											
Scotland	27.5	27.6	27.6	27.6	27.8	28.2	..	..	..	..	..
GB	53.1	53.3	53.6	53.5	53.7	54.3	..	..	..	..	..
Travel to Work (Autumn: Labour Force Survey)											
Car (or van, minibus, works van)											
Scotland	69	69	70	71	68	68	69	69	70	71	70
GB	69	70	70	70	68	69	68	69	68	68	68
Public transport (bus, rail, underground)											
Scotland	16	17	15	14	16	15	16	15	15	14	14
GB	16	15	15	15	16	16	16	16	17	17	18

¹ Figures are for combined years e.g. 2011 covers 2011/12.² DfT revised its methodology from 2004, causing a break in the series.³ The GB figures relate to motor vehicle traffic only, and therefore exclude a small amount of pedal cycle traffic.⁴ Financial years⁵ Total passenger figures are produced by the ORR and have not been adjusted to reflect ScotRail's revised zonecard methodology.⁶ Figures are based on the origin and destination of trips and do not count stages of these trips separately.⁷ The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2012 figures are provisional.⁸ 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 destined for Northern Ireland and outside the UK.⁹ Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011.¹⁰ Figs for 2008-09 onwards have been revised due to an error in the LENNON calculation of journeys between Edinburgh and Glasgow.¹¹ Figures are based on the origin and destination of trips and do not count stages of these trips separately

SUMMARY

Table SGB2 Comparisons of Scotland and Great Britain (or UK) - index numbers

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Vehicles Licensed (all vehicles)											<i>Index 2007=100</i>
Scotland	100.0	101.5	102.2	102.2	102.4	103.4	105.0	107.4	109.0	111.1	112.7
GB	100.0	100.7	100.9	101.4	101.7	102.6	104.1	105.9	108.4	110.7	112.1
Public Road Lengths (all roads)											<i>Index 2007=100</i>
Scotland	100.0	100.3	100.6	100.8	101.1	101.3	101.4	101.6	101.8	101.9	102.1
GB ¹	100.0	98.9	98.9	98.8	98.8	99.0	99.1	99.2	99.2	99.5	99.5
Road Traffic											
Motorway											
Scotland	100.0	101.6	100.9	98.9	99.9	108.6	110.4	112.8	113.7	119.0	122.5
GB	100.0	99.5	98.9	97.6	98.9	99.8	101.3	103.7	106.4	108.3	109.8
A roads											
Scotland	100.0	98.7	99.6	98.1	98.2	96.9	97.2	98.3	99.9	102.7	104.2
GB ²	100.0	99.1	98.9	97.6	98.0	97.2	97.2	99.1	100.9	103.6	104.8
All roads (incl. B, C, unclassified)											
Scotland	100.0	99.6	99.0	97.4	97.1	97.5	98.2	100.4	101.6	104.0	107.4
GB ²	100.0	99.1	98.1	96.5	96.7	96.4	96.7	99.2	100.9	102.8	104.2
Reported Road Accident Casualties: Killed or Seriously Injured											
Scotland	100.0	106.7	93.9	81.7	77.4	80.9	69.1	71.5	66.4	70.9	65.1
GB	100.0	93.1	87.7	79.9	81.5	80.8	76.1	80.1	77.8	84.3	86.6
Local bus passenger journeys ^{2,4}											
Scotland	100.0	99.3	94.0	88.3	89.4	86.3	86.4	85.0	83.5	80.9	79.7
GB	100.0	102.1	100.9	100.4	100.9	99.2	101.1	100.0	97.5	95.9	94.2
Rail passenger journeys ^{4,5,6}											
Scotland	100.0	104.8	105.1	109.2	114.5	117.9	119.2	126.1	128.4	129.5	..
GB	100.0	105.5	104.6	114.0	120.6	124.7	130.9	136.8	143.8	144.4	..
Air terminal passengers											
Scotland	100.0	96.9	89.5	83.2	87.8	88.4	92.5	95.8	101.5	107.1	114.7
UK	100.0	97.8	90.6	87.5	91.1	91.7	94.9	99.0	104.5	111.5	118.2
Freight Lifted											
Road ^{6,8}											
Scotland	100.0	88.8	74.6	74.6	76.2	77.6	70.7	69.5	75.1	79.1	69.3
UK	100.0	91.5	74.4	81.7	79.9	78.3	72.2	72.5	79.3	78.7	76.7
Rail ³											
Scotland	100.0	91.3	85.4	73.4	87.0	74.3	0.0	0.0	0.0	0.0	0.0
GB	100.0	100.3	85.2	87.8	99.3	110.4	113.8	107.9	84.1	77.5	73.2
Coastwise traffic											
Scotland	100.0	102.2	87.1	78.8	71.7	55.0	50.0	51.8	62.3	..	..
UK	100.0	101.0	94.8	87.7	85.6	74.4	65.9	68.6	74.0	69.0	60.1
Pipelines ⁷											
Scotland	100.0	100.4	100.4	100.4	101.1	102.5	..	..	..	..	..
GB	100.0	100.4	100.9	100.8	101.1	102.3	..	..	..	..	..

1 Figures are for combined years e.g. 2011 covers 2011/12.

2 DfT revised its methodology from 2004, causing a break in the series.

3 The GB figures relate to motor vehicle traffic only, and therefore exclude a small amount of pedal cycle traffic.

4 Financial years

5 Total passenger figures are produced by the ORR and have not been adjusted to reflect ScotRail's revised zonecard methodology.

6 Figures are based on the origin and destination of trips and do not count stages of these trips separately

7 The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2012 figures are provisional.

8 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 destined for Northern Ireland and outside the UK.

9 Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011. Later years have yet to be published by DfT.

10 Figs for 2008-09 onwards have been revised due to an error in the LENNON calculation of journeys between Edinburgh and Gla

Table SGB3 Comparisons of Scotland and Great Britain (or UK) - relative to the population

SUMMARY

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Vehicles Licensed (all vehicles)											
Scotland	51	51	51	51	51	51	52	53	53	54	55
GB	57	56	56	56	56	56	56	57	58	58	59
Public Road Lengths (all roads)											
Scotland	10.7	10.6	10.6	10.6	10.5	10.5	10.5	10.5	10.5	10.4	10.4
GB	6.7	6.6	6.5	6.5	6.4	6.4	6.4	6.3	6.3	6.2	6.2
Road Traffic											
Motorway											
Scotland	1,272	1,284	1,268	1,236	1,240	1,344	1,363	1,388	1,392	1,449	1,485
GB	1,689	1,667	1,646	1,611	1,619	1,622	1,636	1,662	1,691	1,707	1,722
A Roads											
Scotland	4,334	4,253	4,267	4,179	4,150	4,086	4,089	4,119	4,168	4,259	4,305
GB ¹	3,776	3,711	3,678	3,601	3,585	3,531	3,510	3,552	3,587	3,654	3,673
All roads (incl. B, C and unclassified)											
Scotland	8,639	8,547	8,452	8,264	8,187	8,196	8,229	8,385	8,445	8,596	8,846
GB ¹	8,486	8,337	8,199	8,004	7,953	7,872	7,849	7,991	8,057	8,148	8,203
Reported Road Accident Casualties: Killed or Seriously Injured											
Scotland	0.52	0.55	0.48	0.41	0.39	0.41	0.35	0.36	0.33	0.35	0.32
GB	0.52	0.48	0.45	0.40	0.41	0.40	0.38	0.39	0.38	0.41	0.41
Local bus passenger journeys^{2,4}											
Scotland	94	93	88	82	82	79	79	77	76	73	72
GB	86	87	86	85	84	82	84	82	79	77	75
Rail passenger journeys^{4,5,6}											
Scotland	14.1	14.7	14.6	15.1	15.7	16.1	16.3	17.1	17.4	17.4	..
GB	17.1	17.9	17.6	19.0	20.0	20.5	21.4	22.2	23.1	23.0	..
Air terminal passengers											
Scotland	4.9	4.7	4.3	4.0	4.2	4.2	4.4	4.5	4.7	5.0	5.3
UK	3.9	3.8	3.5	3.4	3.5	3.5	3.6	3.7	3.9	4.1	4.3
Freight Lifted											
Road											
Scotland	34.2	30.2	25.2	25.1	25.4	25.8	23.5	23.0	24.7	25.9	22.6
UK	29.7	27.0	21.8	23.7	23.0	22.4	20.5	20.5	22.2	21.8	21.1
Rail ³											
Scotland	2.2	2.0	1.9	1.6	1.9	1.6	..	..	..	..	..
GB	1.7	1.7	1.4	1.5	1.7	1.8	1.9	1.8	1.4	1.2	1.2
Coastwise traffic											
Scotland	4.4	4.5	3.8	3.4	3.1	2.4	2.1	2.2	2.6	..	..
UK	1.0	1.0	0.9	0.8	0.8	0.7	0.6	0.6	0.7	0.6	0.5
Pipelines ⁵											
Scotland	5.3	5.3	5.3	5.2	5.2	5.3	..	..	..	..	..
GB	0.9	0.9	0.9	0.9	0.9	0.9	..	..	..	..	..

¹ Figures are for combined years e.g. 2011 covers 2011/12.² DfT revised its methodology from 2004, causing a break in the series.³ The GB figures relate to motor vehicle traffic only, and therefore exclude a small amount of pedal cycle traffic.⁴ Financial years⁵ Total passenger figures are produced by the ORR and have not been adjusted to reflect ScotRail's revised zonecard methodology.⁶ Figures are based on the origin and destination of trips and do not count stages of these trips separately.⁷ The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2012 figures are provisional.⁸ 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 destined for Northern Ireland and outside the UK.⁹ Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011. Later years have yet to be published by DfT.¹⁰ Figs for 2008-09 onwards have been revised due to an error in the LENNON calculation of journeys between Edinburgh and Glasgow.

Table H1 Summary of passenger traffic

SUMMARY

Year ¹	Car vehicle kilometres on major roads (M and A)	Bus passenger journeys on local services ²	Rail passenger journeys in Scotland ³	Air terminal passengers at airports	Ferry passengers on routes within Scotland and to NI and Europe ⁵	Ferry passengers on selected ferry services ⁴	Car	Bus	Rail	Air	Ferry Selected services ⁴
<i>million</i>											
1960	..	1,664	64.9	1.20	..	..	248	114	17	..	..
1961	..	1,633	63.4	1.41	..	..	243	111	20	..	..
1962	..	1,579	72.3	1.59	..	..	235	127	23	..	..
1963	..	1,561	71.7	1.82	..	..	233	126	26	..	..
1964	..	1,506	73.0	2.07	..	..	224	128	30	..	..
1965	..	1,417	71.0	2.29	..	..	211	124	33	..	..
1966	..	1,344	65.8	2.56	..	..	200	115	37	..	..
1967	..	1,297	65.9	2.76	..	..	193	115	40	..	..
1968	..	1,220	67.0	2.69	..	..	182	117	39	..	..
1969	..	1,169	68.4	2.91	..	..	174	120	42	..	..
1970	..	1,057	70.7	3.10	..	..	157	124	45	..	..
1971	..	1,019	66.5	3.20	..	..	152	116	46	..	..
1972	..	998	61.2	3.64	..	..	149	107	52	..	..
1973	..	975	60.5	4.07	4.82	..	145	106	59	103	..
1974	..	896	69.1	4.00	4.96	..	134	121	58	106	..
1975	9,318	891	66.2	4.18	5.28	68	133	116	60	113	..
1976	9,438	881	60.1	4.78	5.17	69	131	105	69	111	..
1977	9,622	824	56.8	4.85	4.82	71	123	99	70	103	..
1978	9,749	794	59.7	5.90	4.64	72	118	105	85	99	..
1979	9,643	786	57.6	6.33	4.56	71	117	101	91	98	..
1980	10,262	763	61.5	6.37	4.48	75	114	108	92	96	..
1981	10,418	716	57.8	6.50	4.27	77	107	101	94	91	..
1982	10,733	694	49.5	6.37	4.19	79	103	87	92	90	..
1983	11,043	680	55.7	6.48	4.51	81	101	98	93	97	..
1984	12,794	669	51.3	6.99	4.67	94	100	90	101	100	..
1985	13,606	671	57.1	6.94	4.67	100	100	100	100	100	..
1986	14,012	644	53.1	7.24	4.85	103	96	93	104	104	..
1987	14,881	647	54.1	7.81	5.35	109	96	95	112	115	..
1988	15,946	647	54.0	8.51	5.66	117	96	95	123	121	..
1989	17,027	613	51.8	9.23	6.18	125	91	91	133	132	..
1990	17,476	585	52.8	9.86	6.54	128	87	92	142	140	..
1991	17,553	571	54.5	9.57	6.80	129	85	95	138	146	..
1992	18,068	532	59.3	10.38	9.16	6.63	133	79	104	150	142
1993	18,211	525	59.1	11.12	9.53	6.63	134	78	104	160	142
1994	18,683	513	54.4	11.79	9.64	6.65	137	76	95	170	142
1995	19,226	506	48.9	12.31	10.49	6.86	141	75	86	177	147
1996	19,888	478	49.8	13.21	9.33	5.59	146	71	87	190	120
1997	20,266	448	53.1	14.39	9.92	5.63	149	67	93	207	121
1998	20,456	424	55.1	15.19	9.64	5.33	150	63	96	219	114
1999	20,700	455	57.6	15.94	9.96	5.33	152	68	101	230	114
2000	20,566	458	57.3	16.79	9.80	5.29	151	68	100	242	113
2001	20,977	466	53.0	18.08	9.79	5.30	154	69	93	260	114
2002	21,760	471	52.4	19.78	9.97	5.33	160	70	92	285	114
2003	21,922	478	55.9	21.08	10.67	5.71	161	71	98	304	122
2004	22,308	459	61.3	22.55	10.84	5.92	164	68	107	325	127
2005	22,060	465	66.7	23.80	10.57	5.97	162	69	117	343	128
2006	22,610	476	69.8	24.44	10.59	5.40	166	71	122	352	116
2007	22,392	487	72.7	25.13	10.72	5.40	165	73	127	362	116
2008	22,221	484	76.3	24.35	10.01	5.15	163	72	134	351	110
2009	22,496	458	76.5	22.50	10.22	5.40	165	68	134	324	116
2010	21,998	430	79.4	20.91	9.99	5.37	162	64	139	301	115
2011	21,986	436	83.3	22.07	9.63	5.22	162	65	146	318	112
2012	22,170	420	85.8	22.21	9.70	5.15	163	63	150	320	110
2013	22,217	421	86.7	23.25	9.66	..	163	63	152	335	..
2014	22,418	414	91.7	24.08	9.68	..	165	62	..	347	..
2015	22,573	407	93.4	25.51	9.54	..	166	61	..	367	..
2016	23,220	394	94.2	26.92	10.07	..	171	59	..	388	..
2017	23,453	388	..	28.83	10.25	..	172	58	..	415	..

¹ The figures for Car and Air are for calendar years; latterly, the figures for Bus and Rail

are for the financial years which start in the specified calendar years (eg the 1996 figures are for 1996-97)

² Pre-1975, the figures are the totals of passenger journeys for the Scottish Bus Group and the four city corporations. Therefore, they include any non-stage (non-local) services run by these operators, and exclude other operators' stage (local) services.

Glasgow Corporation's figures may have included passenger journeys on trolley buses and the Glasgow Underground.

Figures from 2004 onwards have been subject to revision due to methodological improvements

³ Figures from 1995 onwards were revised by ORR in 2013 due to improvements to methodology. 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 (zone cards) are included.

Figures in 2001-02 and 2002-03 were affected by industrial action.

⁴ This grouping was used in STS until 2012 and includes those routes for which figures are available back to 1973: Caledonian MacBrayne, P&O Scottish Ferries / NorthLink Orkney and Shetland Ferries, and Orkney Ferries. The figures from 1995 are affected by the reduction in traffic caused by the withdrawal of the Kyle-Kyleakin service when the Skye Bridge opened in October 1995.⁵ All ferry routes within Scotland, between Scotland and Northern Ireland and between Scotland and Europe, for which passenger data is available (see chapter 9 for more detail)

Table H2 Summary of freight traffic¹

SUMMARY

(a) *freight lifted - millions of tonnes*

Year ²	Air	Road	Rail	Coastal ship- ping	Coast- wise ship- ping	Inland water- way	Pipeline ³	Total	Air	Road	Rail	Coastal ship- ping	Coast- wise ship- ping	Inland water- way	Pipeline ³	
	lifted in Scotland	lifted in Scotland	see notes	lifted in Scotland	lifted in Scotland	see notes	lifted in Scotland	lifted in Scotland	see notes	lifted in Scotland	lifted in Scotland	see notes	lifted in Scotland	lifted in Scotland	see notes	
	millions of tonnes lifted								Index, 1985 = 100							
1960	..	29.8	..	..	..	..	..	..	..	248	..	..	..	..	..	..
1961	..	28.1	..	..	..	..	..	..	..	234	..	..	..	..	..	..
1962	..	24.7	..	..	..	..	..	..	..	206	..	..	..	..	..	..
1963	..	24.6	..	..	..	..	..	..	..	205	..	..	..	..	..	..
1964	..	25.4	..	..	..	..	..	..	..	212	..	..	..	..	..	..
1965	..	24.3	..	..	..	..	..	..	..	203	..	..	..	..	..	..
1966	..	21.4	..	..	..	..	..	..	..	178	..	..	..	..	..	..
1967	..	20.0	..	..	..	..	..	..	..	167	..	..	..	..	..	..
1968	..	20.9	..	..	..	..	..	..	..	174	..	..	..	..	..	..
1969	..	21.1	..	..	..	..	..	..	..	176	..	..	..	..	..	..
1970	..	20.8	..	..	..	..	..	..	..	173	..	..	..	..	..	..
1971	..	20.0	..	..	..	..	..	..	..	167	..	..	..	..	..	..
1972	..	18.1	..	..	..	..	..	..	..	151	..	..	..	..	..	..
1973	..	19.3	5.7	..	..	8.0	..	..	..	161	17	..	..	..	27	..
1974	160.7	17.9	5.7	..	..	7.5	..	123	149	17	..	..	..	..	25	..
1975	164.6	16.1	4.9	..	..	6.3	..	126	134	14	..	..	..	..	21	..
1976	..	172.0	16.2	7.0	..	11.9	..	132	135	20	..	..	..	..	40	..
1977	..	144.7	14.0	13.6	..	23.2	..	..	111	117	40	..	..	..	78	..
1978	..	149.5	13.8	18.6	..	26.4	..	..	115	115	54	..	..	..	89	..
1979	..	156.9	12.0	23.8	..	27.9	..	..	120	100	69	..	..	..	94	..
1980	..	134.7	11.7	33.5	..	8.1	26.7	..	103	98	98	..	..	..	76	90
1981	..	144.1	12.2	<u>33.2</u>	..	7.3	24.1	..	110	102	<u>97</u>	..	..	..	69	81
1982	..	135.4	10.4	34.5	..	10.4	22.4	..	104	87	101	..	..	..	98	75
1983	..	129.1	10.3	37.3	..	12.1	26.5	..	99	86	109	..	..	..	114	89
1984	..	128.3	6.4	35.6	..	10.0	26.9	..	98	53	104	..	..	..	94	90
1985	..	130.5	12.0	34.3	..	10.7	29.8	..	100	100	100	..	..	..	100	100
1986	..	128.0	9.7	32.3	..	11.0	28.2	..	98	81	94	..	..	..	103	95
1987	..	134.9	10.5	28.6	24.1	10.3	28.5	236.9	..	103	88	83	..	..	97	96
1988	..	155.7	9.7	31.9	28.3	10.2	25.2	261.0	..	119	81	93	..	..	96	85
1989	..	154.8	9.4	32.5	28.3	10.4	<u>21.3</u>	256.7	..	119	78	95	..	..	97	<u>71</u>
1990	..	160.6	9.8	29.9	25.2	11.9	26.9	264.3	..	123	82	87	..	..	112	90
1991	..	148.8	9.0	31.6	26.7	11.3	21.4	248.8	..	114	75	92	..	..	106	72
1992	..	157.1	7.0	30.1	25.7	10.7	24.0	254.5	..	120	58	88	..	..	100	81
1993	..	158.9	5.0	29.0	24.5	11.4	26.9	255.7	..	122	42	85	..	..	107	90
1994	..	155.8	5.4	32.0	27.5	11.2	24.1	255.9	..	119	45	93	..	..	105	81
1995	..	157.7	..	35.9	31.9	11.2	25.6	262.3	..	121	..	105	..	..	105	86
1996	..	162.4	5.4	40.3	36.2	11.1	25.6	281.0	..	124	45	117	..	..	104	86
1997	..	157.4	7.0	39.4	34.5	11.6	25.7	275.7	..	121	59	115	..	..	109	86
1998	..	155.6	7.7	45.7	39.7	10.4	28.1	287.1	..	119	64	133	..	..	97	94
1999 ⁴	..	155.8	8.2	<u>41.3</u>	35.3	9.5	28.0	278.1	..	119	69	<u>120</u>	..	..	89	94
2000	0.08	158.5	8.3	30.9	24.7	12.2	28.1	262.8	..	121	69	90	..	..	115	94
2001	0.08	150.8	9.6	27.4	20.6	11.4	28.1	248.0	..	116	80	80	..	..	107	94
2002	0.08	154.4	9.1	24.5	19.2	10.0	28.0	245.4	..	118	76	71	..	..	94	94
2003 ⁵	0.08	<u>153.4</u>	8.3	24.4	19.5	10.1	27.7	243.5	..	<u>118</u>	69	71	..	..	94	93
2004	0.08	173.7	11.3	25.8	20.5	10.0	27.6	269.0	..	133	94	75	..	..	94	93
2005	0.08	165.6	14.3	31.4	25.5	10.2	27.6	274.7	..	127	119	92	..	..	96	93
2006 ⁶	0.08	170.0	13.0	25.7	20.6	10.2	27.8	267.3	..	130	108	75	..	..	95	93
2007 ⁶	0.07	176.8	11.4	27.5	22.8	10.5	27.5	276.5	..	136	95	80	..	..	99	92
2008 ⁶	0.05	157.0	10.4	28.3	23.3	12.2	27.6	258.9	..	120	86	83	..	..	114	93
2009 ⁶	0.05	131.9	9.7	24.7	19.8	10.1	27.6	223.9	..	101	81	72	..	..	95	93
2010	0.05	131.9	8.3	23.9	18.0	10.9	27.6	220.6	..	101	69	70	..	..	102	93
2011	0.05	134.8	9.9	22.6	16.3	10.7	27.8	222.2	..	103	82	66	..	..	100	93
2012	0.05	137.2	8.4	11.3	12.5	10.8	28.2	208.5	..	105	70	33	..	..	101	95
2013	0.05	125.0	..	16.6	11.4	10.7	..	..	..	96	..	48	..	..	100	..
2014	0.06	122.9	..	17.1	11.8	9.4	..	..	..	94	..	50	..	..	88	..
2015	0.06	132.7	..	..	14.2	10.3	..	..	..	102	..	..	..	..	96	..
2016	0.06	139.9	..	..	..	..	..	..	..	107	..	..	..	..	..	..
2017	0.06	122.6	..	..	..	..	..	..	..	94	..	..	..	..	..	..

1. The figures for 'road', 'rail', 'coastwise shipping' and 'inland waterways' are the total amounts lifted in Scotland.

The category of 'coastal shipping' is shown for historical reasons. It is defined in a different way:

the 'coastal shipping' figure is the total lifted in Scotland *plus* the total lifted elsewhere in the UK which is delivered in Scotland.

The 'pipeline' figure is the estimated amount of crude oil carried by on-shore pipelines which are over 50km in length.

This table does not show one port traffic to / from oil rigs and the sea bed.

2. The figures are all for calendar years except for the figures for "rail" from 1985, which are for the financial years which start in the specified calendar years (e.g. the rail figures for 1997 are for 1997-98).

3. The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2012 figures are provisional.

4. A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis.

5. Changes to the methodology for collecting road freight data mean that previous figures are not comparable.

6. Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011

Table H2 Summary of freight traffic¹

SUMMARY

(b) *freight moved - millions of tonne-kilometres*

Year ²	Road <i>lifted in Scotland</i>	Rail ⁷ <i>lifted in Scotland</i>	Coastwise shipping <i>lifted in Scotland</i>	Inland waterway <i>lifted in Scotland</i>	Pipeline ^{3,6} <i>see notes</i>
<i>millions of tonne-kilometres</i>					
1960	..	..		..	..
1961	..	..		..	..
1962	..	..		..	..
1963	..	..		..	..
1964	..	..		..	..
1965	..	..		..	..
1966	..	..		..	..
1967	..	..		..	..
1968	..	..		..	..
1969	..	..	..	..	..
1970	..	..	..	..	..
1971	..	..	..	..	..
1972	..	..	..	..	..
1973	..	..	..	..	..
1974	..	..	..	..	..
1975	..	..	..	..	..
1976	..	..	..	..	..
1977	..	..	..	..	..
1978	..	..	..	..	..
1979	..	..	..	..	..
1980	..	..	..	..	..
1981	..	..	..	..	..
1982	..	..	..	..	..
1983	..	..	..	..	..
1984	..	..	..	..	..
1985	9,706	..	..	..	..
1986	9,332	..	..	..	..
1987	10,225	..	19,810	262	..
1988	11,520	..	22,910	264	..
1989	12,339	..	23,020	268	..
1990	12,309	..	19,090	315	..
1991	11,909	..	22,850	298	..
1992	12,121	..	20,940	270	5,132
1993	12,426	..	19,710	290	..
1994	12,995	..	19,740	290	5,279
1995	13,965	..	25,110	300	5,693
1996	14,163	1,427	29,250	300	5,688
1997	14,236	2,145	26,280	310	5,717
1998	14,856	2,787	29,610	260	5,946
1999 ⁴	14,988	2,891	26,850	240	5,905
2000	14,817	2,462	20,100	280	5,933
2001	14,425	3,127	15,600	280	5,929
2002	14,170	2,856	14,540	240	5,909
2003 ⁵	14,432	2,625	14,850	240	5,832
2004	15,195	3,839	14,060	240	5,820
2005	13,507	4,345	17,457	251	5,869
2006	13,957	4,195	14,491	249	5,715
2007	14,950	3,601	16,909	268	5,726
2008	13,384	3,281	17,890	312	5,725
2009	11,652	2,912	15,321	244	5,725
2010	12,695	3,077	13,557	280	5,725
2011	12,813	2,637	13,011	270	5,752
2012	12,239	2,607	9,051	269	5,836
2013	11,906	..	7,452	262	..
2014	12,056	..	8,031	234	..
2015	13,634	..	11,414	236	..
2016	14,883	..	..	..	..
2017	13,130	..	..	..	..

1. The figures for 'road', 'rail', 'coastwise shipping' and 'inland waterways' relate to freight lifted in Scotland; for 'pipeline' it is the estimated tonne-kilometres for crude oil carried by on-shore pipelines which are over 50km in length. This table does not show the tonne-kilometres for one port traffic to / from oil rigs and the sea bed or for coastal shipping (as defined in part [a] of this table).

2. The figures are all for calendar years except for the figures for rail, which are for the financial years which start in the specified calendar years (e.g. the rail figures for 1997 are for 1997-98).

3. Over 50km

4. A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis.

5. Changes to the methodology for collecting road freight data mean that previous figures are not comparable.

6. Pipeline figures for 2012 are provisional.

7. Revisions made to rail freight from 2001 onwards due to an error in the formula for calculating the figures

Table H3: Traffic estimates

SUMMARY

Year	Motorways	A roads	All major roads (M & A)	Minor roads (B, C & unclassif.)	All roads	Motorways	A roads	All major roads (M & A)	Minor roads (B, C & unclassif.)	All roads
<i>million vehicle kilometres</i>										
1962	..	..	..	..	..	..	..	..	..	..
1963	..	..	..	..	..	..	..	..	..	..
1964	..	..	..	..	..	..	..	..	..	..
1965	..	..	..	..	..	..	..	..	..	..
1966	..	..	..	..	..	..	..	..	..	..
1967	..	..	..	..	..	..	..	..	..	..
1968	..	..	..	..	..	..	..	..	..	..
1969	..	..	..	..	..	..	..	..	..	..
1970	..	..	..	..	..	..	..	..	..	..
1971	..	..	..	..	..	..	..	..	..	..
1972	..	..	..	..	..	..	..	..	..	..
1973	..	..	..	..	..	..	..	..	..	..
1974	..	..	..	..	..	..	..	..	..	..
1975	..	..	..	..	..	..	..	..	..	..
1976	..	..	..	..	..	..	..	..	..	..
1977	..	..	..	..	..	..	..	..	..	..
1978	..	..	..	..	..	..	..	..	..	..
1979	..	..	..	..	..	..	..	..	..	..
1980	..	..	..	..	..	..	..	..	..	..
1981	..	..	..	..	..	..	..	..	..	..
1982	..	..	..	..	..	..	..	..	..	..
1983	1,742	12,443	14,185	..	..	83	82	82	..	..
1984	1,920	14,382	16,302	..	..	91	95	95	..	..
1985	2,104	15,115	17,219	..	..	100	100	100	..	..
1986	2,116	15,531	17,647	..	..	101	103	102	..	..
1987	2,541	16,226	18,767	..	..	121	107	109	..	..
1988	2,961	17,137	20,098	..	..	141	113	117	..	..
1989	3,141	18,262	21,404	..	..	149	121	124	..	..
1990	3,286	18,501	21,786	..	..	156	122	127	..	..
1991	3,200	18,747	21,947	..	..	152	124	127	..	..
1992	3,516	19,060	22,575	..	..	167	126	131	..	..
1993	4,000	18,666	22,666	12,509	35,175	190	123	132	..	..
1994	4,147	19,153	23,300	12,700	36,000	197	127	135	..	..
1995	4,318	19,670	23,987	12,749	36,736	205	130	139	..	..
1996	4,586	20,253	24,839	12,938	37,777	218	134	144	..	..
1997	4,852	20,600	25,452	13,130	38,582	231	136	148	..	..
1998	5,072	20,812	25,885	13,284	39,169	241	138	150	..	..
1999	5,164	21,021	26,185	13,585	39,770	245	139	152	..	..
2000	5,405	20,531	25,936	13,625	39,561	257	136	151	..	..
2001	5,567	20,775	26,342	13,722	40,065	265	137	153	..	..
2002	5,730	21,533	27,262	14,272	41,535	272	142	158	..	..
2003	5,856	21,826	27,682	14,356	42,038	278	144	161	..	..
2004	6,094	22,114	28,209	14,496	42,705	290	146	164	..	..
2005	6,151	21,904	28,055	14,663	42,718	292	145	163	..	..
2006	6,433	22,465	28,898	15,221	44,119	306	149	168	..	..
2007	6,577	22,408	28,986	15,680	44,666	313	148	168	..	..
2008	6,683	22,126	28,810	15,659	44,470	318	146	167	..	..
2009	6,633	22,327	28,961	15,258	44,219	315	148	168	..	..
2010	6,503	21,992	28,496	14,992	43,488	309	145	165	..	..
2011	6,570	21,996	28,565	14,825	43,390	312	146	166	..	..
2012 ¹	7,140	21,712	28,853	14,696	43,549	339	144	168	..	..
2013	7,262	21,786	29,048	14,792	43,840	345	144	169	..	..
2014	7,421	22,025	29,446	15,393	44,839	353	146	171	..	..
2015	7,477	22,395	29,872	15,502	45,374	355	148	173	..	..
2016	7,829	23,019	30,848	15,611	46,459	372	152	179	..	..
2017	8,054	23,353	31,407	16,580	47,986	383	155	182	..	..

1. The increase in motorway traffic in 2012 is the result of new motorway opening. More detail can be found in the road network chapter.

Table H4 Other vehicle related statistics

SUMMARY

Year	Vehicles licensed	New registrations of vehicles	Reported road casualties	Vehicles licensed	New registrations of vehicles	Reported road casualties
			all severities			
	thousand	thousand	number			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 ¹	1,304	154	28,621	86	85	105
1976	1,314	159	29,933	87	88	110
1977	..	155	29,783	..	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 ²	1,884	154	24,173	124	85	89
1993	1,874	170	22,414	124	94	82
1994 ³	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 ⁴	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	17,885	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	12,784	178	112	47
2012	2,717	216	12,712	179	120	47
2013	2,759	241	11,495	182	133	42
2014	2,821	262	11,306	186	145	41
2015	2,863	268	10,980	189	148	40
2016	2,919	270	10,905	193	150	40
2017	2,962	250	9,428	196	138	35

1. The figures for vehicles licensed for 1974 to 1978 are on different bases, due to the effect on the annual "census" of the transfer of licensing records from local offices to the then DVLC

2. For years up to 1992 estimates are taken from the DVLA annual vehicle census, from 1993 onwards estimates are taken from the Vehicle Information Database and are not consistent with previous years. The VID figure for 1992 was 1,840,000 compared with the DVLA figure of 1,884,000.

3. New registration results to 1994 are taken from geographical analysis provided by DVLA. Results for 1995 onwards are estimated using post town area data. The vehicle taxation system was subject to major revisions from July 1995.

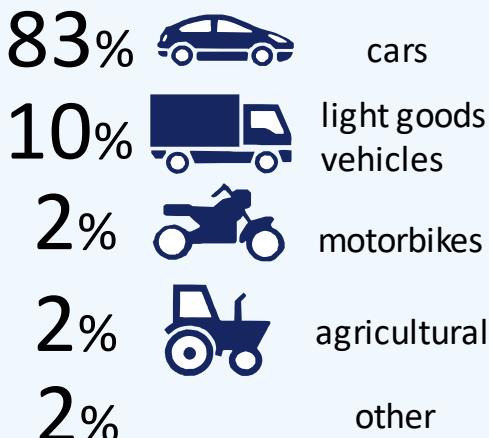
4. DfT has revised the figures for the light goods and goods body types back to 2001. DfT does not have the underlying data to revise earlier years' figures.

Chapter 1: Road Transport Vehicles

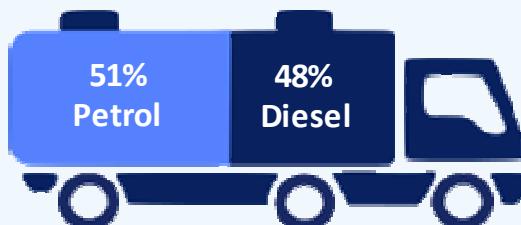
- Road transport vehicles
- Driving license possession
- Car ownership
- Motor vehicle offences
- Blue Badge Scheme members.

2.96 million

Vehicles licensed for road use
in Scotland in 2017



99% of road vehicles in Scotland ran on **petrol or diesel** in 2017.



Driving licence possession has increased by 3% in the last ten years (2007-2017)

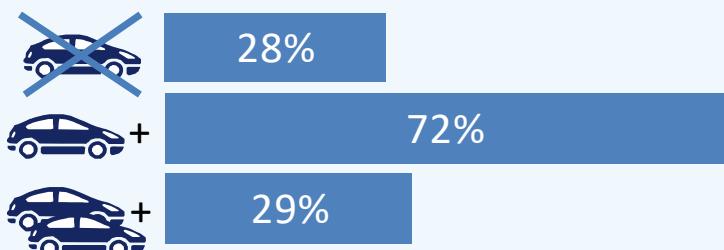


75% of men 64% of women owned a full driving license in 2016



License ownership tended to increase with household income

Car ownership in Scotland is increasing; most households (72%) had one or more cars available for private use in 2017



Households with:

- more people



- a higher net income



- a more rural/remote location



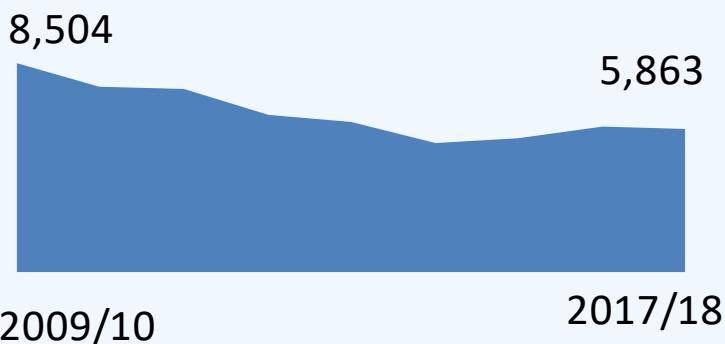
were likely to own more cars.

Electric and hybrid cars have a small but increasing share (>1%)

7,509 new electric and hybrid registrations in 2017, 57% more than in 2016



Drunk driving offences by year:



For web publication and further information, visit http://bit.ly/STS_all editions



ROAD TRANSPORT VEHICLES

1. Introduction

1.1 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 2.96 million vehicles licensed for use on the roads in Scotland in 2017, of which 83 per cent were cars.**
- **Over two thirds (70%) of the adult population (17+) held a full driving licence in 2017.**
- **Seventy two per cent of households had access to one or more cars or vans in 2017; over a quarter (29%) of households had access to two or more cars or vans.**

2. Main Points

Vehicles Licensed

2.1 The total number of new motor vehicles registrations in 2017 was around 249,700, 8% less than in 2016 and 1% less than 2007. (*Table 1.1*)

2.2 New registrations of cars in 2017 accounted for around 249,700 of these, around 20,000 (8%) less than in 2016, and 2,000 (1%) less than 2007. Of all new registered vehicles in 2017, 123,900 (50%) were petrol-propelled, and 137,000 (47%) were diesel-propelled. The remaining new vehicles registered in 2017 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 2017 by body type and propulsion is included in Chapter 13. (*Table 1.1*)

2.3 The total number of vehicles licensed was 2.96 million in 2017, 2 per cent higher than 2016 and 13% higher than in 2007. The number of private and light goods vehicles in 2017 was 2.6 million, 2% more than 2016 and 14% higher than 2007. (*Table 1.2*)

2.4 Glasgow had the largest number of vehicles licensed as at the end of 2017 (232,300), followed by Fife (208,700) and Edinburgh (199,100) - 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 513 vehicles for every 1,000 people aged 17+, Glasgow was lowest at 450. Vehicle ownership per head was much higher in rural areas – both Orkney and Renfrewshire had 927 vehicles per 1,000 people aged 17+ and Shetland had 901, the three areas in Scotland with the highest vehicle ownership by population. The Scotland average was 665 per thousand. The pattern for car registrations was similar with Glasgow lowest, but Renfrewshire had the highest figure per thousand population at 787, followed by Stirling at 736. The effect of the registration of company car fleets can be seen: Renfrewshire accounted for 22 per cent

(38,500) of all the company cars registered in Scotland, compared to 5 per cent of all cars. (*Table 1.3*)

2.5 There were 10,356 taxis and 13,843 private hire cars licensed in Scotland based on figures provided by Scottish local licensing authorities during October-November 2018. These show that licensed taxis have fallen by 37 and private hire cars have risen by 884 compared with figures for 2017. Latest figures show that of the 10,356 licensed taxis, 4,916 (47%) are wheelchair accessible, the same proportion and slight increase in the total number of accessible vehicles from the previous year. The proportion of wheelchair accessible vehicles varies across different Authority areas. (*Table 1.4*)

2.6 The average age of private and light goods vehicles in 2017 was 6.6 years, the same as 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 2017 the average age of these vehicles in Great Britain was 7.8 years. (*Table 1.6*)

2.7 There were 5,859 licensed operators of heavy goods vehicles in Scotland in December 2018 and 853 public service vehicle licence holders. Most HGV operators had few (if any) vehicles specified on the licence: 2,736 had 0-2 vehicles, 1,452 had 3-5 vehicles and 816 had 6-10 vehicles. Only 90 operators had between 51 and 100 vehicles specified on the licence as at December 2018. (*Table 1.10*)

2.8 The most popular new car sold in Scotland in 2017 was the Vauxhall Corsa with a market share of 4.1%. The top 5 most popular models had a total market share of 15% and the top 10, 25%. (*Table 1.11*)

MOTs & Driving Tests

2.9 In 2017/18, about 37% of cars tested in the Road Vehicle Testing Scheme (MOT) were unsatisfactory, as were 14% of motor cycles. About 16% of cars tested had unsatisfactory lights or signalling, 17% had unsatisfactory suspension and 14% had unsatisfactory brakes (a vehicle with more than one type of fault is counted against each of them). 7% of motorcycles tested had unsatisfactory lights or signalling, 4% had unsatisfactory brakes and 3% had unsatisfactory steering or suspension. (*Table 1.12*)

2.10 There were 133,000 driving licence practical tests conducted in 2017, a decrease of 5% on 2016. The pass rate was 1% lower at 49%. The test centre at the Golspie had the highest pass rate (77%), though only 73 tests were conducted, Pitlochry had the highest pass rate for centres where at least 100 tests were conducted (74%), while the lowest was at Glasgow Shieldhall (38%). (*Tables 1.13 & 1.14*)

2.11 The Scottish Household Survey results for 2017 showed that 70% of adults over the age of 17 held a full driving license. 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 17-19 age group in 2017, the difference was 20 percentage points. For 70-79 year olds there was a difference of 24 percentage points (men: 80%, women: 56%), which increased to 32 percentage points for those aged 80+ (men: 66%; women: 34%). (*Tables 1.16 and 1.17*)

2.12 SHS results also showed that the percentage holding a full driving licence tended to increase with household income. In 2017, 89% of adults aged 17+ living in households which had an annual net income of over £40,000 held a full driving licence.

In contrast, only 44% of adults who lived in households with an annual net income of up to £10,000 held a full driving licence.

2.13 License possession was also more likely in rural areas. In 2017, 61% of adults aged 17+ living in large urban areas held a full driving licence compared with 83% of those living in 'Remote Rural' areas (the Scottish Government urban/rural classification system used in the Survey is described in the Notes and Definitions section, page 225). (*Table 1.16*)

Car Availability

2.14 The Scottish Household Survey shows that 72 per cent of households had access to one or more cars in 2017, a proportion that has remained relatively stable over the last five years. A quarter (29%) 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*)

2.15 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 2017, family (small or large) and large adult households were most likely to have access to at least one car (large family: 92%, small family: 89%, large adult: 87%). (note definitions of family types are included in the Notes and Definitions section, page 225) Least likely to have access to a car were single pensioner households (46%). The SHS also showed that 30% of large adult and 17% of large family households had 3 or more cars available for private use in 2017. (*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*)

2.16 Only 37% of households whose net annual income was up to £10,000 had one or more cars available for private use, compared with at least 84% of households whose annual net income were above £25,000. 62% of households in large urban areas had cars, compared with 87-88% those in rural areas. (*Table 1.20*)

2.17 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)¹ 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*)

2.18 There were 232,534 Blue Badges on issue in Scotland at the end of March 2018. 119,851 were issued to recipients of allowances or grants which provide an automatic entitlement to a Blue Badge, 109,888 were issued on a discretionary basis to other

¹ 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.

people with a permanent or substantial disability, and 2,795 were issued to institutions. (*Table 1.21*)

Motor Vehicle Offences

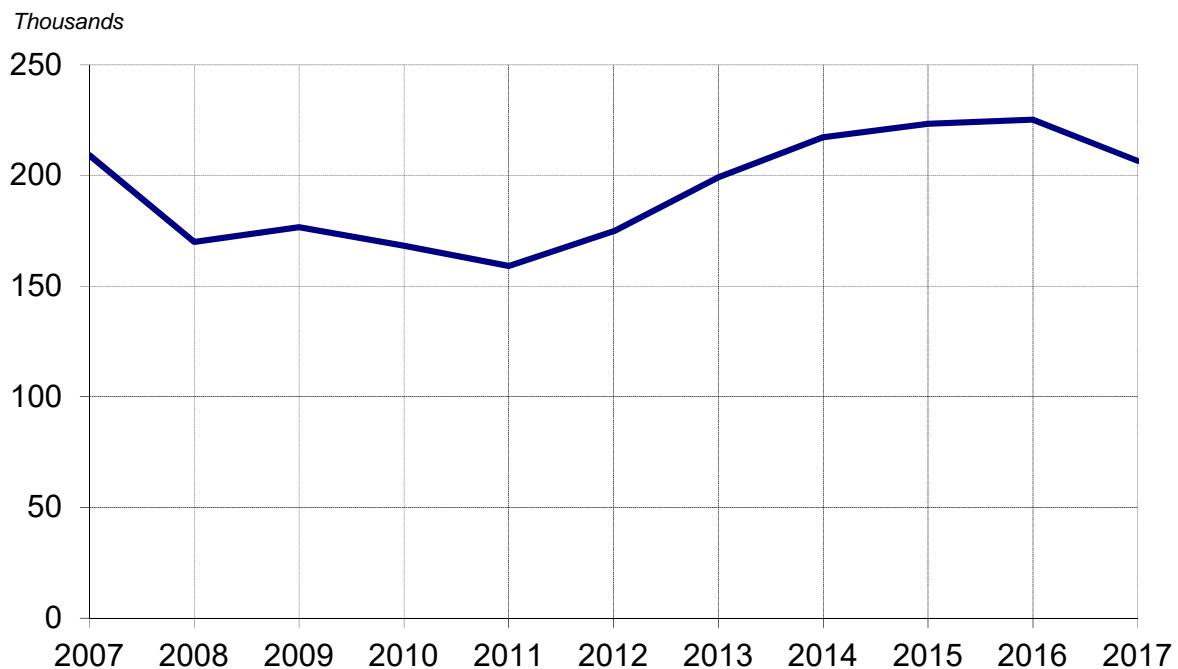
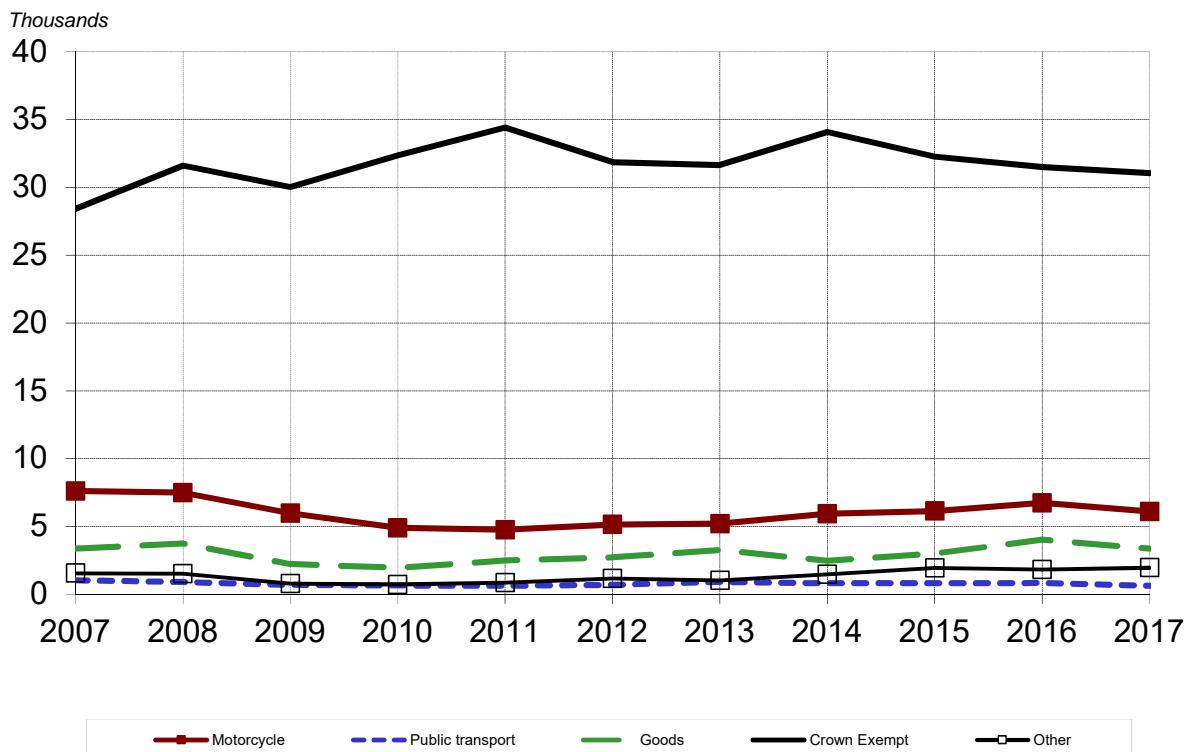
2.19 The numbers of motor vehicle offences recorded by the police include offences in respect of which either the police or the procurator fiscal made a conditional offer of a fixed penalty (mainly *moving* vehicle offences). They do not include *stationary* vehicle offences which are dealt with by the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

2.20 Following the establishment of Police Scotland, data for 2013-14 onwards are returned from one central unit within Police Scotland using their performance management tool. 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.

2.21 This exercise identified a number of anomalies affecting comparability of the time series resulting in breaks in the series. 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 <http://www.gov.scot/Topics/Statistics/Browse/Crime-Justice/PubRecordedCrime/TechnicalReport>.

2.20 The total number of motor vehicle offences recorded in 2017-18 was 127,015 (*Table 1.22*).

2.21 The total number of motor vehicle offences recorded decreased by 8% between 2016-17 and 2017-18; changes in these figures may arise because of changes in the level of enforcement or police deployment. The largest decreases were for Mobile phone offences (53% decrease from 6,709 to 3,173) and Seat belt offences (30% decrease from 4,502 to 3,134). The largest increase was for Failing to stop after accident (69% increase from 8,705 to 14,694) (*Table 1.22*).

Figure 1.1 New registrations by taxation group**Private and Light goods vehicles****Other Vehicles**

Note: In 2003 the definition of "Crown Exempt" and "Other" categories mean figures aren't strictly comparable.

See footnote 3 of table 1.1

ROAD TRANSPORT VEHICLES

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

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
	<i>thousand</i>										
by type of vehicle (taxation group)											
Private and light goods	209	170	177	168	159	175	199	217	223	225	207
Motorcycles	8	7	6	5	5	5	5	6	6	7	6
Public transport ¹	1	1	1	1	1	1	1	1	1	1	1
Goods	3	4	2	2	2	3	3	2	3	4	3
Crown and exempt ²	28	32	30	32	34	32	32	34	32	32	31
Other vehicles ²	2	2	1	1	1	1	1	1	2	2	2
Total	251	215	216	209	202	216	241	262	268	270	250
by body type											
Cars	203	173	186	177	168	183	205	222	222	222	204
Taxis	1	~	~	~	~	~	~	1	~	~	~
Motorcycles	8	8	6	5	5	5	5	6	6	7	6
Three wheelers	~	~	~	~	~	~	~	~	~	~	~
Light goods ³	29	23	14	18	20	18	20	23	28	29	28
Goods ³	4	4	3	2	3	3	4	3	4	5	4
Buses and coaches	1	1	1	1	1	1	1	1	1	1	1
Agricultural vehicles etc	3	4	3	3	3	3	3	3	3	3	3
Other vehicles	3	3	2	2	3	4	3	3	3	3	3
All vehicles	251	215	216	209	202	216	241	262	268	270	250
by method of propulsion											
Petrol	143	117	124	108	98	110	119	125	125	128	124
Diesel	107	97	91	99	102	104	120	133	138	137	118
Hybrid Electric	1	1	1	1	1	1	1	2	3	3	6
Electricity	~	~	1	1	1	1	1	2	1	1	2
Gas Bi-Fuel	~	~	~	~	~	~	~	c	0	~	~
Gas Or Petrol/Gas	~	~	~	~	~	~	~	~	~	~	~
Other ⁴	~	~	~	~	c	~	c	~	~	c	c
Total	251	215	216	209	202	216	241	262	268	270	250

c. Value has been suppressed to avoid disclosing personal information

1. Estimates include only those vehicles with more than 8 seats.

2. Vehicles in the Special Concessionary Group (part of other vehicles in 2002 and earlier years) are part of Crown and Exempt from 2003 onwards

3. 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.

4. Gas Diesel and Steam.

Note: Table 13.9 in Chapter 13 shows vehicles first registered in 2017 by body type and method of propulsion.

Table 1.2 Vehicles licensed at 31 December, by taxation group, body type and method of propulsion

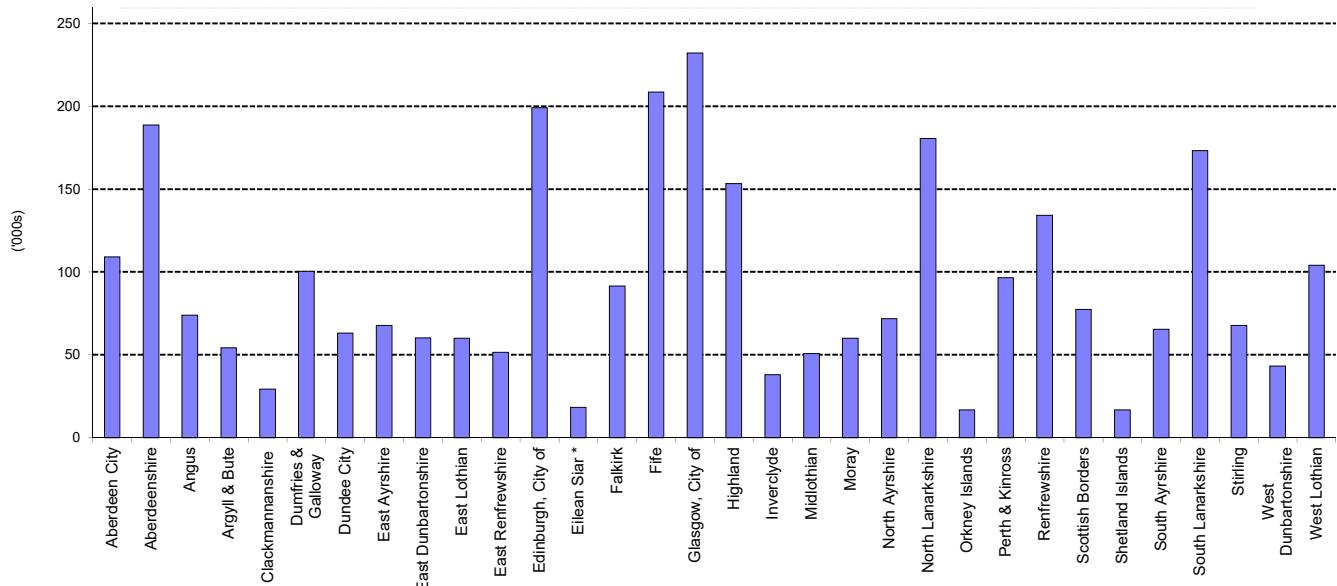
	2007 ³	2008 ³	2009 ³	2010	2011	2012	2013	2014	2015	2016	2017
	<i>thousand</i>										
by type of vehicle (taxation group)											
Private and light goods	2,313	2,347	2,362	2,364	2,369	2,395	2,436	2,496	2,537	2,594	2,638
Motorcycles	63	66	66	63	60	60	59	61	62	63	62
Public transport ¹	12	12	12	12	12	12	12	12	12	12	12
Goods	33	32	31	30	29	29	29	29	30	30	30
Crown and exempt ²	195	198	203	206	211	212	213	214	211	208	207
Other vehicles ²	11	9	9	9	9	10	10	10	11	11	12
All vehicles	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863	2,919	2,962
by body type											
Cars	2,201	2,233	2,249	2,255	2,264	2,285	2,319	2,369	2,394	2,433	2,462
Taxis	4	4	4	3	4	4	4	4	4	4	4
Motorcycles	69	71	72	69	66	66	66	67	68	70	70
Three wheelers	1	1	1	1	1	1	1	1	1	1	1
Light goods	234	240	242	240	238	241	247	256	269	283	294
Goods	38	38	37	36	36	35	36	36	37	38	38
Buses and coaches	18	17	17	16	16	16	15	15	15	15	15
Agricultural vehicles etc	43	44	45	45	47	48	48	49	50	50	52
Other vehicles	19	18	18	19	20	22	23	24	25	25	26
All vehicles	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863	2,919	2,962
by method of propulsion											
Petrol	1,747	1,735	1,701	1,656	1,619	1,592	1,567	1,552	1,522	1,509	1,497
Diesel	874	923	974	1,018	1,061	1,113	1,178	1,252	1,321	1,386	1,435
Hybrid Electric	1	2	3	4	5	6	8	9	11	14	19
Electricity	1	1	2	2	2	3	4	5	6	7	9
Gas Bi-Fuel	2	2	2	2	1	2	2	2	1	1	1
Gas or petrol/gas	2	2	2	2	1	1	1	1	1	1	1
Steam	~	~	~	~	~	~	~	~	~	~	~
Others	~	~	~	~	~	~	~	~	~	~	~
Total	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863	2,919	2,962

1. Estimates include only those vehicles with more than 8 seats.

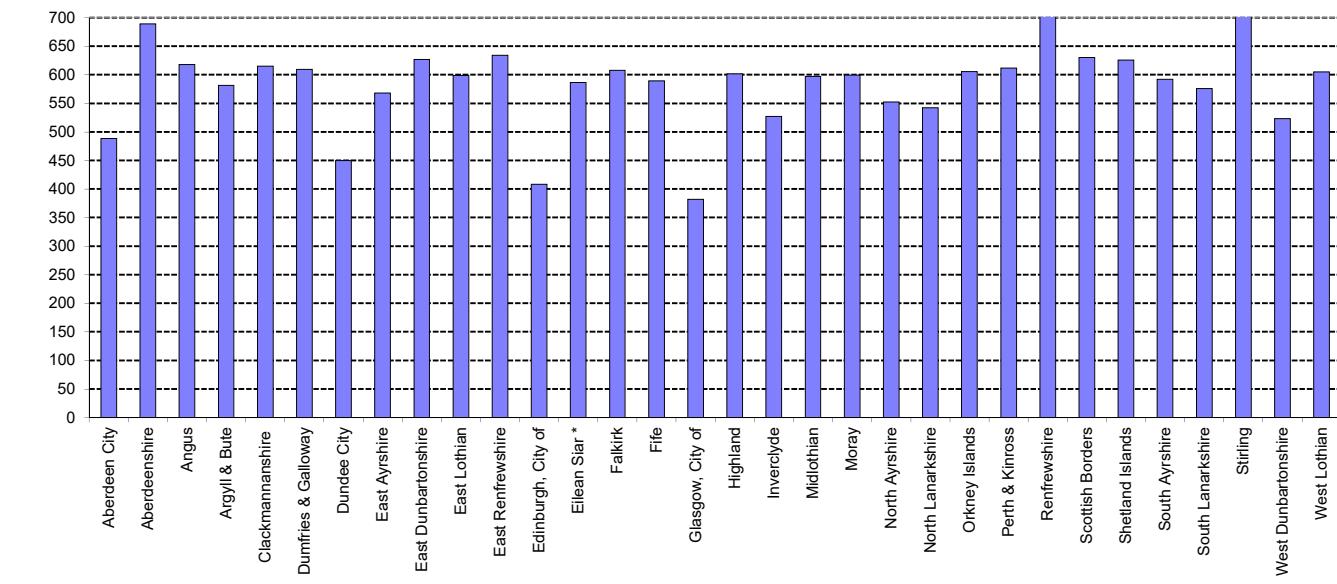
2. Vehicles in the Special Concessionary Group (part of other vehicles in 2002 and earlier years) are part of Crown and Exempt from 2003 onwards

3. DfT have revised stock figures from 2006 to 2009 - see <http://assets.dft.gov.uk/statistics/series/vehicle-licensing/notesvls.pdf>

Note: Table 13.10 in Chapter 13 shows vehicles licensed in 2017 by body type and method of propulsion.

Figure 1.2 Vehicles licensed at 31 December 2017 by Council

* Formerly Western Isles

Figure 1.3 Private cars licensed at 31 December 2017 per thousand population aged 17+

* Formerly Western Isles

ROAD TRANSPORT VEHICLES

Table 1.3 Vehicles licensed at 31 December 2017 by Council and taxation group

	Private and light goods		Motor-cycles ¹	Public transport	Goods ²	Crown and Exempt ³	Other vehicles	All vehicles		Population aged 17+ (NRS Population estimates Mid 2017)	Vehicles registered per 1,000 people aged 17+	Cars registered per 1,000 people aged 17+	
	Body type cars	Other vehicles						Total	of which body type cars				
								thousand					
Aberdeen City	91.2	9.0	2.8	0.5	0.9	4.2	0.4	109.1	94.1	4.4	192,494	567	489
Aberdeenshire	140.2	21.8	4.8	0.6	2.1	17.9	1.3	188.8	144.8	5.5	210,113	898	689
Angus	56.6	7.6	1.9	0.1	0.9	6.6	0.3	74.1	59.1	2.6	95,676	774	618
Argyll & Bute	40.5	7.4	1.2	0.3	0.6	4.0	0.3	54.3	42.4	1.8	72,790	747	582
Clackmannanshire	24.3	2.3	0.7	0.1	0.1	1.8	0.0	29.4	25.7	1.1	41,845	704	615
Dumfries & Galloway	71.9	12.6	2.6	0.2	1.5	11.5	0.3	100.5	75.8	4.0	124,212	809	610
Dundee City	52.4	4.4	1.3	0.3	0.5	4.4	0.1	63.3	55.5	3.3	123,354	513	450
East Ayrshire	53.3	6.3	1.6	0.2	0.7	5.4	0.2	67.8	56.5	3.0	99,491	681	568
East Dunbartonshire	53.1	3.5	1.0	0.1	0.2	2.4	0.1	60.4	55.1	1.7	87,821	687	627
East Lothian	48.5	5.5	1.6	0.1	0.3	4.0	0.1	60.2	50.7	2.1	84,659	710	599
East Renfrewshire	45.6	2.7	0.7	0.1	0.2	2.1	0.1	51.6	47.3	1.7	74,547	692	634
Edinburgh, City of	169.5	13.3	4.3	1.2	0.6	10.0	0.3	199.1	176.0	8.3	431,066	462	408
Eilean Siar ⁴	12.5	3.4	0.5	0.1	0.2	1.7	0.1	18.5	13.1	0.5	22,315	827	586
Falkirk	75.3	7.4	2.0	0.4	1.2	5.0	0.2	91.7	79.1	3.7	130,137	704	608
Fife	170.0	17.7	5.0	1.0	1.2	13.4	0.5	208.7	178.7	7.8	303,158	689	590
Glasgow, City of	182.3	22.8	3.1	1.4	1.7	19.3	1.6	232.3	197.3	19.2	516,136	450	382
Highland	111.3	21.9	3.9	0.6	1.4	13.2	1.0	153.3	116.1	5.5	193,028	794	602
Inverclyde	32.4	2.0	0.7	0.5	0.1	2.3	0.0	38.0	34.4	1.5	65,231	583	527
Midlothian	40.7	5.0	1.4	0.1	0.4	3.1	0.1	50.8	42.9	2.1	71,853	708	598
Moray	45.2	7.2	1.8	0.1	0.7	4.8	0.3	60.0	47.0	2.0	78,339	766	600
North Ayrshire	58.1	6.0	1.7	0.2	0.6	4.9	0.2	71.8	61.6	3.4	111,380	645	553
North Lanarkshire	138.2	23.1	2.8	0.6	4.2	11.4	0.4	180.6	148.2	9.1	273,058	661	543
Orkney Islands	10.4	2.8	0.5	0.1	0.2	2.8	0.2	16.9	11.1	0.5	18,246	927	606
Perth & Kinross	73.7	10.5	2.1	0.3	0.8	7.8	1.5	96.5	76.4	3.8	124,933	773	612
Renfrewshire	109.5	15.2	1.8	0.5	1.3	5.8	0.2	134.2	114.1	38.5	144,860	927	787
Scottish Borders	57.5	9.2	1.7	0.2	1.4	7.3	0.3	77.5	59.8	3.0	94,805	818	630
Shetland Islands	11.3	3.1	0.5	0.1	0.3	1.3	0.2	16.8	11.6	0.8	18,599	901	626
South Ayrshire	53.0	5.5	1.5	0.5	0.3	4.5	0.1	65.5	55.6	2.7	93,810	698	592
South Lanarkshire	141.1	14.3	3.0	0.6	2.4	11.4	0.5	173.3	149.5	8.0	259,621	668	576
Stirling	55.0	7.6	1.0	0.1	0.6	3.5	0.1	67.9	57.1	14.3	77,513	876	736
West Dunbartonshire	35.7	3.6	0.8	0.1	0.2	2.8	0.1	43.4	38.2	2.2	72,924	594	523
West Lothian	82.5	9.9	2.4	0.5	2.5	6.0	0.5	104.2	87.0	4.6	143,750	725	605
Council Unknown	0.5	0.1	0.0	c	0.0	0.6	0.0	1.1	0.7	0.1			
Scotland	2,343.4	294.6	62.5	11.8	30.3	207.4	11.6	2,961.6	2,462.4	173.0	4,451,764	665	553

1. Includes all two wheeled motor vehicles

2. Excludes heavy goods vehicles that are exempt from tax.

3. Vehicles in the Special Concessionary Group are now part of Crown and Exempt taxation group.

4. Formerly Western Isles

ROAD TRANSPORT VEHICLES

Table 1.4 Taxi, private hire cars and drivers licensed by local authority area, 2018

	Taxi vehicles	Private hire cars	Total	Taxi driver licenses	Private hire licences	Total	Wheelchair accessible taxis	Wheelchair accessible private hire cars
Council								
Aberdeen City	899	243	1,142	1,301	42	1,343	465	-
Aberdeenshire	470	296	766	1,720	141	1,861	50	37
Angus	111	62	173	204	102	306	8	6
Argyll & Bute	179	56	235	361	74	435	N/A	N/A
Clackmannanshire	56	49	105	124	7	131	4	1
Dumfries & Galloway	228	104	332	506	32	538	3	1
Dundee City	575	195	770	1,124	54	1,178	317	..
East Ayrshire	125	85	210	414	23	437	21	6
East Dunbartonshire	315	343	658	633	92	725	26	1
East Lothian ¹	139	130	269	398	..	398	139	-
East Renfrewshire	60	430	490	75	566	641	4	10
Edinburgh, City of	1,316	2,165	3,481	3,118	2,878	5,996	1,316	-
Eilean Siar	95	25	120	183	15	198	2	2
Falkirk	427	146	573	520	144	664	79	12
Fife ¹	485	350	835	1,823	..	1,823	18	53
Glasgow, City of	1,420	3,759	5,179	2,482	5,042	7,524	1,420	21
Highland	601	215	816	817	304	1,121	18	10
Inverclyde ¹	239	55	294	527	..	527	22	2
Midlothian	52	153	205	86	296	382	52	-
Moray	166	25	191	334	14	348	14	6
North Ayrshire	220	67	287	560	2	562	39	-
North Lanarkshire	493	1,395	1,888	1,206	1,461	2,667	176	2
Orkney Islands	30	24	54	96	12	108	-	1
Perth & Kinross ¹	112	208	320	682	..	682	12	18
Renfrewshire	235	836	1,071	470	972	1,442	230	29
Scottish Borders	214	75	289	364	35	399	15	15
Shetland Islands	80	58	138	144	64	208	3	1
South Ayrshire	136	183	319	554	80	634	136	-
South Lanarkshire	345	1,470	1,815	633	1,765	2,398	15	23
Stirling	76	125	201	417	16	433	22	6
West Dunbartonshire ¹	336	79	415	527	..	527	169	8
West Lothian	121	437	558	211	686	897	121	51
Scotland	10,356	13,843	24,199	22,614	14,919	37,533	4,916	322

Source: Scottish Government - Not National Statistics

1. Separate figures for taxi and private hire licences are not available.

Table 1.5 Vehicles licensed at 31 December 2017, by taxation group, and by year of first registration

Taxation group	Pre-2003	2003-2007	2008-2012	2013-2017	Total	Total stock	Average age of vehicles
	percentage of total				thousands		years
Private and light goods	4.8	19.9	30.0	45.4	100.0	2,638	6.6
of which body type cars	4.5	19.7	30.2	45.6	100.0	2,343	6.6
Motorcycles ¹	25.8	18.7	20.2	35.3	100.0	62	10.0
Public transport	11.9	27.9	26.1	34.1	100.0	12	8.5
Goods	5.8	15.7	27.4	51.1	100.0	30	6.2
Crown and exempt	23.3	11.7	16.2	48.8	100.0	207	12.7
Other vehicles	14.4	14.8	19.9	50.9	100.0	12	7.3
All vehicles	6.6	19.3	28.7	45.5	100.0	2,962	7.1
of which body type cars	4.9	19.3	29.3	46.5	100.0	2,462	6.7

1. Includes all two wheeled motor vehicles.

Table 1.6 Average age of vehicles licensed at 31 December, by taxation group¹

Type of vehicle	2007 ⁵	2008 ⁵	2009 ⁵	2010	2011	2012	2013	2014	2015	2016	2017
(a) Scotland											
Private and light goods	5.7	5.8	6.0	6.1	6.3	6.5	6.5	6.6	6.6	6.6	6.6
Motorcycles ²	7.1	7.3	7.8	8.2	8.6	9.0	9.4	9.6	9.8	9.9	10.0
Public transport ³	7.9	7.8	8.0	8.1	8.4	8.4	8.3	8.3	8.3	8.3	8.5
Goods	5.5	5.5	5.8	6.1	6.2	6.3	6.2	6.3	6.3	6.1	6.2
Crown and exempt ⁴	10.4	10.3	10.4	10.6	10.7	10.9	11.3	11.5	11.9	12.3	12.7
Other vehicles ⁴	6.8	7.2	7.5	7.7	7.8	7.8	7.9	7.8	7.5	7.3	7.3
All vehicles	6.1	6.2	6.4	6.5	6.7	6.9	7.0	7.0	7.0	7.1	7.1
(b) Great Britain											
Private and light goods	6.5	6.7	6.9	7.1	7.3	7.5	7.6	7.7	7.8	7.8	7.8
Motorcycles ²	6.9	7.2	7.7	8.1	8.5	8.9	9.2	9.5	9.6	9.6	9.8
Public transport ³	7.9	7.9	8.0	8.2	8.4	8.4	8.4	8.5	8.5	8.5	8.6
Goods	5.8	5.7	6.0	6.4	6.4	6.4	6.3	6.4	6.4	6.4	6.4
Crown and exempt ⁴	14.4	14.3	14.4	14.2	14.5	14.7	15.2	15.6	16.0	16.5	16.9
Other vehicles ⁴	8.5	8.5	9.0	9.2	9.3	9.3	9.3	9.1	8.8	8.9	8.8
All vehicles	7.0	7.2	7.4	7.6	7.8	8.0	8.2	8.3	8.3	8.3	8.4

1. Details of the DfT estimation methodology can be found in the Notes & Definitions.

2. Includes all two wheeled motor vehicles.

3. Estimates include only those vehicles with more than 8 seats.

4. Vehicles in the Special Concessionary Group (part of other vehicles in 2002 and earlier years) are part of Crown and Exempt from 2003 onwards.

5. DfT have revised stock figures from 2006 to 2009 - see <http://assets.dft.gov.uk/statistics/series/vehicle-licensing/notesvls.pdf>

ROAD TRANSPORT VEHICLES

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

Cylinder size	2007 ¹	2008 ¹	2009 ¹	2010	2011	2012	2013	2014	2015	2016	2017
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	0.1	0.1
701 to 1,000 cc	3.9	3.8	3.8	3.8	3.8	4.0	4.5	5.2	5.9	6.7	7.4
1,001 to 1,200 cc	7.4	7.0	6.6	6.5	6.5	6.4	6.4	6.5	6.5	6.5	6.6
1,201 to 1,500 cc	24.1	24.4	24.7	25.3	25.7	26.0	26.2	26.2	26.3	26.5	26.5
1,501 to 1,800 cc	25.4	25.2	24.8	24.6	24.7	24.7	24.8	24.6	24.3	23.7	23.1
1,801 to 2,000 cc	22.8	23.0	23.2	22.9	22.5	22.0	21.4	20.9	20.4	20.1	20.3
2,001 to 2,500 cc	10.6	10.7	10.8	10.8	10.8	10.9	11.0	11.0	11.2	11.1	10.8
2,501 to 3,000 cc	3.7	3.9	4.0	4.1	4.1	4.0	4.0	3.9	3.9	3.8	3.8
3,000 cc and over	1.9	1.9	1.9	1.9	1.8	1.8	1.7	1.7	1.6	1.5	1.5
cc not known	~	~	~	~	~	~	~	~	~	~	~
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
thousand											
Total	2,313	2,347	2,362	2,364	2,369	2,395	2,436	2,496	2,537	2,594	2,638

1. In 2010 DfT revised stock figures from 2006 to 2009 - see <http://assets.dft.gov.uk/statistics/series/vehicle-licensing/notesvls.pdf>

Table 1.8 Heavy goods vehicles licensed at 31 December, by gross weight

Gross weight (tonnes)	2007 ²	2008 ²	2009 ²	2010	2011	2012	2013	2014	2015	2016	2017
percentage of year total											
3.5 to 7.5	29.7	29.6	29.1	29.2	28.8	28.3	26.9	26.2	25.2	24.2	23.5
7.51 to 12	2.4	2.4	2.4	2.4	2.4	2.5	2.7	2.7	2.8	3.2	3.3
12.1 to 16	4.2	4.3	4.1	4.0	3.7	3.6	3.7	3.6	3.6	3.4	3.1
16.1 to 20	14.2	14.1	14.1	14.4	14.2	14.1	14.1	13.8	13.4	13.1	12.9
20.1 to 24	3.7	3.7	3.4	3.2	2.7	2.4	2.1	2.0	2.0	2.1	2.0
24.1 to 28	12.6	12.6	13.0	13.3	13.8	14.1	14.6	14.4	14.4	14.2	14.3
28.1 to 32	8.5	9.0	9.0	8.9	9.1	9.0	9.2	9.8	10.1	10.5	10.7
32.1 to 38	2.9	2.7	2.7	2.4	1.9	2.2	2.0	1.9	1.8	1.7	1.7
over 38	21.7	21.7	22.3	22.2	23.3	23.8	24.8	25.6	26.7	27.8	28.6
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
thousand											
Total¹	32.7	32.2	31.2	30.4	29.4	28.9	28.9	29.4	29.7	30.3	30.3

1. Mainly heavy goods vehicles but includes vehicles which are licensed as HGVs but do not have a goods body type.

2. In 2010 DfT revised stock figures from 2006 to 2009 - see <http://assets.dft.gov.uk/statistics/series/vehicle-licensing/notesvls.pdf>

Table 1.9 Public transport vehicles licensed at 31 December: by seating capacity

Number of seats	2007 ¹	2008 ¹	2009 ¹	2010	2011	2012	2013	2014	2015	2016	2017
9-15											
9-15	1,751	1,825	1,766	1,795	1,753	1,721	1,701	1,666	1,636	1,615	1,528
16-32	3,937	3,871	3,920	3,912	3,795	3,836	3,916	3,995	4,013	4,094	4,111
33-40	1,301	1,266	1,186	1,117	1,082	1,003	948	1,008	975	975	1,002
41-48	1,322	1,370	1,383	1,379	1,415	1,458	1,507	1,528	1,529	1,418	1,383
49-56	1,937	1,859	1,757	1,667	1,580	1,449	1,384	1,388	1,380	1,306	1,321
57-64	207	217	270	274	319	397	413	443	463	472	448
65-72	546	523	525	583	539	553	513	510	513	487	486
73 and over	1,406	1,418	1,411	1,384	1,446	1,417	1,374	1,375	1,423	1,466	1,475
Total	12,407	12,349	12,218	12,111	11,929	11,834	11,756	11,913	11,932	11,833	11,754

1. In 2010 DfT revised stock figures from 2006 to 2009 - see <http://assets.dft.gov.uk/statistics/series/vehicle-licensing/notesvls.pdf>

Table 1.10 Heavy goods and public service vehicle operators in Scotland by licence type and number vehicles¹

Number of vehicles specified on licence	HGV					PSV				
	Standard		Standard International		Total licence holders	Standard		Standard International		Total licence holders
	Restricted	National				Restricted	National			
0-2	1,734	844	158	2,736	299	99	19	417		
3-5	618	691	143	1,452	-	106	26	132		
6-10	280	445	91	816	-	106	33	139		
11-20	106	252	46	404	-	61	30	91		
21-50	46	190	51	287	-	22	24	46		
51-100	12	64	14	90	-	6	7	13		
101-200	8	34	9	51	-	3	1	4		
201+	-	17	6	23	-	5	6	11		
Total	2,804	2,537	518	5,859	299	408	146	853		

1. As at December 2018

Source: Figures in previous versions of this table were obtained from VOSA. These figures are on a different basis and have been obtained from the Driver and Vehicle Standards Agency <https://data.gov.uk/dataset/traffic-commissioners-goods-and-public-service-vehicle-operator-licence-records>

Table 1.11 The 20 most popular new cars sold in Scotland¹, 2017

Position	Make	Range	Number of cars sold	Market share percent
1	VAUXHALL	CORSA	8,290	4.1
2	FORD	FIESTA	6,793	3.3
3	FORD	FOCUS	5,374	2.6
4	VOLKSWAGEN	POLO	4,866	2.4
5	VAUXHALL	ASTRA	4,607	2.3
6	VOLKSWAGEN	GOLF	4,477	2.2
7	MINI	MINI	4,143	2.0
8	RENAULT	CLIO	4,086	2.0
9	VAUXHALL	MOKKA X	3,911	1.9
10	NISSAN	QASHQAI	3,342	1.6
11	RENAULT	CAPTUR	3,226	1.6
12	DACIA	SANDERO	3,132	1.5
13	KIA	SPORTAGE	3,024	1.5
14	FORD	KUGA	2,816	1.4
15	HYUNDAI	TUCSON	2,785	1.4
16	FIAT	500	2,631	1.3
17	AUDI	A3	2,602	1.3
18	TOYOTA	YARIS	2,546	1.3
19	TOYOTA	AYGO	2,392	1.2
20	BMW	1 SERIES	2,277	1.1
Total top 20 cars			77,320	38.0
Total all other cars			126,003	62.0
Total cars sold			203,323	100.0

Source: SMMT - Not National Statistics

1. 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.

Table 1.12 Road vehicle testing scheme (MOT)¹

	2015 ²	2016	2017		2015 ²	2016	2017	
Cars² <i>thousands</i>								
Total Tests	2,157.6	2,204.4	2,239.2		Total Tests	4.1	4.3	4.4
Pass with Rectification at Station	125.1	124.7	122.2		Pass with Rectification at Station	0.2	0.2	0.2
Fail	865.0	856.3	836.7		Fail	1.3	1.4	1.3
Initial Failure Rate ⁴	40.1%	38.8%	37.4%		Initial Failure Rate ⁴	30.7%	31.3%	29.7%
Final Failure Rate ⁵	34.3%	33.2%	31.9%		Final Failure Rate ⁵	25.1%	26.4%	25.5%
Percentage of vehicles with one or more fail or PRS³ type RfRs⁶ in defect category <i>percent</i>								
Body and structure	1.6	1.5	1.4		Body and structure	6.4	6.5	6.5
Brakes	15.5	15.1	14.0		Brakes	14.8	15.2	14.7
Drivers view of the road	7.3	7.1	6.6		Drivers view of the road	4.5	5.1	4.5
Driving controls	0.0	0.0	0.0		Driving controls	0.6	0.9	0.8
Fuel and exhaust	5.5	5.2	4.7		Fuel and exhaust	3.3	3.3	3.1
Lighting and signalling	18.0	17.0	15.8		Lighting and signalling	16.1	16.6	14.0
Motor tricycles and quadricycles	0.0	0.0	0.0		Reg plates and vin	0.4	0.5	0.4
Reg plates and vin	0.8	0.8	0.7		Road wheels	0.1	0.2	0.1
Road wheels	0.4	0.4	0.4		Seat belts	4.2	5.1	5.1
Seat belts	1.9	1.7	1.5		Steering	3.6	3.3	3.3
Steering	4.0	3.8	3.3		Suspension	7.9	8.4	8.2
Suspension	18.0	17.0	16.6		TTowbars	0.2	0.2	0.3
Towbars	0.0	0.0	0.0		It Tyres	3.0	3.4	3.2
Tyres	7.7	7.6	7.3		Items not tested	0.0	0.0	0.0
Items not tested	0.3	0.0	0.0					
Defect Items per Initial Test Failure	3.32	3.25	3.13		Defect Items per Initial Test Failure	3.95	3.99	3.97
Motor cycles <i>thousands</i>								
Total Tests	61.3	61.5	60.0		Light goods vehicles⁷ <i>thousands</i>			
Pass with Rectification at Station	3.2	3.0	2.7		Total Tests	49.9	52.5	54.4
Fail	9.2	8.7	8.1		Pass with Rectification at Station	3.1	3.2	3.1
Initial Failure Rate ⁴	15.1%	14.1%	13.6%		Fail	25.3	25.5	24.6
Final Failure Rate ⁵	9.9%	9.3%	9.0%		Initial Failure Rate ⁴	50.7%	48.6%	45.2%
Percentage of vehicles with one or more fail or PRS³ type RfRs⁶ in defect category <i>percent</i>								
Body and structure	0.6	0.5	0.5		Final Failure Rate ⁵	44.5%	42.6%	39.6%
Brakes	3.8	3.7	3.5					
Drive system	1.3	1.3	1.2					
Driving controls	0.4	0.3	0.4					
Fuel and exhaust	0.8	0.7	0.6					
Lighting and signalling	8.2	7.5	7.3					
Registration plates and vin	1.0	1.0	1.0					
Sidecar	0.0	0.0	0.0					
Steering and suspension	3.3	3.1	3.1					
Tyres and wheels	2.9	2.5	2.3					
Items not tested	0.0	0.0	0.0					
Defect Items per Initial Test Failure	1.95	1.89	1.90		Defect Items per Initial Test Failure	5.02	4.88	4.68

1. Vehicle numbers are for valid, and completed normal tests only. Retests are excluded.

2. Cars, vans and passenger vehicles with up to 12 seats.

3. PRS = Pass with Rectification at Station

4. Initial Failure Rate = (PRS + Failures) / Total Tests

5. Final Failure Rate = Failures / Total Tests

6. Reason for Rejection

7. Over 3,000kg and up to and including 3,500kg.

8. Figures for 1st April 2014 to 31st March 2017 have been sourced from the revised MOT system.

Some Vehicle Testing Sites in Scotland had previously been omitted, but are now included, hence higher test volumes in 2014/15 and 2015/16 than before.

All earlier figures are sourced from original MOT Computerisation system, and omit some VTS in error.

Table 1.13 Driving licence tests, DVLA receipts¹

	2009	2010	2011	2012	2013	2014	2015	2016	2017
Theory⁴ <i>thousand</i>									
Applications received	..	..	..	..	..	..	..	..	..
Theory tests conducted	105	99	103	99	122	129	190	147	164
Theory test passes	69	65	66	61	67	69	94	76	90
Theory test pass rate	66	66	64	62	54	54	49	52	55
Practical^{2,4} <i>thousand</i>									
Applications received	132	132	130	119	126	127	136	143	142
Driving tests concluded	120	126	125	113	124	123	123	140	133
Passes	56	58	59	54	58	59	60	69	65
Pass rate	46	47	47	47	47	48	48	50	49
DVLA receipts <i>£ million</i>									
Vehicle licences ³	449.7	463.0	479.0	473.0	479.6	512.5	512.7	..	..
Driving licences	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..

Source: DVLA and DSA - Not National Statistics

1. Figures relate to the financial year which commences in the specified calendar year.

2. The practical test figures are provisional.

3. 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.

4. These figures are for car licence tests only.

Table 1.14 Practical Driving Test - Pass Rate at Test Centres 2017-18

	Male			Female			Overall		
	Conducted	Pass	Pass rate	Conducted	Pass	Pass rate	Conducted	Pass	Pass rate
Aberdeen North (Bridge of Don) (M)	1,862	1,150	61.8%	2,238	1,169	52.2%	4,100	2,319	56.6%
Aberdeen South (Cove) (M)	1,515	952	62.8%	1,933	1,039	53.8%	3,448	1,991	57.7%
Aberfeldy (R)	31	21	67.7%	49	24	49.0%	80	45	56.3%
Airdrie (M)	1,891	957	50.6%	2,290	1,037	45.3%	4,181	1,994	47.7%
Alness (R)	441	275	62.4%	493	282	57.2%	934	557	59.6%
Arbroath (R)	340	218	64.1%	367	233	63.5%	707	451	63.8%
Ayr (M)	1,235	595	48.2%	1,284	551	42.9%	2,519	1,146	45.5%
Ballater (R)	55	41	74.5%	88	53	60.2%	143	94	65.7%
Banff (R)	126	76	60.3%	138	75	54.3%	264	151	57.2%
Barra (R)	..	..	..	..	..	..	..	..	..
Benbecula Island (R)	..	..	..	..	..	..	..	..	..
Bishopbriggs (M)	2,802	1,456	52.0%	3,162	1,473	46.6%	5,964	2,929	49.1%
Brodick (Isle of Arran) (R)	43	27	62.8%	36	22	61.1%	79	49	62.0%
Buckie (R)	152	88	57.9%	147	75	51.0%	299	163	54.5%
Callander (O)	175	89	50.9%	256	120	46.9%	431	209	48.5%
Campbeltown (R)	53	38	72	66	42	64	119	80	67
Castle Douglas (R)	193	105	54.4%	188	106	56.4%	381	211	55.4%
Crieff (R)	89	65	73.0%	95	59	62.1%	184	124	67.4%
Cumnock (T)	431	257	59.6%	597	309	51.8%	1,028	566	55.1%
Dumbarton (M)	908	490	54.0%	1,062	514	48.4%	1,970	1,004	51.0%
Dumfries (M)	873	461	52.8%	843	410	48.6%	1,716	871	50.8%
Dundee (M)	2,156	1,367	63.4%	2,795	1,534	54.9%	4,951	2,901	58.6%
Dunfermline (M)	1,550	728	47.0%	1,762	751	42.6%	3,312	1,479	44.7%
Dunoon (R)	108	65	60.2%	112	66	58.9%	220	131	59.5%
Duns (R)	41	33	80.5%	69	47	68.1%	110	80	72.7%
East Kilbride (T)	374	173	46.3%	704	303	43.0%	1,078	476	44.2%
Edinburgh (Currie) (M)	3,223	1,619	50.2%	3,313	1,572	47.4%	6,536	3,191	48.8%
Edinburgh (Musselburgh) (M)	3,527	1,790	50.8%	3,849	1,671	43.4%	7,376	3,461	46.9%
Elgin (M)	996	549	55.1%	1,108	556	50.2%	2,107	1,106	52.5%
Forfar (R)	279	199	71.3%	317	206	65.0%	596	405	68.0%
Fort William (R)	200	126	63.0%	232	155	66.8%	432	281	65.0%
Fraserburgh (O)	264	182	68.9%	340	202	59.4%	604	384	63.6%
Gairloch (R)	15	12	80.0%	21	13	61.9%	36	25	69.4%
Galashiels (M)	451	284	63.0%	457	257	56.2%	908	541	59.6%
Girvan (T)	109	70	64.2%	146	91	62.3%	255	161	63.1%
Glasgow (Anniesland) (M)	4,733	1,965	41.5%	5,014	1,840	36.7%	9,747	3,805	39.0%
Glasgow (Baillieston) (M)	3,239	1,500	46.3%	3,934	1,570	39.9%	7,173	3,070	42.8%
Glasgow (Knightswood)	..	..	..	..	..	..	24	9	37.5%
Glasgow (Shieldhall) (M)	3,426	1,367	39.9%	3,325	1,174	35.3%	6,751	2,541	37.6%
Golspie (R)	32	27	84.4%	41	29	70.7%	73	56	76.7%
Grangemouth (M)	1,866	1,011	54.2%	2,047	1,028	50.2%	3,913	2,039	52.1%
Grantown-On-Spey (R)	74	42	56.8%	74	36	48.6%	148	78	52.7%
Greenock (M)	1,127	532	47.2%	1,395	557	39.9%	2,522	1,089	43.2%
Haddington (R)	473	346	73.2%	645	385	59.7%	1,118	731	65.4%
Hamilton (M)	2,726	1,352	49.6%	3,134	1,371	43.7%	5,860	2,723	46.5%
Hawick (R)	162	104	64.2%	229	137	59.8%	391	241	61.6%
Huntly (R)	145	100	69.0%	160	110	68.8%	305	210	68.9%
Inveraray (R)	41	34	83	31	18	58	72	52	72
Inverness (Cradlehall Business Park) (M)	1,289	688	53.4%	1,349	626	46.4%	2,638	1,314	49.8%
Inverurie (R)	375	262	69.9%	530	300	56.6%	905	562	62.1%
Irvine (M)	2,007	1,145	57.1%	2,515	1,257	50.0%	4,522	2,402	53.1%
Islay Island (R)	21	16	76	28	19	68	49	35	71
Isle of Mull (R)	..	..	..	..	..	..	18	10	55.6%
Isle of Skye (Broadford) (R)	37	18	48.6%	31	15	48.4%	68	33	48.5%
Isle of Skye (Portree) (R)	74	52	70.3%	84	56	66.7%	158	108	68.4%
Kelso (R)	108	65	60.2%	149	79	53.0%	257	144	56.0%
Kingussie (R)	48	27	56.3%	40	28	70.0%	88	55	62.5%
Kirkcaldy (M)	2,325	1,238	53.2%	2,681	1,211	45.2%	5,006	2,449	48.9%
Kyle of Lochalsh (R)	43	24	55.8%	28	18	64.3%	71	42	59.2%
Laig (R)	30	22	73.3%	23	14	60.9%	53	36	67.9%
Lanark (R)	808	442	54.7%	1,077	544	50.5%	1,885	986	52.3%
Lerwick (R)	199	134	67.3%	234	153	65.4%	433	287	66.3%
Livingston (M)	2,047	1,002	48.9%	2,549	1,104	43.3%	4,596	2,106	45.8%
Lochgilphead (R)	82	50	61	84	47	56	166	97	58
Mallaig (R)	..	..	..	..	..	..	21	15	71.4%
Montrose (R)	281	205	73.0%	342	215	62.9%	623	420	67.4%
Newton Stewart (R)	97	50	51.5%	93	44	47.3%	190	94	49.5%
Oban (R)	143	84	58.7%	206	100	48.5%	349	184	52.7%
Orkney (R)	173	115	66.5%	178	133	74.7%	351	248	70.7%
Paisley (M)	2,891	1,429	49.4%	3,547	1,537	43.3%	6,438	2,966	46.1%
Peebles (R)	131	90	68.7%	201	124	61.7%	332	214	64.5%
Perth (M)	920	564	61.3%	1,128	572	50.7%	2,048	1,136	55.5%
Peterhead (M)	461	300	65.1%	533	306	57.4%	994	606	61.0%
Pitlochry (R)	64	51	79.7%	61	41	67.2%	125	92	73.6%
Rothesay (R)	46	38	82.6%	49	28	57.1%	95	66	69.5%
Stirling (M)	1,720	786	45.7%	1,975	811	41.1%	3,695	1,597	43.2%
Stornoway (R)	208	114	54.8%	246	131	53.3%	454	245	54.0%
Stranraer (R)	152	104	68.4%	182	109	59.9%	334	213	63.8%
Thurso (R)	102	64	62.7%	112	74	66.1%	214	138	64.5%
Ullapool (R)	25	16	64.0%	36	20	55.6%	61	36	59.0%
Wick (M)	140	82	58.6%	139	81	58.3%	279	163	58.4%
Scotland	61,707	32,279	52.3%	71,126	33,132	46.6%	132,836	65,412	49.2%

Source: Driver & Vehicle Standards Agency - Not National Statistics

(M) - Main Test Centre

(O) - Outstation

(R) - Remote Driving Test Centre

(T) - Taking Testing to the Customer site

Note: Centres where only one examiner has conducted tests have been removed from the details, though they have been included in the national totals.

Table 1.15 People who hold a full car driving licence ¹ by age

Note: This table has been removed as data are no longer available for Scotland. Latest Scottish estimates are given in table 1.16 although this is based on a different source.

Table 1.16 People who hold a full driving licence 2017

	Age group								All	
	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+	17+	Sample size
	percentage of the relevant sub-group ¹								number	
All people:	31	55	73	81	81	77	67	47	70	9,760
by sex:										
Men	42	57	76	83	85	85	80	66	75	4,520
Women	22	54	71	78	76	70	56	34	64	5,250
by annual net household income:										
up to £ 10,000 p.a.	**	37	37	29	42	65	55	32	44	1,080
over £ 10,000, up to £ 15,000	**	32	48	50	61	59	51	43	49	1,550
over £ 15,000, up to £ 20,000	**	49	59	72	65	67	65	47	61	1,490
over £ 20,000, up to £ 25,000	**	55	73	70	83	78	76	55	69	1,130
over £ 25,000, up to £ 30,000	**	62	63	78	84	81	81	**	71	900
over £ 30,000, up to £ 40,000	**	62	76	91	85	90	86	**	78	1,380
over £40,000	**	81	91	93	96	94	83	**	89	1,880
by Scottish Index of Multiple Deprivation:										
1 - Most Deprived	**	39	55	55	61	51	37	27	48	1,740
2	**	54	64	74	72	70	53	34	61	1,970
3	**	59	77	84	86	78	70	41	73	2,180
4	**	65	89	92	89	82	81	59	81	2,140
5 - Least Deprived	**	62	86	92	93	92	84	64	83	1,750
by urban / rural classification:										
Large urban areas	24	47	66	72	74	71	53	48	61	2,790
Other urban areas	26	60	76	82	81	76	68	41	71	3,510
Accessible small towns	**	63	83	83	85	76	68	47	75	870
Remote small towns	**	67	77	77	79	79	71	63	74	570
Accessible rural areas	**	74	86	94	85	87	81	49	83	990
Remote rural areas	**	71	77	93	92	84	86	58	83	1,030
Sample size (age group)	160	1,070	1,390	1,440	1,640	1,770	1,470	830	9,760	

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

1. The denominator includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held.

** Estimates based on smaller sample sizes may be subject to larger levels of variation and therefore may see relatively large fluctuations over time.

Table 1.17 People who hold a full driving licence, 2007-2017

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
All people											<i>percent of population ¹</i>
Age group											
17-19	28	32	25	27	26	28	26	29	26	30	31
20-29	58	56	58	58	54	58	56	56	54	55	55
30-39	78	78	77	76	77	75	74	73	72	73	73
40-49	80	83	80	81	80	80	80	82	82	81	81
50-59	76	78	78	78	78	79	80	79	78	81	81
60-69	69	70	75	72	74	73	74	74	76	76	77
70-79	55	53	55	54	57	59	60	61	62	63	67
80+	35	31	37	37	35	37	41	40	43	43	47
All aged 17+	67	68	68	68	67	68	68	69	68	69	70
Sample size	12,152	12,267	12,447	12,361	12,801	9,828	9,838	9,720	9,340	9,570	9,760
Men											
Age group											
17-19	27	32	28	28	33	35	24	32	28	36	42
20-29	61	62	61	64	58	59	60	59	55	58	57
30-39	82	81	81	80	81	78	78	77	73	78	76
40-49	86	87	86	86	84	86	84	85	85	82	83
50-59	87	84	85	85	87	85	88	85	84	85	85
60-69	83	84	86	84	86	83	86	85	83	83	85
70-79	76	77	78	74	79	79	76	80	76	81	80
80+	61	55	60	59	60	63	64	66	67	65	66
All aged 17+	76	76	76	76	76	76	76	76	73	75	75
Sample size	5,211	5,289	5,400	5,450	5,515	4,377	4,405	4,410	4,210	4,360	4,520
Women											
Age group											
17-19	29	33	21	25	17	19	29	27	23	26	22
20-29	54	50	56	51	51	57	52	54	53	53	54
30-39	75	76	73	73	73	71	71	69	71	69	71
40-49	75	78	74	76	77	74	76	80	79	80	78
50-59	66	73	71	72	70	75	72	73	72	77	76
60-69	57	57	64	62	63	65	64	65	68	68	70
70-79	40	37	38	40	43	43	48	46	52	50	56
80+	21	16	22	21	19	22	26	23	27	28	34
All aged 17+	59	60	61	60	60	62	61	62	63	63	64
Sample size	6,941	6,978	7,047	6,911	7,286	5,451	5,433	5,320	5,130	5,210	5,250

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

1. The denominator includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held.

Note: For some age groups the sample sizes are relatively small and so estimates can be subject to greater fluctuations over time.

Table 1.18 Households with the regular use of a car**Note: This table has been removed as data are no longer available for Scotland .****Latest Scottish estimates are given in table 1.19 although this is based on a different source.**

Table 1.19 Households with a car available for private use¹, 2007-2017²

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Cars available for private use:										<i>percent of households</i>	
None	30.3	30.2	30.7	30.3	30.1	31.0	30.2	30.8	30.0	29.3	28.1
1	44.3	43.9	43.7	44.0	44.5	43.0	44.0	43.3	43.3	42.1	42.7
2	21.4	21.8	21.5	21.6	21.0	21.3	21.3	21.1	21.7	23.0	23.4
3+	4.0	4.0	4.2	4.1	4.4	4.6	4.6	4.7	5.1	5.6	5.8
1+	69.7	69.8	69.3	69.7	69.9	69.0	69.8	69.2	70.1	70.7	71.9
2+	25.3	25.8	25.6	25.7	25.4	26.0	25.8	25.9	26.8	28.5	29.2
Sample size	13,414	13,821	14,190	14,214	14,358	10,644	10,652	10,630	10,330	10,470	10,680

1. Source : Scottish Household Survey. Vans are *not* counted in this table.

2. From 2012 Q4 the question was changed to ask about access to cars / vans instead of just cars.

Table 1.20 Households with a car or van available for private use¹, 2017

	Number of cars or vans available for private use						Sample size (=100%)
	None	1	2	3 +	1+	2 +	
All households:	28.1	42.7	23.4	5.8			71.9
<i>percent of households</i>							
by household type:							
Single adult	46.3	47.3	5.5	0.9			53.7
Small adult	20.7	37.6	37.3	4.4			79.3
Single parent	44.8	47.6	6.5	1.1			55.2
Small family	10.6	40.0	45.4	4.0			89.4
Large family	7.8	33.6	41.6	16.9			92.2
Large adult	12.6	26.0	31.7	29.7			87.4
Older smaller	13.1	55.6	28.2	3.1			86.9
Single pensioner	53.8	44.1	1.7	0.4			46.2
<i>percent of households</i>							
by annual net household income:							
up to £10,000 p.a.	63.1	30.5	5.7	0.6			36.9
over £ 10,000, up to £ 15,000	52.6	38.8	7.6	1.1			47.4
over £ 15,000, up to £ 20,000	36.0	50.4	10.8	2.8			64.0
over £ 20,000, up to £ 25,000	23.7	56.6	16.3	3.3			76.3
over £ 25,000, up to £ 30,000	15.9	56.0	23.7	4.4			84.1
over £ 30,000, up to £ 40,000	10.3	47.8	33.7	8.2			89.7
over £40,000	3.5	30.5	51.4	14.7			96.5
<i>percent of households</i>							
by Scottish Index of Multiple Deprivation:							
1 - Most Deprived	49.5	38.0	10.6	1.9			50.5
2	35.6	44.1	16.9	3.3			64.4
3	25.0	44.9	23.4	6.7			75.0
4	16.3	42.5	32.1	9.1			83.7
5 - Least Deprived	13.2	44.4	34.3	8.1			86.8
<i>percent of households</i>							
by urban / rural classification:							
Large urban areas	37.7	41.3	17.1		3.9	62.3	21.0
Other urban areas	27.8	44.0	23.4		4.8	72.2	28.2
Accessible small towns	20.4	43.9	27.9		7.9	79.6	35.8
Remote small towns	26.5	44.2	22.7		6.6	73.5	29.3
Accessible rural areas	11.7	41.6	35.9		10.9	88.3	46.7
Remote rural areas	13.1	43.3	32.7		10.9	86.9	43.6

1. Source : Scottish Household Survey.

ROAD TRANSPORT VEHICLES

Table 1.21 Number of blue badges¹ on issue, time series and 2018 breakdown

Council	Badges on issue as at 31st March 2018:										
	2011	2012	2013	2014	2015	2016	2017	2018	Organisations	Individuals - Automatic ³	Individuals - Discretionary ⁴
Aberdeen City	8,044	8,032	7,887	5,183	6,552	6,643	6,908	6,863	107	3,294	3,462
Aberdeenshire ⁵	16,288	13,358	12,166	8,155	10,685	10,210	9,838	9,604	135	4,679	4,790
Angus	5,969	5,581	4,892	5,451	4,982	4,845	5,018	5,138	86	2,679	2,373
Argyll & Bute	4,438	4,314	3,867	3,433	3,934	4,114	4,213	4,336	103	1,963	2,270
Clackmannanshire	2,511	2,518	2,377	2,572	2,128	2,161	2,233	2,226	20	1,268	938
Dumfries & Galloway	2,922	3,369	3,212	3,096	9,236	9,337	8,857	9,014	82	4,274	4,658
Dundee City	6,199	6,766	5,776	5,252	5,292	5,452	5,619	5,916	101	3,170	2,645
East Ayrshire	6,819	6,787	6,098	5,735	6,595	6,427	6,617	6,329	71	3,489	2,769
East Dunbartonshire	4,738	5,175	2,905	4,847	4,473	4,661	4,730	4,794	68	2,028	2,698
East Lothian	5,059	4,328	5,131	5,293	4,680	4,712	4,855	4,918	11	2,097	2,810
East Renfrewshire	4,318	5,756	4,375	4,020	4,307	4,322	4,581	4,645	41	1,688	2,916
Edinburgh, City of ¹⁰	22,921	23,470	17,502	16,922	15,264	14,868	14,444	14,396	352	6,581	7,463
Eilean Siar	969	918	961	922	863	902	939	964	12	468	484
Falkirk	9,821	8,108	8,256	7,332	6,877	6,899	7,104	7,254	69	3,807	3,378
Fife	21,574	21,021	19,750	18,877	18,646	17,299	17,931	17,869	118	10,016	7,735
Glasgow, City of ⁶	24,761	27,317	23,692	19,350	21,784	21,642	21,161	21,627	296	12,473	8,858
Highland ⁷	7,445	12,967	9,938	10,855	9,164	9,215	9,371	9,521	116	4,417	4,988
Inverclyde	5,312	5,183	5,099	4,955	4,439	4,283	4,282	4,367	95	2,003	2,269
Midlothian	4,654	4,673	3,164	4,716	4,416	4,332	4,237	4,345	38	2,092	2,215
Moray	4,849	4,485	4,033	3,687	3,608	3,669	3,699	3,825	10	1,861	1,954
North Ayrshire	8,531	7,379	6,040	6,157	7,086	7,196	7,343	7,534	64	3,826	3,644
North Lanarkshire	19,019	18,013	16,957	18,352	16,453	15,741	16,537	16,225	71	9,747	6,407
Orkney Islands ⁸	1,143	1,281	1,108	1,050	1,119	1,096	1,100	1,100	30	439	631
Perth & Kinross	5,551	6,169	5,975	6,814	6,542	6,651	6,831	6,779	118	2,679	3,982
Renfrewshire	8,569	8,358	7,873	8,326	7,730	7,838	8,205	7,902	97	4,624	3,181
Scottish Borders ⁹	...	6,987	6,456	5,980	4,961	4,889	5,062	5,161	37	2,218	2,906
Shetland Islands	383	381	800	953	878	892	974	1,005	16	390	599
South Ayrshire	5,958	6,356	5,212	5,475	5,537	5,703	5,785	5,806	72	2,722	3,012
South Lanarkshire	19,245	15,274	15,602	15,826	16,218	16,218	15,796	15,488	98	8,615	6,775
Stirling	4,649	4,273	4,374	4,082	3,918	3,892	3,859	4,027	62	1,815	2,150
West Dunbartonshire	4,730	4,625	4,221	4,936	4,548	4,546	4,652	4,676	69	2,857	1,750
West Lothian	9,691	9,823	9,529	9,615	8,912	8,873	8,641	8,880	130	5,572	3,178
Total ⁹	257,080	263,045	245,035	228,219	231,827	229,528	231,422	232,534	2,795	119,851	109,888

Source: Scottish Government - Not National Statistics

1. Blue Badges for display on motor vehicles used by disabled persons were introduced on 1 April 2000.

2. Totals relate to the number of badges on issue as at 31st March that year. Data prior to 2008 not available.

3. The automatic category includes badges issued to individuals in receipt of the higher rate mobility component of Disability Living Allowance, a War Pensioners' Mobility Supplement, a lump sum (tariffs 1-8) of the Armed Forces Compensation Scheme, or to blind or registered blind people. (Not subject to further assessment.)

4. Badges issued in the discretionary category to people with a substantial permanent or temporary disability who are unable or virtually unable to walk (Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 as amended). (May be subject to further assessment.)

5. Aberdeenshire introduced an electronic data capture system in 2010; therefore figures may not be comparable with previous years.

6. Glasgow changed data capture process in 2011; therefore figures may not be comparable with previous years.

7. Highland Council, in April 2010, introduced a fee for the first time which may have contributed to the decline in number of badges issued.

8. Orkney introduced an electronic system in 2009; therefore figures may not be comparable with previous years.

9. 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

10. City of Edinburgh Council advised of error in 2013 total. Revised figure down from 27,309 to 17,502

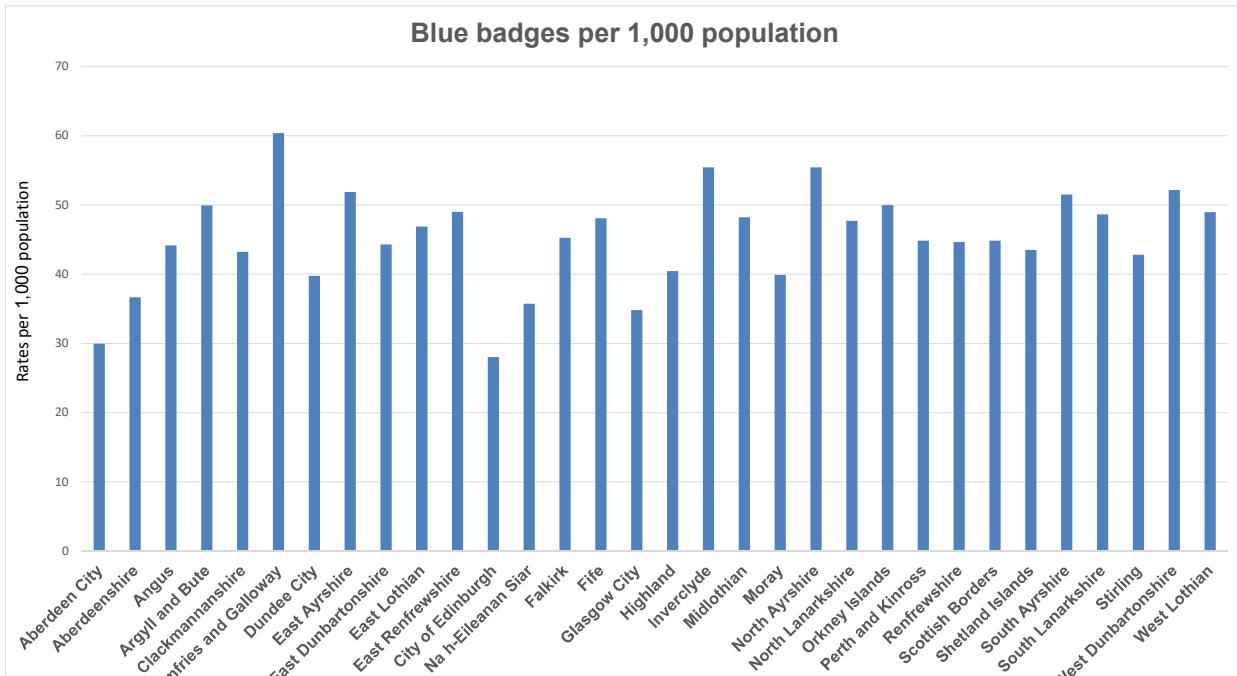


Table 1.22 Motor vehicle offences recorded by the police by type of offence

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 <http://www.gov.scot/Topics/Statistics/Browse/Crime-Justice/PubRecordedCrime/TechnicalReport>

Type of offence	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Serious Driving Offences										
Dangerous driving	2,780	2,567	2,387	2,422	2,476	2,957	2,428	2,881	2,875	2,854
Careless driving	8,739	8,506	7,452	7,431	8,054	8,567	8,345	9,176	8,818	7,868
Drunk Driving of which:	9,800	8,504	7,563	7,445	6,433	6,079	5,218	5,458	5,917	5,863
Driving while unfit through drink/drugs	547	488	502	584	459	490	450	540	653	719
In charge while unfit through drink/drugs	88	78	59	63	52	92	54	71	123	137
Driving with excess blood alcohol	6,774	5,840	4,979	4,889	4,223	3,819	3,161	3,239	3,465	3,262
In charge with excess blood alcohol	566	471	484	433	445	419	390	364	331	333
Failing to provide breath specimen at the roadside	779	643	633	577	495	517	477	509	569	602
Failing to provide breath, blood or urine specimen at a police station	1,046	984	906	899	759	742	686	735	776	810
Failing to stop after accident	6,881	6,552	6,586	5,955	6,804	5,921	5,574	7,660	8,705	14,694
Driving while disqualified	2,659	2,048	1,640	1,466	1,311	1,208	898	1,162	1,371	1,414
Speeding Offences										
Speeding in restricted areas	52,146	50,788	50,890	53,068	62,188	38,400	29,316	23,145	13,395	10,685
Other speeding offences ^{2,3}	65,984	63,438	63,948	73,078	62,079	44,350	31,937	31,593	21,360	18,737
Signal and Direction Offences										
Traffic direction offences	26,995	31,281	34,195	31,786	34,404	26,539	16,307	11,253	5,981	4,496
Pedestrian crossing offences	3,499	4,137	3,944	4,317	4,537	3,776	2,268	1,644	1,181	869
Lighting, Construction & Use Offences										
Lighting offences ²	11,638	12,791	8,910	10,120	10,934	9,284	7,043	5,029	2,264	1,615
Construction & use regulations ²	13,642	13,452	12,271	12,681	11,884	11,639	8,550	8,041	6,121	5,434
Documentation Offences										
Vehicle excise licence offences	15,654	14,688	11,673	12,710	11,812	6,601	2,634	3,098	4,664	3,792
No test certificate ²	11,640	11,836	10,788	11,650	12,380	18,546	15,528	14,609	14,725	15,145
Driving licence offences ²	10,895	9,051	7,424	7,264	7,474	9,492	6,396	6,555	7,018	6,311
Third party insurance offences ²	23,171	20,610	17,860	17,407	17,228	18,998	13,747	14,407	16,806	15,945
Registration/identification offences	5,222	5,397	4,520	3,879	3,375	2,934	1,652	1,639	1,394	1,264
Other Offences										
Failure to provide information to identify driver ²	1,082	1,069	1,206	1,230	971	1,528	1,394	1,474	1,536	1,348
Tachograph etc offences	5,440	3,779	2,437	1,972	2,025	1,635	1,560	1,682	1,268	950
Seat belt offences ²	26,225	29,324	29,171	31,505	33,047	37,880	15,619	8,059	4,502	3,134
Mobile phone offences	23,957	26,146	27,736	29,110	30,875	35,764	17,978	10,085	6,709	3,173
Parking offences	298	332	171	177	158	143	105	163	99	76
Other offences	2,651	2,787	2,403	2,528	2,048	1,850	1,488	1,484	1,459	1,348
Total offences¹	330,998	329,083	315,175	329,201	332,497	294,091	195,985	170,297	138,168	127,015

Source: Recorded Crime, Scottish Government

Notes:

1. 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: <http://www.scotland.gov.uk/Topics/Statistics/Browse/Crime-Justice/PubRecordedCrime/TechnicalReport>

2. 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 1.

3. Includes motorway and clearway offences, which previously appeared as a separate category under Other offences.

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

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

Source: Scottish Census 2011, National Records of Scotland

Table 1.24 Households with a car or van available, 2011

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

Source: Scottish Census 2011, National Records of Scotland

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

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

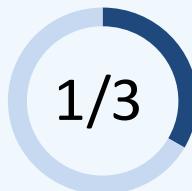
Source: Scottish Census 2011, National Records of Scotland

Chapter 2: Bus and Coach Travel

- Passenger journey numbers and vehicle-kilometres
- Passenger receipts
- Bus fare indices

388 million

journeys made by bus in 2017/18
in Scotland



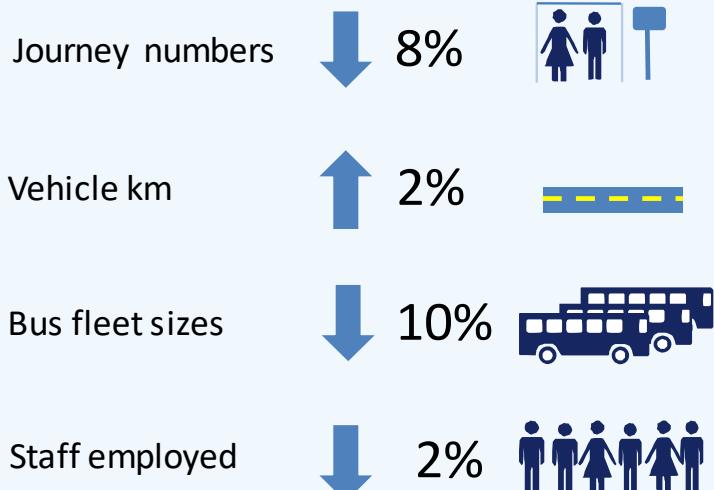
were made under
the National
Concessionary
Travel Scheme

1.4 million people have
National Concessionary Travel
Scheme cards in Scotland



Bus use is changing in Scotland:

In the last five years:



£684 million bus operator revenue in 2017/18 in Scotland

56% (£385m) from
passenger revenue



44% (£299m) from Local
or Central Government support

Passenger satisfaction has tended to
increase in the last three years

2014 2016

(% agreeing)

94%	Feel safe on buses in the day	93%
78%	Buses are clean	79%
78%	Buses run to timetable	75%
69%	Feel safe on buses in the evening	70%
60%	Bus fares are good value	61%

Bus journey characteristics in 2017

Average bus journey length (straight line)	7km
Current prices	Constant prices
Five-year change in bus fares	18% 11%

43%	of people used a bus at least once a month
28%	used a bus at least once a week
10%	used a bus most days

For web publication and further
information, visit
http://bit.ly/STS_all editions



BUS AND COACH TRAVEL

1. Introduction

1.1 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.

1.2 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 Notes and Definitions section, page 225.

Key points

- **388 million journeys were made by bus in 2017-18. More than a third of these were made under the National Concessionary Travel Scheme.**
- **There were 1.4 million people with National Concessionary Travel cards in Scotland in 2018.**
- **The bus industry received £299 million in funding from Local or Central Government in 2017-18. Passenger revenue in 2017-18 stood at £385 million in Scotland.**

2. Main Points

Vehicles & Passengers

2.1 Around 388 million passenger journeys were made by bus in Scotland in 2017-18. This is a decrease of 1.5 per cent on 2016-17 and a 20 per cent fall from a peak in 2007-08. Journeys under the National Concessionary Travel Scheme make up just over a third of this figure (35%). (*Table 2.2a*)

2.2 Although vehicle kilometres have risen by 2 per cent over the past five years, the distance covered fell in seven of the last ten years. (*Table 2.3a*)

2.3 There is further evidence of contraction in the industry with the number of buses in operators' fleets falling by 10 per cent over the past five years, and an 2 per cent fall in the number of staff employed in the industry over the same period. (*Table 2.1a and 2.4*)

2.4 Although Great Britain as a whole, has seen passenger journeys fall by 5% over the past five years the fall for Scotland has been 8%. Great Britain vehicle kilometres fell by 7% compared to a 2% rise for Scotland. (*Table 2.3a*)

2.5 The picture of bus use in Scotland also contrasts with train travel in Scotland, which accounts for only a quarter of the passenger journeys made by bus but has seen steady increases in passenger numbers over the past few years. (*Table SGB1*)

2.6 Bus travel in the Southwest and Strathclyde and South East (corresponding to the Regional Transport Partnership areas of SPT, SWestrans (Dumfries and Galloway) and SEStran accounts for 83 per cent of bus journeys in Scotland. (*Table 2.2b*)

2.7 Bus use is higher in urban areas and lower in rural areas. The Scottish Household Survey travel diary shows 56 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 60 per cent of respondents in large urban areas had used the bus in the last month compared to 21 per cent of those in remote rural areas. (*Table 2.10*)

Operator revenue

2.8 Bus operators in Scotland received £684 million in revenue in 2017-18, a decrease of 2 per cent on the previous year and a 3 per cent increase over the last 5 years. Adjusting for the effects of inflation total passenger revenue was 5 per cent less than 5 years ago. (*Table 2.8*)

2.9 Almost half (£299 million, 44%) of operator revenue came from Local or Central Government: through concessionary travel reimbursement, Bus Service Operators Grant (BSOG) or supported services. Passenger revenue (i.e. ticket sales to non-concessionary passengers) accounted for around 56 per cent of operators' revenue (£385 million). Additional non-revenue support is excluded from these figures, specifically the Scottish Green Bus Fund and the Bus Investment Fund. (*Table 2.8*)

2.10 In real terms (adjusting for the effects of inflation), funding from Local and National Government is now 11 per cent lower than five years ago and overall passenger revenue is one percent more than 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 an 8 per cent decrease in passengers, although fares have increased by 11 per cent above general inflation over the same period. (*Table 2.8, 2.2a and 2.5*)

Fares

2.11 Bus fares in Scotland have increased by 11 per cent in real terms (adjusting for the effects of inflation) over the past five years, while the increase for Great Britain was 6 per cent. In current prices, i.e. viewing fare increases in the way that a consumer would, fares have risen by almost 18 per cent over the past five years. The increase in current prices is higher than in Great Britain as a whole which has seen an increase of 14 per cent over the last five years. (*Table 2.5*)

Operator costs

2.12 Although operating costs for bus operators rose to a peak in 2011-12 they have since fallen in the past few years. Over the past five years operating costs per

vehicle km have decreased by 9 per cent in real terms. Operating costs per journey over the same 5 year period have risen by 1 per cent from £1.55 per passenger journey to £1.56. Although the operating costs per vehicle km is lower than for the rest of GB (excluding London), operating costs per passenger journey remain higher in GB (£1.56 in Scotland, compared to £1.46 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

2.13 People were satisfied with most aspects of bus services that the Scottish Household Survey asked them about. (*Table 2.11*)

2.14 At least three quarters of respondents were satisfied with the extent to which buses ran to timetable; the cleanliness of buses; the ease of changing to other forms of transport; the ease of finding out route and timetable information; and the simplicity of deciding which ticket they need.

2.15 Respondents gave lower satisfaction scores for the extent to which buses were environmentally friendly (62%) and whether the fares were good value (61%).

2.16 Additionally there was a noticeable difference in those who felt safe on the bus during the day and in the evening. Ninety-three 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

2.17 The National Concessionary Travel Scheme for older and disabled people was rolled out across Scotland in April 2006. The scheme enables individuals aged 60+ or those with a disability (who meet certain criteria) to travel free on buses across Scotland. In some local authorities the card can be used on trains and ferries. There is also a scheme for young people, The Young Scot Card. Those aged 16 - 18, or full-time volunteers aged under 26 can use the card to get a third off adult single fares on bus services in Scotland, a third off rail travel and two free journeys to the mainland for islanders. 147,000 young people were eligible to access the travel concessions available through their Young Scot card in 2018. The young persons scheme is excluded from the analysis in paragraph 2.19 and 2.20 but is included in table 11.29. (*Table 2.13*)

2.18 Twenty eight per cent of young people (16-21) had a concessionary fare pass under the Scheme in 2017, and 87 per cent of those aged 60 or over had a pass. These proportions have changed little over the period since the introduction of the national scheme, though there has been a steady increase in pass holder numbers over the period. (*Table 2.12 and 2.13*)

2.19 The majority of pass holders (90%) in the older and disabled persons scheme hold a pass on the basis of age. Of those who have a pass for the disabled or visually impaired, 76% have a companion card which allows someone to travel with them on the bus. Card holder numbers by Local Authority are shown in Table 2.14. (*Table 2.13*)

2.20 Details of trips made on buses under the National Concessionary Travel Scheme 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. Bus journeys account for almost all (95%) of journeys made under the concessionary travel scheme. See the notes in Chapter 11 for more detail around what is included in this table.

Other sources of data (not National Statistics)

2.21 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.

2.22 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.

2.23 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' Annual Reports. There were 27 cases of action taken at public inquiry for non-compliance (under the Public Passenger Vehicles Act 1981) in Scotland in 2017-18, sixteen more than in 2016-17.

Figure 2.1

Vehicle stock by type of vehicle

BUS AND COACH TRAVEL

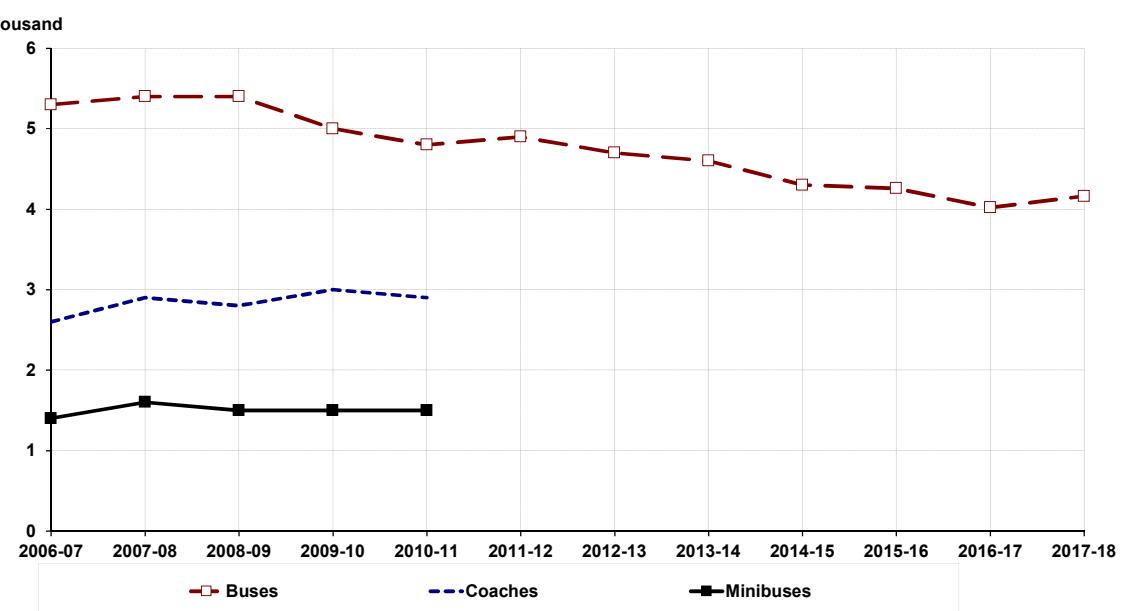
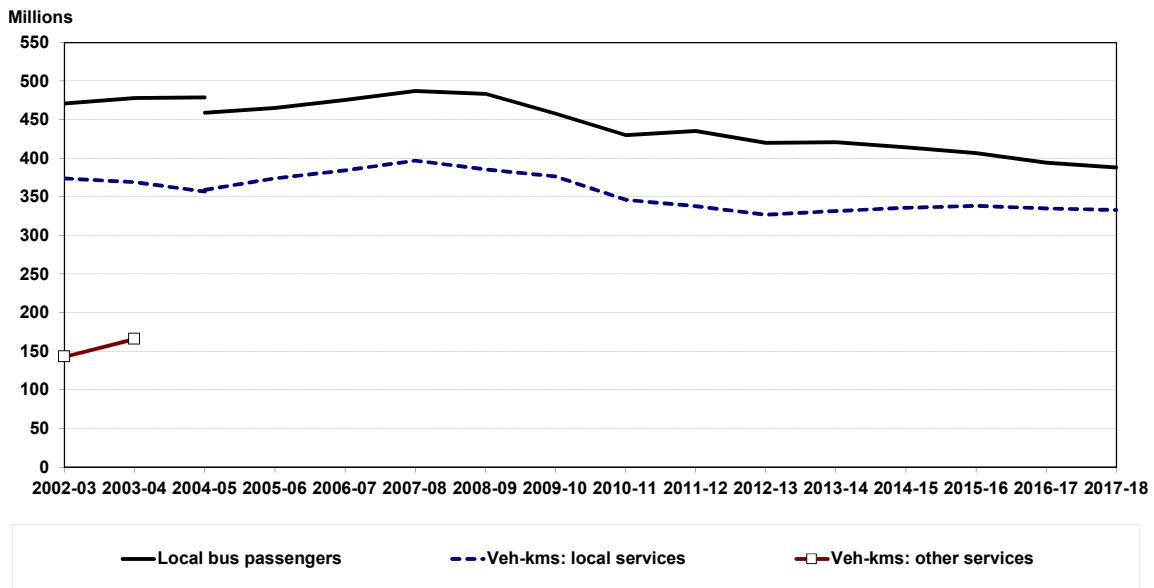


Figure 2.2

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)

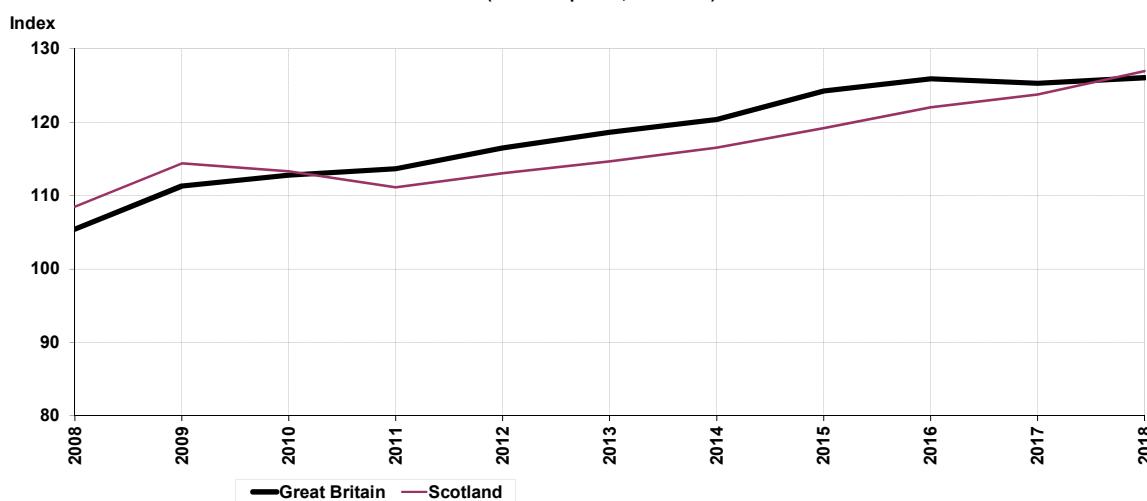


Table 2.1a: Public Service Vehicle characteristics (Local Operators)¹

	2008-09	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	% change over 1 year	% change over 5 years
Number of buses used as Public Service Vehicles											
Scotland	5.4	4.8	4.8	4.6	4.6	4.3	4.3	4.0	4.2	4	-10
Great Britain	42.8	42.4	42.3	42.0	42.1	41.7	40.7	40.3	40.1	-1	-4
Average age of the bus fleet											
Scotland	8.3	7.8	8.5	8.2	8.3	8.1	8.0	8.0	8.5	6	3
Great Britain	7.8	7.8	7.8	7.7	7.8	7.8	7.6	7.6	7.8	2	1
Percentage of buses with CCTV											
Scotland ³	45	54	58	65	67	72	78	82	90	10	39
Great Britain	60	70	72	77	80	84	87	90	91	1	18
Percentage of bus fleet with automatic vehicle location (AVL) device											
Scotland	44	57	76	81	90	86	86	94	95	1	17
Great Britain	52	66	73	86	91	93	94	96	97	0	12
Percentage of buses with live ITSO Smart-card readers											
Scotland	...	86	89	89	89	92	84	91	89	-2	1
Great Britain (outwith London)	...	37	60	81	86	89	90	91	92	1	13
Percentage of buses with live EMV readers that can accept contactless payment cards⁴											
Scotland	...	...	...	...	...	...	...	...	42	836	..
Great Britain (outwith London)	...	...	...	...	...	...	...	...	62	62	..

Source: DfT Bus Statistics

¹This 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.

²London buses (on local services) are equipped with non-ITS (Oyster) smartcard readers.

³Previous figures have been revised.

⁴EMV 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 mobile phone apps 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.

Table 2.1b: Number of disability accessible or low-floor buses used as Public Service Vehicles in Scotland (Local Operators)¹

	2008-09	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	% change over 1 year	% change over 5 years
Buses with accessibility certificate²											
Number (thousands)	2.2	2.8	3.0	3.3	3.5	3.7	3.9	3.9	4.1	4	24
Percentage of all buses	41	59	62	71	76	87	92	97	98		
Buses with low floor access³											
Number (thousands)	1.56	1.10	1.05	0.74	0.59	0.30	0.16	0.05	0.02	-63	-98
Percentage of all buses	29	23	22	16	13	7	4	1	0		
Total accessible or low-floor buses											
Number (thousands)	3.8	3.9	4.0	4.0	4.1	4.0	4.1	3.9	4.1	4	3
Percentage of all buses	70	82	84	86	90	94	95	98	98		

Source: DfT Bus Statistics

¹This 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.

²Buses which have an Accessibility certificate issued under the Disability Discrimination Act PSV Accessibility Regulations 2000 (DDA PSVAR 2000 Certificate)

³Buses which do not have a DDA PSVAR 2000 Certificate but which have low floor designs, suitable for wheelchair access

Table 2.2a: Passenger journeys on local bus services^{1,2}

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	% change over 1 year	% change over 5 years
												million	
Scotland	487	484	458	430	436	420	421	414	407	394	388	-2	-8
Great Britain	5,143	5,250	5,188	5,164	5,191	5,099	5,201	5,142	5,016	4,934	4,844	-2	-5
Of which concessionary passengers													
Scotland ^{3,4}	154	155	153	147	149	146	149	146	143	143	136	-5	-7
Great Britain ⁵	1,643	1,740	1,772	1,772	1,803	1,764	1,794	1,759	1,714	1,695	1,646	-3	-7
Percentage Concessionary passengers													
Scotland	32%	32%	33%	34%	34%	35%	35%	35%	35%	36%	35%		
Great Britain	32%	33%	34%	34%	35%	35%	35%	34%	34%	34%	34%		
Annual growth rates													
Scotland	2%	-1%	-5%	-6%	1%	-4%	0%	-2%	-2%	-3%	-2%		
Great Britain	5%	2%	-1%	0%	1%	-2%	2%	-1%	-2%	-2%	-2%		
Concessionary passengers													
Scotland	-1%	1%	+1%	-4%	2%	-2%	2%	-2%	-2%	0%	-5%		
Great Britain	...	6%	2%	0%	2%	-2%	2%	-2%	-3%	-1%	-3%		

Source: DfT Bus Statistics

¹ There is a break in the series in 2004/05 due to changes in the estimation methodology.² 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.³ 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.⁴ 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 DfT survey data.⁵ Estimated from DfT survey data; this will not be directly comparable with administrative dataTable 2.2b: Passenger journeys by region for local bus services^{1,2}

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	% change over 1 year	% change over 5 years
												million passenger journeys	
North East, Tayside and Central ³	68	66	64	61	63	61	62	63	59	58	55	-5	-9
Highlands, Islands and Shetland ⁴	14	14	14	14	13	14	13	12	13	12	11	-6	-20
South East ⁵	174	170	162	162	166	162	164	164	162	159	157	-1	-3
South West and Strathclyde ⁶	232	234	219	193	194	184	182	175	172	166	165	0	-10
Scotland	487	484	458	430	436	420	421	414	407	394	388	-2	-8

Source: DfT Bus Statistics

¹ Regional groupings have been dictated by commercial sensitivities around the disclosure of bus operators' financial information.² 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.³ Perth and Kinross, Stirling, Aberdeen City, Aberdeenshire, Angus, Dundee City⁴ Eilean Siar, Highland, Moray, Orkney Islands, Shetland Islands, Argyll & Bute⁵ Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders, Edinburgh City, West Lothian⁶ Dumfries & Galloway, East Ayrshire, East Dunbartonshire, East Renfrewshire, Inverclyde, North Ayrshire, South Ayrshire, South Lanarkshire, Renfrewshire, West Dunbartonshire, Glasgow City, North Lanarkshire

Table 2.3a: Vehicle kilometres on local bus services by type of service^{1,2}

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	% change over 1 year	% change over 5 years
million vehicle kilometres													
Scotland³	397	386	377	346	338	327	332	336	338	335	333	-1	2
Commercial	315	311	302	279	278	263	266	266	275	266	264	-1	1
Subsidised	82	75	74	67	60	64	65	70	63	70	69	-1	7
Subsidised % of total	20.6%	19.3%	19.7%	19.3%	17.8%	19.7%	19.7%	21.0%	18.7%	20.8%	20.7%		
Annual growth rate	3%	-3%	-2%	-8%	-2%	-3%	1%	1%	1%	-1%	-1%		
GB outwith London	2,185	2,176	2,141	2,109	2,072	2,043	2,035	2,013	1,971	1,937	1,871	-3	-8
Commercial	1,681	1,666	1,627	1,609	1,624	1,626	1,644	1,649	1,649	1,646	1,596	-3	-2
Subsidised	504	510	514	501	447	417	391	364	321	291	274	-6	-34
Subsidised % of total	23.1%	23.4%	24.0%	23.7%	21.6%	20.4%	19.2%	18.1%	16.3%	15.0%	14.7%		
Great Britain	2,649	2,650	2,620	2,591	2,557	2,529	2,522	2,498	2,459	2,427	2,356	-3	-7

Source: DfT Bus Statistics

¹ There is a break in the series in 2004/05 due to changes in the estimation methodology.² 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.

³ Commercial and subsidised totals may not match Scotland totals due to rounding.Table 2.3b: Vehicle kilometres on local bus services per head of population^{1,2}

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	% change over 1 year	% change over 5 years
Population													
Scotland	5,144	5,169	5,194	5,222	5,255	5,314	5,328	5,348	5,373	5,405	5,425	0	2
Great Britain	59,227	59,263	60,003	60,462	61,426	61,881	62,276	62,756	65,110	63,786	64,169	1	4
Vehicle kilometres per head of population													
Scotland	77.2	74.6	72.5	66.3	64.3	61.5	62.3	62.9	63.0	62.0	61.4	-1	0
Great Britain	44.7	44.7	43.7	42.8	41.6	40.9	40.5	39.8	37.8	38.0	36.7	-3	-10
Ratio Scotland/GB	1.73	1.67	1.66	1.55	1.55	1.51	1.54	1.58	1.67	1.63	1.67	3	11

Source: DfT Bus Statistics

¹ There is a break in the series in 2004/05 due to changes in the estimation methodology.² 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.

Table 2.3c: Vehicle kilometres by region for local bus services^{1,2}

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	% change over 1 year	% change over 5 years
million vehicle kilometres													
North East, Tayside & Central³	51	55	58	55	55	54	56	57	56	54	56	3	3
Highlands, Islands & Shetland⁴	32	27	38	37	33	33	32	40	39	35	32	-8	-2
South East⁵	117	118	106	104	102	101	103	100	99	99	101	2	0
South West & Strathclyde⁶	189	186	175	151	148	139	141	140	145	146	143	-2	3
Scotland	389	386	377	346	338	327	332	336	338	335	333	-1	2

Source: DfT Bus Statistics

¹ Regional groupings have been dictated by commercial sensitivities around the disclosure of bus operators' financial information.² 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.

³ Perth and Kinross, Stirling, Aberdeen City, Aberdeenshire, Angus, Dundee City⁴ Eilean Siar, Highland, Moray, Orkney Islands, Shetland Islands, Argyll & Bute⁵ Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders, Edinburgh City, West Lothian⁶ Dumfries & Galloway, East Ayrshire, East Dunbartonshire, East Renfrewshire, Inverclyde, North Ayrshire, South Ayrshire, South Lanarkshire, Renfrewshire, West Dunbartonshire, Glasgow City, North Lanarkshire

Table 2.4 Staff employed^{1,2}

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	% change over 1 year	% change over 5 years
thousand													
Platform staff ³	11.5	11.4	11.1	10.7	10.6	10.1	10.4	10.5	10.4	10.0	10.3	3	2
Maintenance and other staff ³													
Maintenance	2.4	2.2	2.4	2.2	2.3	2.2	2.2	2.1	2.2	1.8	1.9	1	-15
Other	1.6	1.6	1.1	1.1	1.4	1.4	1.4	1.5	1.4	1.3	1.3	-1	-7
Total	4.0	3.8	3.5	3.3	3.7	3.6	3.6	3.6	3.6	3.2	3.2	0	-12
All staff	15.5	15.2	14.6	14.0	14.3	13.8	14.0	14.0	13.9	13.2	13.5	2	-2

Source: DfT Bus Statistics

1. Figures relate to the financial year end.

2. Figures for local operators only (including those doing some non-local work)

3. Staff are classified according to their main occupation as some may have more than one function.

4. Break in the series due to changes in the estimation methodology from 2004/05

5. Previously published figures have been revised.

Table 2.5 Local bus fare indices¹

	2005 = 100											% change over	
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	1 year	5 years
At current prices													
Scotland	116.7	126.5	129.5	132.2	139.1	145.1	149.8	153.2	157.6	163.6	171.9	5	18
Great Britain	113.4	123.1	129.0	135.2	143.4	150.1	154.7	159.7	162.6	165.6	170.7	3	14
At constant prices²													
Scotland	108.5	114.4	113.3	111.1	113.0	114.7	116.5	119.2	122.0	123.8	126.9	3	11
Great Britain	105.4	111.3	112.8	113.6	116.5	118.6	120.3	124.2	125.9	125.3	126.0	1	6

Source: DfT Bus Statistics

1. Fares at March of each year

2. Adjusted for general inflation, using the Retail Prices Index.

Table 2.6: Operating costs per vehicle kilometre for local bus services^{1,2}

	2004-05	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	% change over 1 year	% change over 5 years
At 2017-18 Prices (including depreciation)														
Scotland	151	155	171	175	181	201	200	197	191	185	187	183	-2	-9
GB outwith London ³	162	181	188	193	193	201	201	202	203	205	204	205	0	2

Source: DfT Bus Statistics

1. Adjusted for general inflation using the GDP market price deflator.

2. 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.

3. Buses in London operate under a different regulatory model to the rest of the country, and comparisons on an operating costs basis between London and the rest of the country would have little meaning. London figures are therefore excluded from this table.

Table 2.7: Operating costs per passenger journey for local bus services^{1,2}

	2004-05	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	% change over 1 year	% change over 5 years
At 2017-18 Prices (including depreciation)														
Scotland	106	126	137	144	145	155	155	154	155	154	159	156	-1	1
GB outwith London ³	114	133	135	140	140	145	148	147	147	149	146	146	0	-1

Source: DfT Bus Statistics

1. Adjusted for general inflation using the GDP market price deflator.

2. 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.

3. Buses in London operate under a different regulatory model to the rest of the country, and comparisons on an operating costs basis between London and the rest of the country would have little meaning. London figures are therefore excluded from this table.

Table 2.8: Passenger revenue¹ on local bus services²

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	% change over 1 year	% change over 5 years
	£ Million												
Current prices													
Passenger revenue													
Scotland ³	320	337	331	329	340	351	363	357	370	396	385	-3	10
Great Britain ⁴	2,974	3,071	3,158	3,301	3,444	3,575	3,705	3,763	3,737	3,691	3,686	0	3
Government support⁵													
Scotland	276	296	312	295	299	311 ⁶	299 ⁶	298	301	298	299	0	-4
Total passenger revenue⁶													
Scotland	597	633	643	623	640	661 ⁶	662 ⁶	655	671	695	684	-2	3
2017-18 Prices (Adjusted for general inflation using the GDP market price deflator.)													
Passenger revenue													
Scotland	380	389	377	368	375	380	386	375	385	404	385	-5	1
Great Britain	3,532	3,550	3,600	3,695	3,805	3,872	3,940	3,950	3,893	3,761	3,686	-2	-5
Government support⁵													
Scotland	328	342	356	330	331	336 ⁶	318 ⁶	313	314	304	299	-2	-11
Total passenger revenue⁶													
Scotland	707	732	733	698	706	716 ⁶	704 ⁶	688	699	708	684	-3	-5

Source: DfT Bus Statistics

1. Passenger fare receipts only include fare receipts retained by bus operators. On some tendered or supported services, fare receipts are passed to the local authority.

2. 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.

3. 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.

4. 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.

5. DfT have yet to publish this figure for 2012-13 due to delays in Department for Communities and Local Government publishing Government Support figures for 2012-13. This will be updated in the online version of these tables.

6. 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.

Table 2.9: Government support on local bus services by type of support¹

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	% change over 1 year	% change over 5 years
	£ Million												
Current Prices													
Local Authority bus support²													
Scotland ¹¹	53	53	61	57	58	59	59	57	59	52	53	3	-9
Great Britain ⁸	1,217	1,342	1,318	1,145	1,084	1,038	1,094	1,071	1,069	1,119	1,130	1	9
GB outwith London ⁸	555	617	626	581	565	538	538	484	448	460	447	-3	-17
Concessionary fares													
Scotland (bus) ³	163	180	187	175	181	199 ¹⁰	190 ¹⁰	190	189	194	195	1	-2
Scotland (all modes)	173	193	202	183	188	204 ¹⁰	195 ¹⁰	198	196	196	197	1	-3
Great Britain (bus) ^{5,6,8}	1,027	1,172	1,224	1,246	1,248	1,282	1,304	1,313	1,309	1,297	1,259	-3	-2
GB outwith London (bus) ^{5,6,8}	851	991	1,041	1,055	1,038	1,062	1,070	1,074	1,071	1,068	1,040	-3	-2
Great Britain (all modes) ^{5,6,8}	1,037	1,185	1,239	1,254	1,284	1,306	1,321	1,316	1,299	1,261	1,261	-3	-2
GB outwith London (all modes) ^{5,6,8}	861	1,004	1,056	1,063	1,045	1,064	1,072	1,082	1,078	1,070	1,042	-3	-2
Bus Service Operators Grant⁷													
Scotland	60	63	64	63	60	53 ¹⁰	50	51	53	51	51	-3	-4
Great Britain ¹²	472	504	515	505	512	415	348	..	..	..	..	..	..
GB outwith London ¹²	369	391	403	397	401	327	306	302	306	304	300	-1	-8
All government support⁹													
Scotland (bus)	276	296	312	295	299	311 ¹⁰	299 ¹⁰	298	301	298	299	0	-4
Scotland (all modes)	286	309	327	303	306	316 ¹⁰	304 ¹⁰	306	308	300	301	0	-5
Great Britain (bus) ^{5,8,12}	2,716	3,017	3,056	2,896	2,843	2,739	2,735	2,666	2,685	2,720	2,689	-1	-2
GB outwith London (bus) ^{5,8,12}	1,775	1,998	2,069	2,033	2,004	1,929	1,907	1,918	1,885	1,883	1,841	-2	-5
Great Britain (all modes) ^{5,8,12}	2,725	3,030	3,071	2,904	2,851	2,730	2,748	2,694	2,692	2,722	2,691	-1	-1
GB outwith London (all modes) ^{5,8,12}	1,784	2,011	2,084	2,041	2,011	1,920	1,920	1,868	1,832	1,833	1,790	-2	-7

2017-18 Prices (Adjusted for general inflation using the GDP market price deflator)

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	% change over 1 year	% change over 5 years
	£ Million												
Local Authority bus support²													
Scotland	63	62	70	64	64	63	63	60	62	53	53	1	-16
Great Britain ⁸	1,446	1,551	1,503	1,282	1,198	1,124	1,163	1,125	1,114	1,140	1,130	-1	0
GB outwith London ⁸	660	713	713	650	625	582	572	508	467	468	447	-5	-23
Concessionary fares													
Scotland (bus) ³	194	208	213	196	200	216 ¹⁰	202 ¹⁰	200	197	198	195	-1	-10
Scotland (all modes) ⁴	206	223	230	205	208	221 ¹⁰	207 ¹⁰	208	204	200	197	-1	-11
Great Britain (bus) ^{5,6,8}	1,220	1,355	1,395	1,395	1,378	1,388	1,386	1,379	1,363	1,322	1,259	-5	-9
GB outwith London (bus) ^{5,6,8}	1,011	1,146	1,187	1,181	1,146	1,150	1,137	1,128	1,115	1,088	1,040	-4	-10
Great Britain (all modes) ^{5,6,8}	1,231	1,370	1,412	1,404	1,386	1,390	1,387	1,370	1,324	1,261	1,261	-5	-9
GB outwith London (all modes) ^{5,6,8}	1,022	1,161	1,203	1,190	1,154	1,152	1,140	1,136	1,122	1,090	1,042	-4	-10
Bus Service Operators Grant⁷													
Scotland	71	73	73	70	66	57 ¹⁰	53	53	55	54	51	-5	-11
Great Britain ¹²	561	583	587	565	565	449	371	..	..	..	..	..	..
GB outwith London ¹²	439	452	460	444	443	355	326	317	319	310	301	-3	-15
All government support⁹													
Scotland (bus)	328	342	356	330	331	336 ¹⁰	318 ¹⁰	313	314	304	299	-2	-11
Scotland (all modes)	340	357	373	339	339	342 ¹⁰	323 ¹⁰	322	321	306	301	-2	-12
Great Britain (bus) ^{5,8,12}	3,226	3,489	3,485	3,241	3,141	2,966	2,908	2,820	2,796	2,772	2,689	-3	..
GB outwith London (bus) ^{5,8,12}	2,108	2,310	2,359	2,275	2,214	2,088	2,027	2,013	1,963	1,919	1,841	-4	-12
Great Britain (all modes) ^{5,8,12}	3,236	3,504	3,502	3,250	3,149	2,956	2,922	2,829	2,804	2,774	2,691	-3	..
GB outwith London (all modes) ^{5,8,12}	2,119	2,326	2,376	2,284	2,222	2,079	2,042	1,961	1,909	1,868	1,790	-4	-14

1. 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.

2. Total of all local authorities' gross costs incurred in support of bus services, either directly or by subsidies to operators or individuals.

3. 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 split out spending on bus schemes alone. Small revisions have been made to the years 2012/13, 2013/14 and 2014/15

4. Includes Local Authority spending.

5. GB figures cover the total of all local authorities' net costs of concessionary bus travel and include funding for taxi tokens as well as administration costs.

6. 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.

7. Bus Service Operators Grant (BSOG) is a subsidy provided by Central Government to operators of local bus services.

8. 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.

9. Totals exclude 'non-revenue' funding, specifically the Scottish Green Bus Fund and the Bus Investment Fund.

10. 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.

11. Local Authority Transport Undertakings - Buses was added to the LFR 03 return in 2008/09. Data is not available for previous years and the total expenditure for 2007/08 is not comparable with later years.

12. BSOG in London now forms part of their public support grant (from October 2013).

Table 2.10: Bus use the previous day (adults) by characteristic¹

	2007 ^{1,2}	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
by gender:											column percentages
Male	39	41	43	38	41	40	42	46	45	39	42
Female	61	59	57	62	59	60	58	54	55	61	58
by age:											
16-19	10	13	9	13	11	13	12	10	11	9	10
20-29	24	20	23	18	21	20	20	22	21	19	21
30-39	15	9	15	13	14	14	12	14	13	12	11
40-49	12	13	12	14	12	13	12	14	13	11	12
50-59	11	14	13	12	12	13	14	11	14	13	14
60-69	14	13	13	14	13	16	13	14	14	18	15
70-79	9	13	10	13	11	10	11	11	11	12	13
80 and over	5	5	5	3	6	3	6	4	4	5	4
by current status:											
Self employed	2	1	1	1	2	2	2	1	1	2	1
Employed full time	34	34	34	29	34	29	28	32	32	31	30
Employed part time	10	10	11	10	10	15	14	12	12	12	10
Looking after the home or family	7	5	5	4	3	3	4	4	5	5	5
Permanently retired from work	24	27	24	27	26	25	26	23	24	27	26
Unemployed and seeking work	3	6	6	7	4	6	7	8	6	4	7
At school	3	2	2	4	2	5	2	4	2	4	3
In further/higher education	10	8	9	14	12	8	11	11	13	8	12
Gov't work or training scheme	0	0	1	0	0	1	1	0	0	0	0
Permanently sick or disabled	6	4	6	4	6	5	4	4	4	4	4
Unable to work because of short-term illness or injury	2	2	1	1	0	1	1	1	1.1	1	0
by journey purpose²:											
Commuting	29	28	29	28	27	30	28	24	24	30	29
Education	8	7	6	8	11	7	7	10	9	6	8
Shopping	29	29	26	28	21	25	25	29	30	27	30
Visit hospital or other health	4	5	4	4	3	4	2	3	2	4	2
On other personal business	6	5	8	4	7	4	6	5	4	4	2
Visiting friends or relatives	8	11	9	8	12	11	12	7	9	10	10
Sport/Entertainment	3	5	6	8	6	2	2	3	2	3	2
Go home	4	3	4	2	4	9	...	9	9	8	8
Other purpose	10	8	9	9	10	9	18	11	19	8	8
by annual net household income:											
up to £10,000 p.a.	21	21	20	19	22	14	13	16	13	12	13
£10,000 - £15,000	24	24	24	22	23	23	25	21	18	21	24
£15,000 - £20,000	17	15	12	18	17	16	15	16	19	17	15
£20,000 - £25,000	14	12	10	13	13	14	12	11	13	14	13
£25,000 - £30,000	7	7	11	5	7	11	9	10	8	8	11
£30,000 - £40,000	9	11	12	8	8	10	13	9	11	12	11
over £40,000 p.a.	6	7	6	12	7	8	10	13	13	12	11
by urban/rural classification:											
Large urban areas	60	62	61	58	62	61	61	57	56	55	56
Other urban	25	24	23	26	23	23	25	24	30	30	28
Small accessible towns	6	6	6	6	6	5	7	8	5	6	8
Small remote towns	1	2	2	1	2	2	1	2	1	1	1
Accessible rural	7	5	7	8	7	6	4	7	6	6	4
Remote rural	1	1	2	2	1	3	2	2	2	1	3
by frequency of driving:											
Every day	7	5	7	6	7	8	7	8	7	8	5
At least three times a week	6	7	5	5	5	7	5	6	7	6	5
Once or twice a week	4	6	5	6	6	5	4	5	4	6	3
Less often	6	4	5	4	5	3	4	6	4	5	4
Never, but holds full driving licence	9	7	10	7	9	10	9	8	7	8	9
Does not hold a full driving licence	68	70	69	72	67	67	72	67	71	68	73
by whether or not respondent has concessionary travel pass³:											
Yes	29	33	33	34	35	33	33	33	33	40	35
No	71	67	67	66	65	67	67	67	67	60	65
Sample size (=100%)	1,854	1,893	1,615	1,438	1,565	1,536	1,685	1,632	1,690	1,480	1,477

Source: Scottish Household Survey

¹ 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 2007.² 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.³ Sample size in 2003 was 2,004 as this data was not collected in quarter 1; sample size in 2006 was 2,181 as a new concessionary scheme was introduced in April 2006.

TABLE 2.11: Users views on local bus services^{1,3,5}

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

Source: Scottish Household Survey

¹ SHS data. Question asked of adults (16+), who have used the bus in the previous month² prior to 2012, question asked 'buses are on time'³ Changes to the questionnaire have been made between years so some response options are removed and new ones added⁴ The question about feeling safe and secure on the bus was split in 2009 to ask about during the day and in the evening.⁵ This question was last asked in 2016. It will be asked again in alternate years from 2019.Table 2.12: Possession of concessionary fare pass¹ for all adults aged 16+

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	cell percentages
All adults aged 16+	28	25	26	27	27	27	26	27	28	29	28	
All adults aged 60+	82	84	87	87	87	88	86	87	87	87	87	
Age band												
16 - 39	1	1	2	1	2	2	1	2	2	3	1	
40 - 49	2	2	4	3	3	3	3	3	3	4	3	
50 - 59	5	4	6	6	5	5	4	5	6	5	5	
60 - 64	75	75	78	79	80	81	75	75	74	75	74	
65 - 69	83	88	89	90	88	91	90	91	90	90	89	
70 - 74	85	89	92	91	93	92	92	91	93	93	91	
75 - 79	86	89	92	93	91	94	90	93	92	93	93	
80 +	81	85	87	87	90	88	89	91	90	90	90	

Source: Scottish Household Survey

¹ 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"

** Figures for 2006 relate to the period from April to December, as new concessionary fare arrangements were introduced in April 2006

Table 2.13: Concessionary fare passes issued to older and disabled people, 2011-2018^{1,2,3}

	2011	2012	2013 ⁴	2014	2015	2016	2017	2018
Card type								
60+	1,049,490	1,074,616	1,141,214	1,142,923	1,170,709	1,146,751	1,156,063	1,203,751
Disabled	60,866	61,660	43,979	44,381	43,590	41,348	39,384	37,228
Disabled + companion	105,325	109,680	93,619	96,253	106,078	111,486	118,217	123,786
Visually impaired	4,790	4,751	4,188	4,092	4,041	3,921	3,826	3,787
Visually impaired + companion	11,373	11,554	10,223	10,102	10,099	9,745	9,592	9,546
All cards	1,231,844	1,262,261	1,293,223	1,297,751	1,334,517	1,313,251	1,327,082	1,378,098
Young persons scheme (16-18)			131,210	152,626	152,473	151,767	149,790	147,410

Source: Transport Scotland

¹As at October in each year, with the exception of 2009 where the figure is as at February²Figures for 2007 and 2008 should be interpreted with caution, due to possible double-counting in one Local Authority³This table displays changes over time at a national level. For the most up to date figures at national and Local Authority level consult table 23⁴ 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 ie 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. 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.Table 2.14: Concessionary fare passes issued to older and disabled people. As at November 2018¹

	Disabled	Visually impaired				All card holders
		Disabled + companion	Visually impaired	impaired + companion	60+	
All Scotland						
Aberdeen City	2,034	3,897	266	261	43,924	50,382
Aberdeenshire	1,388	2,788	223	343	57,926	62,668
Angus	838	1,881	86	141	29,925	32,871
Argyll and Bute	502	1,640	58	205	26,272	28,677
Clackmannanshire	352	987	18	66	11,288	12,711
Comhairle Nan Eilean Siar	116	265	11	18	7,980	8,390
Dumfries and Galloway	685	2,554	95	208	39,393	42,935
Dundee City	1,102	4,886	153	335	31,749	38,225
East Ayrshire	939	3,467	77	253	27,656	32,392
East Dunbartonshire	473	1,494	85	160	28,647	30,859
East Lothian	673	1,770	56	144	25,874	28,517
East Renfrewshire	401	1,321	62	134	22,173	24,091
Edinburgh	4,118	10,387	260	663	105,280	120,708
Falkirk	1,207	3,036	94	255	33,365	37,957
Fife	2,179	10,837	318	708	89,126	103,168
Glasgow	6,344	23,116	374	1,328	101,549	132,711
Highland	1,272	3,761	51	413	58,779	64,276
Inverclyde	595	2,987	74	236	18,919	22,811
Midlothian	596	2,152	37	126	20,574	23,485
Moray	563	1,249	82	131	22,685	24,710
North Ayrshire	901	3,773	128	406	35,673	40,881
North Lanarkshire	2,108	8,375	174	643	66,345	77,645
Orkney Islands	108	551	2	36	6,022	6,719
Perth and Kinross	740	2,348	194	279	37,873	41,434
Renfrewshire	1,350	4,389	133	397	39,667	45,936
Scottish Borders	711	1,495	97	173	30,622	33,098
Shetland Islands	151	473	7	18	5,725	6,374
South Ayrshire	687	2,684	111	248	32,275	36,005
South Lanarkshire	1,763	7,237	256	635	71,469	81,360
Stirling	493	1,431	66	127	19,371	21,488
West Dunbartonshire	827	2,679	66	188	20,308	24,068
West Lothian	1,012	3,876	73	268	35,317	40,546

Source: Transport Scotland

¹ 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.

Chapter 3: Road Freight

- Road freight lifted by UK-registered HGVs
- Weight of goods lifted in Scotland
- Lengths of haul
- Destinations within the UK and Europe
- Types of commodity lifted

13.1 billion

Tonne-kilometres of freight originating in Scotland was transported to all destinations in 2017

58%

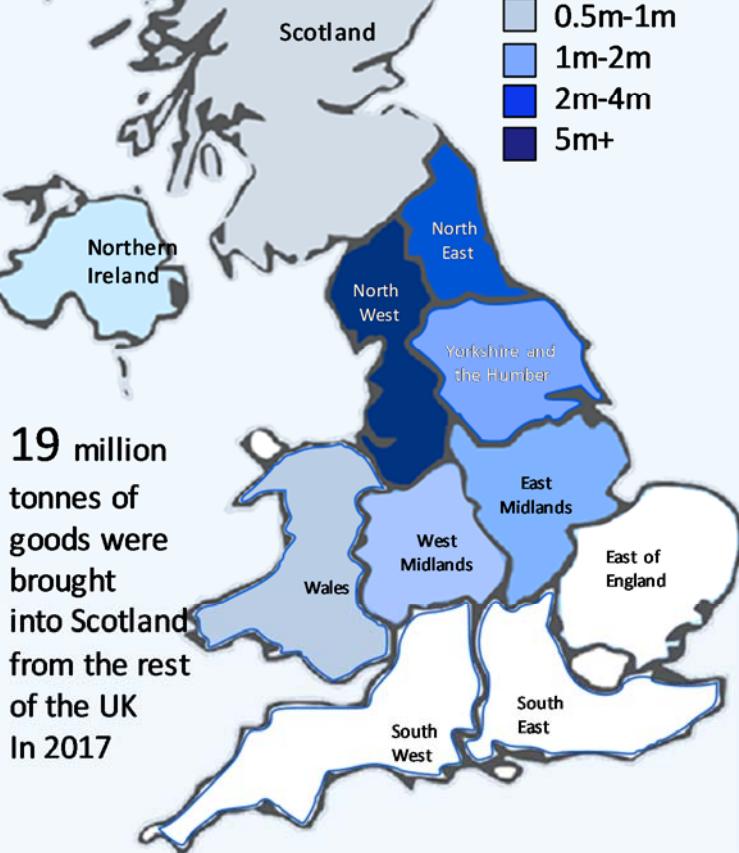
(7.7 billion tonne-km) remained within Scotland

14.8 million tonnes of goods from Scotland were delivered to the rest of the UK, in 2017



TONNES EXPORTED TO DESTINATION

- Too small to estimate
- 0-0.5m
- 0.5m-1m
- 1m-2m
- 2m-4m
- 5m+



19 million tonnes of goods were brought into Scotland from the rest of the UK in 2017

107.6 million tonnes



of goods were lifted in Scotland with a destination in Scotland in 2017

The most common type of freight lifted in Scotland and remaining in Scotland in 2017 was metal ore and other mining and quarrying – 19 million tonnes



The volume of Scottish international (non-UK) road freight is small – less than 1 million tonnes entering and leaving in 2017

178 thousand tonnes of goods left Scotland by road for non-UK countries in 2017



went to France



went to the Netherlands

123 thousand tonnes of goods entered Scotland by road from non-UK countries in 2017

For web publication and further information, visit
http://bit.ly/STS_all editions



ROAD FREIGHT

1. Introduction

1.1 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.

1.2 A change in methodology by the Department for Transport (DfT) in 2003 Continuous Survey of Road Goods Transport has resulted in a discontinuity in the series. Therefore road freight transported *within* the UK from 2004 onwards is not comparable with earlier years. Revisions have also been made to figures for the years 2011 to 2016.

2. Main Points

Good Lifted & Distance

2.1 In 2017, an estimated 107.6 million tonnes of goods were lifted within Scotland by UK HGVs and transported to destinations within Scotland. About 15 million tonnes of goods from Scotland were delivered to destinations elsewhere in the UK, and around 19 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 2017. (*Table 3.1*)

2.2 Most road freight journeys are 50 kilometres or less in length: 21% of tonnes lifted by road in Scotland in 2017 were carried a distance of no more than 25 kilometres, and 24% travelled over 25 km but no more than 50 km. The average journey distance, which is calculated by dividing the total tonne-kilometres by the total tonnes lifted, was 106 km. (*Table 3.2*)

Originating in Scotland

2.3 Goods moved on journeys originating in Scotland with a destination in Scotland accounted for around 7.7 billion tonne-kilometres in 2017. The overall total, including journeys with destinations elsewhere in the UK and abroad, was around 13.1 billion tonne-kms, a decrease of 12% on 2016.

Entering Scotland

2.4 In 2017, 19 million tonnes of goods entered Scotland on UK HGVs from the rest of the UK. 96% of these came from England. Around three quarters of the goods entering came from the North West (41%), Yorkshire and Humber (18%) and North East (12%) regions of England. Fewer goods leave Scotland for other UK countries (14 million tonnes) than enter from them but the proportions going to and coming from different areas are similar (*Table 3.6*).

2.5 In 2017, 'food products including beverages and tobacco' was the largest single category of goods lifted in Scotland, which remained in Scotland, accounting for 21.4 million tonnes out of the total of 107.6 million tonnes. (*Table 3.4*)

Destination

2.6 In 2017, UK-registered HGVs carried an estimated 178 thousand tonnes of goods from Scotland to countries outwith the UK, and 123 thousand tonnes from foreign countries into Scotland. Of goods leaving Scotland for abroad, carried by UK road hauliers, 26% went to France and 25% to the Netherlands. (*Table 3.7*)

2.7 In 2017, around 3% of goods leaving the UK lifted by UK HGVs originated in Scotland. However, Scotland provided 5% of food products leaving the UK (*Table 3.5*)

2.8 Generally in the period from 2013 to 2017, goods transported by UK-registered HGVs within Scotland were on journeys that started and finished within the same region. The Strathclyde Partnership for Transport (SPT) was the most active in terms of tonnage entering and leaving. There were 114 million tonnes on journeys within Scotland and 38 million of these were on journeys beginning in the SPT area (*Table 3.8*).

Fig. 3.1 Goods lifted by road; entering and leaving Scotland to or from rest of GB, 2017

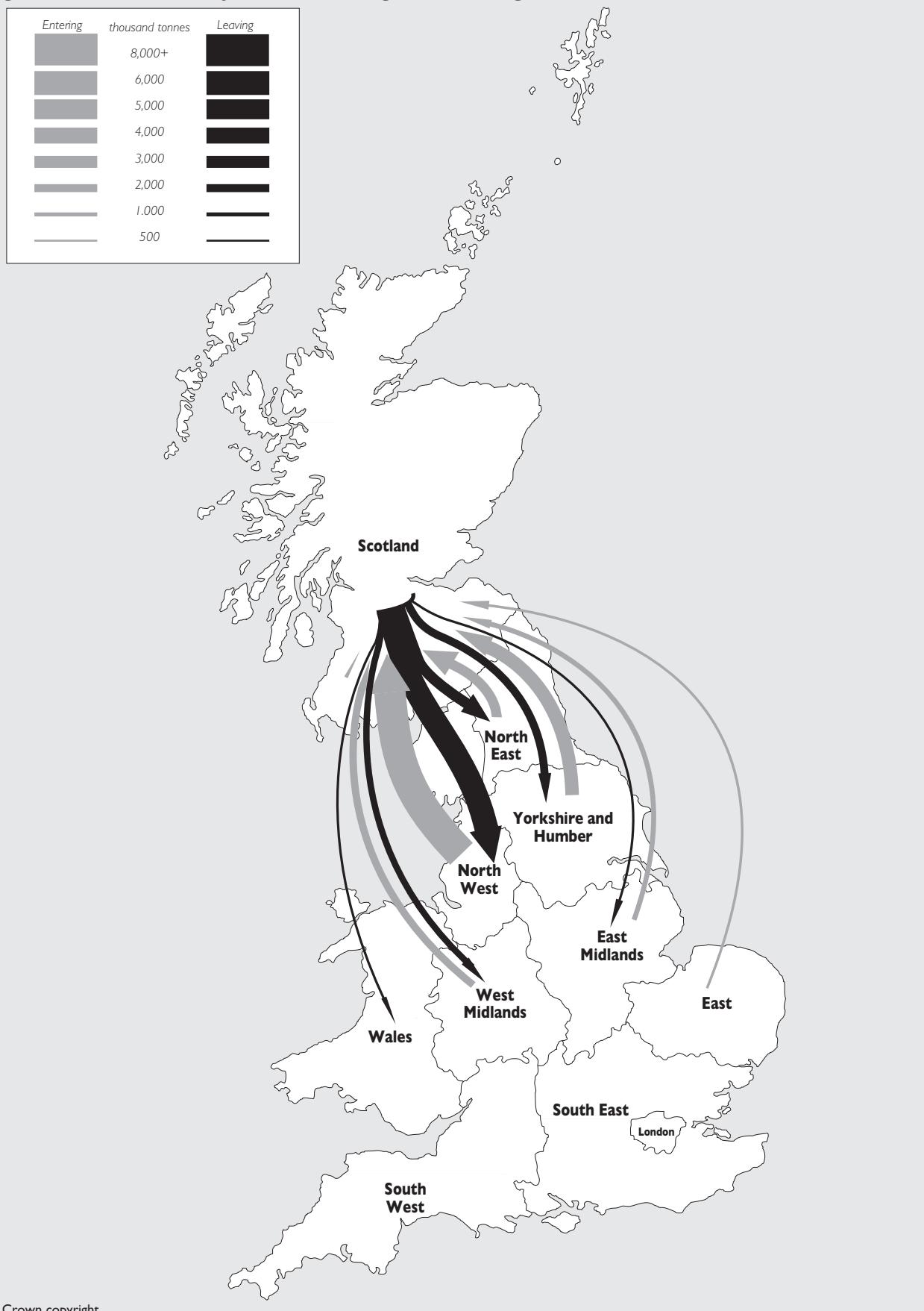


Table 3.1 Goods lifted by UK HGVs by origin and destination of journey ²

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	million tonnes
a) On journeys originating in Scotland												
by destination:												
Scotland	159.8	144.2	118.8	116.8	121.0	123.5	111.8	109.1	115.8	123.6	107.6	
Elsewhere in UK												
England	15.8	11.4	12.2	13.9	12.8	12.4	12.6	13.3	15.8	15.7	14.0	
Wales	0.5	0.6	*	0.8	*	*	*	*	*	*	0.6	
Northern Ireland	*	0.3	0.2	0.1	*	0.7	0.2	0.1	0.5	0.4	0.2	
Total elsewhere in UK	16.4	12.3	12.6	14.8	13.5	13.5	13.0	13.5	16.7	16.2	14.8	
Outwith UK ¹	0.6	0.5	0.5	0.4	0.3	0.3	0.3	0.2	0.2	0.2	0.2	
Total	176.8	157.0	131.9	131.9	134.8	137.2	125.0	122.9	132.7	139.9	122.6	
b) On journeys with Scottish destinations												
by origin of journey:												
Scotland	159.8	144.2	118.8	116.8	121.0	123.5	111.8	109.1	115.8	123.6	107.6	
Elsewhere in UK												
England	21.2	17.1	15.5	17.3	16.8	18.8	15.8	17.7	19.7	18.9	18.2	
Wales	0.6	0.3	*	0.4	*	*	*	*	*	*	*	
Northern Ireland	*	0.3	0.4	0.2	0.3	0.5	*	0.2	0.5	0.2	*	
Total elsewhere in UK	21.9	17.7	16.0	17.9	17.5	19.6	16.2	18.2	20.3	19.3	19.0	
Outwith UK ¹	0.3	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.2	0.1	0.1	
Total	182.0	162.2	134.9	134.9	138.5	143.2	128.1	127.4	136.2	143.0	126.7	

Source: DfT Road Freight Statistics

1. The 'Outwith UK' figures include an element of doublecounting as figures include both the domestic and international legs of the journey.

2. Due to changes in the methodology and processing system used by the Department for Transport, 2004 and post-2004 figures are not comparable with pre-2004 figures.

These figures include goods lifted by Northern Irish-based HGVs, so are slightly higher than those appearing in DfT's Road Freight Statistics.

* = Sample too small for a reliable estimate

Table 3.2 Goods lifted by UK HGVs in Scotland, with destinations within the UK, by length of haul, 2017

	Length of haul (kilometres)									All
	>0-25	>25-50	>50-100	>100-150	>150-200	>200-300	>300-400	>400-500	>500	
Tonnes										
millions	26.1	29.8	30.1	10.6	5.7	9.9	4.7	2.9	2.5	122.4
percentage	21	24	25	9	5	8	4	2	2	100
Tonne-kilometres										
millions	351	1,106	2,141	1,302	992	2,435	1,647	1,321	1,628	12,922
percentage	3	9	17	10	8	19	13	10	13	100

Source: DfT Road Freight Statistics

Table 3.3 Goods moved by UK HGVs by destination, and the economy's road freight intensity

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	million tonne-kilometres
a) On journeys originating in Scotland												
by destination:												
Scotland	8,402	8,321	6,788	7,173	8,065	7,704	7,266	7,226	7,708	9,382	7,722	
Elsewhere in UK												
England	5,654	4,208	4,199	4,708	4,068	3,841	4,223	4,470	5,394	5,165	4,927	
Wales	207	273	*	351	*	*	*	*	*	*	231	
Northern Ireland	*	49	30	18	*	130	25	36	64	73	42	
Total elsewhere in UK	5,880	4,530	4,345	5,077	4,377	4,176	4,333	4,551	5,676	5,276	5,201	
Outwith UK ²	668	533	519	445	370	358	306	280	250	225	208	
Total	14,950	13,384	11,652	12,695	12,813	12,239	11,906	12,056	13,634	14,883	13,130	
b) On journeys with Scottish destinations												
by origin of journey:												
Scotland	8,402	8,321	6,788	7,173	8,065	7,704	7,266	7,226	7,708	9,382	7,722	
Elsewhere in UK												
England	7,156	5,801	5,393	5,888	5,347	5,551	5,376	6,010	6,601	6,489	6,103	
Wales	329	201	*	212	*	*	*	*	*	*	*	
Northern Ireland	*	77	32	32	65	101	*	58	101	47	41	
Total elsewhere in UK	7,509	6,080	5,460	6,132	5,563	5,835	5,525	6,191	6,788	6,628	6,415	
Outwith UK ²	290	233	176	170	119	126	124	105	196	134	144	
Total	16,201	14,634	12,424	13,475	13,747	13,666	12,915	13,522	14,691	16,144	14,281	
c) The road freight intensity of the Scottish economy - an index of the ratio of the index of road freight tonne-kilometres to the index of Gross Domestic Product												
Road freight moved by UK HGVs on journeys originating in Scotland	14,950	13,384	11,652	12,695	12,813	12,239	11,906	12,056	13,634	14,883	13,130	
volume												
Index: 2007 = 100	100.0	89.5	77.9	84.9	85.7	81.9	79.6	80.6	91.2	99.6	87.8	
Scottish Gross Domestic Product (Gross Value Added for all industries) ¹												
Index: 2007=100	100.0	99.9	97.7	98.2	99.3	99.1	101.0	103.7	105.5	105.7	106.5	
Road freight intensity												
Index: 2007 = 100	100.0	89.6	79.7	86.5	86.3	82.6	78.8	77.7	86.5	94.2	82.5	

Source: DfT Road Freight Statistics

1. Scottish GDP figures are as published 4 April 2018.

These figures include goods lifted by Northern Irish-based HGVs, so are slightly higher than those appearing in DfT's Road Freight Statistics.

* = Sample too small for a reliable estimate

Note: GDP figures available here <https://www2.gov.scot/Topics/Statistics/Browse/Economy/PubGDP>Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution. See methodology note here <https://www2.gov.scot/Resource/0054/00542708.pdf>

Table 3.4 Goods lifted / moved by UK HGVs, for journeys within the UK with a Scottish origin or destination, by commodity, 2017

	Goods remaining in Scotland	Goods entering Scotland from rest of UK	Goods leaving Scotland for rest of UK
<i>thousand tonnes</i>			
Products of agriculture, forestry, raw materials			
Agricultural products	11,276	1,086	3,227
Coal and lignite	*	*	*
Metal ore and other mining and quarrying	18,762	*	*
Subtotal	31,779	1,557	3,921
Food products, including beverages and tobacco			
Food products	21,447	7,452	4,849
Textile, leather and wood products			
Textiles and textile products; leather and leather products	326	515	*
Wood products	2,804	851	788
Subtotal	3,130	1,366	1,177
Metal, mineral and chemical products			
Coke and refined petroleum products	4,055	*	*
Chemical products	2,551	1,325	*
Glass, cement and other non-metallic mineral products	10,244	1,507	*
Metal products	1,352	*	*
Subtotal	18,202	3,418	1,292
Machinery and equipment, consumer durables			
Machinery and equipment	1,532	433	*
Transport equipment	1,605	423	481
Furniture	924	*	*
Subtotal	4,062	1,162	940
Other products			
Waste related products	12,766	*	*
Mail, parcels	1,989	1,224	954
Empty containers, pallets and other packaging	3,329	481	318
Household and office removals	1,814	*	*
Grouped goods	6,975	1,470	777
Unidentifiable goods	2,015	*	*
Other goods	*	*	*
Subtotal	28,972	4,068	2,669
Total all commodities	107,592	19,023	14,848
<i>million tonne-kilometres</i>			
Products of agriculture, forestry, raw materials			
Agricultural products	1,035	341	1,107
Coal and lignite	*	*	*
Metal ore and other mining and quarrying	836	*	*
Subtotal	1,954	463	1,311
Food products, including beverages and tobacco			
Food products	2,064	2,438	1,658
Textile, leather and wood products			
Textiles and textile products; leather and leather products	26	130	*
Wood products	209	322	319
Subtotal	235	452	395
Metal, mineral and chemical products			
Coke and refined petroleum products	303	*	*
Chemical products	254	425	*
Glass, cement and other non-metallic mineral products	502	508	*
Metal products	153	*	*
Subtotal	1,213	1,162	489
Machinery and equipment, consumer durables			
Machinery and equipment	87	174	*
Transport equipment	121	177	174
Furniture	84	*	*
Subtotal	291	495	369
Other products			
Waste related products	640	*	*
Mail, parcels	173	449	371
Empty containers, pallets and other packaging	254	148	99
Household and office removals	110	*	*
Grouped goods	608	457	280
Unidentifiable goods	176	*	*
Other goods	*	*	*
Subtotal	1,965	1,405	979
Total all commodities	7,722	6,415	5,201

* = Sample too small for a reliable estimate

These figures include goods lifted by Northern Irish-based HGVs, so are slightly higher than those appearing in DfT's Road Freight Statistics.

Table 3.5 Goods lifted or moved by UK HGVs, for journeys entering or leaving the UK by commodity, 2017¹

	ROAD FREIGHT			
	Total entering UK	of which: entering Scotland	Total leaving UK	of which: leaving Scotland
				thousand tonnes
Products of agriculture, forestry, raw materials				
Agricultural products	510	*	631	*
Coal and lignite	*	*	*	*
Metal ore and other mining and quarrying	404	*	335	*
Subtotal	920	*	1,001	*
Food products, including beverages and tobacco				
Food products	1,227	*	1,117	60
Textile, leather and wood products				
Textiles and textile products; leather and leather products	75	*	37	*
Wood products	210	*	310	*
Subtotal	284	*	347	*
Metal, mineral and chemical products				
Coke and refined petroleum products	*	*	*	*
Chemical products	404	*	321	*
Glass, cement and other non-metallic mineral products	187	*	634	*
Metal products	79	*	234	*
Subtotal	728	*	1,290	*
Machinery and equipment, consumer durables				
Machinery and equipment	429	*	527	29
Transport equipment	385	*	221	*
Furniture	120	*	180	*
Subtotal	933	46	928	40
Other products				
Waste related products	*	*	239	*
Mail, parcels	181	*	212	*
Empty containers, pallets and other packaging	32	*	76	*
Household and office removals	224	*	206	*
Grouped goods	723	*	1,042	*
Unidentifiable goods	115	*	112	*
Other goods	*	*	*	*
Subtotal	1,367	*	1,890	*
Total for journeys outwith UK	5,460	123	6,572	178
				million tonne-kilometres
Products of agriculture, forestry, raw materials				
Agricultural products	301	*	258	*
Coal and lignite	*	*	*	*
Metal ore and other mining and quarrying	115	*	65	*
Subtotal	419	*	341	*
Food products, including beverages and tobacco				
Food products	555	*	482	82
Textile, leather and wood products				
Textiles and textile products; leather and leather products	30	*	19	*
Wood products	76	*	129	*
Subtotal	106	*	147	*
Metal, mineral and chemical products				
Coke and refined petroleum products	*	*	*	*
Chemical products	299	*	281	*
Glass, cement and other non-metallic mineral products	107	*	156	*
Metal products	35	*	87	*
Subtotal	470	*	540	*
Machinery and equipment, consumer durables				
Machinery and equipment	325	*	315	34
Transport equipment	241	*	185	*
Furniture	82	*	160	*
Subtotal	648	42	660	54
Other products				
Waste related products	*	*	65	*
Mail, parcels	69	*	98	*
Empty containers, pallets and other packaging	22	*	65	*
Household and office removals	169	*	170	*
Grouped goods	363	*	417	*
Unidentifiable goods	136	*	84	*
Other goods	*	*	*	*
Subtotal	785	*	903	*
Total for journeys outwith UK	2,982	144	3,073	208

* = Sample too small for a reliable estimate

These figures include goods lifted by Northern Irish-based HGVs, so are slightly higher than those appearing in DfT's Road Freight Statistics.

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, 2017

Origin / destination of journey	Goods entering	Goods leaving	Goods entering	Goods leaving
	Scotland	Scotland	Scotland	Scotland
England			thousand tonnes	
North East	2,449	2,670	693	583
North West	7,824	5,881	1,904	1,686
Yorkshire & the Humber	3,347	1,959	1,253	754
East Midlands	1,465	663	700	347
West Midlands	1,825	1,686	774	823
East	619	*	387	*
London	*	*	*	*
South East	*	*	*	*
South West	*	*	*	*
Total England	18,214	14,015	6,103	4,927
Wales	*	602	*	231
Northern Ireland	*	231	*	42
Total elsewhere in UK	19,023	14,848	6,415	5,201

* = Sample too small for a reliable estimate

Table 3.7 Goods lifted or moved by UK HGVs, entering or leaving Scotland, to or from outwith UK, by origins and destinations of journeys, 2017

Origin / destination of journey	Goods	Goods	Goods	Goods
	entering	leaving	entering	leaving
	Scotland	Scotland	Scotland	Scotland
EU countries			thousand tonnes	
Austria	*	*	*	*
Belgium & Luxembourg	*	*	*	*
Bulgaria	*	*	*	*
Croatia	*	*	*	*
Cyprus	*	*	*	*
Czech Republic	*	*	*	*
Denmark	*	*	*	*
Estonia	*	*	*	*
Finland	*	*	*	*
France	*	48		55,991
Germany	*	22		29,479
Greece	*	*	*	*
Hungary	*	*	*	*
Ireland	*	*	*	*
Italy	*	*	*	*
Latvia	*	*	*	*
Lithuania	*	*	*	*
Malta	*	*	*	*
Netherlands	*	45		28,955
Poland	*	*	*	*
Portugal	*	*	*	*
Romania	*	*	*	*
Slovakia	*	*	*	*
Slovenia	*	*	*	*
Spain	*	22		49,482
Sweden	*	*	*	*
Total EU countries	123	174	143,996	202,949
Other countries	*	*	*	*
Total outwith UK	123	178	144,255	208,199

* = Sample too small for a reliable estimate

Table 3.8 Average freight lifted by UK HGVs per year (2013-2017): Journeys with U.K. origins and destinations which either started or ended in Scotland

Journey Started In:	Journey Ended In								Elsewhere in UK	Total
	ZetTrans	HITRANS	NESTRANS	TACTRAN	SESTRAN	SPT	SWestrans	SCOTLAND		
	Thousand tonnes									
ZetTrans	504	*	*	*	*	*	*	*	525	* 525
HITRANS	*	13,194	523	533	407	1,043	*	15,825	532	16,357
NESTRANS	*	494	9,859	823	536	684	62	12,458	536	12,994
TACTRAN	*	523	1,001	4,868	1,790	1,419	206	9,807	1,444	11,251
SESTRAN	*	860	1,173	2,006	21,410	5,103	686	31,239	3,966	35,205
SPT	*	1,008	882	886	5,426	27,981	1,420	37,603	5,499	43,102
SWestrans	*	79	*	355	349	1,295	3,915	6,096	2,874	8,971
SCOTLAND	545	16,180	13,540	9,470	29,918	37,525	6,375	113,553	14,852	128,405
Elsewhere in UK	*	388	649	1,136	6,093	7,557	2,772	18,596	1,284,655	1,303,251
TOTAL	545	16,568	14,189	10,606	36,012	45,082	9,147	132,149	1,299,507	1,431,655

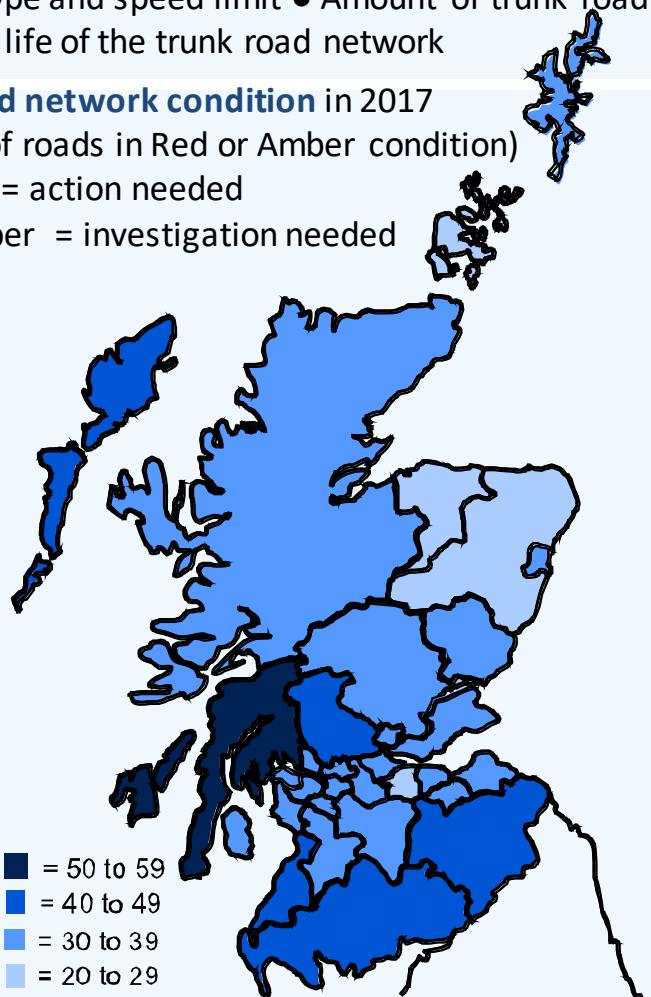
Chapter 4: Road Network

- Public road lengths by Local Authority, class, type and speed limit
- Amount of trunk road constructed/resurfaced
- Residual life of the trunk road network

56,364
kilometres of road network in Scotland
in 2017



Road network condition in 2017
(% of roads in Red or Amber condition)
Red = action needed
Amber = investigation needed



The length of the **motorway network** increased by 2% between April 2017 and April 2018

1/3 of **Scotland's road network** is accounted for by Highland Council, Aberdeenshire Council and Dumfries and Galloway Council roads

645 km of motorways in Scotland in 2017

781 km of dual carriageway in Scotland in 2017

27,668 km of single carriageway in Scotland in 2017

10.4 km of road per 1,000
people in Scotland compared
to 6.2 km in GB in 2017



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http://bit.ly/STS_all editions



ROAD NETWORK

1. Introduction

1.1 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.

1.2. 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 Notes and Definitions section, page 247.

Key Points

- **Scotland has 56,364 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 6.2 km in GB.**

2. Main Points

Road length

2.1 There were 56,364 kilometres of public road in Scotland at 31 March 2018. 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*)

2.2 The length of the motorway network increased by 2% between April 2017 and April 2018. (*Table 4.1*)

2.3 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

2.4 Overall there was an increase of 24% in the amount of trunk road that was newly constructed, reconstructed, strengthened or surface dressed in 2017-18 compared to the previous year. (*Table 4.3*)

2.5 In 2017-18, 13.4% of the motorway network, 8.6% of the dual carriageway and 11.3% of the single carriageway trunk road network required close monitoring of the state of the road surface. (*Table 4.5 (b)*)

2.6 In 2017-18 the National Road Condition Indicator (RCI) showed 30% of the local authority A road network may, following more detailed examination, require some kind of maintenance (see the Notes and Definitions section, page 247). For the whole of the local authority network (all road categories), about 37% may similarly require some kind of maintenance. (*Table 4.6*)

Table 4.1 Public road lengths by class, type and speed limit^{1,2}

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Trunk roads^{3,6}											
Motorways											Kilometres
Excluding slip roads	392	392	390	389	396	420	420	420	420	440	449
Including slip roads	547	547	546	544	558	599	599	600	601	632	645
A roads											
Dual carriageway	521	521	523	523	511	500	500	504	504	505	510
Single carriageway	2,323	2,323	2,332	2,327	2,282	2,279	2,274	2,326	2,326	2,327	2,320
Other inc slips/roundabout	114	114	119	123	185	188	191	208	208	204	205
Total	2,958	2,958	2,974	2,974	2,978	2,968	2,966	3,037	3,037	3,036	3,036
by speed limit:											
up to 40 mph	229	229	226	233	235	237	237	243	243	245	248
over 40 mph	2,730	2,730	2,748	2,740	3,302	3,330	3,328	3,395	3,395	3,424	3,433
All trunk roads ^{3,4}	3,505	3,505	3,520	3,518	3,536	3,566	3,565	3,637	3,638	3,669	3,681
Local Authority major roads⁷											
Motorways											
Excluding slip roads	-	-	-	-	-	-	-	-	-	-	-
Including slip roads	-	-	-	-	-	-	-	-	-	-	-
A roads											
Dual carriageway ⁵	242	243	243	229	232	268	270	272	272	272	271
Single carriageway ⁵	7,139	7,178	7,178	7,185	7,235	7,204	7,203	7,134	7,142	7,146	7,156
Total	7,381	7,421	7,421	7,414	7,467	7,473	7,473	7,406	7,414	7,418	7,427
by speed limit:											
up to 40 mph	1,491	1,515	1,508	1,509	1,559	1,567	1,572	1,616	1,621	1,630	1,642
over 40 mph	5,889	5,906	5,913	5,905	5,907	5,906	5,901	5,791	5,792	5,788	5,785
All LA major roads ⁴	7,381	7,421	7,421	7,414	7,467	7,473	7,473	7,406	7,414	7,418	7,427
Local Authority minor roads⁷											
B roads											
limit up to 40 mph	1,152	1,174	1,176	1,170	1,189	1,194	1,194	1,228	1,226	1,230	1,235
limit over 40 mph	6,349	6,292	6,318	6,311	6,310	6,309	6,305	6,270	6,276	6,268	6,255
Total	7,501	7,466	7,493	7,481	7,499	7,504	7,500	7,498	7,502	7,498	7,491
C roads											
limit up to 40 mph	1,266	1,576	1,556	1,555	1,582	1,586	1,593	1,621	1,653	1,658	1,658
limit over 40 mph	9,104	9,091	9,102	9,098	9,105	9,104	9,098	9,060	9,051	9,045	9,043
Total	10,371	10,667	10,658	10,653	10,687	10,690	10,691	10,681	10,703	10,703	10,701
Unclassified roads											
limit up to 40 mph	14,768	14,573	14,714	14,828	14,856	14,948	15,020	15,097	15,198	15,273	15,379
limit over 40 mph	11,661	11,712	11,726	11,732	11,727	11,732	11,728	11,735	11,696	11,688	11,686
Total	26,429	26,285	26,440	26,560	26,583	26,680	26,748	26,832	26,895	26,962	27,065
All LA minor roads	44,300	44,418	44,591	44,694	44,769	44,873	44,938	45,011	45,100	45,163	45,257
All roads (trunk and LA)³											
Motorways											
Excluding slip roads	392	392	390	389	396	420	420	420	420	440	449
Including slip roads	547	547	546	544	558	599	599	600	601	632	645
A, B and C roads											
Dual carriageway ⁵	763	764	766	752	742	768	770	776	775	776	781
Single carriageway ⁵	27,333	27,634	27,661	27,646	27,703	27,677	27,667	27,639	27,674	27,675	27,668
Total	28,210	28,512	28,546	28,522	28,630	28,633	28,629	28,623	28,656	28,656	28,654
by speed limit:											
up to 40 mph	4,138	4,494	4,465	4,467	4,565	4,584	4,595	4,708	4,743	4,763	4,783
over 40 mph	24,073	24,019	24,081	24,054	24,624	24,648	24,632	24,515	24,515	24,525	24,516
Unclassified roads											
limit up to 40 mph	14,768	14,573	14,714	14,828	14,856	14,948	15,020	15,097	15,198	15,273	15,379
limit over 40 mph	11,661	11,712	11,726	11,732	11,727	11,732	11,728	11,735	11,696	11,688	11,686
Total	26,429	26,285	26,440	26,560	26,583	26,680	26,748	26,832	26,895	26,962	27,065
All roads ^{3,4}	55,186	55,344	55,532	55,626	55,772	55,912	55,975	56,054	56,152	56,250	56,364

Source: Transport Scotland - Not National Statistics

1. Motorway road lengths are derived from GIS from 2000 onwards - see commentary for more details.

2. Road lengths are physical length rather than carriageway length e.g. 10km of dual carriageway counts as 10km, not 20km.

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.

4. Trunk road lengths for these roads have now been derived more accurately using a GIS system from 2006.

5. For 2008 and 2009 single and dual carriageways figures are estimated.

6. As at 30 May 2014.

7. Local authority road lengths at the end of the financial year e.g. 2013-2013/14.

Table 4.2 Public road lengths by council area and class, 2017/18

Council	Trunk ³				Local Authority ^{2,5}				Total
	Motorway ¹	Motorway slips	A Roads	Total	A Roads	B Roads	C Roads	Unclassified	
<i>kilometres</i>									
Aberdeen City	-	-	31	31	58	42	93	727	920
Aberdeenshire	-	-	192	192	687	799	1,540	2,504	5,529
Angus	-	-	53	53	193	255	489	878	1,814
Argyll & Bute	-	-	296	296	505	614	434	732	2,285
Clackmannanshire	-	-	3	3	49	34	28	179	291
Dumfries & Galloway	59	14	279	352	494	735	1,178	1,760	4,167
Dundee City	-	-	19	19	36	17	96	414	563
East Ayrshire	11	4	56	70	124	193	211	629	1,157
East Dunbartonshire	-	-	-	-	57	47	34	380	518
East Lothian	-	-	59	59	95	169	223	444	931
East Renfrewshire	9	3	10	22	31	50	83	319	483
Edinburgh, City of	19	14	34	67	135	51	119	1,111	1,417
Eilean Siar	-	-	-	-	340	177	189	486	1,191
Falkirk	39	13	5	58	114	96	118	650	979
Fife	20	9	96	124	322	325	352	1,428	2,426
Glasgow, City of	55	50	3	108	135	64	209	1,422	1,830
Highland	-	-	959	959	1,400	970	1,440	2,939	6,749
Inverclyde	-	-	28	28	24	23	54	270	370
Midlothian	-	-	39	39	93	100	101	392	686
Moray	-	-	98	98	157	296	366	737	1,556
North Ayrshire	-	-	68	68	101	155	207	574	1,036
North Lanarkshire ⁴	59	25	19	103	147	143	244	1,033	1,567
Orkney Islands	-	-	-	-	161	205	160	459	985
Perth & Kinross	39	14	209	261	435	367	638	1,055	2,496
Renfrewshire	18	10	26	55	65	62	140	557	879
Scottish Borders	-	-	167	167	459	599	769	1,148	2,975
Shetland Islands	-	-	-	-	225	162	199	464	1,049
South Ayrshire	-	-	93	93	108	209	232	625	1,173
South Lanarkshire	65	21	56	142	268	247	444	1,313	2,271
Stirling	21	6	116	144	212	161	170	473	1,017
West Dunbartonshire	-	-	23	23	46	8	27	297	378
West Lothian	35	13	-	47	152	117	116	666	1,052
Total	449	196	3,036	3,681	7,427	7,491	10,701	27,065	52,683
<i>percentages</i>									
Aberdeen City	-	-	1.0	0.8	0.8	0.6	0.9	2.7	1.7
Aberdeenshire	-	-	6.3	5.2	9.3	10.7	14.4	9.3	10.5
Angus	-	-	1.8	1.4	2.6	3.4	4.6	3.2	3.4
Argyll & Bute	-	-	9.8	8.0	6.8	8.2	4.1	2.7	4.3
Clackmannanshire	-	-	-	0.1	0.7	0.5	0.3	0.7	0.6
Dumfries & Galloway	13.2	7.4	9.2	9.6	6.7	9.8	11.0	6.5	8.0
Dundee City	-	-	0.6	0.5	0.5	0.2	0.9	1.5	1.1
East Ayrshire	2.4	1.9	1.8	1.9	1.7	2.6	2.0	2.3	2.2
East Dunbartonshire	-	-	-	0.0	0.8	0.6	0.3	1.4	1.0
East Lothian	-	-	2.0	1.6	1.3	2.3	2.1	1.6	1.8
East Renfrewshire	2.1	1.4	0.3	0.6	0.4	0.7	0.8	1.2	0.9
Edinburgh, City of	4.2	7.2	1.1	1.8	1.8	0.7	1.1	4.1	2.7
Eilean Siar	-	-	-	0.0	4.6	2.4	1.8	1.8	2.3
Falkirk	8.8	6.9	0.2	1.6	1.5	1.3	1.1	2.4	1.9
Fife	4.4	4.5	3.2	3.4	4.3	4.3	3.3	5.3	4.6
Glasgow, City of	12.2	25.5	0.1	2.9	1.8	0.9	2.0	5.3	3.4
Highland	-	-	31.6	26.1	18.9	12.9	13.5	10.9	12.8
Inverclyde	-	-	0.9	0.8	0.3	0.3	0.5	1.0	0.7
Midlothian	-	-	1.3	1.0	1.2	1.3	0.9	1.4	1.3
Moray	-	-	3.2	2.7	2.1	4.0	3.4	2.7	3.0
North Ayrshire	-	-	2.3	1.9	1.4	2.1	1.9	2.1	2.0
North Lanarkshire	13.2	12.9	0.6	2.8	2.0	1.9	2.3	3.8	3.0
Orkney Islands	-	-	-	0.0	2.2	2.7	1.5	1.7	1.9
Perth & Kinross	8.6	6.9	6.9	7.1	5.9	4.9	6.0	3.9	4.7
Renfrewshire	4.1	5.3	0.9	1.5	0.9	0.8	1.3	2.1	1.6
Scottish Borders	-	-	5.5	4.5	6.2	8.0	7.2	4.2	5.6
Shetland Islands	-	-	-	0.0	3.0	2.2	1.9	1.7	2.0
South Ayrshire	-	-	3.1	2.5	1.5	2.8	2.2	2.3	2.2
South Lanarkshire	14.5	10.5	1.9	3.9	3.6	3.3	4.1	4.8	4.3
Stirling	4.8	3.2	3.8	3.9	2.9	2.1	1.6	1.7	1.9
West Dunbartonshire	-	-	0.7	0.6	0.6	0.1	0.3	1.1	0.7
West Lothian	7.7	6.5	-	1.3	2.0	1.6	1.1	2.5	2.0
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: Transport Scotland - Not National Statistics

1. Motorway road lengths have been consolidated using a GIS system which means that there will be some changes to previously published figures.

2. 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.

3. As at 30 May 2016.

4. 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.

5. Local authority road lengths at the end of the financial year.

Table 4.3 Trunk road constructed/re-surfaced etc

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18 (prov)
Equivalent road lane length											
<i>lane-kilometres (estimated)</i>											
New roads											
constructed/opened	-	58	-	52	132	-	18	3	3	0.5	86
Reconstructed	80	56	51	27	57	1	9	7	-	1	-
Strengthened	170	194	213	239	168	338	360	365	367	428	457
Surface dressed	79	123	30	35	10	21	11	14	8	29	24
Total	329	431	294	353	367	360	398	389	378	459	567
Percentages of total											
<i>percentages</i>											
New roads											
constructed/opened	-	13	-	15	36	-	5	1	1	0	15
Reconstructed ¹	24	13	17	8	16	0	2	2	-	0	-
Strengthened	52	45	72	68	46	94	90	94	97	93	81
Surface dressed	24	29	10	10	3	6	3	4	2	6	4
Total	100	100	100	100	100	100	100	100	100	100	100

Source: Transport Scotland - Not National Statistics

Table 4.4 (a) Trunk road constructed/re-surfaced etc, by unit, 2016-17

Unit	New road constructed for traffic	Reconstructed	Strengthened	Surface Dressed	Total
Equivalent road lane length					
NW	-	-	137	11	148
NE	0.5	1	60	3	65
SW	-	-	84	5	89
SE	-	-	144	10	154
FBOC	-	-	3	-	3
Total	0.5	1	428	29	459
Percentages of total					
NW	-	-	32	38	32
NE	100	100	14	10	14
SW	-	-	20	17	19
SE	-	-	34	34	34
FBOC	-	-	1	-	1
Total	100	100	100	100	100

Source: Transport Scotland - Not National Statistics

Table 4.4 (b) Trunk road constructed/re-surfaced etc, by unit, 2017-18 (provisional)

Unit	New road constructed for traffic	Reconstructed	Strengthened	Surface Dressed	Total
Equivalent road lane length					
NW	-	-	155	6	161
NE	30	-	70	9	110
SW ¹	56	-	113	4	172
SE ¹	-	-	115	6	121
FBOC	-	-	3	0	3
Total	86	-	457	24	567
Percentages of total					
NW	-	-	34	23	28
NE	35	-	15	37	19
SW	65	-	25	16	30
SE	-	-	25	25	21
FBOC	-	-	1	-	1
Total	100	-	100	100	100

Table 4.5 Trunk road network: Residual Life¹ (years)**(a) Residual Life of Pavements (i.e. road surface) as percentage of whole network**

	Residual Life (years)					
	<0	0-4	5-9	10-14	15-19	>19
percentages						
1997-98	11	8	11	8	8	54
1998-99	10	9	9	8	7	57
1999-00	10	8	10	9	10	53
2000-01	9	7	9	8	8	59
2001-02	4	4	7	7	10	68
2002-03	4	4	7	7	11	67
2003-04	4	4	6	7	12	67
2004-05	4	5	6	7	13	65
2005-06	4	4	6	7	15	63
2006-07	5	4	6	7	15	63
2007-08	4	4	7	7	13	65
2008-09	4	4	6	7	11	68
2009-10	5	5	7	8	11	64
2010-11	5	4	6	7	9	69
2011-12 ²	10	7	10	10	11	52
2012-13	13	8	10	10	12	46
2013-14	14	8	10	9	11	49
2014-15	13	7	9	9	12	50
2015-16	12	9	9	9	13	48
2016-17 ⁴	12	9	9	9	12	49
2017-18 ⁴	11	9	9	9	12	51

Operating Company Areas 2017-18⁴

Forth Bridges Unit	16	7	8	6	14	47
North West Unit	11	8	8	8	12	53
North East Unit	14	11	12	11	12	41
South East Unit	9	9	10	9	12	52
South West Unit	9	8	8	7	12	57

(b) The proportion of the motorway/dual and single carriageway trunk road network, which require close monitoring³

	Motorways		Dual carriageways		Single carriageways	
	Requires close monitoring	%	Requires close monitoring	%	Requires close monitoring	%
2002-03	7.5		5.2			
2003-04	9.0		5.1			
2004-05	9.2		3.9			
2005-06	6.7		3.2			
2006-07	6.1		2.7			
2007-08	8.2		3.9			
2008-09	4.3		4.1			
2009-10	6.3		5.5		3.7	
2010-11	6.2		3.4		4.2	
2011-12 ²	12.9		9.1		10.3	
2012-13	23.1		13.3		11.6	
2013-14	23.4		15.0		10.3	
2014-15	22.9		10.4		11.3	
2015-16	21.5		9.8		10.5	
2016-17 ⁴	16.9		10.7		11.5	
2017-18 ⁴	13.4		8.6		11.3	

Operating Company Areas 2017-18⁴

Forth Bridges Unit	17.7	8.8	-
North West Unit	-	10.5	11.5
North East Unit	14	8.6	20.5
South East Unit	16.5	6.2	4.7
South West Unit	9.19	9.1	9.7

Source: Transport Scotland - Not National Statistics

1. 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.

2 Method of calculation changed in 2011-12.

3. 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

4. These figures are provisional.

ROAD NETWORK

Table 4.6 Local authority road network condition ^{1,2}

	A roads		B roads		C roads		Unclassified		All roads	
	Condition		Condition		Condition		Condition		Condition	
	Red	Amber	Red	Amber	Red	Amber	Red	Amber	Red	Amber
(a) in each Council area: 2017-18										percentage
Aberdeen City	3	20	3	19	5	22	5	26	5	25
Aberdeenshire	3	23	2	22	2	20	4	25	3	23
Angus	2	22	5	31	5	26	6	27	5	27
Argyll & Bute	9	35	22	42	20	42	16	37	17	39
Clackmannanshire	2	23	3	26	4	26	8	34	6	30
Dumfries & Galloway	5	29	6	30	11	36	17	39	12	36
Dundee City	2	14	1	16	1	13	4	26	3	22
East Ayrshire	2	17	6	30	8	32	11	33	8	31
East Dunbartonshire	4	24	4	26	3	23	7	31	6	29
East Lothian	3	26	6	34	4	29	5	29	5	30
East Renfrewshire	2	15	4	28	8	26	9	33	8	30
Edinburgh, City of	4	23	2	18	4	26	7	32	6	30
Eilean Siar	7	29	5	32	7	42	8	40	7	36
Falkirk	3	26	7	35	6	34	5	32	5	32
Fife	4	26	5	29	3	26	4	29	4	28
Glasgow, City of	3	25	2	20	2	18	5	28	4	26
Highland	4	25	6	29	9	31	12	32	9	30
Inverclyde	3	21	5	31	8	32	8	31	7	31
Midlothian	3	22	4	27	4	29	5	30	5	28
Moray	3	23	2	21	3	22	5	27	4	24
North Ayrshire	8	28	6	33	13	38	6	29	8	32
North Lanarkshire	2	18	3	21	3	24	6	32	5	28
Orkney Islands	2	20	3	18	2	14	1	19	2	18
Perth & Kinross	7	32	7	34	6	32	5	30	6	31
Renfrewshire	3	21	3	23	8	29	6	29	6	28
Scottish Borders	6	32	9	38	8	36	14	43	10	38
Shetland Islands	1	17	6	28	3	28	8	38	5	30
South Ayrshire	6	32	8	33	8	33	8	33	8	33
South Lanarkshire	3	20	3	22	5	32	5	28	4	27
Stirling	4	26	7	33	9	33	15	35	10	32
West Dunbartonshire	3	24	1	17	4	26	5	29	4	27
West Lothian	2	19	4	27	9	36	3	25	4	26
Scotland	4	26	6	29	7	29	8	31	7	30
(b) for Scotland as a whole: 2005-06 to 2017-18 (New RCI Series) ²										
2005-06	4	27	4	28	4	31	..	..	..	..
2006-07	4	29	4	29	4	32	..	..	..	..
2007-08	5	29	6	34	5	33	..	..	..	..
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
(b) for Scotland as a whole: 2002-03 ³ to 2007-08 (Old SPI Series)										
2002-03 ⁴	9	37	..	..	..	..	..	..	..	..
2003-04	7	33	12	45	8	37	18	52	13	45
2004-05 ⁵	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	6	34	10	46	6	36	16	53	12	46

Source: Scottish Road Maintenance Condition Survey - Not National Statistic:

1. From 2007-08 the basis of the statutory road performance indicator in Scotland changed to the UK Standard RCI
2. 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 year 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
3. 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
4. Information for 2002-03 is available only for A roads
5. The SPI figures for Scotland in 2004-05 exclude Glasgow, as the survey in Glasgow was undertaken on different basis in that year.

Chapter 5: Road Traffic

- Total volume of traffic by type of road, by type of vehicle, and by council area.
- Traffic flows at selected points on the road network
- Delays and congestion
- Petrol and diesel consumption.

48 billion

vehicle kilometres driven in Scotland in 2017

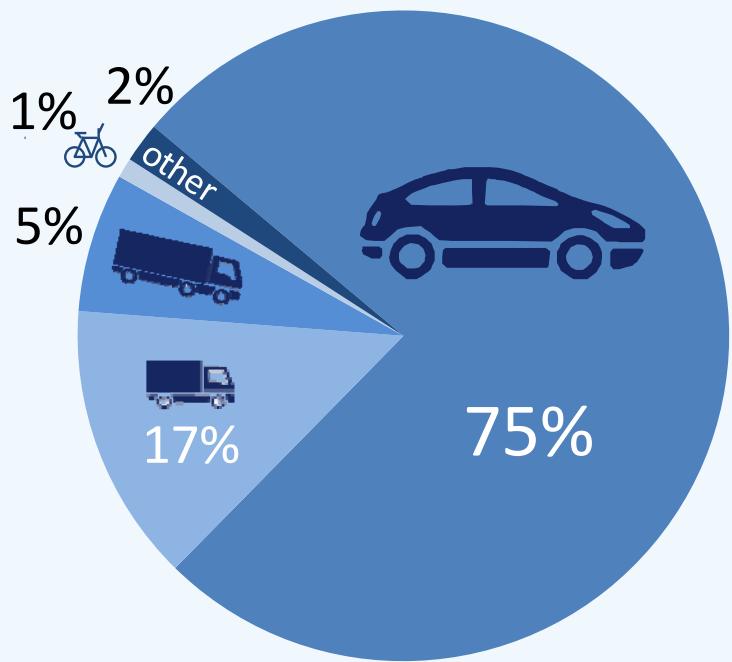


driven on trunk roads, which account for 7% of the road network



was driven on rural roads

Cars were 75% of traffic in 2017:



6% decrease in pedal cycle traffic volume in the last five years

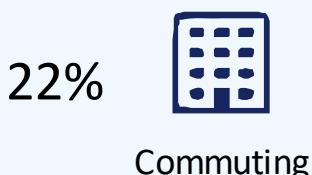


12.3% of driver journeys were delayed by congestion over the period 2015-2017



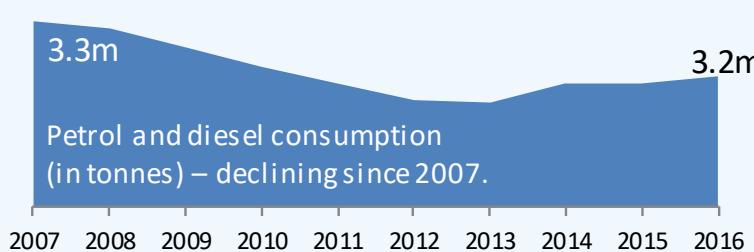
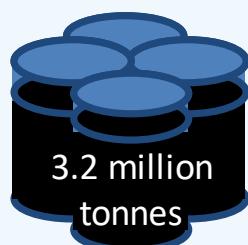
Some types of journeys were more likely to be delayed by congestion:

% journeys reported delayed between 2015-17:



16% Wednesday Sunday 5%

Traffic on Scottish roads consumed just over 3 million tonnes of petrol and diesel in 2016



For web publication and further information, visit http://bit.ly/STS_all editions



ROAD TRAFFIC

1 Introduction

1.1 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 some figures on traffic flows at selected points on the road network, some statistics on delays and congestion and information about petrol and diesel consumption.

1.2 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.

Key Points

- **48 billion vehicle km were driven in 2017**
- **39% of distance travelled is on Trunk roads, which account for only 7% of the road network.**
- **12.3% of driver journeys were delayed by congestion between 2015 and 2017.**

2 Main Points

Major & Minor Roads

2.1 The estimated volume of traffic on Scotland's roads in 2017 was around 48 billion (thousand million) vehicle km: 3.2% more than 2016. There have been slight increases in the last six years, following the steady downward trend seen between 2007 and 2011. (*Table 5.1*)

2.2 The total volume of traffic on major roads (Motorways and A roads) in 2017 was estimated to be 31 billion vehicle-km. Traffic on Motorways accounted for 8.1 billion vehicle km (17% of all traffic). This was less than the estimated 10 billion vehicle km on trunk A roads (21% of the total), and the 12.9 billion on non-trunk A roads (26%). Seventy per cent of A road traffic was in rural areas: 16.1 billion out of the A roads total of 23.4 billion vehicle km. (*Table 5.1*)

2.3 Minor roads (B, C and unclassified roads) accounted for the remaining 36% of traffic in 2017: an estimated 16.6 billion vehicle km (*Table 5.1*)

2.5 The total volume of traffic on major roads (Motorways and A roads) in 2017 was 2% higher than in the previous year (Motorways increased by 3%). Minor road traffic was about 6% higher than in 2016. Traffic levels are around 7 per cent higher than in 2006. (*Table 5.1*)

Trends

2.6 DfT estimates suggest a rising trend in traffic volumes on major roads in Scotland, reaching a peak in 2007 when numbers levelled off, 5 per cent higher than they had been in 2003. Traffic volumes then fell back slightly but after increases since 2011 are now 7% higher than they were in 2007. Motorway traffic saw a 14 per cent rise between 2003 and 2008, fell slightly over the next two years and has started to rise again over the last seven years; now 21% higher than the earlier peak in 2008. (*Table 5.1*)

2.7 Traffic on minor roads is estimated to have risen by 9% between 2003 and 2007, falling by 6% between then and 2012, before rising again. The total volume of traffic on all roads in Scotland was also estimated to have risen by 6% between 2003 and 2007, falling by 2% between then and 2011, before rising again. (*Table 5.1*)

2.8 Cars account for over three quarters (75%) 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 17% and heavy goods vehicles for 5%. After falls in the previous two years, pedal cycle traffic increased slightly in 2017. However, with pedal cycle traffic volumes increasing by 20% since 2007, pedal cycles still account for less than one percent of estimated traffic volume. (*Table 5.2 & 5.3*)

2.9 In 2017, the volume of car traffic was 5 per cent higher than in 2007, light goods vehicle traffic 31 per cent higher, but heavy goods vehicle traffic 7% lower. (*Table 5.3*)

Local Area volumes

2.10 A fifth of motorway traffic was within the City of Glasgow, whereas Highland had the highest volume (16%) of trunk A road traffic. The five local authorities with the highest traffic volumes (Glasgow, North Lanarkshire, Edinburgh, Fife and Aberdeenshire) account for 33% of all traffic on Scotland's roads. (*Table 5.4*)

2.11 The monthly average daily traffic flows recorded at a selection of Automated Traffic Classifier (ATC) sites are given in Table 5.6. The average flow (both directions) at the A80 Cumbernauld site was around 65,000 vehicles per day. In contrast, the average daily flow at the A835 Aultguish site was around 1,600 vehicles. Traffic levels also vary considerably depending on the month: e.g. the A83 Ardrishaig site in September averaged around 7,000 vehicles per day – compared to under 2,000 in January. (*Table 5.6 & 5.7*)

2.12 Some trunk road traffic flows are given in Table 5.7. The A80 Cumbernauld was the busiest site from this sample, with an annual average of 64,599 vehicles per day in 2017. Its Monday-Friday average was 50,862 vehicles per day. The A74(M) had the highest Monday-Friday peak hourly flows at 2,641 vehicles in the morning and 2,904 vehicles in the evening. At the opposite end of the scale, the A835 Aultguish averaged 1,596 vehicles per day over the year as a whole and its Monday-Friday peak hourly flows were around 200 in the morning and 100 in the afternoon. The A7 Langholm and the A75 Carsluith both had the highest percentage of heavy goods vehicle traffic in 2017 at 25% for the week, followed by the M80 Bankhead (16%). (*Table 5.7*)

Delays and Congestion

2.13 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.

2.14 The Scottish Household Survey provides estimates of delays attributed to congestion experienced by drivers (on the previous day). Between 2015 and 2017, 12.3% of journeys made as the driver of a car were said to be delayed due to traffic congestion. This figure is broadly comparable to congestion level peak in 2007 of around 14%. Short delays were more common than longer ones - 4% of car drivers' journeys were delayed by around 5 minutes compared to almost 2% by 15 minutes and 2% by 20 minutes or longer. Weekday journeys were most likely to suffer congestion delays between 7 and 9 am and 4 and 6 pm (23-25% and 24-28% respectively). Fewer

delays (4%) were experienced by people residing in remote small towns than those in accessible small towns (10%). (*Tables 5.8 and 5.9*)

2.15 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>

2.16 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

2.17 DECC estimates suggest that the traffic on Scotland's roads consumed just over 3 million tonnes of petrol and diesel in 2016. 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 Notes and Definitions section, page 252.

2.18 Petrol and diesel consumption has been falling since 2007. 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*)



Scottish Trunk Road Map

Thu



**National Telephone:
0800 028 1414**

Trunk Road Network

- North East Unit
- North West Unit
- South East Unit
- South West Unit
- Aberdeen Roads Ltd
- FBOC
- M6 DBFO
- M77 DBFO
- M80 DBFO
- M8DBFO
- ScotCoastNolands

0 10 20 40 Miles

North West (BEAR)

North East (AMEY)

Forth Bridges (AMEY)

South East (AMEY)

South West (SCOTLAND TRANSERV)

ScotCoastNolands

Uig

Mallaig

Oban

Fort William

Inverness

A887

A82

A889

Keith

Aviemore

Dundee

Stirling

Edinburgh

North Berwick

Glasgow

Campbeltown

Ayr

Melrose

Stranraer

A751

Dumfries

Gretna

Fraserburgh

Aberdeen

89

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The extent of the trunk road network is shown in this map, therefore Orkney and Shetland are not included.

A horizontal number line representing distance in miles. The line starts at 0 and ends at 40. There are major tick marks at 0, 10, 20, and 40. Between each major tick mark, there are four minor tick marks, dividing the distance into five equal segments of 2 miles each. The labels '0', '10', '20', and '40 Miles' are placed above the line, and the word 'Miles' is written at the far right end of the line.

89 All rights reserved. Ordnance Survey Licence number 100046668
The extent of the trunk road network is shown in this map, therefore Orkney and Shetland are not included.

Table 5.1 Traffic (vehicle kilometres) by road class and type

	2007	2008	2009	2010	2011	2012	2013	2014 ¹	2015	2016 ¹	2017
million vehicle kilometres											
Major roads (M and A)											
Motorways	6,577	6,683	6,633	6,503	6,570	7,140	7,262	7,421	7,477	7,829	8,054
Trunk A roads											
Urban [*]	928	942	952	945	951	973	960	965	960	988	1,818
Rural [*]	9,042	8,878	8,960	8,773	8,793	8,678	8,766	8,726	8,905	9,160	8,648
Total	9,970	9,820	9,913	9,719	9,744	9,651	9,725	9,691	9,864	10,147	10,466
Non-trunk A roads											
Urban [*]	4,505	4,493	4,530	4,522	4,471	4,395	4,390	4,478	4,501	4,609	5,399
Rural [*]	7,933	7,813	7,885	7,752	7,781	7,666	7,670	7,856	8,029	8,262	7,488
Total	12,438	12,307	12,415	12,273	12,252	12,061	12,061	12,334	12,530	12,871	12,887
All A roads											
Urban [*]	5,433	5,435	5,482	5,467	5,422	5,368	5,350	5,443	5,461	5,597	7,217
Rural [*]	16,975	16,691	16,845	16,525	16,574	16,344	16,436	16,582	16,934	17,422	16,136
Total	22,408	22,126	22,327	21,992	21,996	21,712	21,786	22,025	22,395	23,019	23,353
All major roads	28,986	28,810	28,961	28,496	28,565	28,853	29,048	29,446	29,872	30,848	31,407
	¹	¹	¹	¹							
Minor roads (B, C and unclassified)											
B roads											
Urban [*]	1,335	1,315	1,283	1,246	1,250	1,254	1,235	1,263	1,261	1,253	1,566
Rural [*]	2,734	2,748	2,661	2,660	2,577	2,502	2,519	2,662	2,711	2,748	2,677
Total	4,069	4,063	3,944	3,906	3,827	3,756	3,754	3,925	3,972	4,001	4,243
C & Unclassified roads											
Urban [*]	7,133	7,079	6,942	6,732	6,767	6,813	6,725	6,891	6,890	6,960	8,299
Rural [*]	4,479	4,517	4,371	4,354	4,232	4,127	4,314	4,578	4,639	4,650	4,038
Total	11,611	11,596	11,314	11,086	10,998	10,941	11,038	11,469	11,530	11,610	12,337
All minor roads											
Urban [*]	8,468	8,394	8,225	7,978	8,016	8,067	7,960	8,154	8,151	8,214	9,865
Rural [*]	7,212	7,266	7,033	7,014	6,809	6,630	6,832	7,240	7,350	7,398	6,715
All minor roads	15,680	15,659	15,258	14,992	14,825	14,696	14,792	15,393	15,502	15,611	16,580
		⁻¹									
All roads											
Motorways	6,577	6,683	6,633	6,503	6,570	7,140	7,262	7,421	7,477	7,829	8,054
Urban [*]	13,901	13,829	13,708	13,445	13,438	13,434	13,310	13,597	13,612	13,810	17,082
Rural [*]	24,187	23,957	23,878	23,539	23,383	22,974	23,269	23,822	24,284	24,819	22,851
All roads	44,666	44,470	44,219	43,488	43,390	43,549	43,840	44,839	45,374	46,459	47,986

Source: Department for Transport - Not National Statistics

1. DfT have made some small revisions to 2014 and 2016 estimates.

* 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.

Totals may not equal sum of parts due to rounding.

Table 5.2 Traffic (vehicle kilometres) on major roads (by class / type) and minor roads (by type) by vehicle type, 2017

	Cars	Two wheeled motor vehicles	Buses	Light goods vehicles	Heavy goods vehicles	All motor vehicles	Pedal cycles	All vehicle traffic	Percent of all roads
<i>million vehicle kilometres</i>									
Major roads (M and A)									
Motorways ¹	5,829	25	47	1,260	893	8,054	0	8,054	16.8
Trunk A roads - urban ²	1,403	8	13	275	117	1,816	1	1,818	3.8
Trunk A roads - rural ²	6,350	70	85	1,381	755	8,642	6	8,648	18.0
Non-trunk A roads - urban ²	4,308	22	98	781	169	5,378	20	5,399	11.3
Non-trunk A roads - rural ²	5,564	56	94	1,334	427	7,475	13	7,488	15.6
All major roads	23,454	181	337	5,031	2,361	31,365	40	31,407	65.5
Minor roads (B, C and unclassified)									
Urban roads ²	7,834	66	200	1,506	98	9,703	162	9,865	20.6
Rural roads ²	4,918	58	45	1,470	136	6,627	88	6,715	14.0
All minor roads	12,753	124	245	2,975	234	16,330	250	16,580	34.6
All roads									
Motorways	5,829	25	47	1,260	893	8,054	0	8,054	16.8
Urban roads ²	13,545	96	311	2,562	384	16,898	184	17,082	35.6
Rural roads ²	16,831	184	225	4,186	1,318	22,744	107	22,851	47.6
All roads	36,206	305	582	8,008	2,595	47,696	290	47,986	100.0
Percentage of all vehicles	75.5	0.6	1.2	16.7	5.4	99.4	0.6	100.0	

Source: Department for Transport - Not National Statistics

1. Motorways include A(M) roads.

2. DfT's classification of urban and rural roads differs from the built up/non-built up classification - see section 5.1.4 of the notes and definitions at the back of this publication.

Totals may not equal sum of parts due to rounding.

Table 5.3 Traffic (vehicle kilometres) on major roads, minor roads and all roads by vehicle type

	2007	2008	2009	2010	2011	2012	2013	2014 ¹	2015	2016 ¹	2017
<i>million vehicle kilometres</i>											
Major roads (M and A)											
Cars	22,392	22,221	22,496	21,998	21,986	22,170	22,217	22,418	22,573	23,220	23,453
Two wheeled motor vehicles	187	190	196	181	181	171	176	184	181	180	181
Buses	308	320	329	353	352	363	365	366	369	351	337
Light goods vehicles	3,689	3,690	3,684	3,701	3,816	3,906	4,032	4,242	4,481	4,765	5,032
Heavy goods vehicles	2,378	2,349	2,210	2,217	2,184	2,198	2,210	2,193	2,228	2,290	2,362
All motor vehicle traffic	28,953	28,770	28,917	28,450	28,519	28,807	29,001	29,404	29,831	30,807	31,366
Pedal cycles	32	40	45	46	47	45	47	42	41	41	40
All traffic on major roads	28,986	28,810	28,961	28,496	28,565	28,853	29,048	29,446	29,872	30,847	31,406
Minor roads (B, C and unclassified)											
Cars	12,153	12,136	11,895	11,593	11,592	11,606	11,594	11,997	12,096	12,122	12,753
Two wheeled motor vehicles	139	125	125	109	114	120	111	113	112	109	124
Buses	342	310	306	298	257	222	242	243	219	211	245
Light goods vehicles	2,436	2,455	2,343	2,406	2,306	2,216	2,287	2,434	2,499	2,670	2,975
Heavy goods vehicles	403	402	347	333	298	268	277	280	276	252	234
All motor vehicle traffic	15,473	15,427	15,016	14,740	14,567	14,432	14,510	15,066	15,201	15,364	16,330
Pedal cycles	207	232	243	253	258	264	282	327	300	247	250
All traffic on minor roads	15,680	15,659	15,258	14,992	14,825	14,696	14,792	15,393	15,502	15,611	16,580
All roads											
Cars	34,545	34,357	34,392	33,591	33,578	33,777	33,811	34,415	34,669	35,342	36,206
Two wheeled motor vehicles	326	315	322	290	295	290	286	297	293	289	305
Buses	650	630	635	650	609	585	607	610	588	561	582
Light goods vehicles	6,125	6,145	6,027	6,107	6,122	6,121	6,319	6,676	6,979	7,435	8,008
Heavy goods vehicles	2,781	2,751	2,557	2,550	2,482	2,466	2,487	2,473	2,504	2,543	2,595
All motor vehicle traffic	44,426	44,197	43,932	43,189	43,085	43,239	43,511	44,470	45,032	46,170	47,696
Pedal cycles	240	273	287	298	305	310	329	369	342	288	290
All traffic on all roads	44,666	44,470	44,219	43,488	43,390	43,549	43,840	44,839	45,374	46,459	47,986

Source: Department for Transport - Not National Statistics

1. DfT have made some small revisions to 2014 and 2016 estimates.

Totals may not equal sum of parts due to rounding.

Table 5.4 Traffic on major roads (by class / type) and on minor roads, by Council, 2017¹

Council	All motor-ways ²	Trunk A urban	Trunk A rural	Non-trunk A urban	Non-trunk A rural	Total: All major roads (M and A)	Minor roads (B, C and unclassified)	Total: all roads
million vehicle kilometres								
Aberdeen City	-	156	111	283	79	629	756	1,384
Aberdeenshire	-	87	953	91	747	1,878	1,268	3,146
Angus	-	-	372	105	297	774	401	1,174
Argyll & Bute	-	-	419	49	312	780	205	985
Clackmannanshire	-	-	-	52	102	154	180	334
Dumfries & Galloway	756	41	669	76	317	1,859	384	2,244
Dundee City	-	163	8	162	12	345	538	884
East Ayrshire	117	20	213	97	234	681	430	1,110
East Dunbartonshire	-	-	-	118	97	215	366	581
East Lothian	-	1	413	69	160	643	359	1,003
East Renfrewshire	234	-	-	95	80	409	397	806
Edinburgh, City of	368	146	262	714	258	1,748	1,319	3,067
Eilean Siar	-	-	-	-	162	162	68	230
Falkirk	626	-	13	224	205	1,068	599	1,666
Fife	270	97	529	363	649	1,908	1,194	3,101
Glasgow, City of	1,572	-	-	720	43	2,335	1,316	3,651
Highland	-	102	1,618	21	545	2,286	599	2,884
Inverclyde	-	25	42	169	23	259	282	541
Midlothian	-	10	133	83	181	407	310	717
Moray	-	51	235	42	156	484	313	797
North Ayrshire	-	119	201	94	115	529	278	806
North Lanarkshire	898	346	45	425	216	1,930	1,367	3,296
Orkney Islands	-	-	-	-	86	86	62	148
Perth & Kinross	502	49	1,057	123	468	2,199	420	2,620
Renfrewshire	553	62	156	200	92	1,063	536	1,598
Scottish Borders	-	32	372	57	444	905	395	1,299
Shetland Islands	-	-	-	-	153	153	70	224
South Ayrshire	-	34	376	118	114	642	388	1,029
South Lanarkshire	1,143	143	109	322	417	2,134	621	2,755
Stirling	286	7	251	125	357	1,026	300	1,326
West Dunbartonshire	-	126	94	158	48	426	249	674
West Lothian	730	-	-	245	320	1,295	610	1,904
Scotland	8,054	1,818	8,648	5,399	7,488	31,407	16,580	47,986

1. Source: Department for Transport - Not National Statistics. They provide only a rough estimate of the likely total volume of traffic on roads in each area. For further information, please see the notes on the traffic estimates at the back of the publication.

2. Motorways include A(M) roads.

Totals may not equal sum of parts due to rounding.

Table 5.5 Traffic on trunk roads and on local authority roads, by Council area¹

	2007	2008	2009	2010	2011	2012	2013	2014 ⁴	2015	2016 ⁴	2017
	million vehicle kilometres										
Trunk roads²											
Aberdeen City	265	264	253	255	258	263	260	264	263	273	267
Aberdeenshire	840	820	829	822	824	861	872	902	908	948	1,040
Angus ³	319	328	324	335	334	343	357	370	358	367	372
Argyll & Bute	358	356	359	352	353	351	355	362	376	392	419
Dumfries & Galloway	1,299	1,302	1,290	1,274	1,270	1,252	1,272	1,311	1,349	1,387	1,467
Dundee City	187	179	182	180	178	186	182	169	168	173	171
East Ayrshire ³	372	368	375	366	365	365	359	374	369	352	349
East Lothian	409	372	359	354	355	349	349	359	362	391	414
East Renfrewshire	177	175	181	172	208	205	209	214	230	237	234
Edinburgh, City of	714	686	725	677	712	700	719	715	755	779	777
Falkirk	571	567	550	531	537	577	580	581	608	647	639
Fife	889	868	879	848	839	820	833	842	841	878	895
Glasgow, City of ³	1,259	1,305	1,302	1,288	1,313	1,481	1,522	1,510	1,499	1,548	1,572
Highland	1,525	1,519	1,556	1,530	1,535	1,528	1,546	1,557	1,614	1,675	1,720
Inverclyde	78	76	75	72	72	71	71	72	73	75	67
Midlothian	142	140	141	135	136	140	138	143	136	141	143
Moray	277	272	269	263	264	265	266	270	274	286	287
North Ayrshire	326	330	326	318	317	309	308	316	320	326	319
North Lanarkshire	1,143	1,166	1,154	1,161	1,129	1,414	1,402	1,253	1,191	1,217	1,289
Perth & Kinross	1,379	1,345	1,332	1,299	1,324	1,296	1,322	1,363	1,381	1,467	1,608
Renfrewshire ³	710	725	711	693	699	689	703	732	758	774	771
Scottish Borders	400	383	390	382	388	386	387	394	406	419	404
South Ayrshire	393	379	381	384	384	379	379	387	395	406	409
South Lanarkshire ³	1,130	1,169	1,197	1,162	1,163	1,219	1,236	1,261	1,264	1,328	1,395
Stirling	513	505	499	481	478	470	468	485	500	544	544
West Dunbartonshire	189	191	209	204	205	206	206	213	220	223	220
West Lothian	688	711	700	682	675	671	688	693	724	724	730
Total trunk roads	16,548	16,504	16,546	16,222	16,313	16,791	16,987	17,112	17,342	17,977	18,519
Local authority roads											
Aberdeen City	1,126	1,115	1,075	1,053	1,039	1,040	1,041	1,067	1,075	1,092	1,117
Aberdeenshire	1,993	1,994	1,933	1,894	1,859	1,825	1,860	1,945	1,984	2,008	2,105
Angus	747	758	752	740	731	722	725	749	762	774	802
Argyll & Bute	552	548	541	532	526	516	525	542	551	561	566
Clackmannanshire ³	299	301	316	313	314	310	301	312	316	320	334
Dumfries & Galloway	723	719	708	700	693	676	684	709	724	737	777
Dundee City	719	722	703	687	688	685	676	693	695	703	713
East Ayrshire ³	688	684	674	668	662	647	656	679	691	704	761
East Dunbartonshire	556	547	547	534	533	529	525	542	544	553	581
East Lothian	509	508	503	501	498	484	488	508	516	524	589
East Renfrewshire ³	569	574	565	556	547	537	536	552	557	567	572
Edinburgh, City of	2,326	2,271	2,253	2,207	2,190	2,179	2,169	2,230	2,254	2,287	2,291
Eilean Siar	209	205	206	203	202	203	206	214	219	246	230
Falkirk	953	950	955	949	952	944	945	974	983	998	1,028
Fife	2,022	2,023	2,015	2,000	2,000	1,980	1,992	2,059	2,076	2,105	2,206
Glasgow, City of ³	2,147	2,124	2,089	2,042	2,027	2,011	2,014	2,056	2,039	2,069	2,079
Highland	1,070	1,078	1,067	1,055	1,044	1,024	1,044	1,086	1,105	1,123	1,164
Inverclyde	468	465	458	447	443	438	436	449	451	456	474
Midlothian	507	509	520	517	517	504	504	523	534	544	574
Moray	466	467	460	451	444	446	451	471	477	483	511
North Ayrshire	466	462	456	452	450	435	433	448	452	459	487
North Lanarkshire	1,906	1,894	1,871	1,840	1,829	1,822	1,819	1,867	1,875	1,893	2,007
Orkney Islands	137	137	137	135	133	131	133	139	142	145	148
Perth & Kinross	972	958	960	945	933	918	933	968	989	1,005	1,012
Renfrewshire ³	781	781	766	759	757	753	755	778	786	797	827
Scottish Borders	812	813	808	798	792	779	787	817	836	853	895
Shetland Islands	206	206	203	202	202	200	204	210	215	220	224
South Ayrshire	600	607	602	595	590	572	568	585	592	601	620
South Lanarkshire	1,333	1,298	1,294	1,282	1,273	1,258	1,254	1,296	1,311	1,335	1,361
Stirling ³	763	759	751	747	733	718	719	744	753	765	783
West Dunbartonshire	439	439	438	429	431	434	432	443	444	451	455
West Lothian	1,055	1,051	1,046	1,034	1,042	1,038	1,039	1,071	1,085	1,105	1,175
Total LA roads	28,118	27,966	27,673	27,266	27,077	26,757	26,853	27,727	28,032	28,482	29,467

1. Source: Department for Transport - Not National Statistics. They provide only a rough estimate of the likely total volume of traffic on roads in each area. For further information, please see the notes on the traffic estimates in the text.

2. Roads which changed from trunk to local authority, or vice versa, are counted according to their status on a recent date, rather than on the basis of their status in each year.

NB: to save space, Councils which do not have trunk roads in their areas are not shown.

3. DfT have made some minor changes to the traffic estimates from 2006 onwards. This was due to incorrect LA codes being assigned to a few sections of major road.

4. DfT have made some small revisions to 2014 and 2016 estimates.

Totals may not equal sum of parts due to rounding.

Table 5.5(continued) Traffic on all roads, by Council area¹

	2007	2008	2009	2010	2011	2012	2013	2014 ³	2015	2016 ³	2017
	million vehicle kilometres										
All roads											
Aberdeen City	1,391	1,379	1,329	1,308	1,297	1,303	1,301	1,331	1,338	1,365	1,384
Aberdeenshire	2,834	2,814	2,762	2,716	2,683	2,686	2,732	2,847	2,892	2,956	3,146
Angus ²	1,066	1,086	1,075	1,075	1,065	1,065	1,082	1,119	1,120	1,141	1,174
Argyll & Bute	910	904	900	884	879	866	879	904	927	952	985
Clackmannanshire ²	299	301	316	313	314	310	301	312	316	320	334
Dumfries & Galloway	2,021	2,021	1,998	1,974	1,963	1,927	1,956	2,020	2,073	2,124	2,244
Dundee City	906	902	885	867	865	871	858	862	863	877	884
East Ayrshire ²	1,059	1,052	1,050	1,033	1,027	1,012	1,015	1,053	1,060	1,056	1,110
East Dunbartonshire	556	547	547	534	533	529	525	542	544	553	581
East Lothian	918	880	862	855	852	833	836	868	877	915	1,003
East Renfrewshire ²	745	750	747	728	755	741	745	766	787	804	806
Edinburgh, City of	3,040	2,957	2,978	2,885	2,902	2,879	2,888	2,945	3,009	3,066	3,067
Eilean Siar	209	205	206	203	202	203	206	214	219	246	230
Falkirk	1,524	1,517	1,505	1,479	1,489	1,521	1,526	1,555	1,592	1,645	1,666
Fife	2,911	2,891	2,894	2,848	2,839	2,800	2,825	2,902	2,917	2,983	3,101
Glasgow, City of ²	3,406	3,429	3,390	3,329	3,341	3,492	3,537	3,566	3,537	3,617	3,651
Highland	2,595	2,597	2,623	2,586	2,580	2,552	2,590	2,643	2,719	2,798	2,884
Inverclyde	545	541	533	519	515	509	507	522	524	532	541
Midlothian	649	649	661	652	653	644	642	666	671	685	717
Moray	743	739	729	714	708	711	716	740	751	769	797
North Ayrshire	792	792	782	770	766	744	740	764	772	784	806
North Lanarkshire	3,049	3,060	3,025	3,001	2,959	3,235	3,222	3,120	3,066	3,110	3,296
Orkney Islands	137	137	137	135	133	131	133	139	142	145	148
Perth & Kinross	2,351	2,303	2,292	2,244	2,257	2,215	2,254	2,331	2,371	2,472	2,620
Renfrewshire ²	1,490	1,506	1,477	1,452	1,456	1,442	1,457	1,510	1,543	1,571	1,598
Scottish Borders	1,212	1,196	1,198	1,180	1,180	1,165	1,174	1,211	1,241	1,271	1,299
Shetland Islands	206	206	203	202	202	200	204	210	215	220	224
South Ayrshire	992	987	983	979	974	951	946	973	986	1,007	1,029
South Lanarkshire ²	2,462	2,468	2,491	2,444	2,436	2,476	2,490	2,557	2,575	2,662	2,755
Stirling ²	1,276	1,264	1,249	1,228	1,211	1,188	1,187	1,229	1,253	1,309	1,326
West Dunbartonshire	629	630	646	634	637	639	638	656	665	674	674
West Lothian	1,742	1,761	1,747	1,716	1,717	1,709	1,726	1,764	1,808	1,828	1,904
Total all roads	44,666	44,470	44,219	43,488	43,390	43,549	43,840	44,839	45,374	46,459	47,986

1. Source: Department for Transport - Not National Statistics. They provide only a rough estimate of the likely total volume of traffic on roads in each area. For further information, please see the notes on the traffic estimates in the text.

2. DfT have made some minor changes to the traffic estimates from 2006 to 2013. This was due to incorrect LA codes being assigned to a few sections of major road.

3. DfT have made some small revisions to 2014 and 2016 estimates.

Totals may not equal sum of parts due to rounding.

Fig. 52 Selected points used to show average daily traffic flows, peak hourly flows and percentages of HGVs (see Table 5.7)

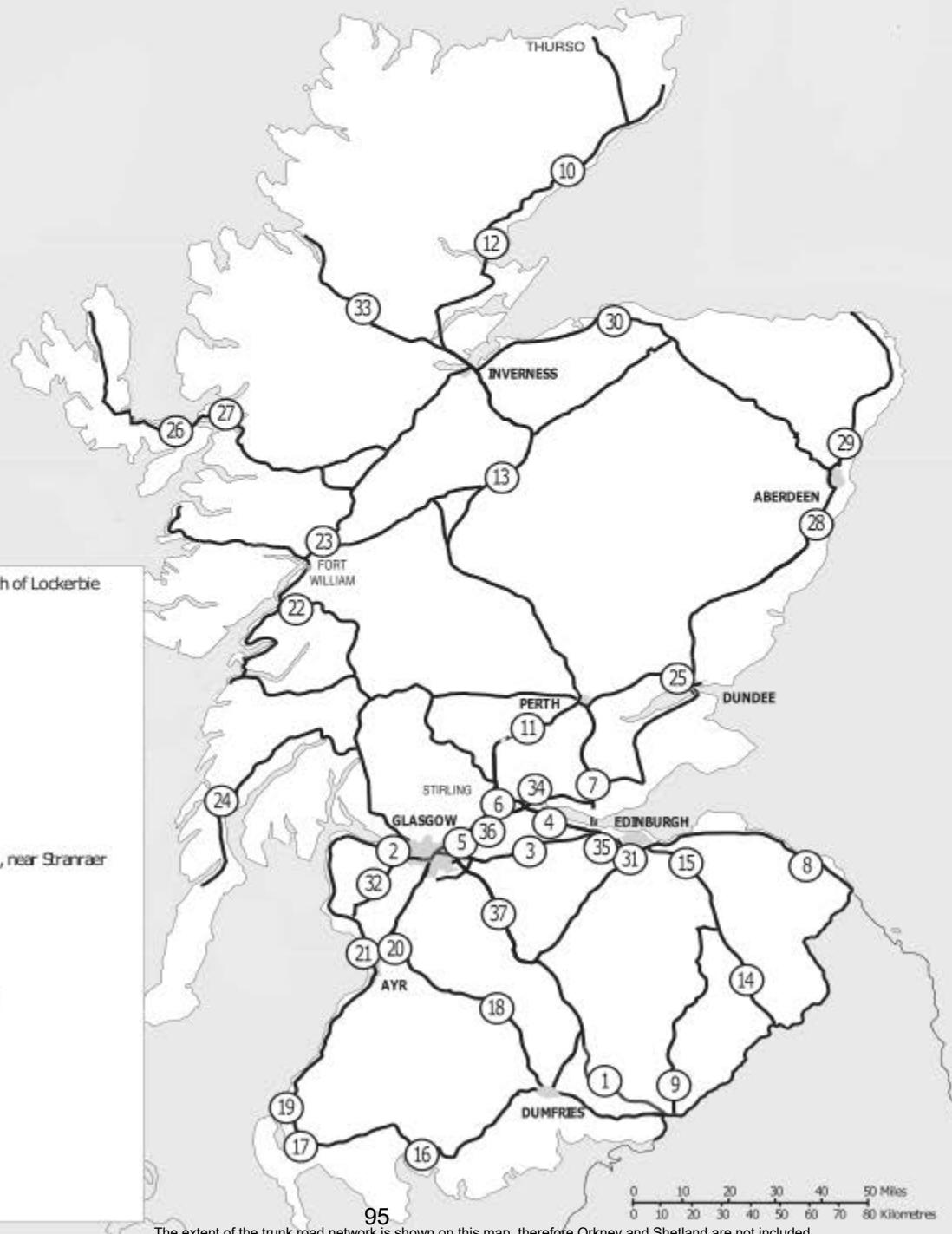


Table 5.6 Average Daily Traffic Flows¹ at Selected Automated Traffic Classifier Sites² by Month, 2017

Description	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
A74(M) J18 to 19	27,162	30,807	31,628	36,025	35,570	37,710	40,637	41,372	37,329	36,695	32,699	30,414
M8 Bishoppton	13,844	18,621	25,108	21,954	25,763	27,347	21,226	-	-	-	17,731	21,621
M8 Harthill	44,150	46,487	48,402	47,308	51,909	50,923	52,898	56,896	52,878	52,851	52,500	51,855
M9 Linlithgow	-	-	-	-	-	-	-	-	-	-	-	-
M73 Gartcosh	-	-	-	-	-	-	-	-	-	-	-	-
M74 J9	28,786	24,670	33,265	36,589	36,574	38,642	41,026	42,180	38,994	38,811	23,060	152
M80 Bankhead	24,260	28,599	35,053	33,689	35,451	36,718	36,982	40,760	38,599	37,358	38,402	18,591
M90 Kelty	26,734	30,012	31,519	32,900	33,885	34,463	33,913	36,102	33,101	32,682	31,447	28,241
A1 Grantshouse	-	-	-	-	-	7,257	10,309	11,456	11,093	5,732	8,839	8,493
A7 Langholm	3,281	3,513	3,675	3,758	3,928	4,080	3,879	4,050	4,083	3,882	3,718	3,446
A9 Berridale	-	-	-	-	-	-	-	-	-	-	-	-
A9 Blackford	11,087	-	-	-	-	-	-	-	-	-	-	-
A9 Dornoch	-	-	6,182	6,805	7,299	7,645	8,034	8,286	7,466	6,599	5,804	5,237
A9 Tomatin	-	8,938	9,143	10,758	11,007	11,512	12,389	12,468	11,594	10,702	9,191	8,178
A68 Jedburgh	-	-	-	-	-	-	-	-	-	-	-	-
A68 Pathhead	-	9,256	9,917	10,047	10,415	10,834	10,179	11,292	10,510	10,472	9,909	7,927
A75 Carsluith	4,032	4,372	4,630	5,214	5,357	5,275	5,595	6,146	5,483	4,974	4,618	4,451
A75 Southeast of A751	5,234	6,550	6,846	7,066	7,386	7,399	7,394	7,752	7,542	6,841	6,927	5,545
A76 Mennock	-	-	-	-	-	-	-	-	-	-	-	-
A77 Lendalfoot	3,086	3,424	3,640	4,262	4,157	4,296	4,799	4,656	3,896	3,820	3,296	2,902
A77 Kilmarnock	23,953	23,397	28,601	27,774	28,328	29,329	30,846	31,435	30,651	28,844	27,842	23,763
A78 Loans	16,690	18,895	19,389	18,993	20,595	19,845	19,219	19,401	18,789	18,660	18,616	16,618
A80 Cumbernauld	65,840	72,600	76,699	76,541	78,269	75,178	-	50,862	78,658	77,891	75,559	65,329
A82 Ballachulish	3,199	3,996	4,192	5,626	5,587	5,849	7,002	7,850	6,711	5,275	3,766	3,431
A82 Spean Bridge	3,560	4,280	4,803	6,046	6,907	7,072	7,505	7,992	6,946	5,726	4,485	3,817
A83 Ardrishaig	1,849	-	3,066	2,924	3,268	3,168	3,195	3,377	3,163	2,823	2,655	2,253
A85 Riverside Dundee	-	17,599	18,357	17,605	18,055	17,948	17,308	18,820	18,086	17,523	17,331	14,384
A87 Bradford	3,520	3,990	4,523	5,977	7,044	7,365	7,715	7,851	7,059	5,307	4,277	-
A87 Kyle of Lochalsh	-	-	3,904	4,144	5,304	5,500	5,820	6,319	5,246	4,029	3,155	2,625
A90 Stonehaven	20,237	19,897	20,248	17,546	18,028	18,303	17,672	18,468	18,045	17,505	18,148	15,322
A90 Bridge of Don	-	-	-	-	-	-	-	-	-	-	-	-
A96 Forres	9,363	10,655	10,992	11,649	11,811	12,078	12,516	12,963	12,043	11,475	10,778	9,764
A702 Fulford	-	-	-	-	-	10,958	11,547	14,315	13,654	-	-	-
A720 Dreghorn	-	-	-	-	-	-	-	-	-	-	-	-
A737 Lochside	19,079	21,376	22,954	22,371	19,707	23,484	23,073	22,876	18,821	17,140	18,174	11,175
A835 Aultguish	1,120	1,272	1,424	1,833	2,166	2,370	2,472	2,490	2,061	1,669	1,277	1,092
A977 Kincardine	-	-	-	-	4,400	4,309	-	-	-	-	-	-

Source: Transport Scotland - Not National Statistics

1. Traffic flows are counted in both directions at ATC sites and the average flows are based on totals.

2. Missing data for these sites is due to equipment failure.

Table 5.7(a) Average daily traffic flows, peak hourly flows and percentages of HGVs for selected key points: 2017 ^{1,2}

Location	Site No. in Fig 5.2	Average Daily Flow				HGV (Year) Percentage		Peak Hourly Flows			
		7 Day		5 Day		7 Day	5 Day	AM		PM	
		Year	August	Year	August			7 Day	5 Day	7 Day	5 Day
A74(M) J18 to J19	1	32,156	40,637	37,083	42,598			2,580	2,641	2,808	2,904
M8 Bishoppton	2	24,845	21,226	23,024		13	15	1,900	2,377	949	1,027
M8 Harthill	3	51,567	52,898	56,060	61,408	8	9	3,441	4,154	1,953	2,137
M9 Linlithgow	4	41,117	..	..	..	..	..	..	..	..	..
M73 Gartcosh	5	39,480	..	..	..	..	..	..	..	..	..
M74 J9	37	33,490	41,026	34,098	43,623			2,286	2,356	1,240	1,288
M80 Bankhead	6	..	36,982	35,120	41,929	16	18	2,446	2,718	1,361	1,403
M90 Kelty	7	26,511	33,913	33,302	36,845	4	5	2,175	2,367	1,304	1,371
A1 Grantshouse	8	8554	10309	9208	11577	15	18	655	625	420	432
A7 Langholm	9	3,604	3,879	4,087	4,232	25	27	302	346	155	170
A9 Berridale	10	1967	..	..	..	..	..	..	..	..	..
A9 Blackford	11	25,870	..	11,953		3	3	924	1,203	400	416
A9 Dornoch	12	5,499	8,034	7,267	8,568	9	10	547	560	309	321
A9 Tomatin	13	8,717	12389	10,834	12,476	6	8	826	842	447	452
A68 Jedburgh	14	6,929	..	..	..	..	..	..	..	..	..
A68 Pathhead	15	10,932	10,179	10,630	11,704	6	7	736	820	417	434
A75 Carsluith	16	4,827	5,595	5,369	6,343	25	27	393	419	216	230
A75 Southeast of A751	17	6,620	7,394	7,409	8,172			501	547	299	311
A76 Mennock	18	3,108	..	..	..	..	..	..	..	..	..
A77 Lendalfoot	19	3852	4799	4020	4651	..	..	312	330	179	181
A77 Kilmarnock	20	27,470	30,846	29,571	32,413	4	5	1,952	2,261	1,195	1,264
A78 Loans	21	15,682	19,219	20,627	20,995	3	4	1,535	1,934	842	964
A80 Cumbernauld	36	64,599	..	77,371	50,862	..	..	..	..	..	..
A82 Ballachulish	22	4,581	7,002	5,032	7,535	13	15	456	432	240	229
A82 Spean Bridge	23	3,436	7,505	5,965	8,100	6	6	467	479	260	263
A83 Ardrishaig	24	2,779	3195	3,088	3549	15	17	236	255	143	153
A85 Riverside Dundee	25	18,921	17,308	18,805	19,880	3	3	1,375	1,698	787	863
A87 Broadford	26	3,066	7,715	6,214	8,141	7	7	520	539	266	285
A87 Kyle of Lochalsh	27	3,396	5,820	4,774	6,453	3	4	432	440	215	220
A90 Stonehaven	28	24,921	17,672	20,173	19,939			1,764	2,120	795	899
A90 Bridge of Don	29	17,291	..	..	..	..	..	..	..	..	..
A96 Forres	30	11,276	12,516	11,917	13,450	5	6	813	885	498	528
A702 Fulford	31	10,479	11547	13,012	14998	5	5	1,127	1,234	582	608
A720 Dreghorn	35	..	..	..	..	..	..	..	..	..	..
A737 Lochside	32	20,469	23,073	21,552	23,986	5	6	1,390	1,674	886	970
A835 Aultguish	33	1,596	2,472	1,802	2,451	8	9	199	212	98	104
A977 Kincardine	34	15,870	..	4,571	..	8	9	349	380	183	196

Source: Transport Scotland - Not National Statistics

1. 7 day flows were calculated from Monday to Sunday inclusive, '5 day flows' were calculated from Monday to Friday inclusive

2. Missing data for some 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.

Table 5.7(b) Average daily traffic flows for selected key points^{1,2}

Location	Site No in Fig 5.2	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
A74(M) J18 to J19	1	31,870	31,910	31,047	31,164	30,902	31,410	32,906	33,313	34,718	..
M8 Bishopston	2	25,357	24,838	24,563	24,186	24,059	25,318	25,475	..	16,766	18,954
M8 Harthill	3	54,463	55,589	55,911	53,629	50,170	40,526	..	53,566	51,129	28,292
M9 Linlithgow	4	30,324	26,070	28,706	..	28,190	24,853	..	..	10,877	..
M73 Gartcosh	5	39,042	38,597	35,666	36,786	41,685	43,330	45,500	43,588	32,419	..
M74 J9	37	33,716	28,620	34,060	33,020	29,454	33,302	..	35,795	33,385	21,905
M80 Bankhead	6	..	..	..	..	33,758	35,386	..	..	37,934	23,401
M90 Kelty	7	30,787	32,832	32,304	29,572	31,286	31,117	32,224	31,787	31,108	21,704
A1 Grantshouse	8	8,659	8,845	8,616	8,446	8,284	8,427	7,063	8,047	..	9,026
A7 Langholm	9	3,456	3,336	3,434	3,434	3,426	3,487	3,576	3,614	3,752	2,808
A9 Berridale	10	1,947	2,089	1,938	1,603	1,806	1,714	..	..	..	..
A9 Blackford	11	25,901	24,690	23,671	24,098	24,672	25,667	24,456	26,338	13,614	1,185
A9 Dornoch	12	5,633	5,743	5,721	5,922	5,863	5,934	6,100	6,211	6,654	6,207
A9 Tomatin	13	9,043	8,987	8,850	8,725	8,453	8,749	10,314	9,307	9,688	7,769
A68 Jedburgh	14	5,845	5,860	5,530	5,668	5,882	5,574	5,493	5,437	5,498	..
A68 Pathhead	15	8,888	8,919	8,354	9,204	9,362	8,931	..	10,022	9,705	3,244
A75 Carsluith	16	4,771	4,849	4,724	4,658	4,598	4,244	5,302	4,714	4,860	4,365
A75 Southeast of A751	17	6,830	6,770	6,792	6,830	6,712	6,752	6,734	6,600	6,715	5,857
A76 Mennock	18	3,324	3,147	3,054	2,947	2,891	2,900	2,871	..	2,833	..
A77 Lendalfoot	19	..	..	..	..	..	..	..	..	..	3,852
A77 Kilmarnock	20	27,520	27,069	26,763	26,172	25,876	25,062	26,843	27,340	27,387	21,252
A78 Loans	21	15,767	15,295	15,074	14,542	13,873	13,096	13,619	14,378	18,597	13,203
A80 Cumbernauld	36	64,885	63,830	..	..	67,416	69,314	71,242	71,740	74,319	..
A82 Ballachulish	22	4,609	4,772	4,625	4,504	4,461	4,631	6,426	5,208	5,353	4,776
A82 Spean Bridge	23	3,185	3,629	3,351	3,289	3,084	4,103	1,729	..	5,582	2,413
A83 Ardrishaig	24	..	..	..	..	2,638	2,629	..	2,857	2,693	1,977
A85 Riverside Dundee	25	18,299	17,581	16,129	16,992	15,430	15,279	..	..	17,030	13,046
A87 Broadford	26	2,188	3,417	3,227	3,235	3,148	2,083	..	..	5,413	4,714
A87 Kyle of Lochalsh	27	3,437	3,577	3,367	3,088	3,307	3,418	3,581	3,947	3,779	3,326
A90 Stonehaven	28	26,427	26,778	26,907	26,704	25,796	33,486	39,205	26,650	24,856	9,900
A90 Bridge of Don	29	17,339	17,308	17,860	16,875	17,143	17,412	17,773	18,157	22,875	..
A96 Forres	30	11,277	11,309	11,416	11,075	11,097	10,244	10,820	10,651	10,962	4,807
A702 Fulford	31	11,875	11,295	10,334	..	11,146	10,181	13,786	11,963	11,496	9,876
A720 Dreghorn	35	78,179	79,936	77,735	74,858	75,697	76,704	78,110	78,624	79,650	..
A737 Lochside	32	21,764	21,755	21,528	21,199	20,512	20,311	20,787	22,055	22,448	13,824
A835 Aultguish	33	1,545	1,628	1,246	1,788	1,749	1,048	1,767	1,694	1,803	1,014
A977 Kincardine	34	13,723	4,583	4,370	4,436	4,536	4,532	4,405	4,613	4,368	4,340

Source: Transport Scotland - Not National Statistics

1. Flows were calculated from Monday to Sunday inclusive.

2. Missing data for some 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.

Table 5.8 Car drivers' journeys¹ - whether delayed by traffic congestion² and, if so, how much time was lost³: 2015-17 (combined)⁵

	NOT delayed due to traffic congestion	Delayed due to traffic congestion: driver's estimate of the time lost due to traffic congestion							Sample size (=100%)
		none, or just 1-2 minutes	about 5 mins	about 10 mins	about 15 mins	20 to 30 mins ⁴	over half an hour (33+)	All journeys	
			(3-7)	(8-12)	(13-17)	(18-32)	(33+)		
All car driver journeys	87.7	0.7	4.2	3.4	1.5	1.8	0.5	12.3	29,450
by purpose of journey:									
Commuting	78.2	0.8	5.6	6.6	3.5	4.1	0.9	21.8	7,810
Business	83.6	**	5.0	4.7	1.0	3.0	2	16.4	960
Education	86.2	1.3	5.0	4.6	1.1	1.5	**	13.8	1,370
Shopping	94.4	0.5	3.0	1.3	0.3	0.4	**	5.6	6,640
Visit hospital or other health	86.8	**	6.2	2.6	1	2	**	13.2	690
Other personal business	93.3	0.4	2.7	1	1	1	**	6.7	1,420
Visit friends or relatives	92.2	0.8	3.2	1.8	0.8	0.8	0	7.8	3,390
Eating / drinking	92.7	0	4	3	1	0	.	7.3	530
Entertainment	90.6	1	3.3	1.4	**	2.2	**	9.4	370
Sport	92.6	1	3.2	1.5	0	1.1	.	7.4	1,310
Holiday/day trip ⁴	89.8	0	3	3.0	1	0	1	10.2	440
Other	89.4	0.7	4.1	3.1	**	1.5	**	10.6	760
Escort	88.6	1	6.7	2.2	1	**	**	11.4	790
Go home	89.7	0.6	4.3	2.6	1.0	1.1	0.6	10.3	2,410
Just go for a walk	92.9	2	2.8	**	**	**	.	7.1	500
by day of the week:									
Monday	86.8	0.7	4.9	3.6	1.8	1.6	0.2	13.2	5,480
Tuesday	85.9	0.8	4.4	4.2	1.9	2.2	0.4	14.1	5,340
Wednesday	84.1	0.6	5.7	3.8	2.0	2.9	0.8	15.9	5,300
Thursday	85.7	0.7	4.4	4.1	1.9	2.3	0.7	14.3	3,980
Friday	86.2	1.0	3.9	4.2	1.6	2.1	0.7	13.8	3,540
Saturday	93.4	1	3.4	1.4	0.6	0.4	0	6.6	2,230
Sunday	95.1	0.4	2.1	1.4	0.3	0.5	0	4.9	3,590
Weekday journeys - by start time									
midnight to 6:59 a.m.	85.9	0	**	4.9	2.0	2.4	1.2	14.1	940
7:00 to 7:59 a.m.	75.2	1.0	5.1	6.7	3.9	6.1	1.4	24.8	1,570
8:00 to 8:59 a.m.	77.0	1.5	7.5	7.3	3.1	2.7	0.6	23.0	2,060
9:00 to 9:59 a.m.	90.8	0.7	4.5	1.9	0.7	1.1	**	9.2	1,350
10:00 to 10:59 a.m.	93.8	1.0	2.2	1.0	0.9	0.8	**	6.2	1,460
11:00 to 11:59 a.m.	93.5	0.7	2.4	1.8	0.6	1	**	6.5	1,580
noon to 12:59 p.m.	91.4	1	3.8	2.6	**	0.6	**	8.6	1,510
1:00 to 1:59 p.m.	91.1	0.6	3.6	2.6	0.8	1	**	8.9	1,360
2:00 to 2:59 p.m.	90.3	0.5	4.3	2.8	0.7	1.0	**	9.7	1,640
3:00 to 3:59 p.m.	87.3	0.4	5.0	3.6	1.4	1.7	0.4	12.7	1,860
4:00 to 4:59 p.m.	76.1	0.9	7.8	6.4	3.3	3.6	1.6	23.9	2,250
5:00 to 5:59 p.m.	72.5	1.1	8.0	7.9	4.0	5.7	0.7	27.5	2,100
6:00 to 6:59 p.m.	86.6	1	4.5	3.2	2.3	1.8	**	13.4	1,400
7:00 to 7:59 p.m.	97.0	-	1.6	0.5	1	0	0	3.0	970
8:00 to 8:59 p.m.	98.0	.	1.4	**	.	.	.	2.0	640
9:00 to 9:59 p.m.	99.1	**	**	**	.	.	.	0.9	490
10:00 to 11:59 p.m.	97.7	.	**	**	**	**	.	2.3	460
Weekend journeys - by start time:									
Before 9:30am	96	**	2	1	.	**	.	4.3	560
After 9:30am to before 12noon	94.9	0.5	2.4	1	1	0.4	**	5.1	1,220
12noon to 2 pm	93.4	0.8	3.0	2.1	0	**	**	6.6	1,460
After 2pm to before 4:30pm	93.1	1	2.9	1.9	0.6	0.6	**	6.9	1,090
4:30pm to before 6:30pm	92.0	1	4.4	1.4	0.7	1	**	8.0	830
6:30pm onwards	97.6	**	1.4	**	**	**	.	2.4	660
by type of area in which driver lives:									
Large urban areas	84	1	5	5	2	2	0.6	15.8	6,800
Other urban areas	86.4	1.1	4.7	3.7	1.5	1.9	0.5	13.6	9,930
"Accessible" small towns	89.8	0.4	3.2	2.6	1.5	2.1	0.3	10.2	2,900
"Remote" small towns	96.1	0.4	1.5	0.7	0.3	0.6	0	3.9	1,980
"Accessible" rural areas	89.9	0.3	3.5	2.7	1	2	0.3	10.1	4,030
"Remote" rural areas	95.1	**	2.0	1.3	0.4	1	0	4.9	3,810

1 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

2 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.

3 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?"

4 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 Transstat@transportscotland.gsi.gov.uk

5 Three years' data are combined, whereas in previous year just one year's data was given. There was little change over the years and combining gives fewer suppressed values.

Table 5.9a: Percentage of car/van stages delayed by traffic congestion

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2015-17 ¹
Driver congestion	14.4	13.1	11.0	10.5	11.2	9.9	9.7	11.7	12.4	11.7	12.3
Sample size (=100%)	9,260	9,320	8,680	7580	8,310	9,830	10,200	9,820	9,690	9,790	29,450

Table 5.9b Percentage of bus stages where passenger experienced delay

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Service Bus	12.5	14.4	9.9	12.3	10.5	11.1	10.2	10.7	9.9	10.0	12.5
Sample size (=100%)	1,674	1,724	1,456	1,311	1,439	1,536	1,685	1,630	1,690	1,480	1,480

1. Three years' data are combined, whereas in previous year just one year's data was given. There was little change over the years, and combining gives fewer suppressed values.

Table 5.10 Petrol and diesel consumption of road vehicles

	2007 ²	2008 ²	2009 ²	2010 ²	2011 ²	2012 ²	2013 ²	2014 ²	2015 ²	2016 ²
thousands of tonnes										
by type of vehicle										
Buses	183.0	174.7	175.0	178.4	165.1	157.0	161.9	162.8	156.3	144.2
Diesel cars	675.3	746.9	763.2	768.0	803.6	833.9	869.1	908.8	931.9	969.3
Petrol cars	1,393.7	1,306.6	1,282.3	1,210.9	1,151.1	1,094.7	1,034.1	1,010.5	971.2	937.6
Motorcycles	13.1	12.6	12.9	11.5	11.6	11.2	11.0	11.3	11.2	11.0
Heavy Goods Vehicles	617.0	615.7	571.9	573.1	558.7	549.3	554.4	563.1	566.2	574.1
Diesel Light Goods Vehicles	439.3	445.0	441.7	448.3	452.2	450.0	463.1	490.4	512.6	539.4
Petrol Light Goods Vehicles	38.8	35.2	32.2	29.6	27.2	24.7	23.1	22.1	20.6	19.4
Total	3,360.3	3,336.6	3,279.1	3,219.9	3,169.7	3,120.8	3,116.7	3,168.9	3,170.1	3,195.0
by Council area¹										
Aberdeen City	101.9	101.2	96.8	95.1	93.1	92.2	91.8	93.3	92.3	92.3
Aberdeenshire	200.4	198.5	193.9	190.4	185.8	183.0	184.9	190.2	191.2	194.1
Angus	77.9	78.2	76.8	76.7	75.1	74.3	74.2	75.9	75.4	76.0
Argyll & Bute	62.8	62.3	60.9	60.0	59.2	58.5	58.9	60.1	61.7	62.6
Clackmannanshire	21.5	21.6	21.6	21.5	21.0	20.5	20.0	20.5	20.4	20.6
Dumfries & Galloway	175.7	174.1	166.9	165.6	163.8	161.1	162.3	165.0	170.0	172.0
Dundee City	67.9	67.7	66.3	64.8	63.8	63.0	61.7	62.1	60.8	60.7
East Ayrshire	79.6	78.6	78.0	76.4	75.0	72.8	72.8	74.5	74.4	73.7
East Dunbartonshire	44.0	43.6	43.5	42.3	41.4	40.2	39.7	40.7	39.8	39.9
East Lothian	66.9	64.7	62.5	61.5	60.6	58.6	58.3	59.9	60.1	61.4
East Renfrewshire	56.8	57.4	57.0	55.9	54.8	52.4	52.4	53.4	53.0	53.6
Edinburgh, City of	235.0	231.6	231.5	225.2	220.8	216.1	214.9	216.4	217.5	219.5
Eilean Siar	14.8	14.7	14.8	14.9	14.7	14.6	14.6	15.0	15.3	15.5
Falkirk	117.5	116.6	114.5	112.1	111.4	109.8	110.1	113.0	114.0	115.9
Fife	199.6	197.7	194.7	190.8	187.7	182.5	182.5	186.3	184.4	185.0
Glasgow, City of	273.7	273.5	267.8	262.4	260.9	260.6	260.3	261.0	255.8	257.4
Highland	181.4	180.1	181.2	179.1	177.5	175.2	177.0	179.2	183.2	185.5
Inverclyde	39.1	38.8	38.0	36.8	35.8	34.9	34.6	35.2	34.6	34.7
Midlothian	48.4	48.3	47.7	46.8	46.3	45.2	44.7	46.0	45.7	46.1
Moray	51.5	51.4	51.0	50.0	49.2	48.7	48.5	50.0	50.8	51.2
North Ayrshire	55.7	55.9	54.7	53.8	52.9	50.9	50.4	51.3	51.2	51.2
North Lanarkshire	246.3	245.8	240.9	236.7	229.1	233.5	230.0	233.4	225.5	226.5
Orkney Islands	9.6	9.7	9.5	9.6	9.3	9.1	9.3	9.6	9.8	9.9
Perth & Kinross	184.9	180.4	176.9	172.4	173.0	168.2	169.5	172.6	175.2	177.8
Renfrewshire	108.2	109.0	106.0	103.8	102.1	99.5	99.7	101.5	101.8	100.8
Scottish Borders	84.2	83.6	82.6	81.3	80.3	78.6	78.9	80.6	82.1	83.1
Shetland Islands	13.4	13.4	13.1	13.0	12.8	12.6	12.7	13.1	13.3	13.6
South Ayrshire	72.3	71.8	71.2	70.6	69.3	66.6	65.8	66.9	67.1	67.3
South Lanarkshire	211.8	209.7	206.2	202.2	198.9	198.1	198.0	200.2	200.0	202.5
Stirling	88.8	87.5	85.4	84.0	82.0	79.7	78.9	80.6	81.2	82.3
West Dunbartonshire	45.0	44.9	45.3	44.3	43.9	43.5	43.1	43.8	43.6	43.5
West Lothian	123.9	124.3	121.9	120.0	118.3	116.3	116.4	117.7	119.2	118.8
Total	3,360.3	3,336.6	3,279.1	3,219.9	3,169.7	3,120.8	3,116.7	3,168.9	3,170.1	3,195.0

Source: DECC - Years prior to 2005 are not National Statistics

1. 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).

2. There have been major revisions to the data due to improvements in the methodology. For more information please see here: <https://www.gov.uk/government/collections/road-transport-consumption-at-regional-and-local-level#methodology>

Chapter 6: Reported Injury Road Accidents

- Number and severity of injury road accidents
- Number and severity of casualties
- Costs of injury and non-injury accidents

9,428

road accident casualties in Scotland in 2017

14% lower than the previous year



146

People were **killed in road accidents**

24% less than 2016



1,589 people recorded as **seriously injured** in road accidents in 2017, 110 less than in 2016



6%

7,693 people recorded as **slightly injured** in road accidents in 2017, 1,322 fewer than in 2016

Modal share of vehicle types involved in accidents in 2017

Share of all road accidents

% change in number of vehicles involved since 2016

74%



-15%

6%



-14%

5%



-14%

6%



-7%

3%



-19%

2%

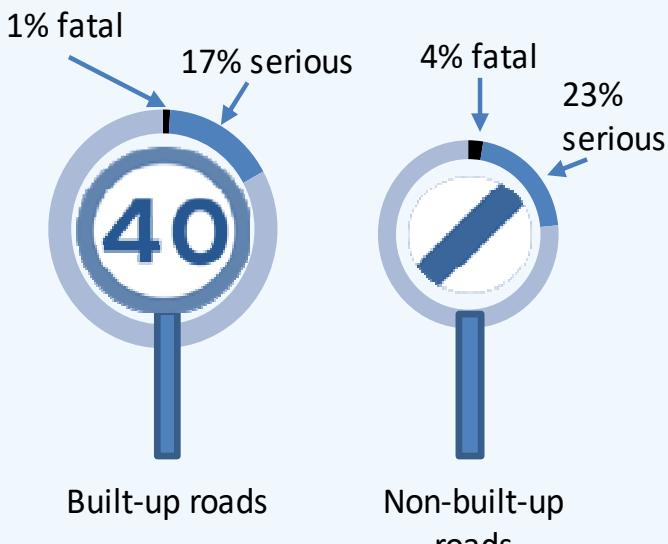


-5%

Road accident **casualties** by mode of transport:

	Share of total	% change in casualties by mode since 2016
	61%	-15%
	14%	-18%
	8%	-8%
	7%	-13%

Accidents on built-up roads (roads with a speed limit of 40 mph or less) are less likely to be serious or fatal



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REPORTED INJURY ROAD ACCIDENTS

1. Introduction

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

More information can be found in the Transport Scotland National Statistics publication Reported Road Casualties Scotland: <http://bit.ly/TSStats-RRCS>.

Key points

- **There were 146 people killed in road accidents in 2017, 45 (24%) less than the previous year.**
- **There were 1,589 people recorded as seriously injured in road accidents in 2017, 110 (6%) less than in 2016.**
- **Three quarters of casualties in 2017 were car users or pedestrians. Sixty one per cent of casualties were car users and 14 per cent were pedestrians. Pedal cycles accounted for 8 per cent and Motorcycles for 7 per cent.**

2. Main Points

Accidents

2.1 There were 7,114 injury road accidents reported in 2017, 1,248 (15%) fewer than in 2016. The number of reported accidents has been falling over the past ten years, and in 2017 was 43% lower than in 2007; the lowest figure since current records began in 1970. There were 141 fatal accidents in 2017: 34 (19%) less than in 2016. The reported number of accidents in which someone was seriously injured, but no-one died decreased by 4% to 1,373 and the number of reported slight accidents (5,600) was 1,153 (17%) fewer than the previous year. (Table 6.1)

2.2 In 2017, over one third of all reported injury road accidents (2,526: 36%) were on non-built up roads (speed limit of more than 40 m.p.h. - see Notes and Definitions section, page 225). However, such roads accounted for a higher proportion of fatal accidents (97: 69%), partly because speeds tend to be higher on non-built up roads than on built up roads. There was a smaller decrease in accidents on non-built up roads (down by 13%) between 2016 and 2017 compared to a decrease in accidents on built up roads of 16%. (Table 6.1)

2.3 The long term trends in the number of injury road accidents reported between 2007 and 2017 varied between the Police Force divisions across Scotland, ranging from a 20% fall (East Renfrewshire) to a 65% fall (Moray). 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)

2.4 There were 12,669 vehicles involved in reported injury road accidents in 2017. Almost three-quarters of them were cars (9,400: 74%); light goods vehicles were the next vehicle type most often involved in accidents (785: 6%), though pedal cycles 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 a fall in motorcycle traffic and an increase in pedal cycle traffic. *The number of vehicles involved in accidents should always be considered alongside the traffic estimates in Chapter 5.*

For example there was an decrease of 19 per cent in the numbers of pedal cycles involved in injury accidents between 2012 and 2017, however, over the same period it was estimated that the distance cycled increased by 6 per cent (see chapter 5 table 5.3).

Casualties

2.5 146 people were killed in road accidents in 2017, 45 (24%) less than the previous year. This was 50% less than the 2004-08 average, the time period used as the baseline for Scotland's Road Safety Framework. (*Table 6.4*) Further analysis of progress against the Road Safety Framework Targets can be found in article 1 of Reported Road Casualties Scotland 2017.

2.6 There were 1,589 people recorded as seriously injured in road accidents in 2017, 110 (6%) less than in 2016, 39% less than the 2004-08 average. 7,693 people were recorded as slightly injured in 2017, 1,322 (15%) fewer than in 2016, and the lowest recorded. There were a total of 9,428 casualties in 2017, 1,477 (14%) lower than in 2016. (*Table 6.4*)

2.7 In the context of the total volume of traffic on the roads in Scotland, the 9,428 total casualties recorded represented 19.65 casualties per 100 million vehicle kilometres. The Road Safety Framework also monitors the numbers of slight injuries per 100 million vehicle kilometres. The 7,693 people who were recorded as slightly injured in 2017 represented 16.03 casualties per 100 million vehicle-kilometres. This was 51% below the overall slight casualty rate for the 2004-08 baseline period for Scotland's Road Safety Framework. (*Table 6.4*)

Child casualties

2.8 There were 901 reported child casualties in 2017, representing 10% of the total number of casualties of all ages. There were 2 child fatalities, 152 children were seriously injured (53% less than the 2004-08 average), and 747 were classified as slightly injured. Due to the relatively small number of child fatalities, these are monitored using a three year average to remove the effect of year on year fluctuations. In the three years to 2017, there was an average of 6 child fatalities. The number of child serious casualties decreased by 15 (9%) between 2016 and 2017. Slight casualties were down by 73. (*Table 6.4*)

Casualty Rates & Costs

2.9 *Table 6.5* provides road casualty rates per thousand population by age group and mode of transport. Overall, there were 1.74 casualties per thousand population in 2017. The casualty rate for children (0-15 years) was 0.98 per thousand population. However, the child and young adult pedestrian casualty rates (0.44 and 0.33 per thousand population respectively) were almost double the pedestrian casualty rate for adults (0.19). The total young persons' (16-24 years) casualty rate in 2017 was 3.05 per thousand population, just under twice the rate for all ages. The young persons' casualty rate in cars (2.15 per thousand population) was almost double the rate for adults aged 25-59 (which was 1.24 per thousand population). The 16-24 age group also had higher pedestrian and motor cycle casualty rates than older people. Further information about the mid-year population estimates used to calculate these rates can be found at the National Records of Scotland, here <http://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/mid-year-population-estimates> (*Table 6.5*)

2.10 The cost of all road accidents (including damage only non-injury accidents) in 2017 is estimated at £1,013 million at 2017 prices. (*Table 6.6*)

REPORTED INJURY ROAD ACCIDENTS

Table 6.1 Reported accidents by type of road and severity

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Built up roads											
Fatal	71	82	56	56	61	64	44	67	47	44	44
Serious	1,136	1,277	1,033	925	953	985	808	855	834	817	787
Fatal and Serious	1,207	1,359	1,089	981	1,014	1,049	852	922	881	861	831
Slight	6,575	6,105	5,902	5,360	5,344	5,116	4,898	4,784	4,522	4,612	3,757
All severities	7,782	7,464	6,991	6,341	6,358	6,165	5,750	5,706	5,403	5,473	4,588
Non-built up roads											
Fatal	184	163	140	133	114	98	115	114	110	131	97
Serious	913	965	965	788	722	751	619	634	588	617	586
Fatal and Serious	1,097	1,128	1,105	921	836	849	734	748	698	748	683
Slight	3,628	3,567	3,460	3,033	2,790	2,763	2,493	2,383	2,379	2,141	1,843
All severities	4,725	4,695	4,565	3,954	3,626	3,612	3,227	3,131	3,077	2,889	2,526
All roads											
Fatal	255	245	196	189	175	162	159	181	157	175	141
Serious	2,049	2,242	1,998	1,713	1,675	1,736	1,427	1,489	1,422	1,434	1,373
Fatal and Serious	2,304	2,487	2,194	1,902	1,850	1,898	1,586	1,670	1,579	1,609	1,514
Slight	10,203	9,672	9,362	8,393	8,134	7,879	7,391	7,167	6,901	6,753	5,600
All severities	12,507	12,159	11,556	10,295	9,984	9,777	8,977	8,837	8,480	8,362	7,114

Table 6.2 Reported accidents by police force division and local authority area

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
North East¹	1,215	1,400	1,329	1,090	1,019	1,047	933	786	658	583	467
Aberdeen City	408	514	445	350	364	385	349	272	229	174	154
Aberdeenshire	632	692	687	599	518	533	462	420	347	335	252
Moray	175	194	197	141	137	129	122	94	82	74	61
Tayside	927	931	909	741	750	742	641	534	474	424	460
Angus	284	286	232	192	220	202	178	141	145	111	137
Dundee City	253	270	281	219	237	227	185	168	127	136	119
Perth & Kinross	390	375	396	330	293	313	278	225	202	177	204
Argyll & West Dunbartonshire	469	436	455	436	377	344	350	304	346	306	288
Argyll & Bute	268	288	282	275	232	211	208	193	227	178	174
West Dunbartonshire	201	148	173	161	145	133	142	111	119	128	114
Forth Valley	675	680	634	538	545	568	556	458	508	481	405
Clackmannanshire	88	85	77	69	64	84	69	62	62	69	48
Falkirk	297	310	303	240	261	270	248	228	249	235	215
Stirling	290	285	254	229	220	214	239	168	197	177	142
Dumfries & Galloway	475	419	388	360	319	320	303	312	278	270	236
Ayrshire	766	698	706	576	653	580	540	543	590	570	453
East Ayrshire	240	230	215	201	204	173	164	166	206	179	130
North Ayrshire	264	248	225	177	230	205	188	178	191	186	165
South Ayrshire	262	220	266	198	219	202	188	199	193	205	158
Greater Glasgow	2,052	1,901	1,761	1,581	1,539	1,527	1,281	1,436	1,393	1,467	1,258
East Dunbartonshire	149	141	147	141	140	114	102	101	94	93	88
East Renfrewshire	119	109	103	104	116	97	98	93	93	95	95
Glasgow City	1,784	1,651	1,511	1,336	1,283	1,316	1,081	1,242	1,206	1,279	1,075
Lothians & Scottish Borders	1,180	1,257	1,152	1,083	994	1,029	943	900	972	855	785
East Lothian	210	193	174	199	159	170	154	179	158	157	158
Midlothian	210	221	207	193	177	216	164	187	190	166	134
Scottish Borders	336	383	363	307	274	263	255	221	221	202	186
West Lothian	424	460	408	384	384	380	370	313	403	330	307
Edinburgh	1,330	1,285	1,192	1,179	1,181	1,167	1,158	1,264	1,111	1,143	907
Highlands & Islands	738	702	724	574	568	594	512	517	449	461	352
Eilean Siar	44	60	39	42	35	28	20	37	32	24	18
Highland	626	586	616	475	488	514	444	432	380	386	307
Orkney Islands	27	36	27	27	13	22	23	24	12	25	11
Shetland Islands	41	20	42	30	32	30	25	24	25	26	16
Fife	606	576	588	556	447	421	420	411	428	452	315
Renfrewshire & Inverclyde	631	565	458	485	509	472	374	387	368	400	349
Inverclyde	206	195	146	165	155	136	120	130	110	112	91
Renfrewshire	425	370	312	320	354	336	254	257	258	288	258
Lanarkshire	1,443	1,309	1,260	1,096	1,083	966	966	985	905	950	839
North Lanarkshire	754	639	664	585	569	512	508	480	449	484	444
South Lanarkshire	689	670	596	511	514	454	458	505	456	466	395
Scotland	12,507	12,159	11,556	10,295	9,984	9,777	8,977	8,837	8,480	8,362	7,114

Note: Detailed figures for casualties by local authority area can be found in Reported Road Casualties Scotland table B

1. In 2015 the police created a new North East division by combining Aberdeen City, Moray and Aberdeenshire councils.

REPORTED INJURY ROAD ACCIDENTS

Table 6.3 Reported vehicles involved by type of vehicle

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Pedal cycle	740	768	821	810	855	934	919	924	829	809	754
Motor cycle ¹	1,109	1,050	1,038	859	827	890	777	836	738	711	608
Car	15,585	15,061	14,578	12,805	12,400	12,214	11,223	11,194	10,936	11,084	9,400
Taxi	413	367	391	355	387	333	327	310	270	304	264
Minibus	74	65	79	57	52	54	39	43	37	52	37
Bus/coach	836	796	697	611	617	520	469	433	389	396	320
Light goods	924	918	760	752	784	806	876	878	888	909	785
Heavy goods	643	654	554	546	465	453	408	420	384	322	306
Other	480	541	469	447	364	326	266	257	208	173	195
Total	20,804	20,220	19,387	17,242	16,751	16,530	15,304	15,295	14,679	14,760	12,669

1. Includes all two wheeled motor vehicles.

Table 6.4 Reported child casualties and all casualties, by severity; and the slight casualty rate

	Child casualties						All casualties ¹				Slight casualty rate per 100 million veh-kms	
	Killed	Serious injury	Killed & Serious	Slight injury	Total	Killed	Serious injury	Killed & Serious	Slight injury	Total		
2004-08 average	15	325.4	341	1,678	2,019	292	2,605	2,897	14,200	17,097	32.47	
2007	9	269	278	1,538	1,816	281	2,385	2,666	13,573	16,239	30.39	
2008	20	279	299	1,390	1,689	270	2,575	2,845	12,747	15,592	28.66	
2009	5	253	258	1,215	1,473	216	2,287	2,503	12,540	15,043	28.36	
2010	4	223	227	1,151	1,378	208	1,969	2,177	11,161	13,338	25.66	
2011	7	203	210	1,106	1,316	185	1,878	2,063	10,721	12,784	24.71	
2012	2	194	196	971	1,167	176	1,981	2,157	10,555	12,712	24.24	
2013	9	142	151	901	1,052	172	1,669	1,841	9,654	11,495	22.02	
2014	7	171	178	852	1,030	203	1,702	1,905	9,401	11,306	20.97	
2015	4	140	144	826	970	168	1,603	1,771	9,209	10,980	20.30	
2016	12	167	179	820	999	191	1,699	1,890	9,015	10,905	19.40	
2017	2	152	154	747	901	146	1,589	1,735	7,693	9,428	16.03	

Per cent change:

2017 on 2004-08

average

-87 -53 -55 -55 -55 -50 -39 -40 -46 -45 -51

1. Including those casualties whose age was not known.

Table 6.5 Reported casualties by mode of transport and age group, 2017

	Numbers						Rates per 1,000 population				
	Age not known	Children 0-15	Young Persons 16-24		Older Adults 25-59	Total	Children 0-15	Young Persons 16-24		Older Adults 60+	Total
			Young Persons 16-24	Adults 25-59				Young Persons 16-24	Adults 25-59		
Pedestrian	2	400	193	491	274	1,360	.44	.33	.19	.20	.25
Pedal cycle	4	67	108	501	49	729	.07	.18	.19	.04	.13
Motorcycle	2	4	122	432	60	620	.00	.21	.17	.04	.11
Car	10	330	1,274	3,191	899	5,704	.36	2.15	1.24	.67	1.05
Taxi	1	12	15	107	29	164	.01	.03	.04	.02	.03
Minibus	0	4	5	6	2	17	.00	.01	.00	.00	.00
Bus/Coach	0	74	33	121	129	357	.08	.06	.05	.10	.07
Light goods	2	9	41	246	25	323	.01	.07	.10	.02	.06
Heavy goods	0	1	6	62	10	79	.00	.01	.02	.01	.01
Other ¹	0	0	15	40	20	75	.00	.03	.02	.01	.01
Total	21	901	1,812	5,197	1,497	9,428	.98	3.05	2.02	1.12	1.74

1. Including any casualties whose mode of transport is not known.

Table 6.6 Costs of injury accidents by type of road, and of 'damage only' accidents

	Injury Accidents			All injury accidents	Damage only accidents	All accidents
	Motorway	Non Built-up	Built-up			
£ million at 2017 prices						
2007	46.7	725.5	562.2	1,334.4	402.0	1,736.4
2008	46.9	691.7	601.0	1,339.6	389.5	1,729.0
2009	49.0	618.9	499.6	1,167.5	368.9	1,536.4
2010	32.1	567.3	455.6	1,055.0	330.0	1,385.0
2011	39.8	473.4	469.1	982.3	322.7	1,305.0
2012	31.8	471.4	480.3	983.6	315.2	1,298.8
2013	35.4	461.6	392.7	889.7	290.6	1,180.3
2014	35.1	463.5	453.1	951.6	286.6	1,238.2
2015	48.0	416.4	394.7	859.1	274.0	1,133.1
2016	44.2	493.0	382.5	919.7	272.1	1,191.7
2017	28.2	394.0	360.5	782.7	230.6	1,013.2

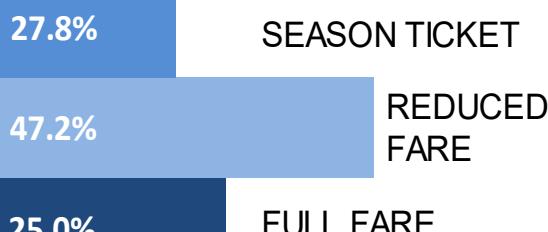
Chapter 7: Rail Services

- Rail travel and freight in Scotland
- Passenger numbers
- Journey types
- Passenger receipts

97.8 million

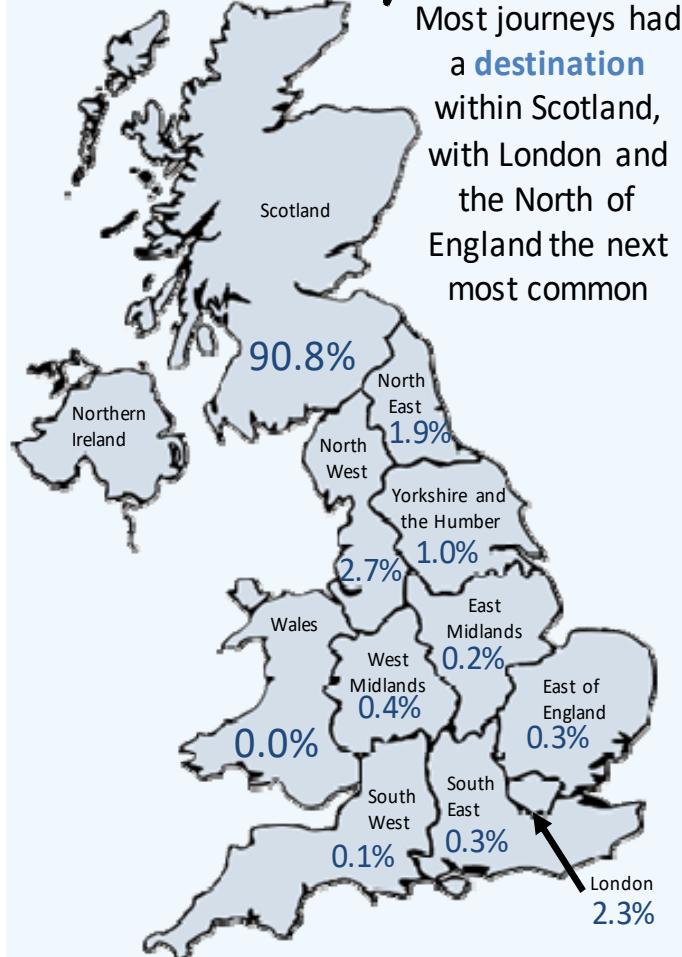
ScotRail passenger journeys in 2017/18
31% increase since 2007/08

PROPORTION OF JOURNEYS BY TICKET TYPE



Based on ORR data for 2016-17

2,819 km of rail network and
359 stations in Scotland



Rail passenger satisfaction has generally increased in the last ten years

2007		2017
	(% satisfied)	
84%	Overall opinion	87%
83%	Punctuality/reliability	83%
80%	Frequency	83%
79%	Train Cleanliness	76%
78%	Comfort of seats	71%
71%	Station environment	78%
57%	Value for money	60%

31% of people used a train at least once a month
9% used a train at least once a week
3% used a train nearly every day in 2017

For web publication and further information, visit
http://bit.ly/STS_allditions



8.43m

tonnes of freight lifted by rail in 2013

89.5%

of ScotRail trains arrived within 5 minutes in 2017

£519m

passenger revenue for train journeys originating in Scotland in 2016

RAIL SERVICES

1. Introduction

1.1 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.

1.2 For simplicity, the Scottish passenger rail franchise 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.

1.3 ScotRail introduced a new methodology which better estimates Strathclyde Zonecard 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.

Key Points

- **There were 98 million passenger journeys on ScotRail services in 2017-18**
- **As of the end of 2016/17 Scotland had 2,819 kms of rail network and 359 stations.**
- **31% of respondents to the Scottish Household Survey had used the train in the last month in 2017.**

2. Main Points

Journeys & Trends

2.1 Passenger journeys on ScotRail services increased by 4% to 97.8 million in the 2017-18 financial year, an increase of 31% since 2007-08 (*Table 7.1*).

2.2 There were 94.2 million rail passenger journeys originating in Scotland in the 2016-17 financial year. This was 0.8 million (0.8%) 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*)

2.3 ORR data also show 4.5 million cross-border passenger journeys originating outwith Scotland in 2016-17, 0.3 million more than in 2015-16. 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*)

2.4 Passenger revenue from journeys originating in Scotland was £519 million in 2016-17 of which cross-border journeys originating in Scotland accounted for £161 million. A similar

amount (£161 million) of passenger revenue was generated from passenger journeys originating *outwith* Scotland and ending in Scotland. (Table 7.2)

Journey Stages & Distances

2.5 Tables 7.4 to 7.8 show passenger journeys as recorded by ORR. Of the 99 million passenger journeys to/from/within Scotland and England in 2016-17, 91% 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).

2.6 In 2016-17, there were 89.7 million passenger journeys, wholly within Scotland. Forty per cent of start and end points were in Glasgow and 13% were in Edinburgh. There were over 9 million cross border journeys starting or finishing in Scotland. Of these, 50% started or finished in Edinburgh and 27 per cent started or finished in Glasgow. (Table 7.6a and 7.6c)

2.7 Table 7.6c shows travel between Local Authorities in 2016-17. Of the journeys wholly within Scotland, 14 million (16%) start and finish in Glasgow. Seven million are made between Glasgow and North and South Lanarkshire. (Table 7.6c)

Stations

2.8 In 2017-18, Glasgow Central was the busiest national rail station in Scotland, with 33 million passenger journeys. Edinburgh Waverley was used by 23 million passengers, Glasgow Queen Street by 16 million, Paisley Gilmour Street by 4.2 million, Haymarket by 3.1 million, Partick by 3 million, Aberdeen by 2.9 million, Stirling by 2.5 million, Charing Cross by 2.3 million, Dundee by 1.9 and Exhibition Centre Glasgow by 1.8 million. Including those already listed, there were 79 stations for which more than half a million passenger journeys each were recorded in the national ticketing system. (Table 7.7)

2.9 Of the stations in Scotland which have opened (or re-opened) since 1970, Exhibition Centre (1,847,800), Argyle Street (1,411,400), Bathgate (1,282,100), Livingston North (1,191,800), Edinburgh Park (888,000), Anderston (711,600), Bridgeton (702,300), Uphall (613,600) and Musselburgh (466,600) had the largest passenger volumes in 2017-18. (Table 7.8)

Punctuality & Service

2.10 In 2017-18, 89.5% of ScotRail services, 81.5% of Virgin Trains East Coast, 87.7% of Cross Country, 84.2% of Virgin Trains West Coast and 85.7% of Caledonian Sleeper trains arrived on time. For all GB long-distance operators it was 85.3% and for all GB regional operators it was 89.7%. (Table 7.9)

2.11 In 2017-18, 95.2% of ScotRail trains arrived within 10 minutes of the scheduled arrival time, 1.9% arrived 20 or more minutes late, and 1.5% were cancelled. (Table 7.10)

2.12 In 2017, 87% of ScotRail passengers were either *satisfied* or said *good* when asked their opinion of their overall journey. The equivalent figure was 92% for non-ScotRail passengers whose journeys started in Scotland and 85% for all GB regional operators and 88% for all GB long-distance operators. The table shows ScotRail passengers' ratings of 13 aspects of service: in 2017, there were 10 for which at least 75% of those surveyed were satisfied, or said good and 6 above 80%. (Table 7.11)

2.13 The Scottish Household Survey also collects data from Scottish households on satisfaction with rail services. In 2016, around 84-87% were satisfied with train services offered, their timeliness, cleanliness and frequency 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: 95%, evening: 77%). 'Fares are good value' had the lowest agreement rate for trains with 56% of respondents doing so. These questions are asked every other year in the Scottish Household Survey, data for 2018 will be available in summer of 2019. (Table 7.20)

Rail Freight

2.14 In 2012-13, 8.4 million tonnes of freight was lifted in Scotland by rail, 15% less than the previous year, and 41% less than the 2005-06 peak. Since 2005-06 minerals and coal have fallen by 63% while other goods have increased by 25%. Of all freight lifted in Scotland, 34% was delivered elsewhere within the UK and about 5% was delivered outwith the UK (because of the way that the statistics are compiled, this figure includes freight for export which was delivered to a port in Britain, as well as Channel Tunnel traffic).

2.15 The amount of freight lifted in Scotland with a destination in Scotland increased by 48% between 2002-03 with a peak in 2007-08 and in 2012-13 was 19% below this level. In 2012-13, coal and minerals accounted for 4.0 million tonnes (48%) of the freight lifted in Scotland. Dividing the number of tonne-kilometres by the number of tonnes gives an average length of haul of 231 kilometres for traffic remaining in Scotland, 386 kilometres for traffic to other parts of the UK, and 712 kilometres for traffic destined for outwith the UK. (Table 7.12)

2.16 A total of 1.65 million tonnes of freight lifted elsewhere in the UK was delivered in Scotland in 2012-13, along with 0.40 million tonnes of freight from outwith the UK (the latter figure includes imported freight which was lifted at ports in England or Wales). The total amount of freight with a destination in Scotland fell by 18%, from 8.77 million tonnes in 2011-12 to 7.16 million tonnes in 2012-13, the reduction is a result of a fall in freight lifted in the UK, as that lifted in Scotland saw a slight increase on the previous year. (Table 7.13)

Railway Network

2.17 The total route length of the railway network in Scotland is 2,819 kilometres, of which 709 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)

2.18 The number of passenger stations has increased from 340 in 2003-04 to 359 in 2016-17. (Table 7.15)

2.19 The local authorities which had the largest numbers of stations located in their areas in 2016-17 were Glasgow (61) and Highland (59). Since the completion of the Borders Railway Project in 2015 there are now 4 stations in the Midlothian and 3 in the Scottish Borders council areas, see here for more information <http://bit.ly/2soymEn> (Table 7.16)

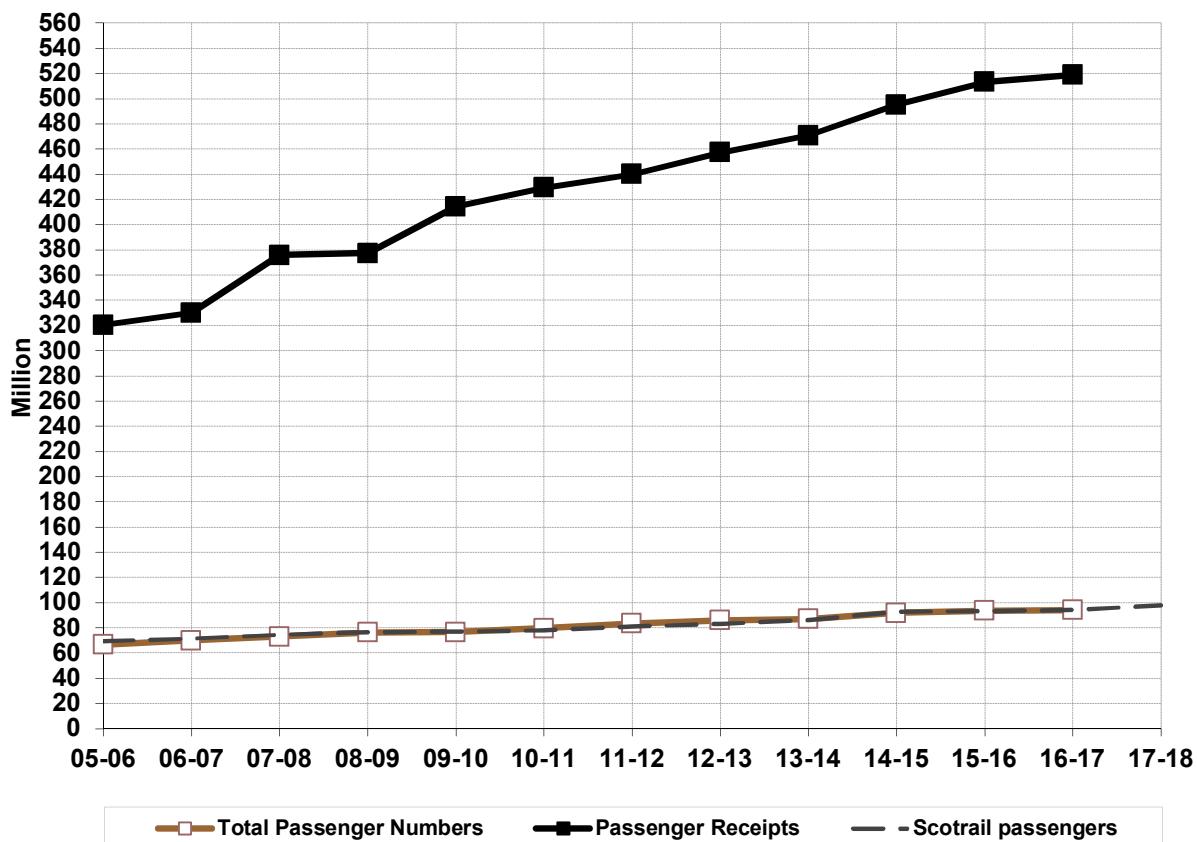
Subway

2.20 On the Glasgow Subway, the number of passenger journeys increased by 12 per cent between 2016-17 and 2017-18, and were the third lowest in the last 10 years. Passenger receipts (excluding other revenue) were £18.4 million in 2017-18, 15% more in cash terms, and 11% more in real terms, than in the previous year. (Table 7.17)

Accidents

2.21 The number of railway accidents decreased from 33 to 32 in 2017. Injuries from accidents on trains increased from 140 to 148 between 2016 and 2017. Injuries from train accidents in stations decreased from 722 in 2015 to 550 in 2017. The total number of deaths fell from 31 to 18 between 2016 and 2017. The overall number of injuries relating to railways fell from 1,139 in 2016 to 933 in 2017. (Table 7.18)

2.22 There were 5 deaths attributed to trespassers and 13 to suicides in 2017. (Table 7.19)

Figure 7.1 Passenger traffic originating in Scotland, and ScotRail passenger

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

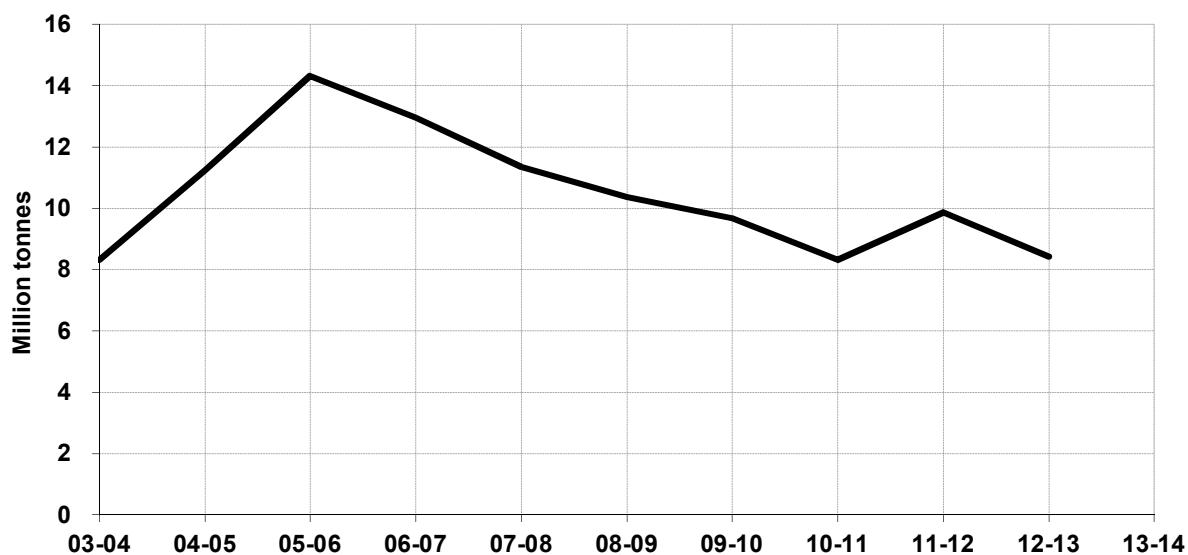
Figure 7.2 Freight traffic lifted in Scotland

Table 7.1 ScotRail passenger services

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16 ⁴	2016-17 ⁴	2017-18
												million
Passenger journeys ¹	71.59	74.47	76.43	76.93	78.29	81.10	83.25	86.34	92.68	93.21	94.24	97.78
Passenger kilometres	2,338	2,426	2,516	2,533	2,642	2,682	2,713	2,828	3,021	2,874	2,842	2,959
Scheduled train kilometre	38.55	38.70	39.17	40.70	41.87	43.80	44.40	44.35	45.38	44.34	44.04	44.10
Route kilometres operate	3,032	3,032	3,042	3,043	3,066	3,066	3,066	3,066	3,066	3,121	3,121	3,121

Source: Office of Rail and Road - Not National Statistics

1. ScotRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2009/10. Figures from 2003/04 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.

2. Figures affected by industrial action.

3. 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).

4. Abellio took over the ScotRail franchise from First on 01/04/2015. Since April 2015 Caledonian Sleeper details have now been excluded from the figures.

Table 7.2 Passenger traffic originating in Scotland: journeys and revenue

Type of ticket	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
Passenger journeys											
million											
Internal (journeys wholly within Scotland)^{1,2}											
Full fare	22.3	23.8	24.1	24.0	24.7	25.5	22.5	23.2	23.5	23.1	22.5
Reduced fare	22.7	23.5	24.7	25.8	26.8	28.8	33.2	34.5	38.2	40.1	41.4
Season ticket	22.0	22.5	24.4	23.3	24.2	25.3	26.2	25.0	25.7	26.0	25.8
Total	67.0	69.8	73.2	73.2	75.8	79.5	81.9	82.7	87.4	89.2	89.7
Cross-border originating in Scotland^{1,2}											
Full fare	0.3	0.3	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2
Reduced fare	2.4	2.6	2.8	3.1	3.5	3.6	3.7	3.8	4.1	4.0	4.3
Season ticket	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	2.8	2.9	3.1	3.3	3.7	3.8	3.9	4.0	4.3	4.2	4.5
Total passenger traffic originating in Scotland^{1,2}											
Full fare	22.6	24.1	24.3	24.2	24.9	25.7	22.6	23.4	23.8	23.3	22.7
Reduced fare	25.1	26.1	27.6	29.0	30.3	32.3	36.9	38.2	42.3	44.1	45.7
Season ticket	22.0	22.5	24.4	23.3	24.3	25.3	26.2	25.0	25.7	26.0	25.8
Total ⁵	69.8	72.7	76.3	76.5	79.4	83.3	85.8	86.7	91.7	93.4	94.2
Passenger journeys originating outwith Scotland											
Full fare	0.3	0.3	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2
Reduced fare	2.4	2.5	2.8	3.1	3.5	3.6	3.7	3.8	4.1	4.0	4.3
Season ticket	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	2.8	2.9	3.1	3.3	3.7	3.8	3.9	4.0	4.3	4.2	4.5
Passenger revenue											
£ million											
Internal journeys ^{1,2}	171.0	210.1	213.1	230.4	236.0	257.6	278.4	296.7	321.6	350.8	357.7
Cross-border journeys originating in Scotland	77.5	84.9	94.8	106.1	128.8	135.8	143.4	150.8	160.0	153.6	161.1
Total	248.4	295.0	307.9	336.5	364.9	393.4	421.8	447.5	481.7	504.3	518.9
Total at constant prices ⁴	329.9	375.7	377.1	414.3	429.3	440.0	457.2	470.8	495.0	513.2	518.9
Cross-border journeys originating outwith Scotland											
Scotland	77.5	85.7	94.8	106.1	128.8	135.8	143.4	150.8	160.0	153.6	161.1
At constant prices ⁴	102.9	109.1	116.1	130.6	151.6	151.9	155.4	158.6	164.4	156.3	161.1

Source: ORR - Not National Statistics

1. 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 (zone cards) are included.

2. Figures are lower than those for First ScotRail passenger journeys as changes of train are not taken into account in this series.

3. Figures affected by industrial action.

4. Adjusted approximately for general inflation using the Retail Prices index for the relevant calendar year (e.g. 2001 RPI used for 2001-02).

5. Total passenger figures have not been adjusted to reflect ScotRail's revised methodology and therefore are not comparable with ScotRail passenger figures.

Table 7.3 Cross-border passenger traffic originating outwith Scotland: journeys and revenue ¹

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

Table 7.4 Passenger journeys using national rail tickets ¹ to, from or within Scotland, 2016-17

			Passenger journeys made using national rail tickets	Change since 1995-96
			<i>thousands</i>	<i>percentage</i>
All such passenger journeys to, from or within Scotland ²			98,758	100.0%
<i>of which:</i>				
within	Scotland ²		89,709	90.8%
to / from	England and Wales		9,049	9.2%
<i>of which:</i>				
to / from	London		2,244	2.3%
to / from	North West England		2,649	2.7%
to / from	North East England		1,907	1.9%
to / from	Yorkshire and the Humber		1,006	1.0%
to / from	West Midlands		403	0.4%
to / from	East England		263	0.3%
to / from	South East		250	0.3%
to / from	East Midlands		214	0.2%
to / from	South West		74	0.1%
to / from	Wales		39	0.0%

Source: ORR - Not National Statistics

1. Through journeys made using tickets whose sales were recorded directly by the rail industry's central ticketing system.

2. Total passenger figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.

Table 7.5 Distances travelled by passengers¹ to Aberdeen, Edinburgh and Glasgow² 2016-17

	Aberdeen	Edinburgh	Glasgow
			<i>percentages</i>
0 - under 5 kms	0.0	0.9	24.2
5 - under 10 kms	9.8	6.0	21.0
10 - under 20 kms	1.2	8.0	25.0
20 - under 50 kms	28.6	35.9	15.7
50 - under 100 kms	9.8	29.3	9.0
100+ kms	50.5	19.9	5.0
All passenger journeys made using national rail tickets	100.0	100.0	100.0

Source: ORR - Not National Statistics

1. Based on ticket sales from central ticketing system (therefore excludes journeys made using zonecards)

2. Journeys for which the destination is one of the stations in the Council area (e.g. Edinburgh includes Brunstane, Curriehill, Dalmeny, etc)

Table 7.6a Cross border rail passenger journeys starting or ending in Scotland¹

RAIL SERVICES

Journeys (thousands) by District/Unitary Authority

To/From	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	% change 2016-17 on 2015-16
Aberdeen City	279	289	301	355	338	343	355	337	286	255	-10.9
Aberdeenshire	16	19	22	27	25	26	25	25	25	22	-13.7
Angus	42	43	44	50	46	48	47	48	44	42	-4.0
Argyll And Bute	31	29	32	33	33	30	30	31	27	28	4.5
Clackmannan	-	3	3	4	4	4	4	4	4	4	2.2
Dumfries And Galloway	339	337	347	372	392	388	390	402	385	405	5.1
Dundee City	158	163	170	194	192	191	179	172	162	156	-3.8
East Ayrshire	20	20	22	28	28	27	29	34	34	35	4.2
East Dunbartonshire	4	5	7	9	11	12	13	16	15	16	5.2
East Lothian	44	48	47	53	56	58	58	59	61	60	-0.8
East Renfrewshire	2	3	4	5	5	5	7	8	8	9	13.3
Edinburgh, City Of	2,689	2,873	3,116	3,377	3,494	3,605	3,757	4,106	4,162	4,547	9.2
Falkirk	53	57	58	66	69	72	73	76	71	77	9.4
Fife	229	240	246	287	287	295	286	276	265	261	-1.4
Glasgow City ¹	1,336	1,421	1,624	1,873	1,928	1,966	2,046	2,344	2,193	2,430	10.8
Highland	147	146	148	166	151	146	144	134	96	89	-7.9
Inverclyde	20	19	20	24	22	23	24	30	29	31	7.6
Midlothian	-	-	-	-	-	-	-	-	2	3	101.9
Moray	19	21	20	25	22	20	18	18	14	13	-5.8
North Ayrshire	25	26	29	34	32	34	35	43	42	47	12.2
North Lanarkshire	96	101	96	107	106	100	106	120	112	122	8.4
Perth And Kinross	67	72	79	87	86	87	82	79	74	71	-4.2
Renfrewshire	16	17	19	23	22	22	23	30	28	32	14.6
Scottish Borders	-	-	-	-	-	-	-	-	4	9	116.0
South Ayrshire	35	34	37	41	41	45	47	55	49	55	10.8
South Lanarkshire	14	15	18	24	24	26	28	34	31	36	15.9
Stirling	82	82	83	97	96	99	96	103	100	105	5.1
West Dunbartonshire	7	7	8	9	10	10	10	13	13	15	17.7
West Lothian	35	38	40	50	59	62	63	71	71	74	4.7
Scotland Other ¹	-	-	-	-	-	-	-	-	-	-	-
Scotland Total	5,807	6,129	6,641	7,419	7,580	7,745	7,978	8,669	8,406	9,049	7.6

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

1. Since 2006-07 there have been improvements in mapping tickets sold with an unknown origin or destination. These were previously mapped to Scotland other, 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 been mapped to Glasgow city since 2006-07 so comparisons with earlier years should not be made. For full methodology notes, please view the ORR documentation, which can be found here: http://orr.gov.uk/_data/assets/pdf_file/0014/1940/regional-usage-profiles-odm-august-2013.pdfTable 7.6b Rail passenger journeys within Scotland^{1,2}

Start/End points (thousands) on journeys within Scotland

To/From/Within	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	% change 2016-17 on 2015-16
Aberdeen City	2,646	2,770	2,873	3,191	3,510	3,755	4,055	4,229	3,838	3,321	-13.5
Aberdeenshire	810	859	954	1,070	1,174	1,258	1,368	1,441	1,430	1,330	-7.0
Angus	904	828	799	826	843	842	863	879	860	800	-7.0
Argyll And Bute	1,417	1,769	1,716	1,763	1,788	1,767	1,426	1,427	1,368	1,272	-7.1
Clackmannan	-	333	387	391	397	377	380	398	383	357	-6.8
Dumfries And Galloway	332	364	375	399	404	409	418	461	437	481	9.9
Dundee City	1,448	1,480	1,500	1,532	1,539	1,523	1,594	1,706	1,771	1,700	-4.0
East Ayrshire	773	808	842	1,043	1,166	1,205	1,139	1,215	1,171	1,148	-1.9
East Dunbartonshire	3,472	3,858	3,788	3,920	4,101	4,211	4,066	4,349	4,277	3,882	-9.2
East Lothian	1,609	1,788	1,801	1,781	1,884	2,011	2,163	2,257	2,386	2,286	-4.2
East Renfrewshire	2,780	3,082	3,009	3,119	3,298	3,348	3,158	3,300	3,391	3,520	3.8
Edinburgh, City Of	16,723	18,195	19,781	20,291	18,526	19,577	20,904	21,919	22,740	23,324	2.6
Falkirk	2,814	2,833	2,856	2,922	2,965	2,978	3,068	3,240	3,206	3,131	-2.3
Fife	5,027	5,044	4,902	4,899	5,044	5,103	5,310	5,670	6,129	5,841	-4.7
Glasgow City ¹	51,843	58,953	61,182	63,527	64,204	65,765	64,988	69,388	70,835	71,944	1.6
Highland	1,672	1,815	1,918	2,009	2,164	2,208	2,317	2,322	2,345	2,266	-3.4
Inverclyde	2,371	2,710	2,669	2,728	2,753	2,813	2,750	2,890	2,906	2,832	-2.6
Midlothian	-	-	-	-	-	-	-	-	239	459	92.4
Moray	396	417	433	474	493	516	537	559	559	519	-7.1
North Ayrshire	3,436	3,795	3,758	3,884	3,924	4,061	3,862	3,963	3,947	4,019	1.8
North Lanarkshire	6,965	7,724	7,598	7,910	8,528	8,680	8,441	8,903	8,997	9,351	3.9
Perth And Kinross	852	927	978	1,019	1,054	1,084	1,117	1,231	1,322	1,263	-4.4
Renfrewshire	5,500	6,115	5,982	6,153	6,144	6,362	6,869	7,201	7,341	7,326	-0.2
Scottish Borders	-	-	-	-	-	-	-	-	597	915	53.4
South Ayrshire	3,081	3,340	3,162	3,214	3,153	3,245	3,330	3,351	3,150	3,399	7.9
South Lanarkshire	6,799	7,583	7,556	7,973	8,508	8,785	8,941	9,430	9,484	9,506	0.2
Stirling	2,701	2,809	2,823	2,921	2,928	2,914	2,952	3,148	3,187	3,051	-4.3
West Dunbartonshire	4,392	4,825	4,666	4,751	4,775	4,863	4,934	5,140	5,128	5,120	-0.1
West Lothian	3,060	3,066	2,981	3,214	3,760	4,108	4,432	4,792	4,890	5,054	3.4
Scotland Other ¹	5,833	-	-	-	-	-	-	-	-	-	-
Scotland Total	139,656	148,091	151,288	156,924	159,031	163,767	165,381	174,808	178,311	179,417	0.6

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

1. Note that this table shows start and end points of journeys so a journey starting in 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.

2. Since 2006-07 there have been improvements in mapping tickets sold with an unknown origin or destination. These were previously mapped to Scotland other, 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 been mapped to Glasgow city since 2006-07 so comparisons with earlier years should not be made. For full methodology notes, please view the ORR documentation, which can be found here: <http://www.rail-reg.gov.uk/upload/pdf/odm-summary-1011.pdf>

Table 7.6c Rail passenger journeys wholly within Scotland, using national rail tickets ¹,
by local authority areas ^{2,3} of origin and destination, 2016-17⁴

RAIL SERVICES

Origin	Destination													Glasgow, City of		
	Aberdeen City	Aberdeen- shire	Angus	Argyll & Bute	Clackman- nshire	Dumfries & Galloway	Dundee City	East Ayrshire	East Dunbarton- shire	East Lothian	East Renfrew- shire	Edinburgh, City of	Falkirk	Fife		
Aberdeen City	304	507	108	0	0	1	76	0	2	1	0	217	7	41	146	
Aberdeenshire	507	31	14	0	0	0	19	0	0	0	0	38	1	5	19	
Angus	108	14	39	0	0	0	134	0	0	0	0	45	1	8	24	
Argyll & Bute	0	0	0	55	0	0	0	1	4	0	1	25	1	1	413	
Clackmannanshire	0	0	0	0	0	0	0	1	0	2	0	0	26	9	0	68
Dumfries & Galloway	1	0	0	0	0	0	61	1	12	0	0	0	57	0	1	84
Dundee City	76	19	134	0	1	1	6	0	1	2	0	225	6	107	102	
East Ayrshire	0	0	1	0	0	12	0	76	1	0	13	11	1	0	398	
East Dunbartonshire	2	0	0	4	2	0	1	1	58	1	6	91	7	1	1,584	
East Lothian	1	0	0	0	0	0	2	0	1	30	0	1,025	6	15	33	
East Renfrewshire	0	0	0	1	0	0	0	13	6	0	184	26	1	0	1,400	
Edinburgh, City of	217	38	45	25	26	57	225	11	91	1,025	26	1,258	707	2,099	1,955	
Falkirk	7	1	1	1	9	0	6	1	7	6	1	707	69	5	505	
Fife	41	5	8	1	0	1	107	0	1	15	0	2,099	5	497	53	
Glasgow, City of	146	19	24	413	68	84	102	398	1,584	33	1,400	1,955	505	53	14,482	
Highland	91	13	2	4	0	1	10	0	1	1	0	133	3	10	125	
Inverclyde	1	0	0	3	0	0	0	2	5	0	6	16	2	1	774	
Midlothian	0	0	0	0	0	0	0	0	1	1	0	128	4	11	46	
Moray	96	9	1	0	0	0	3	0	0	0	0	15	0	2	12	
North Ayrshire	2	0	0	1	0	1	1	1	6	0	6	29	3	1	1,039	
North Lanarkshire	3	0	0	9	1	1	2	4	34	4	14	490	22	5	3,346	
Perth & Kinross	23	4	16	1	1	1	118	0	2	1	0	141	5	27	157	
Renfrewshire	1	0	0	4	1	3	1	10	19	1	24	34	6	1	2,358	
Scottish Borders	2	0	0	0	0	0	2	0	1	0	355	2	7	19		
South Ayrshire	2	0	0	2	0	12	2	31	6	1	42	3	2	590		
South Lanarkshire	1	0	0	5	1	1	7	38	1	58	107	4	1	3,774		
Stirling	23	2	5	6	66	1	23	1	15	3	2	448	160	5	444	
West Dunbartonshire	1	0	0	98	1	0	0	3	50	0	9	33	3	1	1,614	
West Lothian	4	0	0	1	1	0	4	0	5	13	1	1,887	26	10	406	
Scotland	1,660	665	400	636	178	240	850	574	1,941	1,143	1,760	11,662	1,566	2,920	35,972	

	Destination													Scotland	
	Highland	Inverclyde	Midlothian	Moray	North Ayrshire	North Lanark- shire	Perth & Kinross	Renfrew- shire	Scottish Borders	South Ayrshire	South Lanark- shire	Stirling	West Dunbarton- shire	West Lothian	
Aberdeen City	91	1	0	96	2	3	23	1	2	2	1	23	1	4	1,660
Aberdeenshire	13	0	0	9	0	0	4	0	0	0	0	2	0	0	665
Angus	2	0	0	1	0	0	16	0	0	0	0	5	0	0	400
Argyll & Bute	4	3	0	0	1	9	1	4	0	2	5	6	98	1	636
Clackmannanshire	0	0	0	0	0	1	1	1	0	0	1	66	1	1	178
Dumfries & Galloway	1	0	0	0	1	1	1	3	0	12	1	1	0	0	240
Dundee City	10	0	0	3	1	2	118	1	2	2	1	23	0	4	850
East Ayrshire	0	2	0	0	1	4	0	10	0	31	7	1	3	0	574
East Dunbartonshire	1	5	1	0	6	34	2	19	0	6	38	15	50	5	1,941
East Lothian	1	0	1	0	0	4	1	1	1	1	1	3	0	13	1,143
East Renfrewshire	0	6	0	0	6	14	0	24	0	6	58	2	9	1	1,760
Edinburgh, City of	133	16	128	15	29	490	141	34	355	42	107	448	33	1,887	11,662
Falkirk	3	2	4	0	3	22	5	6	2	3	4	160	3	26	1,566
Fife	10	1	11	2	1	5	27	1	7	2	1	5	1	10	2,920
Glasgow, City of	125	774	46	12	1,039	3,346	157	2,358	19	590	3,774	444	1,614	406	35,972
Highland	590	0	0	79	1	1	42	1	1	1	1	16	3	2	1,133
Inverclyde	0	279	0	0	9	9	1	273	0	8	14	2	8	1	1,416
Midlothian	0	0	3	0	0	4	0	0	25	0	0	2	0	3	230
Moray	79	0	0	37	0	0	2	0	0	0	0	1	0	0	260
North Ayrshire	1	9	0	0	351	14	1	223	0	285	22	3	9	2	2,010
North Lanarkshire	1	9	4	0	14	352	3	41	2	15	201	19	42	38	4,676
Perth & Kinross	42	1	0	2	1	3	36	1	1	1	1	43	1	2	632
Renfrewshire	1	273	0	0	223	41	1	453	1	109	61	6	27	4	3,663
Scottish Borders	1	0	25	0	0	2	1	1	31	0	1	2	0	4	458
South Ayrshire	1	8	0	0	285	15	1	109	0	551	19	4	6	2	1,700
South Lanarkshire	1	14	0	0	22	201	1	61	1	19	387	5	39	5	4,753
Stirling	16	2	2	1	3	19	43	6	2	4	5	195	4	19	1,525
West Dunbartonshire	3	8	0	0	9	42	1	27	0	6	39	4	603	4	2,560
West Lothian	2	1	3	0	2	38	2	4	4	2	5	19	4	80	2,527
Scotland	1,133	1,416	230	260	2,010	4,676	632	3,663	458	1,700	4,753	1,525	2,560	2,527	89,709

Source: ORR - Not National Statistics

1. Based on ticket sales from central ticketing system (therefore excludes journeys made using zonecards)

2. In this table a journey between two local authorities is only counted once.

3. The table does not show the local authority areas which do not contain any stations

4. Total passenger figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.

Note: Previous versions of this table for the years 2008-09 to 2012-13 can be found in the STS no 33 Excel datasets here

<http://www.transportscotland.gov.uk/analysis/statistics/publications/scottish-transport-statistics-previous-editions>

Table 7.7 Passenger journeys to and from the main stations in Scotland: 2017-18^{1, 2, 3, 4}

Rank		thousands	Rank		thousands
1	Glasgow Central	32,916	51	Barrhead	734
2	Edinburgh	23,334	52	Dumbarton Central	731
3	Glasgow Queen Street	16,398	53	Crossmyloof	729
4	Paisley Gilmour Street	4,152	54	Anderston	712
5	Haymarket	3,062	55	Bridgeton	702
6	Partick	2,969	56	Dunfermline	697
7	Aberdeen	2,948	57	Falkirk Grahamston	690
8	Stirling	2,503	58	Shettleston	690
9	Charing Cross (Glasgow)	2,253	59	Bishopton	677
10	Dundee	1,866	60	Newton	670
11	Exhibition Centre Glasgow	1,848	61	Troon	660
12	Hyndland	1,742	62	Cathcart	659
13	Ayr	1,676	63	Hairmyres	648
14	Motherwell	1,419	64	Singer	631
15	Croy	1,416	65	Kilmarnock	619
16	Argyle Street	1,411	66	Uphall	614
17	Mount Florida	1,312	67	Leuchars	613
18	Johnstone	1,306	68	North Berwick	600
19	Bathgate	1,282	69	Dalmeny	586
20	Inverkeithing	1,263	70	Clarkston	567
21	Inverness	1,239	71	Port Glasgow	562
22	Anniesland	1,195	72	Dunblane	553
23	Livingston North	1,192	73	Blantyre	552
24	Linlithgow	1,186	74	Bearnsden	542
25	Airdrie	1,118	75	Greenock West	538
26	Perth	1,117	76	Wishaw	537
27	Kirkcaldy	1,113	77	Balloch	529
28	Rutherglen	1,072	78	Stonehaven	523
29	Kilwinning	1,043	79	Gourock	512
30	East Kilbride	1,031	80	Patterton	494
31	Irvine	996	81	Blairhill	489
32	Milngavie	940	82	Inverurie	489
33	Dalmuir	921	83	Musselburgh	489
34	Uddingston	888	84	Garrowhill	479
35	Edinburgh Park	888	85	Dyce	467
36	Lenzie	886	86	Scotstounhill	464
37	Falkirk High	872	87	Springburn	460
38	Hamilton West	866	88	Dunbar	460
39	Cambuslang	851	89	Pollokshields East	459
40	Larbert	850	90	Pollokshaws East	451
41	Bellshill	816	91	Dalmarnock	449
42	Hamilton Central	811	92	Prestwick	444
43	Polmont	789	93	Tweedbank	437
44	Westerton	783	94	Largs	436
45	High Street	781	95	South Gyle	433
46	Helensburgh Central	774	96	Glengarnock	425
47	Bishopbriggs	772	97	Dumbarton East	422
48	Queen's Park (Glasgow)	766	98	Carluke	420
49	Bellgrove	743	99	Drumgelloch	419
50	Coatbridge Sunnyside	739	100	Muirend	402

Source: ORR - Not National Statistics

- Figures estimate the total number of people arriving or departing from the main stations in Scotland
- Figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.
- Stations associated with a group station can show large year-to-year variations in usage 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.
- For example, a return journey from Kirkcaldy to Edinburgh would be counted twice against Kirkcaldy (since the passenger used Kirkcaldy static twice - once when departing on the outward journey and once when arriving on completion of the return journey), and twice against Edinburgh.

Table 7.8 Passenger journeys to or from stations¹ in Scotland that have opened (or re-opened) since 1970

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18
<i>thousands</i>											
Duncraig (1971)	0.5	0.4	0.4	0.6	0.7	0.8	0.5	0.4	0.5	0.3	0.4
Kingsknowe (1971)	19.3	20.3	19.7	15.8	17.5	25.3	24.7	21.2	20.2	18.8	20.5
Alness (1973)	11.6	13.7	14.3	17.7	25.5	28.4	27.8	25.9	23.6	26.4	29.3
Muir of Ord (1976)	39.2	51.1	57.4	62.4	74.5	74.1	72.8	66.6	66.5	64.5	64.8
IBM (1978)	93.5	205.7	145.7	136.4	127.8	122.6	71.1	47.4	22.0	6.0	0.8
Anderston (1979)	428.6	651.3	551.9	576.8	647.2	630.8	602.8	633.7	624.6	661.3	711.6
Argyle Street (1979)	606.4	911.8	734.8	783.6	1196.5	1336.7	1369.9	1438.4	1382.9	1413.2	1411.4
Bridgeton * (1979)	308.7	466.9	394.0	409.1	489.3	617.2	647.0	647.0	631.8	610.5	702.3
Dalmarnock (1979)	61.2	79.8	77.3	76.8	79.6	21.5	100.4	217.1	283.2	367.7	449
Exhibition Centre * (1979)	866.5	1153.1	1054.2	1170.0	1317.8	1369.4	1375.5	1639.9	1742.5	1891.5	1847.8
Dyce (1984)	453.6	488.0	515.5	542.5	677.9	759.9	810.7	823.9	664.4	517.6	466.7
Livingston South (1984)	231.4	245.6	250.2	295.8	285.4	287.7	296.3	317.2	342.8	323.7	327.9
Kilmuir (1984)	73.4	84.4	81.0	95.5	102.1	107.3	105.8	109.8	103.5	104.1	113.5
Auchinleck (1984)	35.7	38.5	37.8	43.3	55.7	57.1	56.0	62.7	62.0	61.8	67.4
Dunrobin Castle (1985)	0.4	0.6	0.5	0.6	0.6	0.6	0.9	0.8	0.8	0.9	1
Loch Eil Outward Bound * (1985)	0.9	0.9	0.5	0.8	0.7	0.6	0.5	0.6	0.5	0.6	0.5
South Gyle (1985)	464.0	496.9	475.8	473.7	513.8	555.1	574.6	558.1	587.4	497.2	432.9
Loch Awe (1985)	2.3	2.5	2.9	3.1	2.5	2.7	3.0	4.8	4.8	4.1	5.4
Portlethen (1985)	22.1	19.9	15.2	18.3	19.1	28.0	48.2	57.2	56.3	45.9	42.7
Bridge of Allan (1985)	224.1	224.6	235.2	227.3	243.5	248.2	258.7	275.0	278.9	271.4	289.1
Livingston North (1986)	602.4	566.0	552.7	631.0	825.5	924.3	1030.6	1125.3	1155.0	1201.0	1191.8
Bathgate (1986)	650.0	645.8	607.3	694.9	871.0	973.9	1060.7	1176.5	1223.1	1302.8	1282.1
Uphall (1986)	255.2	254.1	226.7	220.9	325.1	431.2	511.0	557.6	581.6	608.6	613.6
Wester Hailes (1987)	18.9	20.4	22.7	23.1	29.8	35.8	36.2	37.5	38.6	36.1	41.3
Curriehill (1987)	43.3	47.1	46.9	48.5	52.9	63.9	65.8	67.2	67.0	66.7	69.3
Ardrossan Town (1987)	15.2	22.9	18.6	18.7	20.6	21.0	21.2	21.9	20.1	24.2	21.6
Falls of Cruachan (1988)	0.2	0.2	0.2	0.2	0.3	0.2	0.5	0.7	0.7	0.7	0.7
Musselburgh (1988)	306.2	385.3	389.2	362.9	386.7	420.8	438.7	456.7	478.1	463.7	488.6
Greenfaulds (1989)	107.0	121.4	131.3	136.1	132.6	122.9	130.5	136.5	130.9	114.8	124.3
Drumgelloch (1989) !	168.4	193.0	170.9	58.5	269.2	307.2	345.0	387.3	403.5	411.1	418.6
Stepps (1989)	277.3	343.0	301.2	291.0	302.2	305.6	277.4	296.9	300.4	269.9	301.9
Airbles (1989)	94.2	114.9	104.5	107.8	110.1	113.6	112.8	119.1	127.0	142.9	132.8
Milliken Park (1989)	124.2	154.9	137.4	142.3	151.2	169.4	190.3	198.2	206.1	241.4	255.7
Whinhill (1990)	32.2	37.9	35.2	37.7	40.0	45.3	52.4	52.6	53.6	43.7	52.4
Dumbreck (1990)	92.5	124.0	111.5	109.5	114.1	117.2	131.4	150.6	164.0	169.7	179.2
Corkerhill (1990)	154.7	212.8	192.4	211.9	236.6	233.5	245.0	247.8	266.2	284.9	276
Mossspark (1990)	100.3	125.7	111.0	111.2	117.4	116.0	110.7	119.0	143.1	186.7	174.7
Crookston (1990)	114.7	132.6	115.1	120.0	126.4	127.2	132.6	149.8	174.8	188.1	200.3
Paisley Canal (1990)	189.9	231.7	215.2	219.1	232.8	218.5	340.6	363.2	367.7	398.1	389.3
Priesthill & Darnley (1990)	78.6	94.5	86.0	105.1	115.9	125.1	125.8	134.2	137.7	144.8	161
Shieldmuir (1990)	23.0	44.8	48.9	57.3	56.8	69.5	81.4	89.2	105.2	113.9	116.3
Hawkhead (1991)	117.0	157.1	137.7	139.5	145.5	138.7	167.3	183.8	201.3	224.0	224.3
New Cumnock (1991)	19.9	23.0	22.1	26.2	28.0	28.5	27.2	31.9	28.4	26.6	26.7
Glenrothes with Thornton (1992)	53.7	52.2	52.6	49.6	57.5	60.9	63.0	67.3	76.7	76.9	79.5
Whifflet (1992)	229.6	282.3	246.6	246.7	254.5	257.4	233.4	234.1	247.4	329.6	301.1

Source: ORR - Not National Statistics

1. Figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.

* This is the current name - the station had a different name when it was opened (or re-opened)

! The station closed on 9 May 2010 and then re-opened on 6 March 2011.

Table 7.8 (Continued) Passenger journeys to or from stations¹ in Scotland that have opened (or re-opened) since 1970

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18
thousands											
Ashfield (1993)	43.8	57.9	58.0	54.7	69.7	76.4	74.2	80.5	76.5	50.3	83.5
Possilpark & Parkhouse (1993)	79.2	106.7	93.8	90.3	112.0	123.8	99.2	97.7	91.4	73.1	100.2
Gilshochill * (1993)	82.4	103.0	96.0	84.8	89.5	98.9	94.5	101.9	87.0	65.1	94.7
Summerston (1993)	90.5	118.2	119.7	116.5	140.5	156.8	154.1	166.9	152.4	99.0	146.8
Maryhill (1993)	55.6	77.4	69.1	65.3	80.3	83.3	77.3	92.3	90.5	64.1	89.7
Carmyle (1993)	106.2	131.6	124.3	127.0	135.3	143.3	132.1	131.1	132.5	155.5	138
Mount Vernon (1993)	41.1	58.2	51.4	55.7	63.3	57.3	59	60.2	66.8	69.6	
Baillieston (1993)	66.4	90.8	89.1	97.0	109.2	114.7	112.0	112.9	126.2	156.5	159.5
Bargeddie (1993)	78.1	97.4	85.8	89.8	99.4	98.3	88.0	85.9	95.2	114.9	105.8
Kirkwood (1993)	120.8	158.9	140.6	138.9	150.0	153.2	130.2	131.6	138.9	166.6	156.8
Gretna Green (1993)	28.8	28.2	31.3	32.9	36.6	37.4	38.0	40.2	38.9	39.0	39.9
Camelon (1994)	96.6	97.3	92.1	97.7	104.5	110.9	116.4	130.5	136.1	132.2	127.6
Wallyford (1994)	159.9	209.3	227.9	220.9	240.8	255.8	268.1	295.9	311.9	297.0	316.9
Sanquhar (1994)	23.4	24.3	23.9	22.4	28.4	28.2	26.3	27.5	24.5	27.4	28.7
Prestwick Airport (1994)	569.7 ²	766.8	532.3	315.3	337.0	343.8	454.0	293.9	93.0	117.9	132.8
Dalgety Bay (1998)	270.9	272.7	247.8	244.3	264.2	268.4	284.3	307.8	341.0	315.2	323.2
Drumfrochar (1998)	43.3	58.5	59.1	61.3	55.2	60.0	69.8	72.9	68.4	80.7	66.2
Dunfermline Queen Margaret (2000)	202.5	214.7	205.3	195.5	210.5	206.1	208.5	224.1	250.5	236.7	249.7
Howwood (2001)	48.3	42.9	41.5	41.3	47.9	51.3	112.7	119.9	124.9	111.6	101.3
Beauly (2002)	41.9	52.4	51.1	49.8	54.5	55.2	57.9	57.4	59.4	52.9	51.5
Brunstane (2002)	109.5	135.1	134.3	128.2	132.8	144.2	159.6	164.5	166.0	162.1	177.3
Newcraighall (2002)	190.0	182.9	194.2	182.0	191.0	206.9	221.9	242.8	224.0	234.8	278.5
Edinburgh Park (2003)	382.6	434.2	451.8	499.4	646.0	816.7	960.3	893.5	889.5	870.0	888
Gartcosh (2005)	111.0	124.3	131.7	134.3	143.8	142.0	153.4	177	156.8	133.8	148.4
Kelvindale (2005)	107.7	109.5	109.7	90.4	94.4	96.5	98.0	105.5	91.6	65.9	92.2
Chatelherault (2005)	23.5	41.0	49.8	57.1	59.5	62.5	66.9	74.9	85.9	105.5	111.1
Merryton (2005)	97.6	99.5	104.0	102.6	106.3	113.1	111.4	116.2	113.5	123.1	107.2
Larkhall (2005)	307.9	334.4	323.1	316.8	327.1	342.7	406.1	420.1	420.4	434.5	385.9
Alloa (May 2008)		336.0	390.0	390.7	401.1	380.9	383.8	402.4	386.5	360.6	388.2
Laurencekirk (May 2009)			56.5	73.1	86.1	92.5	102.8	112.9	104.5	96.0	95.8
Blackridge (2010)				12.4	43.3	42.6	47.3	51.5	53.2	56.9	58
Armadale (2011)				11.2	126.1	141.1	164.7	186.3	215.4	238.7	249.8
Caldercruix (2011)				11.1	91.0	93.0	101.9	109	111.5	88.7	100.4
Conon Bridge (2013)						3.8	18.1	15.5	15.3	15.5	15.1
Eskbank (Sept 2015)									128.3	274.8	338.9
Galashiels (Sept 2015)									213.8	346.3	356.3
Gorebridge (Sept 2015)									59.3	98.2	115.1
Newtongrange (Sept 2015)									86.4	141.6	157
Shawfair (Sept 2015)									13.2	22.2	31.6
Stow (Sept 2015)									39.7	67.5	69.8
Tweedbank (Sept 2015)									300.6	436.2	437
Edinburgh Gateway (Dec 2016)									58.4	284.4	

Source: ORR - Not National Statistics

1. Figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.

2. Prestwick airport includes rail link tickets from 2007-08.

* This is the current name - the station had a different name when it was opened (or re-opened)

Table 7.9 Rail punctuality: Public Performance Measure - for all services ⁶

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18
percentage of trains arriving on time											
GNER ¹	-	-	-	-	-	-	-	-	-	-	-
East Coast ^{1, 3, 5, 7}	82.6	86.9	87.4	83.3	86.6	83.9	84.2	-	-	-	-
Virgin Trains East coast ⁷	-	-	-	-	-	-	-	88.6	85.2	83.1	81.5
ScotRail (First) ^{2, 9}	90.6	90.7	90.6	90.1	90.7	93.0	91.4	90.5	-	-	-
ScotRail (Abellio) ^{2, 9}	-	-	-	-	-	-	-	-	90.6	90.3	89.5
Virgin CrossCountry ¹	-	-	-	-	-	-	-	-	-	-	-
CrossCountry ^{1, 4}	87.0	90.1	90.1	87.9	89.6	86.8	86.7	88.8	89.5	89.7	87.7
Virgin Train West Coast ^{1, 8}	86.2	80.0	84.6	86.6	85.9	83.6	85.8	84.8	86.0	89.1	84.2
Caledonian Sleeper ^{1, 9}	-	-	-	-	-	-	-	-	86.0	89.2	85.7
GB long-distance operators ¹	86.2	87.2	88.7	87.7	89.1	87.0	86.9	87.4	87.6	87.6	85.3
GB regional operators ²	89.2	90.6	92.5	91.5	92.5	91.1	91.0	91.6	91.4	91.6	89.7

Source: ORR - Not National Statistics

1 For long-distance operators, the figures are the percentages of trains which arrive at the final destination within ten minutes of the timetabled time (i.e. are no more than 9 minutes and 59 seconds late)

2 For regional operators, the figures are the percentages of trains which arrive at the final destination within five minutes of the timetabled time (i.e. are no more than 4 minutes and 59 seconds late)

3 National Express East Coast has taken over the franchise previously operated by GNER.

4 CrossCountry is now operating most of the Virgin CrossCountry franchise routes and some routes from the Central Trains franchise.

5 National Express East Coast services were transferred to East Coast on 13 November 2009

6 Figures subject to revision on annual basis.

7 From 1 March 2015 Virgin trains took over the East Coast operation.

8 Virgin Trains has been renamed Virgin West Coast.

9 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.

Table 7.10 ScotRail services: arrival times at final destinations ¹

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18
percentages											
Total within 5 minutes	90.6	90.6	90.7	90.1	90.7	93.0	91.4	90.5	90.6	90.3	89.5
Total within 10 minutes	95.9	96.1	95.8	95.3	95.7	97.3	96.4	95.9	96.1	96.1	95.2
Total within 20 minutes	97.5	97.7	97.3	97.0	97.1	98.4	97.7	97.4	97.4	97.3	96.6
20 minutes and over ²	1.4	1.4	1.7	1.6	1.4	1.0	1.3	1.4	1.4	1.5	1.9
Cancelled ³	1.1	0.9	1.0	1.4	1.5	0.7	1.0	1.2	1.2	1.1	1.5
thousands											
Number of trains due to be run ⁴	706	697	715	715	719	726	744	750	752	745	759

Source: ORR - Not National Statistics

1 For example, Total within 5 minutes gives the percentage which were no more than 4 minutes and 59 seconds late

2 Includes part-cancelled trains (those which failed to reach their final destination but ran at least half their planned mileage)

3 Includes trains which ran less than half their planned mileage

4 As in the planned timetable for the day. This may differ from the published timetable due to (e.g.) engineering works, floods, etc.

Table 7.11 Rail passenger satisfaction: National Rail Passenger Survey

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
ScotRail passengers											percentage who were satisfied or said good ¹
Overall opinion of journey	84	89	89	88	88	89	88	89	89	85	87
How deals with delays	33	40	41	42	34	39	42	47	50	39	52
Value for money	57	59	57	59	57	52	50	58	60	59	60
How station staff handle requests	82	88	86	81	89	90	87	90	93	85	88
Overall station environment	71	74	78	77	76	76	74	80	81	75	78
Ticket buying facilities	78	85	83	81	80	82	81	79	85	81	78
Info. re. times, platforms	78	83	85	85	85	88	85	87	87	86	87
Punctuality / reliability	83	89	88	87	84	87	83	84	85	83	83
Length of journey time	88	89	90	88	90	91	90	89	89	90	91
Ease of getting on/off ³	83	85	88	86	87	88	87	88	87	87	
Amount of seats / standing space ⁴	71	72	77	75	73	78	78	77	75	73	75
Frequency	80	82	84	82	83	82	83	83	83	82	83
Train Cleanliness ⁵	79	79	81	77	80	83	82	83	78	75	76
Comfort of seats ⁶	78	76	79	76	80	81	80	81	82	78	71
Sample size	2,029	2,091	2,067	2,113	2,568	2,539	2,187	2,095	2,220	2,607	2,662
Others whose journeys started in Scotland ²											percentage who were satisfied or said good ¹
Overall opinion of journey	87	85	90	92	91	87	92	88	91	92	92
How deals with delays	58	54	56	62	54	55	70	48	68	60	59
Value for money	70	65	65	69	62	65	68	66	69	70	72
How station staff handle requests	82	90	87	90	86	91	90	90	93	93	93
Overall station environment	79	80	83	82	78	63	75	83	86	87	89
Ticket buying facilities	82	78	90	86	89	81	82	86	90	92	91
Info. re. times, platforms	87	86	91	91	87	86	86	89	94	95	91
Punctuality / reliability	86	87	90	88	87	89	89	89	90	94	88
Length of journey time	84	82	87	88	88	87	87	86	91	89	90
Ease of getting on/off ³	83	81	83	85	85	86	87	84	85	87	
Amount of seats / standing space ⁴	77	72	80	79	77	79	79	79	80	81	82
Frequency	78	72	84	82	80	79	81	84	88	89	82
Train Cleanliness ⁵	89	84	86	86	81	86	86	86	86	85	89
Comfort of seats ⁶	77	74	78	80	77	81	82	78	81	79	80
Sample size	323	391	481	562	672	706	825	786	753	672	618
All GB regional operators											percentage who were satisfied or said good ¹
Overall opinion of journey	82	86	86	87	86	86	84	85	86	85	85
Punctuality / reliability	82	84	86	86	84	84	81	82	84	82	83
All GB long-distance operators											
Overall opinion of journey	86	84	86	87	86	88	87	86	87	87	88
Punctuality / reliability	84	81	86	86	85	87	84	83	84	84	84

Source: Passenger Focus - Not National Statistics

1 The difference from 100 includes both those who were dis-satisfied or said poor and (e.g.) those who were neither satisfied nor dis-satisfied.

2 Excluding passengers whose journey started on a ScotRail service, who are counted as ScotRail passengers

3 From Spring 2017 this factor is no longer in the survey. Note: There is a new factor 'Step of gap between the train and the platform' - 69% satisfied in 2017.

But results not at all comparable with any other factors.

4 Factor now called 'Level of crowding' (from spring 2017)

5 Factor now called 'Cleanliness of the Inside of the Train' (from 2017)

6 Factor now called 'Comfort of the seats' (from 2017)

Table 7.12 Freight traffic lifted in Scotland by destination and by commodity³

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
Freight lifted (weight)											
by destination											
within Scotland	4.27	3.75	4.36	4.80	5.30	6.30	6.13	6.08	4.86	5.03	5.11
elsewhere in the UK	4.36	4.13	6.38	8.97	7.13	4.55	3.84	3.25	3.11	4.47	2.89
outwith the UK ¹	0.49	0.43	0.51	0.54	0.53	0.50	0.39	0.36	0.36	0.37	0.43
Total	9.12	8.32	11.25	14.31	12.96	11.35	10.36	9.69	8.33	9.87	8.43
by commodity											
minerals/ coal, coke	7.18	6.24	8.73	10.80	9.87	7.29	6.09	5.77	5.26	4.17	4.04
other	1.94	2.08	2.52	3.52	3.09	4.06	4.27	3.91	3.07	5.69	4.39
Total	9.12	8.32	11.25	14.32	12.96	11.35	10.36	9.68	8.33	9.86	8.43
Freight moved (weight x distance)											
by destination											
within Scotland	632	576	632	623	692	1,143	1,230	1,329	1,380	1,002	1,181
elsewhere in the UK ²	1,871	1,741	2,839	3,337	3,128	2,106	1,785	1,334	1,441	1,370	1,121
outwith the UK ¹	353	308	368	385	375	352	266	249	258	265	306
Total	2,856	2,625	3,839	4,345	4,195	3,601	3,281	2,912	3,079	2,637	2,608
by commodity											
minerals/ coal, coke	2,017	1,734	2,797	3,479	2,846	1,749	1,443	1,324	1,180	1,039	1,008
other ²	839	889	1,042	866	1,349	1,853	1,838	1,589	1,899	1,597	1,599
Total	2,856	2,623	3,839	4,345	4,195	3,602	3,281	2,913	3,079	2,636	2,607

Source: Rail freight companies - Not National Statistics

1. From 1996-97, outwith the UK includes freight taken to ports for export (such freight was previously counted under either within Scotland or elsewhere in the UK, depending upon the location of the port).

2. Revisions have been made to the figures for 2011-12 and earlier years.

3. Due to difficulties obtaining updates to the data covering all the rail freight companies the latest available data is for 2012/13

Table 7.13 Freight traffic with a destination in Scotland by origin (where lifted) and by commodity²

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
Freight lifted (weight)											
by origin											
lifted within Scotland	4.27	3.75	4.36	4.80	5.30	6.30	6.13	6.08	4.86	5.03	5.11
elsewhere in the UK	1.08	1.04	0.91	2.08	2.06	2.01	2.01	1.27	1.62	3.33	1.65
outwith the UK ¹	0.64	0.52	0.54	0.48	0.45	0.41	0.50	0.42	0.42	0.41	0.40
Total	5.99	5.31	5.81	7.35	7.82	8.72	8.64	7.77	6.90	8.77	7.16
by commodity											
minerals/ coal, coke	4.28	3.76	4.21	4.45	5.07	4.91	4.53	3.97	3.77	3.03	2.96
other	1.71	1.55	1.61	2.91	2.74	3.80	4.10	3.80	3.11	5.73	4.19
Total	5.99	5.31	5.82	7.36	7.81	8.71	8.63	7.77	6.88	8.76	7.15
Freight moved (weight x distance)											
by origin											
lifted within Scotland	632	576	632	623	692	1,143	1,230	1,329	1,380	1,002	1,181
elsewhere in the UK	569	556	487	479	1,012	1,089	1,062	625	890	980	678
outwith the UK ¹	438	376	390	343	327	287	339	302	302	305	296
Total	1,638	1,507	1,509	1,445	2,031	2,519	2,631	2,256	2,572	2,287	2,155
by commodity											
minerals/ coal, coke	639	584	607	626	632	591	626	530	502	520	505
other	999	923	902	819	1,399	1,928	2,005	1,726	2,070	1,766	1,649
Total	1,638	1,507	1,509	1,445	2,031	2,519	2,631	2,256	2,572	2,286	2,154

Source: Rail freight companies - Not National Statistics

1. From 1996-97, outwith the UK includes freight imported via ports in England and Wales, which then comes by rail into Scotland (previously, such freight was counted as lifted elsewhere in the UK).

It should be noted that, in all years, imported freight lifted at Scottish ports is counted under lifted in Scotland.

2. Due to difficulties obtaining updates to the data covering all the rail freight companies the latest available data is for 2012/13

Table 7.14 Lines open for traffic

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
Routes	kilometres										
Electrified	639	639	639	672	676	676	676	709	709	709	709
Non electrified	2,097	2,097	2,106	2,087	2,087	2,087	2,087	2,054	2,110	2,110	2,110
Total	2,736	2,736	2,745	2,759	2,763	2,763	2,763	2,763	2,819	2,819	2,819

Source: Network Rail - Not National Statistics

Table 7.15 Number of stations^{1,2}

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
Passenger and parcel	344	345	346	351	351	351	351	351	358	359	359
Freight only	115	118	118	118	118	119	119	119	119	119	119
Total	459	463	464	469	469	470	470	470	477	478	478

Source: Network Rail - Not National Statistics

1. The figures for freight stations include main yards, sidings/depots, private terminals and sidings: ballast.

2. 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.

Table 7.16 Number of passenger stations by local authority, 2016-17¹

Local Authority	number	Local Authority	number	Local Authority	number
Aberdeen, City of	2	Edinburgh, City of	12	Orkney Islands	0
Aberdeenshire	6	Eilean Siar	0	Perth & Kinross	7
Angus	7	Falkirk	5	Renfrewshire	10
Argyll and Bute	14	Fife	19	Scottish Borders	3
Clackmannanshire	1	Glasgow, City of	61	Shetland Islands	0
Dumfries & Galloway	7	Highland	59	South Ayrshire	9
Dundee City	2	Inverclyde	14	South Lanarkshire	19
East Ayrshire	6	Midlothian	4	Stirling	6
East Dunbartonshire	6	Moray	3	West Dunbartonshire	13
East Lothian	7	North Ayrshire	12	West Lothian	12
East Renfrewshire	9	North Lanarkshire	24	Scotland	359

Source: Network Rail - Not National Statistics

1. The number of stations open at the end of the financial year 2005-06. All owned by Network Rail except Prestwick Airport (South Ayrshire)

Table 7.17 Strathclyde Partnership for Transport - Glasgow Subway¹

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17 ⁸	2017-18
	numbers										
Vehicles ²	41	41	41	41	41	41	41	41	41	40	40
	thousands										
Loaded train kilometres ^{6,7}	3,134	3,173	3,098	2,922	3,469	3,466	3,505	3,564	3,537	..	3,439
Passenger journeys	14,449	14,103	13,055	13,009	12,888	12,604	12,702	12,951	12,713	11,376	12,685
	£ thousands										
Revenue ³	13,965	14,690	13,296	14,835	15,147	13,503	17,003	19,194	18,937	16,828	19,735
Revenue at constant prices ⁴	18,418	18,634	16,953	18,078	17,548	15,160	18,524	20,427	19,958	17,428	19,735
Passenger receipts ⁵	13,119	14,015	12,661	13,775	14,166	12,602	15,955	17,752	17,632	15,997	18,449
Pass. rec. at constant prices ⁴	17,302	17,778	16,143	16,786	16,411	14,148	17,382	18,892	18,582	16,567	18,449
	numbers										
Operational staff ⁹	354	361	351	331	284	170	164	161	165	164	165

Source: Strathclyde Partnership for Transport - Not National Statistics

1. Strathclyde Partnership for Transport took over the roles and functions of the Strathclyde Passenger Transport Authority and Executive from 1 April 2006.

2. Passenger carriages including power cars

3. These figures are headline revenue figures and include such as items as rental and advertising income.

4. Adjusted approximately for general inflation using the Retail Prices Index for the relevant year (e.g. 2001 RPI used for 2001-02).

5. These figures are passenger ticket receipts as described at paragraphs 7.9 and 7.10 in the notes and definitions for rail services.

6. 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.

7. Figures for 2016-17 not available at time of publication due to a recalculation requirement.

8. 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.

9. Figures from 2012-13 onwards refer only to frontline operational staff.

Table 7.18 Railway accidents, Scotland ^{1,2}

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	
Railway accidents												
PHRTA ³												
Train collision ⁴	-	1	-	1	-	-	1	2	1	1	1	
Derailments ⁵	3	2	1	3	2	3	-	1	1	-	-	
Non- PHRTA ⁶												
Striking level crossing gates or barrier	1	1	-	-	1	-	-	-	1	-	-	
Train striking object	8	9	12	13	20	22	7	11	14	9	7	
Train striking animal ¹⁰	15	19	17	23	23	16	20	18	25	18	21	
Train fire	10	7	7	5	1	4	-	-	1	1	1	
Train struck by missile	-	6	3	2	7	4	3	3	2	3	2	
Open door collision	-	1	-	-	-	-	-	1	-	-	-	
Collisions	1	-	-	-	-	1	-	-	-	1	-	
All accidents	38	46	40	47	54	50	31	36	45	33	32	
Casualties												
Train accidents	- deaths ⁷	2	-	3	-	-	-	-	-	-	-	
	- injuries ⁸	14	15	6	8	2	8	6	1	4	4	
Accidents in stations												
Train accidents	- deaths ⁷	2	-	-	-	-	-	-	-	2	0	
	- injuries ⁸	553	542	528	486	579	561	537	608	564	722	550
Accidents on trains												
Train accidents	- deaths ⁷	-	-	-	-	-	-	-	-	-	-	
	- injuries ⁸	179	159	150	115	120	129	150	163	167	140	148
Accidents outside of trains and stations (not including suicides and or trespass) ⁹												
Train accidents	- deaths ⁷	2	-	5	3	1	-	-	1	-	-	
	- injuries ⁸	220	211	253	287	251	219	219	261	218	252	226
Trespassers and suicides												
- deaths	17	21	22	19	21	29	24	23	20	29	18	
- injuries ⁸	8	9	13	9	8	12	15	6	9	21	5	
Total deaths	23	21	30	22	22	29	29	24	24	20	31	
Total injuries	974	936	950	905	960	929	927	1,039	962	1,139	933	

Source: RSSB - Not National Statistics

Annual Safety Performance Report (ASPR) - <http://bit.ly/2EYfDfF>

1. Figures for this table were previously obtained from ORR. 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.

2. Minor revisions have been made to figures in previous years.

3. Potentially high risk train accidents- reportable under RIDDOR (ASPR, Chapter 7, Page 102)

4. Train collisions with other trains only

5. Train derailments (ASPR, Chapter 7, Page 108)

6. Riddor reportable Train accidents not classified as PHRTA (ASPR, Chapter 7, Page 114)

7. This includes all accidental fatalities

8. This includes all major and minor injuries (excludes Shock/trauma)

9. Injuries incurred on railway infrastructure outside of trains/ stations e.g. running line, YDS sites

10. Work on the new system has highlighted some issues with old SMIS. One example is animals struck by trains, in which previous reporting included events such as deer 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.

Table 7.19 Railway fatalities by local authority and category, 2017 ¹

	Trespasser	Suicide	Level Crossing User	Railway Staff	Passenger	Other Member of Public	Total
Dumfries & Galloway	-	1	-	-	-	-	1
East Dunbartonshire	1	-	-	-	-	-	1
East Lothian	-	1	-	-	-	-	1
Edinburgh	1	1	-	-	-	-	2
Falkirk	-	1	-	-	-	-	1
Glasgow	-	2	-	-	-	-	2
Highland	1	-	-	-	-	-	1
Midlothian	-	1	-	-	-	-	1
North Lanarkshire	-	1	-	-	-	-	1
Renfrewshire	-	3	-	-	-	-	3
South Lanarkshire	1	-	-	-	-	-	1
West Dunbartonshire	1	-	-	-	-	-	1
West Lothian	-	2	-	-	-	-	2
Scotland	5	13	-	-	-	-	18

Source: RSSB - Not National Statistics

1. Figures for this table prior to edition 34 of STS were obtained from ORR. 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 previous editions of STS.

Table 7.20 Adults (16+) - views on train services of those who used them in the past month: 2016 ^{1,2}

	Agree			No view			Disagree			Sample size (=100%)	
	strongly	tend to	All	neither ... nor nor opinion	All	strongly	tend to	All			
Trains run to timetable	36	49	85	5	2	7	3	6	8	2560	
Train service is stable and not regularly changing	35	49	84	7	3	9	2	5	7	2560	
Trains are clean	33	53	86	7	1	8	1	5	6	2560	
Feel safe/secure on trains during the day	51	44	95	2	1	3	0	1	1	2560	
It is simple decide what type of ticket I need	42	44	87	5	2	7	2	4	7	2560	
Finding out about routes and times is easy	43	47	90	5	2	7	1	3	4	2560	
Easy to change from trains to other forms of transport	32	44	76	12	6	18	1	5	6	2560	
Train fares are good value	19	37	56	13	2	15	11	19	29	2560	
Feel safe/secure on trains during the evening	34	44	77	8	5	14	2	7	9	2560	

Source: Scottish Household Survey

1. Those who had not used a train service in the past month are not asked these questions about train services.

2. Question asked every other year in the survey. 2016 is the most recent data available, next update to be published in Summer 2019

Chapter 8: Air Transport in Scotland

- Air travel and freight in Scotland
- Passenger numbers by origin, destination and type of service
- Flight punctuality
- Freight carried
- Air transport movements

28.8 million

air terminal passengers from Scottish airports in 2017



travelled to or from Edinburgh or Glasgow

Edinburgh Airport had the highest **number of terminal passengers** in 2017, though Glasgow's share has increased in the last year.

Edinburgh

Glasgow

Aberdeen

Inverness



13.4m

9.9m

No. passengers in 2017

3.1m

0.9m

+9%

+6%

% change since 2016

+5%

+12%

Spain was the **most popular destination/origin** for international flights



2.8m

The next most popular international origins/destinations were:

The Netherlands

Ireland

Germany



1.4m



1.3m



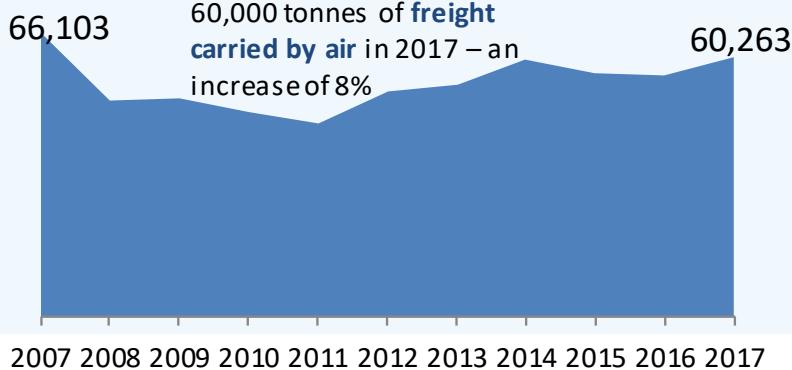
1.1m



The **average delay** for Glasgow and Edinburgh airports is at a *ten-year low*



	Average Delay	% flights delayed by more than 30 minutes
Edinburgh	15 minutes	14%
Glasgow	14 minutes	14%



495,000 **aircraft movements** were carried out in Scotland in 2017

For web publication and further information, visit http://bit.ly/STS_allditions



AIR TRANSPORT

1. Introduction

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

Key Points

- There were 28.8 million air passengers at Scottish airports in 2017
- Three quarters travel to or from Edinburgh or Glasgow.
- 60 thousand tonnes of freight were carried by air in 2017.

2. Main Points

Passengers & Airports

2.1 There were 28.8 million air terminal passengers in 2017, 2 million (7.3%) more than in the previous year. Passenger numbers increased by 39% between 2001 and 2007 reaching a peak of 25.1 million before falling 17% to 20.9 million in 2010, since when they have risen 38 per cent. (*Table 8.1*)

2.2 Edinburgh airport had 13.4 million terminal passengers in 2017 (9% increase) and Glasgow airport had 9.9 million, 6% more than the previous year. Aberdeen had 3.1 million, (up 5%) and Inverness had 0.9 million (12% more). Together these four airports accounted for 95% of the total. Over the past ten years, trends for these airports were similar to the national picture, except for Edinburgh which saw a levelling off in numbers after 2007 rather than a fall. (*Table 8.1*)

2.3 In 2017, London Heathrow accounted for 36% of passengers on selected domestic routes to and from Aberdeen, 23% for Edinburgh and 22% for Glasgow. London Gatwick had 35% of the domestic passengers to/from Inverness. Other domestic routes with large passenger numbers included those between Edinburgh and Gatwick, Stansted, Belfast and London City, and between Glasgow and Gatwick, Stansted, Belfast and Bristol. (*Table 8.2*)

Origin/destinations

2.4 The most popular country of origin/destination for passengers flying directly to and from Scottish airports was Spain (excluding the Canary Islands) with 2.8 million passenger journeys in 2017, 18% of all passengers on direct flights abroad. Other popular origins/destinations were the Netherlands (1.4 million passengers), the Irish Republic (1.3 million passengers) and Germany (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*)

2.5 Some countries e.g. Cape Verde Islands and Mexico are mostly served by charter flights (95% and 72%), whereas all those who travelled to/from Canada or the Qatar used scheduled flights. (*Table 8.4*)

2.6 The most popular international airports (those with the largest numbers of passenger journeys for flights directly to and from Scotland's main airports in 2017) were Amsterdam with 1.4 million passengers and Dublin with 1.2 million passengers. (*Table 8.5*)

2.7 In 2017, 5% of all terminal passenger traffic was within Scotland, 39% was to/from other parts of the UK, and 43% was between Scotland and mainland Europe. (*Table 8.6*)

Delays & Movements

2.8 In 2017, the overall average delay was 15 minutes for flights to or from Edinburgh and 14 minutes to or from Glasgow airports (the Notes and Definitions section, page 225 describes the basis for these figures). Around 14% of flights to or from both Edinburgh and Glasgow airports were delayed by more than 30 minutes. (*Table 8.8*)

2.9 The total number of aircraft movements in 2017 was 495,000. Edinburgh had the highest number of aircraft movements with 129,000, (97% of which were commercial movements), followed by Glasgow (103,000) and Aberdeen (97,000). (*Table 8.9*)

Air freight

2.10 Air freight carried in 2017 increased by 4,383 tonnes (8%) over the previous year to 60,263 tonnes. (*Table 8.13*)

Other statistics

2.11 The Civil Aviation Authority's 2013 passenger survey found large differences between the 4 main airports. Business passengers ranged from 27% at Glasgow to 57% at Aberdeen. Forty three per cent of passengers at Aberdeen airport were for leisure, compared with 74 per cent at Glasgow. (*Table 8.14*)

2.12 While around 39-50% 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 12% at Inverness to 38% at Aberdeen; bus/coach travellers varied from 9% at Edinburgh to 17% at Inverness and hire car users from 0.7% at Glasgow to 9% at Inverness. (*Table 8.15*)

Table 8.1 Summary of air transport

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Passengers											thousand
Terminal	25,132	24,348	22,496	20,907	22,065	22,207	23,250	24,076	25,507	26,924	28,833
Transit	109	85	43	50	46	29	25	27	26	21	21
Total	25,242	24,433	22,539	20,957	22,111	22,236	23,275	24,103	25,533	26,945	28,854
Terminal passengers¹ by airport											thousand
Aberdeen	3,411	3,290	2,984	2,763	3,083	3,329	3,440	3,723	3,469	2,955	3,090
Barra	10	11	10	10	10	11	9	11	11	13	15
Benbecula	35	34	33	30	34	31	31	31	32	32	33
Campbeltown	9	9	9	9	9	9	9	9	8	8	9
Dundee	65	61	72	70	62	55	28	22	22	38	21
Edinburgh	9,037	8,992	9,043	8,594	9,384	9,194	9,775	10,159	11,113	12,348	13,409
Glasgow	8,726	8,135	7,213	6,522	6,858	7,150	7,358	7,709	8,710	9,324	9,895
Glasgow Prestwick	2,421	2,414	1,817	1,660	1,296	1,067	1,145	912	610	672	696
Inverness	697	671	583	528	579	602	607	611	668	782	874
Islay	28	29	26	25	26	21	26	27	29	28	32
Kirkwall	132	138	138	129	134	132	150	151	150	153	164
Lerwick (Tingwall)	5	5	5	5	5	5	4	4	4	4	4
Scatsta	253	243	270	279	288	304	298	280	254	162	171
Stornoway	126	131	122	112	122	116	120	127	125	124	132
Sumburgh	147	154	139	139	143	149	210	263	270	249	256
Tiree	8	8	8	8	8	7	8	9	10	11	12
Unst	0	0	0	0	0	0	0	0	0	0	0
Wick John O'Groats	21	23	21	22	24	25	33	28	24	20	18
Freight	66,103	50,228	50,886	47,532	45,162	52,200	54,225	59,878	56,441	55,880	60,263
Aircraft movements²											tonnes
Air transport											thousand
Domestic ³	254	247	225	206	206	204	201	202	207	197	210
International ^{3,4}	144	139	129	124	135	138	145	146	142	146	151
Air taxi ³	30	31	28	24	26	29	30	28	30	33	23
Other movements ⁵	131	126	108	102	100	107	104	107	101	105	111
Total	560	543	490	457	467	478	480	483	480	481	495

Source: Civil Aviation Authority - Not National Statistics

1. Statistics are not collected for some of the smaller airports on Orkney and Shetland, which are therefore not included in any overall totals.

2. 'Aircraft movements' excludes both Campbeltown and Barra pre-1999 (see table 8.11).

3. 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 separately for 2001 onwards.

4. Including UK offshore flights.

5. Other includes positioning flights, local movements, test & training, other flights by air transport operators, aero club, private, official, military and business

Table 8.2 Passengers on selected domestic routes, to/from certain Scottish airports ¹

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
	thousands										
Aberdeen											
Glasgow	-	0.1	-	-	0.2	0.1	0.1	0.1	0	0.1	0.3
Kirkwall	42.8	44.4	39.5	38.6	41.5	47.2	48.6	49.1	48.2	35.7	54.9
Scatsta	137.0	130.8	145.1	151.4	154.1	168.1	165.7	159.9	142.7	75.1	94.6
Stornoway	6.8	7.1	6.4	6.3	6.0	5.6	5.5	6.2	5.5	3.6	4.8
Sumburgh	73.3	74.9	63.8	63.5	69.1	75.2	115.3	150.7	143.7	107.4	155.5
Wick John O'Groats	14.9	16.6	14.5	14.7	14.8	14.6	13.9	14.4	12.8	5.7	6.9
Gatwick	214.9	148.0	135.5	129.9	177.8	233.9	173.2	161.8	163.2	143.7	156.4
Heathrow	659.0	656.0	641.3	617.7	652.5	663.8	712.2	776.9	726.7	592.7	622
London City	-	-	-	-	-	15.8	73.2	72.0	63.3	64.5	54.4
Luton	149.9	139.4	126.9	129.0	147.7	120	82.8	74.5	71.3	72.1	75.1
Belfast ²	25.7	25.4	24.2	19.0	18.9	21.5	30.2	37.5	40	43.3	42.8
Birmingham	151.5	146.5	111.1	89.9	83.0	87.3	96.8	125.1	115.8	129.6	131.1
Bristol	26.7	26.9	23.2	22.7	32.8	32.9	34.9	31.8	26.4	21.6	16.7
Cardiff Wales	-	-	6.9	0.5	10.5	14.1	13.2	12.9	10.6	5.6	8.4
Durham Tees valley	33.4	33.2	31.9	29.9	31.3	33.4	32.7	35	28.2	13.2	17.5
East Midlands	-	20.8	19.5	18.1	18.9	19.8	18.4	16.7	15.5	5.4	-
Exeter	24.6	17.6	28.1	30.1	22.4	4.8	-	-	-	-	0.1
Humberside	32.5	33.7	32.0	27.1	30.2	32.2	34.2	36.6	30.1	18.2	23.6
Leeds/Bradford	26.7	21.6	15.5	8.1	0.5	0.6	12.3	7.0	9.2	3.6	5.1
Manchester	121.6	132.3	104.6	93.1	144.5	180.7	203.3	226.1	202.6	202.4	208.1
Newcastle	21.8	22.4	18.5	26.4	24.8	24.9	30.8	30.2	20.8	8.9	11.4
Norwich	65.6	65.8	60.9	60.0	61.7	64.6	63.8	60.2	50.6	42.4	45.4
Southampton	40.3	55.5	45.2	27.9	22.6	16.3	9.5	14.0	13.9	6.7	14.2
Total these routes	1,869.0	1,819.0	1,694.6	1,603.9	1,765.8	1,877.4	1,970.6	2,098.7	1,941.1	1,601.5	1,749.3
Channel Islands	1.5	2.4	2.0	2.2	2.1	2.3	2.2	13.0	17.9	2.4	2.8
Edinburgh											
Inverness	10.5	7.5	0.9	1.0	-	-	-	-	-	0.1	0.2
Kirkwall	29.2	35.7	39.1	35.6	36.5	40.0	43.5	45.4	44.5	45.8	45.9
Stornoway	25.2	28.3	31.8	21.9	21.7	19.9	19.3	20.5	20.6	20.6	16.9
Sumburgh	26.7	30.8	32.9	32.4	35.6	36.9	39.9	45	44.8	43.5	47.1
Wick John O'Groats	6.1	7.3	7.6	7.8	9.1	9.6	11.4	11.7	11.1	11.6	11.1
Gatwick	748.3	704.9	647.9	604.1	669.1	696.8	693.7	690.4	672.9	700.1	737.3
Heathrow	1,436.6	1,319.0	1,306.1	1,244.8	1,271.5	1,255.0	1,355.9	1,472.8	1,383.9	1,053.4	1,179.8
London City	353.9	371.5	326.6	334.7	344.9	322.7	333.9	352.3	532.9	528	484.9
Luton	429.1	359.5	315.6	242.1	259.4	269.8	273.5	259.7	266.6	272.5	309.1
Stansted	448.7	401.9	373.7	329.9	390.4	346.4	326.6	360.3	622.2	836.9	720.3
Belfast ²	401.8	363.4	351.5	331.2	351.9	361.5	372.8	377.9	400.8	439.9	456.9
Birmingham	435.3	401.1	336.2	288.0	289.0	285.9	284.2	284	277.9	267.3	255.1
Bournemouth	-	19.3	88.4	17.7	-	0.2	0.1	-	0.3	0.1	-
Bristol	260.6	249.8	235.2	227.0	286.6	295.5	305.2	322.8	352	381.9	393.9
Cardiff Wales	158.1	162.6	161.0	111.5	83.6	77.7	77.0	57.6	69.2	94.3	99.4
East Midlands	169.8	164.1	130.2	108.7	109.8	72.7	86.7	92.7	95.3	93.7	92.9
Exeter	67.7	68.0	61.1	53.8	51.4	40.2	36.5	38.3	45.1	45.2	47.6
Leeds/Bradford	51.3	36.5	19.0	13.0	9.8	2.2	-	-	-	-	-
Liverpool	-	-	-	-	-	-	-	-	-	15.9	-
Manchester	237.8	228.6	158.3	126.7	119.6	108.3	118.5	109.3	114.1	102.3	117.4
Manston (Kent Int)	-	-	-	17.6	26.5	3.4	-	-	-	-	-
Newquay	20.4	17.9	12.2	13.1	13.7	9.9	4.5	2.3	2.4	2.7	5
Norwich	57.3	58.6	50.4	47.8	46.4	39.7	24.7	28.5	29.3	25.8	28.6
Southampton	208.1	205.1	191.5	194.0	203.6	204.5	207.6	203.2	194.1	198.5	208.1
Southend	-	-	-	-	-	-	39.1	23.7	-	-	0.7
Total these routes	5,582.5	5,241.4	4,877.2	4,404.4	4,630.1	4,498.8	4,615.5	4,774.7	5,180.0	5,180.1	5,020.8
Channel Islands	31.1	28.7	23.2	18.3	14.6	11.1	9.2	3.2	6.4	7.0	5.5
Isle of Man	11.9	13.0	11.5	11.4	11.6	10.8	4.2	-	-	-	3.5

Source: Civil Aviation Authority - Not National Statistics

1. In this table only, non-paying passengers are excluded up to 2001 but included from then on. In addition, this table excludes some of the smaller domestic routes.

Note also that passengers between the four main cities will be counted twice (e.g. flights between Aberdeen and Edinburgh will appear in both the 'Aberdeen' and the 'Edinburgh' sections).

2. Belfast includes Belfast and Belfast City airport.

Table 8.2(continued) Passengers on selected domestic routes, to/from certain Scottish airports ¹

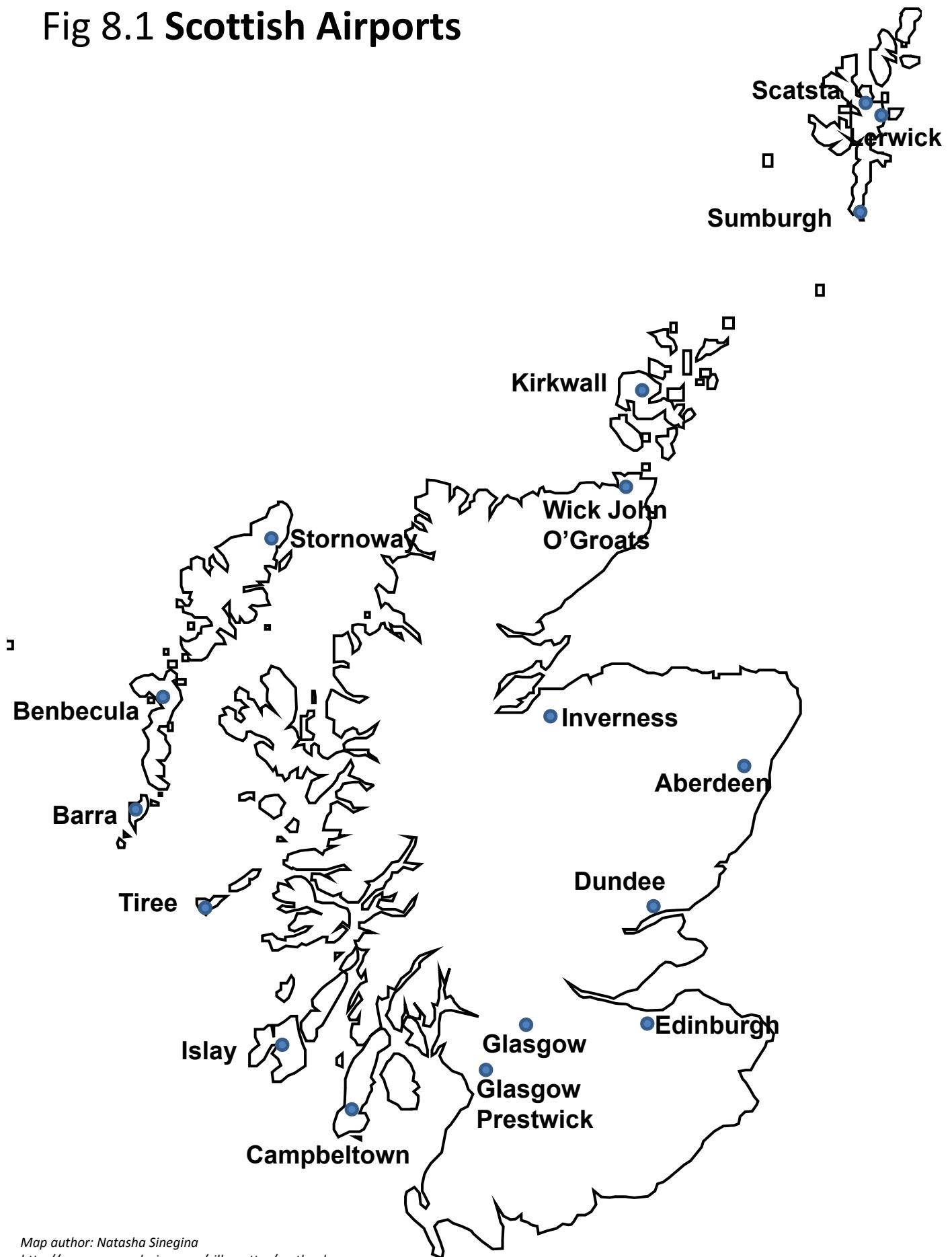
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
	thousands										
Glasgow											
Barra	8.7	9.1	8.7	8.6	8.4	9	9.1	10.5	10.7	12.8	14.9
Benbecula	24.3	25.2	24.7	21.9	22.6	19.7	21.8	23	23.5	24.2	24.1
Campbeltown	8.6	9.1	9.3	8.7	9.2	8.6	9.3	9.3	8.2	8.4	8.6
Inverness	0.1	0.1	-	-	-	-	-	0.1	-	0.5	0.2
Islay	28.4	29.3	26	25	26	25.1	25.6	27.2	28.7	22.3	32.6
Kirkwall	15.5	15.1	15.4	14.9	15.3	15.1	17.6	17.3	17.4	16.0	19.6
Stornoway	53.8	58.1	53.7	51.0	55.1	55.6	57.5	61.9	62.4	55.4	75
Sumburgh	16.5	17.2	17.4	16.8	17.9	18.0	20.1	24.5	28.6	24.5	33
Tiree	7.4	7.9	7.3	7.2	7.8	7.9	7.6	8	8.7	8.3	11.3
Gatwick	570.7	521.9	514.7	488.8	565.8	607.4	606.3	613.3	612.5	608.6	618.7
Heathrow	1,207.1	1,143.5	1,080.0	1,003.3	820.9	828.5	870.0	871.0	907.9	893.8	909.1
London City	78.1	112.7	114.9	111.1	149.4	158.2	175.4	207.9	238.4	235.1	231.1
Luton	407.7	352.4	326.0	247.7	274.6	276.5	280.7	270.2	215.1	214.7	234.8
Stansted	448.0	358.6	305.1	301.8	342.8	331.6	308.7	304.2	533.3	652.4	527.1
Belfast ²	392.8	324.2	323.9	308.2	352.8	367.0	370.1	384.6	421.5	452.2	424.6
Birmingham	347.0	337.1	269.4	212.6	211.9	208.1	203.5	229.4	226.7	226.7	221.7
Bristol	243.1	220.2	212.3	201.2	222.2	239.7	257.4	245.3	267.2	297.3	307
Cardiff Wales	76.9	84.0	56.4	52.4	47.2	39.8	48.2	27.9	18.1	37.7	28.9
City of Derry	11.9	9.4	-	-	-	-	-	13.3	76	80.7	85
East Midlands	172.6	150.9	115.0	99.7	103.4	70.7	85.5	91.9	95	109.5	102.7
Exeter	56.3	39.4	33.4	26.5	24.4	25.6	23.8	20.7	3.1	32.8	38.8
Leeds/Bradford	38.7	30.4	19.9	14.6	13.2	11.9	10.0	9.8	8.3	7	7
Manchester	167.2	151.8	100.4	68.3	49.4	50.0	52	68.3	45.4	42.5	51.2
Newquay	-	2	0.3	0.2	0.9	3.6	1.8	-	-	2.3	3.1
Plymouth	-	17.2	24.4	23.3	13.6	-	-	-	-	-	-
Southampton	166.5	161.6	156.3	143.4	139.6	173.6	182.6	173	158.3	179.4	197.8
Total these routes	4,506.3	4,144.6	3,772.4	3,417.8	3,453.7	3,513.9	3,604.4	3,669.8	3,972.6	4,160.9	4,107.9
Channel Islands	6.3	5.6	5.4	9.2	17.0	28.3	36.4	34.1	34.7	40.7	56.1
Isle of Man	18.5	16.7	13.8	11.0	11.0	11.1	4.0	7.5	9.9	8.0	5.5
Glasgow Prestwick											
Stansted	427.1	402.7	278.3	224.6	88.5	-	-	-	-	-	0.1
Belfast City	11.8	86.3	91.7	61.2	-	-	-	-	-	-	0.2
Bournemouth	94.1	129.0	34.3	-	-	-	-	-	-	-	-
Cardiff Wales	-	-	-	-	-	-	-	-	-	-	0.1
City of Derry	58.6	64.0	51.3	55.0	70.6	72.8	69.5	52.1	-	-	-
Total these routes	591.6	682.0	455.6	340.8	159.1	72.8	69.5	52.1	-	-	0.4
Channel Islands	-	-	-	1.4	-	-	-	-	-	-	-
Isle of Man	-	-	-	-	-	-	-	-	-	-	0.1
Inverness											
Benbecula	1.4	0	0	0	0	0	0.7	1.4	2.1	-	0
Kirkwall	25.9	25.1	24.8	23.1	21.7	16.8	19.2	19.1	19.9	19.2	23.7
Stornoway	36.4	35.6	33.1	29.8	36.4	36.2	32.9	29.1	27.1	31.2	29.2
Sumburgh	0.1	0.2	-	-	1.5	4.2	3.3	3.4	3.7	3.5	1.0
Gatwick	221.6	243.2	224.9	206.8	222.7	230.4	219.3	192.9	207.1	237.9	263.4
Heathrow	53.5	7.9	-	-	-	-	-	-	-	57.9	79.1
London City	-	-	-	-	-	-	-	7.6	4.9	-	-
Luton	102.3	102.5	86.6	90.3	99.6	88.8	91.8	89.6	93.5	133.9	136.4
Stansted	0.3	-	-	-	0.2	0.1	-	-	-	0.1	0.4
Belfast ²	24.4	22.6	19.3	16.8	21.5	23.6	23.3	27.2	29.2	30.3	33.2
Birmingham	15.1	24.9	30.3	30.4	30.3	33.0	34.8	41.2	41.4	42.5	44.1
Bristol	82.1	74.0	73.3	69.2	75.4	78.1	81.2	77.6	82.4	87.7	96.7
East Midlands Int	33.5	40.2	20.4	-	-	-	-	-	-	-	-
Manchester	16.7	42.9	50.5	46.4	49.2	51.0	55.8	70.5	84.5	68.2	65.6
Southampton	3.3	14.9	3.9	2.4	2.1	1.8	-	-	-	-	-
Total these routes	615.2	634.0	567.1	515.2	560.6	564.0	561.6	558.2	593.7	658.5	718.9
Channel Islands	-	0.9	1.2	1.3	1.8	1.6	1.7	1.8	2.1	1.9	2.0

Source: Civil Aviation Authority - Not National Statistics

1. In this table only, non-paying passengers are excluded up to 2001 but included from then on. In addition, this table excludes some of the smaller domestic routes. Note also that passengers between the four main cities will be counted twice (e.g. flights between Aberdeen and Edinburgh will appear in both the 'Aberdeen' and the 'Edinburgh' sections).

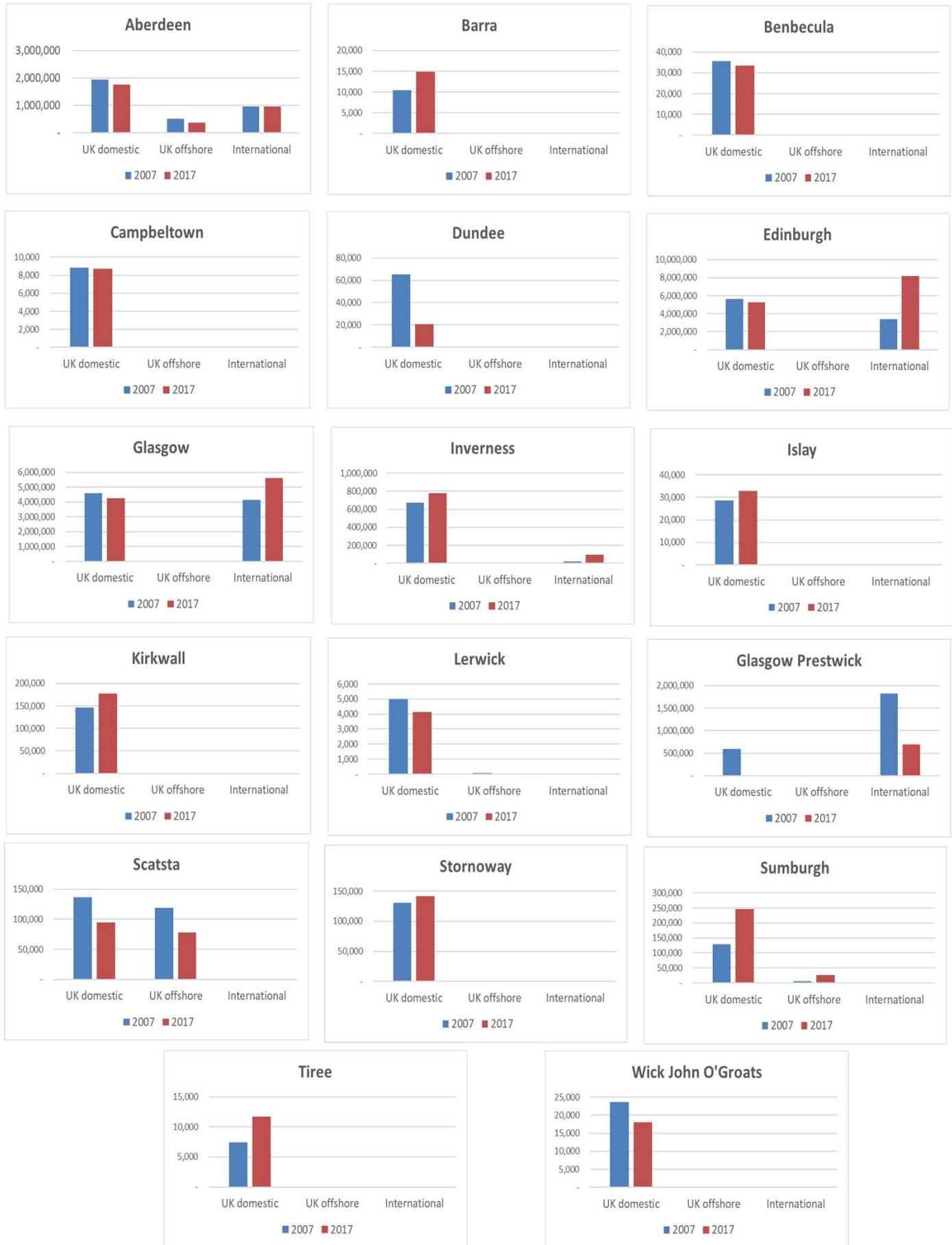
2. Belfast includes Belfast and Belfast City airport.

Fig 8.1 Scottish Airports



Map author: Natasha Sinegina
<http://www.supercoloring.com/silhouettes/scotland-map>

Terminal air passenger traffic 2007 and 2017



AIR TRANSPORT

Table 8.3 (a) International air passenger traffic to and from the main Scottish international airports¹

REGIONAL AREA / COUNTRY	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
EU 28 countries (Excl UK)											
Austria	21.9	21.7	28.9	24.9	28.2	28.3	28.6	29.9	29.0	79.6	89.7
Belgium	121.0	121.0	113.3	134.0	110.6	115.6	153.7	153.0	172.2	194.8	216.5
Bulgaria	60.1	63.1	48.4	45.2	45.6	46.8	46.1	39.3	39.3	49.6	73.6
Croatia ³	15.6	12.9	24.3	11.6	7.1	12.9	31.6	42.0	56.3	62.2	109.7
Cyprus	139.4	152.8	139.4	95.9	148.7	152.9	119.6	112.4	134.3	162.4	175.4
Czech Republic	70.0	63.4	47.5	44.6	47.9	48.0	89.6	79.0	96.3	97.9	124.6
Denmark	129.6	147.2	178.1	175.8	178.2	188.6	220.3	187.0	254.0	298.3	266.5
Estonia	-	-	-	-	29.1	-	-	-	0.2	0.1	-
Finland	16.6	5.7	3.5	34.6	37.4	32.1	3.7	4.5	4.8	32.1	39.9
France	690.0	859.4	862.1	790.7	787.5	808.3	806.7	727.2	725.7	861.7	909.6
Germany	566.4	641.7	663.7	660.3	682.0	698.7	761.2	823.5	852.6	1,009.8	1,127.6
Greece	209.8	161.6	158.9	153.8	163.7	212.9	193.0	270.3	258.6	277.2	335.2
Hungary	6.9	33.1	30.2	19.6	24.4	36.5	37.9	37.1	60.6	86.9	94.1
Irish Republic	1,143.3	1,186.3	1,015.9	849.4	852.8	816.6	843.9	950.8	1,102.3	1,239.0	1,296.6
Italy	380.3	348.1	401.8	359.2	342.3	384.3	396.9	375.4	398.7	584.9	684.2
Latvia	49.5	31.5	36.5	47.2	46.5	20.2	31.9	38.5	20.3	29.5	43.5
Lithuania	4.2	6.0	-	28.3	32.3	29.0	24.8	21.3	29.8	36.2	42.4
Luxembourg	-	-	-	-	-	0.2	0.1	0.1	0.0	0.5	0.8
Malta	40.9	37.9	45.6	52.7	71.2	57.5	61.5	67.1	74.8	84.8	96.3
Netherlands	1,125.3	1,078.8	987.2	1,006.9	1,135.0	1,223.3	1,244.6	1,323.5	1,353.4	1,368.7	1,409.3
Poland	341.3	384.3	374.2	328.0	326.9	341.3	431.4	355.7	489.7	589.8	625.2
Portugal (excl Madeira)	261.0	266.0	207.5	212.4	280.0	273.9	298.3	294.8	306.5	346.0	436.1
Portugal (Madeira)	25.7	36.1	34.4	21.7	23.1	22.8	21.3	29.3	53.4	55.7	52.5
Romania	-	-	3.0	-	-	-	-	0.4	1.9	58.2	70.8
Slovak Republic	-	6.6	50.3	49.9	44.2	33.6	32.1	23.1	23.6	30.9	39.3
Slovenia	-	0.1	0.1	0.2	0.9	-	-	0.3	-	0.4	1.1
Spain (excl Canary Isles)	2,101.8	1,908.4	1,679.7	1,483.7	1,726.8	1,746.8	1,929.4	1,874.3	1,987.3	2,351.0	2,818.9
Spain (Canary Islands)	771.2	795.6	666.0	658.1	838.3	816.6	849.5	934.1	933.1	1,145.0	1,336.2
Sweden	152.5	149.5	159.3	131.9	137.4	128.2	112.6	83.5	105.7	107.8	136.6
Total EU28 countries (Excl UK)	8,444.5	8,518.8	7,959.8	7,420.7	8,148.2	8,275.7	8,770.4	8,877.3	9,564.2	11,241.1	12,652.3
Total EU15 countries²	7,716.5	7,727.1	7,160.3	6,697.4	7,323.5	7,497.1	7,863.9	8,061.0	8,537.2	9,952.0	11,156.2
Other identified countries											
Azerbaijan	-	-	-	-	4.1	5.8	-	-	0.2	-	-
Barbados	3.5	7.1	8.0	8.4	7.6	6.0	5.2	6.4	7.3	5.1	7.8
Canada	207.7	160.0	107.5	103.3	112.4	117.8	106.1	112.3	148.4	166.6	168.0
Cape Verde Islands	-	-	-	-	13.4	22.0	0.2	-	-	3.3	20.8
Cuba	-	-	-	0.8	1.3	0.8	0.6	0.6	0.9	2.9	0.6
Dominican Republic	14.0	22.8	25.5	23.1	16.8	0.7	-	6.1	-	-	-
Egypt	55.8	67.5	97.9	97.8	72.9	66.3	67.0	46.8	44.9	-	3.6
Faroe Islands	3.8	0.7	0.5	1.1	0.9	0.6	1.5	1.4	8.6	11.0	12.7
Greenland	-	-	-	4.1	8.7	-	0.2	-	-	-	-
Iceland	46.5	30.8	9.7	25.0	33.2	42.6	72.8	97.0	112.6	172.0	227.6
Jamaica	-	-	2.3	0.5	0.9	-	-	0.2	1.3	0.8	3.0
Mexico	27.9	22.1	22.9	28.6	35.3	33.2	30.5	29.2	37.1	38.7	39.5
Morocco	-	-	-	19.7	25.2	0.2	0.2	5.4	30.9	15.8	-
Norway	307.2	305.2	302.1	281.2	309.4	337.4	339.9	352.8	320.5	288.1	271.6
Pakistan	9.3	18.4	25.5	26.3	1.9	-	-	-	-	-	-
Qatar	-	-	-	-	-	-	-	54.0	115.5	134.0	133.3
Russia	0.7	-	0.8	0.7	-	0.7	0.8	-	0.1	0.1	-
Switzerland	149.8	155.5	148.2	154.9	215.4	236.5	241.1	266.0	276.9	281.8	350.1
Tunisia	35.7	34.0	38.9	66.3	21.6	32.7	61.4	67.7	35.2	-	-
Turkey	216.3	260.4	268.6	329.3	328.0	316.0	351.7	404.0	425.7	319.1	257.3
United Arab Emirates	231.1	240.7	244.7	268.5	275.0	314.7	402.3	424.6	502.4	555.7	585.7
United States of America	569.5	483.5	459.7	366.1	411.3	367.7	367.0	446.8	489.1	524.8	676.0
Total these countries	1,878.9	1,808.7	1,762.8	1,805.5	1,895.3	1,901.6	2,048.4	2,321.3	2,557.5	2,519.7	2,757.7
All identified countries for these airports	10,323.4	10,327.5	9,722.6	9,226.2	10,043.5	10,177.3	10,818.7	11,198.7	12,121.7	13,760.8	15,409.9

Source: Civil Aviation Authority - Not National Statistics

1. For the purpose of preparing this table, Scotland's main international airports are Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick. This table does not cover all international traffic, as indicated by the lower part of table 8.4.

2. The EU15 was the number of member countries in the European Union prior to the accession of ten candidate countries on 1 May 2004. The EU15 comprised the following 15 countries: Austria, Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Luxembourg, Netherlands, Portugal, Spain, Sweden, United Kingdom.

3. Croatia joined the EU in 2013.

Table 8.3(b) Scheduled international passenger traffic to/from the main Scottish international airports¹

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Foreign airports served ²	93	95	103	100	101	107	113	110	120	137	152
Routes ³	142	150	168	145	146	154	167	176	185	219	252
Passengers on scheduled services	7,938.3	8,153.4	8,054.5	7,390.8	8,172.6	8,396.7	9,240.5	9,824.0	10,805.1	12,605.2	14,244.5

Source: Civil Aviation Authority - Not National Statistics

1. These figures are produced from the information about scheduled services in the Civil Aviation Authority's UK Airport Statistics Table 12.1, so are based on its conventions and definitions. For the purpose of this table, Scotland's main international airports are Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick. This table does not cover all scheduled international traffic.

2. 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.

3. 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.

Table 8.4 Passenger traffic on selected international routes, to and from Scotland's main airports¹, 2017

	Scheduled	Charter	Total
Austria	69,400	20,291	89,691
Barbados	-	7,824	7,824
Belgium	214,615	1,881	216,496
Bosnia-Herzegovina	-	96	96
Bulgaria	37,836	35,756	73,592
Canada	168,003	-	168,003
Cape Verde Islands	1,037	19,735	20,772
Croatia	92,159	17,532	109,691
Cuba	308	306	614
Cyprus	104,576	70,785	175,361
Czech Republic	124,478	135	124,613
Denmark	266,044	428	266,472
Estonia	3,605	-	3,605
Faroe Islands	12,413	286	12,699
Finland	32,084	7,859	39,943
France	886,671	22,949	909,620
Germany	1,122,215	5,400	1,127,615
Greece	253,050	82,144	335,194
Hungary	94,139	-	94,139
Iceland	227,170	439	227,609
Irish Republic	1,294,525	2,099	1,296,624
Italy	642,874	41,350	684,224
Jamaica	-	2,965	2,965
Jordan	-	578	578
Kazakhstan	-	237	237
Latvia	43,384	94	43,478
Lithuania	42,055	326	42,381
Luxembourg	4	828	832
Malta	96,134	177	96,311
Mexico	10,946	28,597	39,543
Netherlands	1,408,800	524	1,409,324
Norway	269,096	2,513	271,609
Poland	623,986	1,249	625,235
Portugal(Excluding Madeira)	427,118	9,027	436,145
Portugal(Madeira)	47,164	5,288	52,452
Qatar	133,284	-	133,284
Republic Of Korea	-	985	985
Romania	70,825	-	70,825
Slovak Republic	38,610	724	39,334
Slovenia	-	1,057	1,057
Spain	2,508,807	310,043	2,818,850
Spain(Canary Islands)	992,804	343,395	1,336,199
Sweden	135,928	630	136,558
Switzerland	343,743	6,329	350,072
Turkey	194,166	63,180	257,346
United Arab Emirates	584,599	1,146	585,745
United States of America	625,840	50,155	675,995
Total passenger traffic counted for these countries for Scotland's main airports²	14,244,495	1,167,342	15,411,837
Other international traffic at main Scottish airports²	..	..	-
All international traffic for Scotland's main airports	..	..	15,411,837
International traffic at other Scottish airports	..	..	97,458
Total International traffic at all Scottish airports	..	..	15,509,295

Source: Civil Aviation Authority - Not National Statistics

1. For the purpose of preparing this table, Scotland's main international airports are Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick.

2. Charter only routes are counted under 'Other international traffic' in cases where fewer than 5,000 passengers were carried from an airport to a particular country.

Table 8.5 The 10 international airports with the largest numbers of passenger journeys for flights directly to and from Scotland's main airports ¹, 2017

	Scheduled	Charter	Total
Amsterdam	1,393,075	238	1,393,313
Dublin	1,156,621	1,792	1,158,413
Alicante	623,562	45,822	669,384
Tenerife (Surreina Sofia)	457,827	179,617	637,444
Paris (Charles De Gaulle)	590,463	2,645	593,108
Malaga	528,341	31,826	560,167
Palma De Mallorca	390,557	132,292	522,849
Dubai	466,953	-	466,953
Faro	323,226	8,892	332,118
Frankfurt Main	323,891	381	324,272

Source: Civil Aviation Authority - Not National Statistics

1. For the purpose of preparing this table, Scotland's main international airports are Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick.

Table 8.6 Terminal passenger traffic by origin/destination, 2017

	Other Scottish Airports	Other UK Airports ¹	UK offshore	Eire	Europe	North America	Rest of world	Total
Aberdeen	317,138	1,436,948	364,999	47,473	923,186	-	-	3,089,744
Barra	14,913	-	-	-	-	-	-	14,913
Benbecula	33,259	211	-	-	-	-	-	33,470
Campbeltown	8,722	4	-	-	-	-	-	8,726
Dundee	46	20,671	-	-	-	-	-	20,717
Eday	578	-	-	-	-	-	-	578
Edinburgh	122,174	5,145,981	-	719,189	6,751,084	417,466	252,768	13,408,662
Fair Isle	2,944	-	-	-	-	-	-	2,944
Foula	1,298	-	-	-	-	-	-	1,298
Glasgow	220,459	4,059,096	-	529,636	4,109,147	426,532	543,147	9,888,017
Inverness	54,402	720,993	47	17,576	78,003	-	-	871,021
Islay	32,685	58	-	-	-	-	-	32,743
Kirkwall	176,120	1,066	16	-	505	-	-	177,707
Lerwick (Tingwall)	4,139	-	-	-	-	-	-	4,139
North Ronaldsay	6,285	-	-	-	-	-	-	6,285
Oban	176	-	-	-	-	-	-	176
Papa Stour	65	-	-	-	-	-	-	65
Papa Westray	5,115	-	-	-	-	-	-	5,115
Glasgow Prestwick	88	542	-	326	691,883	-	-	692,839
Sanday	3,083	-	-	-	-	-	-	3,083
Scatsta	94,640	-	77,901	-	-	-	-	172,541
Stornoway	135,000	6,613	-	-	-	-	-	141,613
Stronsay	3,324	-	-	-	-	-	-	3,324
Sumburgh	246,578	414	26,731	-	1,374	-	-	275,097
Tiree	11,540	155	-	-	-	-	-	11,695
Westray	3,615	-	-	-	-	-	-	3,615
Wick John O'Groats	18,060	-	4	-	-	-	-	18,064
Total	1,516,446	11,392,752	469,698	1,314,200	12,555,182	843,998	795,915	28,888,191

Source: Civil Aviation Authority - Not National Statistics

1. 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.

Table 8.7 Terminal air passengers by airport, international/domestic and type of service, 2017

Airport	International/UK Offshore			Domestic ¹			Total
	Scheduled	Charter	Total	Scheduled	Charter	Total	
Aberdeen	880,200	455,492	1,335,692	1,622,341	132,239	1,754,580	3,090,272
Barra	-	-	-	14,913	-	14,913	14,913
Benbecula	-	-	-	33,258	-	33,258	33,258
Campbeltown	-	-	-	8,726	-	8,726	8,726
Dundee	-	398	398	20,821	108	20,929	21,327
Edinburgh	7,908,755	231,797	8,140,552	5,267,135	1,608	5,268,743	13,409,295
Glasgow	4,772,427	842,904	5,615,331	4,278,108	1,406	4,279,514	9,894,845
Glasgow Prestwick	689,730	3,868	693,598	-	2,071	2,071	695,669
Inverness	95,579	3,234	98,813	775,240	433	775,673	874,486
Islay	-	-	-	32,392	-	32,392	32,392
Kirkwall	505	124	629	163,743	112	163,855	164,484
Lerwick (Tingwall)	-	-	-	4,139	-	4,139	4,139
Scatsta	-	77,901	77,901	-	92,925	92,925	170,826
Stornoway	-	-	-	132,004	5	132,009	132,009
Sumburgh	1,374	26,896	28,270	187,743	40,380	228,123	256,393
Tiree	-	-	-	12,137	-	12,137	12,137
Wick John O'Groats	-	4	4	17,668	-	17,668	17,672
Total	14,348,570	1,642,618	15,991,188	12,570,368	271,287	12,841,655	28,832,843

Source: Civil Aviation Authority - Not National Statistics

1. 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.

Statistics are not collected for some of the smaller airports on Orkney and Shetland and are therefore not included in any overall totals.

Table 8.8 Punctuality of flights at Edinburgh and Glasgow airports

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Edinburgh											
Flights to/from UK origins / destinations											
Matched	75,021	72,499	64,086	58,282	58,404	56,926	55,314	54,580	58,822	57,931	58,314
Unmatched - actual ¹	308	366	193	268	106	82	83	71	71	20	0
Unmatched - planned ²	816	517	365	1,083	274	257	224	212	285	-	-
Percentage of flights late ³											
early to 15 mins late	73	79	84	79	84	84	85	82	80	75	75
16 to 30 mins late	13	10	8	9	8	8	7	9	10	11	11
31 to 60 mins late	8	7	5	6	5	5	5	5	6	8	8
1 hr 1 min to 3 hrs late	5	4	3	5	3	3	3	4	4	6	5
3hrs 1 min to 6 hrs late	0	0	0	1	0	0	0	0	0	0	0
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
Average delay ⁴	15	12	10	13	9	9	9	10	12	15	14
All flights (UK and international)											
Matched	109,402	107,172	100,408	94,863	99,823	97,645	98,670	96,292	102,038	110,276	116,771
Unmatched - actual ¹	613	518	387	492	276	188	150	113	134	36	1
Unmatched - planned ²	1,074	769	575	2,061	552	312	275	260	394	-	-
Percentage of flights late ³											
early to 15 mins late	73	77	82	77	83	84	84	82	78	73	73
16 to 30 mins late	13	11	9	10	9	8	8	9	11	13	14
31 to 60 mins late	8	7	5	7	5	5	4	5	6	8	9
1 hr 1 min to 3 hrs late	5	4	3	5	3	3	3	3	4	5	5
3hr 1 min to 6 hrs late	1	0	0	1	0	0	0	0	0	0	0
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
Average delay ⁴	16	13	11	15	10	9	9	9	12	15	15
Glasgow											
Flights to/from UK origins / destinations											
Matched	65,538	60,243	51,934	47,933	46,214	47,010	46,137	47,175	50,524	51,293	52,683
Unmatched - actual ¹	906	636	198	233	118	88	70	77	132	16	6
Unmatched - planned ²	726	375	274	763	305	240	205	229	247	-	-
Percentage of flights late											
early to 15 mins late	77	79	85	80	85	85	84	83	77	77	77
16 to 30 mins late	11	10	7	8	7	7	7	8	10	10	10
31 to 60 mins late	7	7	4	6	4	4	5	5	7	7	7
1 hr 1 min to 3 hrs late	5	4	3	5	3	3	3	3	5	5	5
3hrs 1 min to 6 hrs late	0	0	0	1	0	0	0	0	1	0	1
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
Average delay ⁴	13	12	10	12	9	9	10	10	14	14	14
All flights (UK and international)											
Matched	91,886	85,274	73,262	68,291	69,507	71,637	71,901	73,396	79,618	83,691	88,246
Unmatched - actual ¹	1,146	814	294	482	176	160	136	152	238	41	6
Unmatched - planned ²	908	526	330	1,175	393	297	252	262	314	-	-
Percentage of flights late											
early to 15 mins late	74	75	82	77	83	83	83	82	76	75	75
16 to 30 mins late	11	11	8	9	8	8	8	9	11	11	12
31 to 60 mins late	8	8	5	7	5	5	5	5	7	8	8
1 hr 1 min to 3 hrs late	5	5	4	6	4	4	3	3	5	5	5
3hrs 1 min to 6 hrs late	1	1	1	1	1	1	1	0	1	0	1
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
Average delay ⁴	17	16	12	16	11	11	11	11	14	14	14

Source: Civil Aviation Authority - Not National Statistics

1. Air transport movements which took place but for which there was no corresponding planned flight (e.g. diversions from another airport to this airport)

2. 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 available.

3. The punctuality figures for Edinburgh for 2001 onwards are not comparable to the figures for 2000 and earlier years.

From January 2001, a different assumption has been used for the taxi-ing time for departures from Edinburgh airport.

4. 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 flight is counted as "zero delay"

Table 8.9 Aircraft movements, by airport and type of movement, 2017 ¹

Airport	Commercial Movements				Non-commercial Movements							Total	
	Air Transport	Positioning Flights	Local Movements	Total	Other Flights by air transport operators			Aero Club	Private	Official	Military	Business	
					Test and Training	99	33,211						
Aberdeen	86,771	3,749	-	90,520	3,483	1,923	957	-	-	31	93	6,487	97,007
Barra	1,311	3	-	1,314	-	-	-	98	-	-	-	98	1,412
Benbecula	3,160	197	6	3,363	2	-	-	35	-	20	-	57	3,420
Campbeltown	1,084	93	-	1,177	6	-	-	195	-	29	3	233	1,410
Dundee	1,388	306	203	1,897	1,445	99	33,211	783	6	138	517	36,199	38,096
Edinburgh	123,671	1,448	28	125,147	24	17	-	3,345	2	130	10	3,528	128,675
Glasgow	91,503	2,039	-	93,542	261	3,623	4,879	-	5	101	355	9,224	102,766
Glasgow Prestwick	5,063	363	-	5,426	5,780	-	7,089	2,567	-	4,035	-	19,471	24,897
Inverness	16,338	1,836	436	18,610	1,839	168	8,425	1,271	-	157	532	12,392	31,002
Islay	1,872	140	-	2,012	6	-	-	608	-	11	-	625	2,637
Kirkwall	13,196	811	20	14,027	367	141	-	197	-	8	14	727	14,754
Lerwick (Tingwall)	1,387	268	47	1,702	2	-	-	91	-	-	-	93	1,795
Scatsta	7,661	436	-	8,097	123	4	-	-	-	-	-	127	8,224
Stornoway	8,889	393	244	9,526	916	-	-	333	-	149	-	1,398	10,924
Sumburgh	17,974	1,848	230	20,052	951	1,288	-	28	-	28	-	2,295	22,347
Tiree	1,771	14	2	1,787	1	-	-	115	-	-	-	116	1,903
Wick John O'Groats	2,042	823	10	2,875	134	114	1	654	-	45	4	952	3,827
Total	385,081	14,767	1,226	401,074	15,340	7,377	54,562	10,320	13	4,882	1,528	94,022	495,096

Source: Civil Aviation Authority - Not National Statistics

1. Statistics are not collected for some of the smaller airports on Orkney and Shetland and are therefore not included in any overall totals.

Table 8.10 Air transport movements by airport, type of service and operator, 2017 ²

Airport	Scheduled			Charter			Air taxi ¹ movements			Total	
	UK Operators	Over seas Operators	Total	UK Operators	Over seas Operators	Total					
Aberdeen	35,331	12,668	47,999	30,197	3,730	33,927	3,801	-	85,727		
Barra	1,394	-	1,394	-	-	-	3	-	1,397		
Benbecula	1,827	-	1,827	-	-	-	1,384	-	3,211		
Campbeltown	1,073	1	1,074	-	-	-	99	-	1,173		
Dundee	1,139	-	1,139	2	33	35	218	-	1,392		
Edinburgh	78,687	41,709	120,396	1,338	973	2,311	921	-	123,628		
Glasgow	62,303	22,015	84,318	4,010	470	4,480	2,357	-	91,155		
Glasgow Prestwick	-	4,869	4,869	42	77	119	88	-	5,076		
Inverness	11,107	1,079	12,186	34	25	59	4,170	-	16,415		
Islay	1,908	-	1,908	-	-	0	159	-	2,067		
Kirkwall	11,996	-	11,996	8	4	12	1,480	-	13,488		
Lerwick (Tingwall)	1,023	-	1,023	-	-	-	366	-	1,389		
Scatsta	-	-	-	7,780	-	7,780	-	-	7,780		
Stornoway	6,918	-	6,918	-	1	1	2,114	-	9,033		
Sumburgh	8,177	-	8,177	3,277	168	3,445	5,259	-	16,881		
Tiree	1,764	-	1,764	-	-	-	161	-	1,925		
Wick John O'Groats	1,749	-	1,749	-	1	1	369	-	2,119		
Total	226,396	82,341	308,737	46,688	5,482	52,170	22,949	-	383,856		

Source: Civil Aviation Authority - Not National Statistics

1. A breakdown of air taxi movements between scheduled and chartered aircraft transport movements is no longer available. They have therefore been shown as a separate category.

2. Statistics are not collected for some of the smaller airports on Orkney and Shetland, which are therefore not included in any overall totals.

Table 8.11 Air transport movements¹

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Aberdeen	102,989	108,453	106,366	99,419	92,287	99,452	104,227	106,755	112,537	106,755	86,735	85,727
Barra	1,265	1,209	1,262	1,199	1,178	1,183	1,319	881	888	881	1,322	1,397
Benbecula	4,052	4,320	4,145	4,292	3,965	3,912	3,958	3,286	3,013	3,286	3,194	3,211
Campbeltown	1,268	1,307	1,216	1,359	1,251	1,133	1,105	1,123	1,150	1,123	1,135	1,173
Dundee	2,523	3,513	3,910	4,159	3,838	3,033	2,872	1,543	1,407	1,543	1,651	1,392
Edinburgh	118,690	120,096	118,899	111,059	104,288	108,708	106,958	106,748	103,388	106,748	117,293	123,628
Glasgow	99,157	97,277	90,977	77,874	71,598	72,377	74,615	75,585	77,447	75,585	90,734	91,155
Glasgow Prestwick	19,464	20,454	20,427	15,496	13,135	10,017	8,166	8,623	6,659	8,623	4,698	5,076
Inverness	20,601	19,352	17,936	15,791	13,254	15,097	14,814	14,425	13,886	14,425	15,258	16,415
Islay	1,738	1,731	1,869	1,677	1,809	2,004	1,817	1,739	1,730	1,739	1,774	2,067
Kirkwall	13,226	14,008	14,121	13,849	12,945	12,599	12,400	12,951	12,935	12,951	12,927	13,488
Lerwick (Tingwall)	2,029	1,913	1,863	2,011	1,652	1,817	1,783	1,748	1,583	1,748	1,802	1,389
Scatsta	11,445	11,333	10,743	12,704	12,731	13,199	13,915	13,338	12,503	13,338	7,468	7,780
Stornoway	9,646	9,741	10,028	9,484	8,842	9,190	9,367	8,644	8,358	8,644	8,426	9,033
Sumburgh	8,453	9,861	9,812	8,435	8,237	9,156	10,963	13,606	14,677	13,606	17,534	16,881
Tiree	753	755	937	1,109	1,023	1,019	1,121	1,111	1,138	1,111	1,854	1,925
Unst	-	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats	3,253	2,860	2,571	2,776	2,394	2,416	2,660	4,276	2,885	4,276	2,147	2,119
Total	420,552	428,183	417,082	382,693	354,427	366,312	372,060	376,382	376,184	376,382	375,952	383,856

Source: Civil Aviation Authority - Not National Statistics

1. Statistics are not collected for some of the smaller airports on Orkney and Shetland and are therefore not included in any overall totals.

Table 8.12 Total aircraft movements, by airport¹

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Aberdeen	116,971	121,927	119,831	109,876	102,396	108,862	115,013	118,219	124,282	118,219	96,156	97,007
Barra	1,321	1,296	1,310	1,356	1,252	1,258	1,403	966	988	966	1,345	1,412
Benbecula	4,462	4,810	4,660	4,779	4,402	4,366	4,478	3,708	3,504	3,708	3,648	3,420
Campbeltown	3,837	3,674	1,921	2,418	2,334	1,993	1,527	1,596	1,628	1,596	1,452	1,410
Dundee	37,444	37,292	36,297	39,274	37,169	36,815	40,926	40,427	35,730	40,427	36,730	38,096
Edinburgh	126,914	128,172	125,550	115,969	108,997	113,357	110,288	111,736	109,545	111,736	122,220	128,675
Glasgow	110,034	108,305	100,087	85,281	77,755	78,111	80,472	79,520	84,000	79,520	98,127	102,766
Glasgow Prestwick	48,189	47,910	42,708	34,230	33,087	28,546	25,670	24,305	25,643	24,305	25,714	24,897
Inverness	40,826	39,139	40,538	30,290	28,155	30,755	31,764	28,947	28,495	28,947	30,450	31,002
Islay	2,558	2,650	2,625	2,603	2,775	3,003	2,969	2,637	2,610	2,637	2,540	2,637
Kirkwall	14,719	15,574	15,982	15,590	14,535	14,131	13,980	14,403	14,420	14,403	14,539	14,754
Lerwick (Tingwall)	2,131	2,050	2,085	2,157	1,859	1,926	1,924	2,084	2,169	2,084	2,426	1,795
Scatsta	12,335	12,961	12,951	14,364	13,841	14,475	15,587	14,668	13,778	14,668	7,894	8,224
Stornoway	12,363	12,716	13,072	11,627	10,952	11,255	11,564	11,049	10,909	11,049	10,600	10,924
Sumburgh	12,185	13,984	14,758	12,159	11,118	12,228	14,045	16,771	18,171	16,771	21,129	22,347
Tiree	858	868	1,071	1,316	1,210	1,111	1,224	1,247	1,295	1,247	1,937	1,903
Unst	-	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats	6,721	6,327	7,221	6,231	4,754	4,734	5,474	7,787	5,711	7,787	4,427	3,827
Total	553,868	559,655	542,667	489,520	456,591	466,926	478,308	480,070	482,878	480,070	481,334	495,096

Source: Civil Aviation Authority - Not National Statistics

1. Statistics are not collected for some of the smaller airports on Orkney and Shetland, which are therefore not included in any overall totals.

Table 8.13 Freight carried by airport¹

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
											tonnes
Aberdeen	3,434	4,006	3,822	4,211	5,311	6,166	7,102	6,278	6,545	5,731	5,870
Barra ³	37	34	34	29	29	27	26	21	19	15	15
Benbecula ³	590	587	564	531	466	475	457	310	313	339	346
Campbeltown ³	2	1	1	1	1	-	1	-	-	-	-
Dundee	-	-	-	-	-	-	-	-	-	-	-
Edinburgh ²	19,292	12,418	23,791	20,357	19,332	19,115	18,624	19,369	19,322	20,369	20,659
Glasgow ²	4,276	3,546	2,334	2,914	2,430	9,497	11,837	15,411	13,193	12,952	15,935
Glasgow Prestwick	31,517	22,966	13,385	12,163	11,846	10,314	9,526	12,540	11,242	10,822	11,393
Inverness ³	2,347	2,104	2,443	2,800	1,833	2,601	2,524	2,507	2,507	2,584	2,536
Islay ³	312	335	340	310	287	284	273	276	288	303	308
Kirkwall ³	709	730	646	777	132	97	103	107	94	97	246
Lerwick (Tingwall)	-	-	-	-	-	-	-	-	-	-	-
Scatsta	765	723	752	765	808	873	849	788	702	456	490
Stornoway ³	1,717	1,610	1,641	1,630	1,659	1,704	1,752	1,200	1,173	1,153	1,271
Sumburgh ³	1,036	1,109	1,075	990	979	990	1,095	1,018	998	1,005	1,150
Tiree ³	60	56	56	52	49	57	55	52	44	53	44
Unst	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats ³	8	3	2	2	1	-	1	1	1	1	-
Total	66,103	50,228	50,886	47,532	45,162	52,200	54,225	59,878	56,441	55,880	60,263

Source: Civil Aviation Authority - Not National Statistics

1. Statistics are not collected for some of the smaller airports on Orkney and Shetland, which are therefore not included in any overall totals.

2. 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.

3. 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. However, more detailed information including smaller aircraft has now been obtained from Highland & Islands airports Ltd and the figures have been revised back to 2000.

Table 8.14 Characteristics of terminal passengers, 2013¹

Airport	International passengers				Domestic passengers				All services				
	Business		Leisure		Business		Leisure		Business	Leisure	UK resid.	Foreign resid.	
	UK resid.	Non UK resid.	UK resid.	Non UK resid.	UK resid.	Non UK resid.	UK resid.	Non UK resid.					
row percentages													
Aberdeen	12.4	7.5	10.7	5.5	33.8	3.0	24.3	2.9	56.7	43.4	81.2	18.9	100
Edinburgh	4.4	3.6	26.6	17.8	21.2	1.3	20.7	4.4	30.5	69.5	72.9	27.1	100
Glasgow	2.5	2.1	38.9	7.1	20.7	1.2	24.5	3.1	26.5	73.6	86.6	13.5	100
Inverness	1.0	0.5	1.6	3.0	29.7	1.3	56.4	6.6	32.5	67.6	88.7	11.4	100

Source: Civil Aviation Authority - Not National Statistics

1. The CAA survey collected statistics only for the airports shown in the table.

Table 8.15 Mode of surface transport used to arrive at the airport¹

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

Source: Civil Aviation Authority - Not National Statistics

1. The CAA surveys collected statistics only for the airports shown in the table. These results are based on a departure survey only.

The CAA's assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics

The next survey which included Scottish airports took place in 2018 and will be published in the 2019 edition of STS.

2. Airports are shown only for the years for which figures are given in the CAA survey reports for 1996 (which also gives earlier years' results), 2001, 2005 and 2009.

3. A small adjustment has been made to the percentages due to an error in the calculations used to produce the figures.

* 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.

Table 8.16 Origins/destinations of terminating passengers: 2013¹

	Aberdeen	Edinburgh	Glasgow	Inverness	Total
					thousands
Borders	-	188	21	-	209
Central	2	541	278	-	821
Dumfries & Galloway	-	38	81	-	119
Fife	9	994	139	-	1,142
Grampian	2,354	223	159	110	2,846
Highlands & Islands	67	160	166	470	863
Lothian	7	5,753	303	1	6,064
Strathclyde	20	828	5,667	-	6,515
Tayside	67	781	267	2	1,117
Total all Scottish areas	2,526	9,506	7,081	583	19,696
England & Wales	17	117	59	-	193
All passengers ²	2,543	9,623	7,140	583	19,889

Source: Civil Aviation Authority - Not National Statistics

1. The CAA survey collected statistics only for the airports shown in the table.

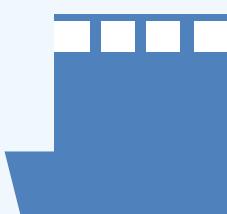
2. Terminating passengers are those who arrive at or depart from an airport by surface means of transport. As explained in the Notes and Definitions, their numbers are not the same as the numbers of terminal passengers: the latter also include transfer passengers (people who change aircraft at an airport).

Chapter 9: Water Transport

- Foreign and domestic freight traffic by type of freight and country of origin and destination
 - Ferry passengers and vehicles
 - HM Coastguard search and rescue operations.

67 million

tonnes of freight handled by ports
in 2017 in Scotland



One quarter

of Scotland's **total freight tonnage**,
including exports, was by water

8.5m passengers

3.1m vehicles

carried on **ferry routes**
within Scotland in 2017



8% decrease in vehicle
traffic between Scotland
and Northern Ireland
between 2016 and 2017



1.8m passengers and 0.4m vehicles carried
between Scotland and Northern Ireland in 2017

33,000 vehicles carried between Scotland
and Europe in 2017

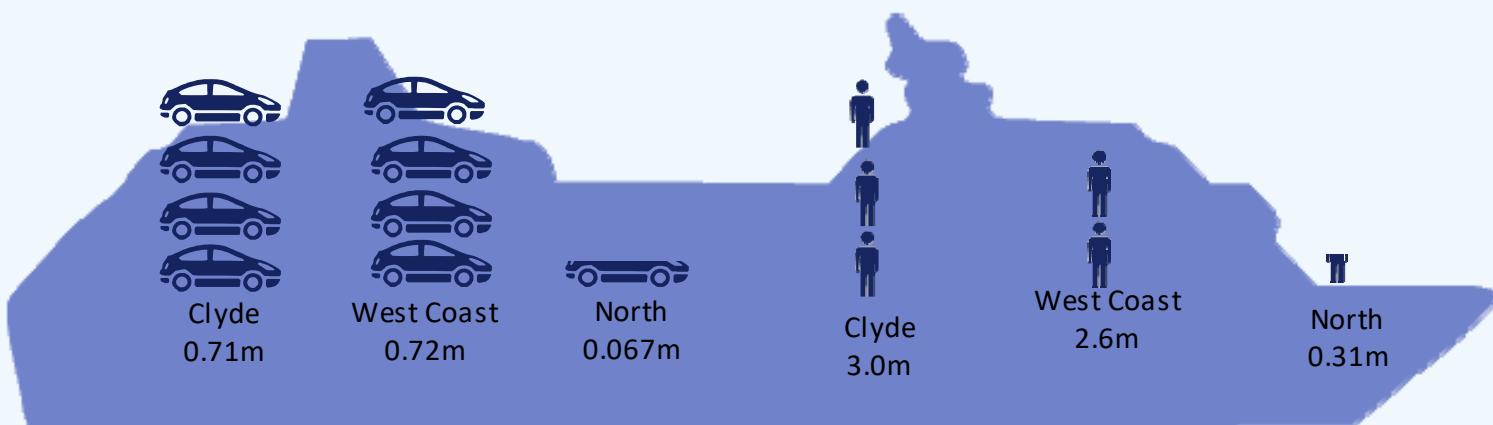


All passenger traffic to Northern
Ireland was from Cairnryan

Scottish Government Subsidised Ferry Traffic 2017

Vehicle traffic
Total = 1.50m

Passenger traffic
Total = 5.85m



See table 9.15 for more information

2,720 incidents responded to by
the Maritime and Coastguard agency
in 2017



For web publication and
further information, visit
http://bit.ly/STS_allditions



WATER TRANSPORT

1. Introduction

1.1 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.

1.2 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 Notes and Definitions section, page 225.

1.3 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.

Key Points

- There were 67 million tonnes of freight handled by ports in Scotland in 2017.
- There was a total of 8.5 million passengers and 3.1 million vehicles carried on ferry routes within Scotland in 2017.
- There were 1.8 million passengers and 0.4 million vehicles carried between Scotland and Northern Ireland and 33,000 vehicles carried between Scotland and Europe in 2017.

2. Main Points

Freight

Tonnage

2.1 Exports through major (see section 9.16.3 page 278) Scottish ports rose from 61 million tonnes in 1997 to 68 million tonnes in 2002 before steadily falling to 31 million tonnes in 2017 (there has been a 32% 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 10.6 million tonnes, considerably less than the volume of exports. (Table 9.2)

2.2 Waterborne freight (both incoming and outgoing) passing through the ports increased by 0.4% in 2017 to 67 million tonnes. This was 34% less than in 2007, continuing a steady fall. In 2017, the eleven major ports accounted for 95% of the total traffic through Scottish ports. Exports accounted for 46% of the total freight through Scottish ports and domestic traffic accounted for 33%. Imports, and incoming domestic freight were much lower, together accounting for 25% of the total freight through Scottish ports. (Table 9.2)

Ports & Destinations

2.3 Forth (28 million tonnes), Clyde (9 million tonnes) and Glensanda (6 million tonnes) accounted for the highest freight traffic in 2017. Forth traffic is 0.4% higher than 2016, and is 25% below 2007. Clyde's freight traffic has fluctuated between 2007 and 2017, falling overall from 12 million tonnes to 8.9 million tonnes in 2017. 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*)

2.4 Bulk fuel accounted for 42 million tonnes (66%) of the total traffic through major Scottish ports in 2017. (*Table 9.4*)

2.5 Top exporting ports for foreign traffic were: Forth (21 million tonnes); Orkney (4.1 million tonnes) and Glensanda (3.8 million tonnes). Clyde (5.7 million tonnes) and Forth (3.8 million tonnes) together accounted for almost all the imports from foreign traffic. Sullom Voe (4.6 million tonnes), Forth (2.3 million tonnes), and Glensanda (2.3 million tonnes) had most outward domestic traffic; Aberdeen (1.5 million tonnes) was the main port for inwards domestic traffic. (*Table 9.6*)

2.6 The main types of traffic through the major ports in 2017 were crude oil (30 million tonnes), oil products (10 million tonnes) and other dry bulk (8 million tonnes). (*Table 9.7*)

2.7 In 2017 most exports were destined for Netherlands (11.2 million tonnes), Asia (10.9 million tonnes), Germany (4.5 million tonnes), Belgium (2.8 million tonnes) and Ireland (1.5 million tonnes) while most imports arrived from Sweden and Netherlands (both 1.4 million tonnes). (*Table 9.8*)

Passenger Services

Routes to Northern Ireland and Europe

2.8 In 2017, 1.8 million passengers were carried on ferry services between Scotland and Northern Ireland. Almost half a million vehicles were carried between Scotland and Northern Ireland in 2017, an 8 per cent decrease on 2016. The Rosyth to Zeebrugge freight route is the only ferry route between Scotland and Europe. This carried 33,121 vehicles in 2017, a 2 per cent decrease on 2016. (*Tables 9.13 (a) & (b)*)

Routes within Scotland

2.9 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 Notes and Definitions section, page 225.

2.10 There were 8.5 million passengers carried on routes within Scotland in 2017, a rise of 2 per cent compared to 2016 and 0.4 per cent above the recent peak in numbers in 2007. Caledonian MacBrayne carried 5.2 million of these passengers (51%) and Western Ferries carried a further 13 per cent on the Gourock-Dunoon route. (*Table 9.12*)

2.11 There were 3.1 million vehicles carried on routes within Scotland in 2017, a 4 per cent rise on 2016. Of these vehicles, 50 per cent were carried by Caledonian MacBrayne and a further 22 per cent by Western Ferries on the Gourock-Dunoon route. (Table 9.12)

Operators on subsidised routes within Scotland

2.12 Caledonian MacBrayne ferries carried 5.2 million passengers in 2017, 181,000 (4%) more than in 2016. There were 1.4 million cars carried, or 5 per cent more than in 2016, and 91,000 commercial vehicles and buses, 2 per cent more than 2016. (Table 9.14)

2.13 Serco Northlink Ferries carried 308,000 passengers in 2017, a two per cent increase compared to 2016. There were 67,000 cars carried on these routes in 2017, six per cent more than 2016. (Table 9.14)

Local Authority ferry services

2.14 Shetland Islands Council services carried 776,000 passengers in 2017, 0.1 per cent more than 2016. There were 413,000 vehicles carried, a rise of 7 per cent on 2016.

2.15 Orkney Ferries services carried 331,000 passengers in 2017, one per cent more than in 2016. There were 89,000 vehicles carried on these routes, two per cent more than the previous year. (Table 9.14)

2.16 Ferries operated by Argyll and Bute Council carried 144,000 passengers in 2017. Although Highland Council only records passenger numbers for the Camusnagaul - Fort William service operated by Highland Ferries on behalf of Highland Council they have estimated that 580,000 passengers have been carried on the Corran Ferry. (Table 9.14 and 9.16)

Ferry routes within and to/from Scotland

2.17 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 1,353,700 passengers in 2017. There were 621,800 cars carried on this route and 37,600 commercial vehicles and buses in 2017. (Table 9.16 and Figure 9.4 and 9.5)

2.18 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 2017. (Table 9.13 and Figure 9.4)

2.19 The second busiest route in terms of cars carried is the Corran Ferry from Ardgour to Nether Lochaber operated by Highland Council. This route carried 258 thousand vehicles in 2017. (Table 9.16 and Figure 9.5)

2.20 The busiest subsidised ferry routes are operated by Caledonian MacBrayne. The busiest route in terms of passengers in 2017 was Ardrossan - Brodick, with 844,200 passengers. Ardrossan - Brodick was also the busiest subsidised route for car traffic in 2017 with 205,500 car crossings, an increase of 1 per cent over the previous year. (Table 9.15)

2.21 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 Notes and Definitions section, page 225. The West Coast routes where Road Equivalent Tariff (RET) has been rolled out carried 2.6 million passengers in 2017 and 719,000 cars. (*Table 9.15*)

Ferry Punctuality

2.22 The level of reliability (the number of timetabled sailings actually operated, see table footnote for more detail) for Caledonian MacBrayne lifeline ferry services was 99.5% in 2017-18 and the level of punctuality (against the published timetable) was 99.8%. For Northlink the level of lifeline ferry services that were both punctual and reliable was 99.9% for both Aberdeen routes and the Pentland Firth in 2017-18. (*Table 9.17*)

Coastguard callouts

2.23 Overall there were 2,720 incidents in 2017, 256 more than the previous year. (*Table 9.18*)

Table 9.1 Waterborne freight lifted, discharged and moved, by type of traffic

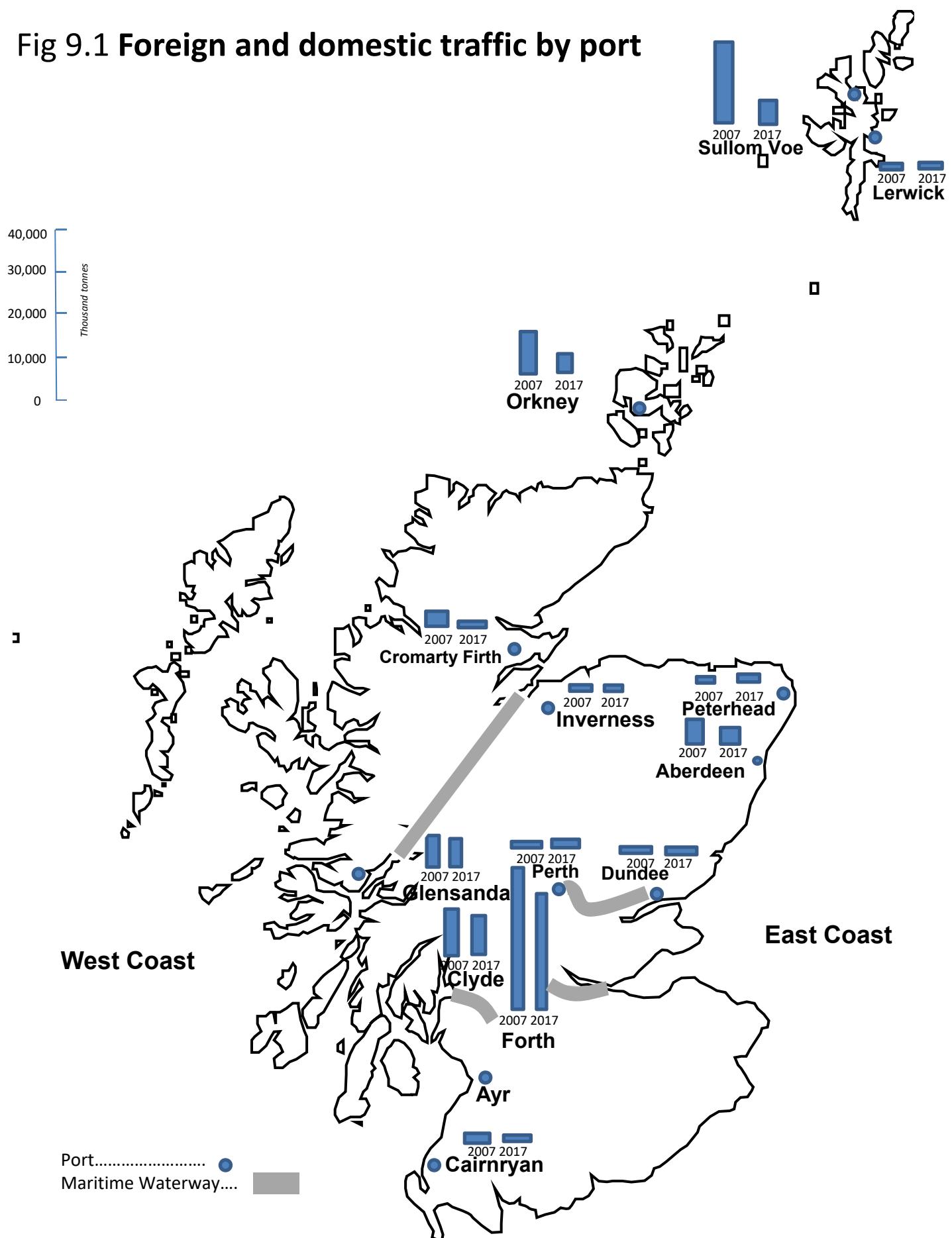
(a) Waterborne freight lifted in Scotland, and moved, by type of traffic

	2007	2008	2009	2010	2011	2012	2013	2014	2015 ⁸	2016	2017
Freight lifted (weight)	<i>million tonnes</i>										
Coastwise traffic ¹											
Liquid bulks	15.07	15.79	13.59	11.49	11.12	7.22	5.93	5.41	..	..	..
Coal	1.28	1.40	1.02	1.23	0.67	0.76	0.67	0.78	..	..	..
Other	6.43	6.09	5.23	5.23	4.54	4.56	4.79	5.62	..	..	..
Total	22.79	23.28	19.84	17.95	16.33	12.54	11.39	11.81	14.20	..	..
One Port traffic ²											
To rigs	1.83	1.75	3.59	1.88	2.42	2.57	2.10	2.19	..	..	..
Sea dumped	-	-	-	-	-	-	-	-	..	..	..
Total	1.83	1.75	3.59	1.88	2.42	2.57	2.10	2.19	..	..	..
Inland waterway traffic											
Internal	-	-	-	-	-	-	-	0.05	..	..	..
Coastwise	4.10	3.99	3.43	3.04	2.74	2.18	1.93	1.64	..	..	..
One Port	0.03	0.02	0.04	0.05	0.01	0	0.02	0.01	..	..	..
Foreign	6.36	8.18	6.63	7.80	7.95	8.61	8.74	7.71	..	..	..
Total	10.50	12.19	10.10	10.89	10.70	10.79	10.69	9.41	10.27	..	..
All above traffic ³	30.98	33.21	30.06	27.63	26.70	23.72	22.23	21.76	24.47	..	..
Port exports ⁴	45.58	42.42	38.32	39.89	33.36	32.06	31.58	30.84	30.26	32.97	30.89
All freight lifted ⁵	70.20	67.44	61.75	59.72	52.11	47.17	45.07	44.89	44.45	..	..
Freight moved (weight x distance)	<i>million tonne-kilometres</i>										
Coastwise traffic ¹											
Liquid bulks	13,155	14,456	12,360	10,777	10,628	6,723	4,888	4,783	..	..	..
Coal	305	343	261	302	303	316	277	312	..	..	..
Other	3,449	3,090	2,700	2,478	2,080	2,012	2,287	2,936	..	..	..
Total	16,909	17,890	15,321	13,557	13,011	9,051	7,452	8,031	11,414	..	..
One Port traffic ²											
To rigs	1,832	1,746	2,287	1,885	2,190	2,571	2,100	2,182	..	..	..
Sea dumped	-	-	-	-	-	-	-	-	..	..	..
Total	1,832	1,746	2,287	1,885	2,190	2,571	2,100	2,182	..	..	..
Inland waterway traffic											
Internal	-	-	-	-	-	-	-	-	-	-	-
Coastwise	101	101	83	80	80	60	53	22	..	..	..
One Port	-	-	-	-	-	-	-	-	..	..	..
Foreign	166	210	160	200	190	209	209	137	..	..	..
Total	268	312	244	280	270	269	262	234	236	..	..
All above traffic ⁶	19,009	19,948	17,852	15,722	15,471	11,891	9,814	10,447	11,649	..	..
Port exports ⁷	..	..	..	..	..	..	..	..	..	..	..
All freight ⁷	..	..	..	..	..	..	..	..	..	..	..

Source: DfT Maritime Statistics

1. Covers all coastwise cargo *lifted* in Scotland, regardless of its destination.
2. Covers cargoes lifted in Scotland for offshore installations and for dumping at sea.
3. Total of Coastwise traffic, One Port traffic and the Internal and Foreign components of Inland Waterway traffic. Excludes Coastwise and One Port components of Inland Waterway traffic to avoid double counting.
4. Major ports only. There were seven major ports in 1996; eight in 1997 and 1998; nine in 1999; and 11 from 2000 onwards.
5. Coastwise traffic, One Port traffic, the Internal component of Inland Waterway traffic, and Port exports. Excludes Coastwise and One Port components of Inland Waterway traffic to avoid double counting.
6. This is the total of Coastwise traffic, One Port traffic and Inland Waterway traffic. No double counting exists as the Coastwise component of Inland Waterway traffic relates to the distance travelled on inland waterways, and Coastwise traffic relates to the distance travelled at sea.
7. Figures for tonne-kilometres are not available for exports (and, in any case, would not be relevant to Scottish transport statistics).
8. DfT have now discontinued the publication of a number of tables in their publication. We are no longer able to update most of this table.

Fig 9.1 Foreign and domestic traffic by port



Map author: Natasha Sinegina
<http://www.supercoloring.com/silhouettes/scotland-map>

Table 9.1 (continued) Waterborne freight lifted, discharged and moved, by type of traffic

(b) Waterborne freight discharged in Scotland, and moved, by type of traffic

Note: there is no information on inland waterway traffic discharged in Scotland

	2007	2008	2009	2010	2011	2012	2013	2014	2015 ⁶	2016	2017
Freight discharged (weight)	<i>million tonnes</i>										
Coastwise traffic ¹											
Liquid bulks	3.62	2.79	2.52	3.01	2.06	2.14	1.91	1.74	..	..	..
Coal	0.04	0.02	-	0.01	0.08	0.01	0.02	-	..	..	..
Other	4.13	4.20	3.77	4.25	3.83	4.28	3.98	4.06	..	..	..
Total	7.79	7.01	6.29	7.26	5.97	6.43	5.91	5.79	4.62	..	..
One Port traffic ²											
From rigs	7.86	4.06	2.75	3.12	2.86	3.89	2.23	2.07	..	..	..
Sea dredged	0.02	0.02	0.01	-	-	-	-	-	..	..	..
Total	7.87	4.07	2.76	3.12	2.86	3.89	2.23	2.07	..	..	..
Inland waterway traffic ³	..	..	..	..	..	..	..	..	..	..	..
Port imports ⁴	14.61	16.11	13.53	13.17	14.22	16.25	16.50	16.55	13.48	9.49	10.65
Freight moved (weight x distance)	<i>million tonne-kilometres</i>										
Coastwise traffic ¹											
Liquid bulks	1,907	1,444	1,445	2,070	1,459	1,529	1,253	1,126	..	..	..
Coal	39	12	-	12	61	9	12	-	..	..	..
Other	943	1,031	953	1,056	958	1,092	986	1,017	..	..	..
Total	2,890	2,487	2,398	3,138	2,478	2,626	2,250	2,143	1,846	..	..
One Port traffic ²											
From rigs	7,870	4,067	2,762	3,146	2,885	3,898	2,241	2,091	..	..	..
Sea dredged	-	-	-	-	-	-	-	-	..	..	..
Total	7,870	4,067	2,762	3,146	2,885	3,898	2,241	2,091	..	..	..
Inland waterway traffic ³	..	..	..	..	..	..	..	..	..	..	..
Port imports ⁵	..	..	..	..	..	..	..	..	..	..	..

Source: DfT Maritime Statistics

1. Covers all coastwise cargo discharged in Scotland, whether it was loaded in Scotland or elsewhere in the UK.

2. One port traffic covers cargoes from offshore installations and sea dredged aggregates unloaded in Scotland; figures from 2012 subject to revision.

3. Information about Inland Waterway traffic discharged in Scotland is not available from the statistics compiled by DfT.

4. These figures relate to major ports only (please see the notes on the Sources of the statistics).

There were seven major ports in 1996; eight in 1997 and 1998; nine in 1999; and eleven in 2000 onwards

5. Figures for tonne-kilometres are not available for imports (and, in any case, would not be relevant to Scottish transport statistics).

6. DfT have now discontinued the publication of a number of tables in their publication. We are no longer able to update most of this table.

Table 9.2 Foreign and domestic freight traffic at (major) Scottish ports¹

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<i>thousand tonnes</i>											
Foreign											
Imports	14,612	16,106	13,532	13,169	14,216	16,254	16,501	16,554	13,481	9,486	10,649
Exports	45,581	42,416	38,321	39,891	33,358	32,060	31,583	30,842	30,259	32,974	30,886
Total	60,193	58,521	51,853	53,060	47,573	48,313	48,084	47,396	43,740	42,458	41,538
Domestic											
Inwards	14,138	9,611	7,670	8,722	7,999	9,447	7,160	7,053	6,281	6,643	6,343
Outwards	23,482	23,975	22,558	18,745	18,378	15,072	12,673	13,167	16,531	14,308	15,467
Total	37,619	33,586	30,228	27,468	26,379	24,519	19,833	20,219	22,813	20,950	21,811
Total - major ports only	97,812	92,108	82,081	80,525	73,952	72,832	67,917	67,615	66,552	63,409	63,952
Total - all ports	101,952	96,346	85,547	84,817	77,414	76,139	71,639	71,381	69,968	66,692	66,985

Source: DfT Maritime Statistics

1. The Foreign and Domestic figures refer to major ports only.

There were seven major ports in 1996, eight major ports in 1997 and 1998, nine in 1999 and 11 in 2000 onwards so the figures for different years are not directly comparable.

Table 9.3 Foreign and domestic traffic by port: inwards and outwards

WATER TRANSPORT

Port	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
	thousand tonnes										
Stranraer³											
Inwards	647	634	646	553	543	-	-	-	-	-	-
Outwards	584	556	531	465	442	-	-	-	-	-	-
Total traffic	1,231	1,190	1,177	1,017	986	-	-	-	-	-	-
Loch Ryan^{4,5}											
Inwards	-	-	-	-	-	943	898	1,022	1,076	1,166	1,155
Outwards	-	-	-	-	-	872	885	1,016	1,087	1,190	1,233
Total traffic	-	-	-	-	-	1,815	1,783	2,038	2,163	2,356	2,388
Cairnryan											
Inwards	1,440	1,294	1,123	1,150	1,340	1,246	1,103	1,096	1,179	1,290	1,399
Outwards	1,723	1,633	1,448	1,484	1,592	1,364	1,261	1,272	1,370	1,450	1,448
Total traffic	3,163	2,928	2,572	2,634	2,932	2,610	2,365	2,368	2,548	2,740	2,848
Ayr											
Inwards	174	182	182	276	212	205	347	284	217	256	209
Outwards	379	375	153	282	190	99	123	71	63	50	31
Total traffic	553	557	335	558	402	304	470	355	280	306	240
Clyde											
Inwards	9,323	10,885	9,474	8,982	9,981	12,026	12,148	13,221	9,678	6,273	6,500
Outwards	2,740	3,453	3,078	3,301	3,450	3,394	2,635	2,980	2,806	2,469	2,366
Total traffic	12,063	14,338	12,552	12,283	13,431	15,421	14,783	16,201	12,484	8,742	8,865
Glensanda											
Inwards	-	-	-	-	-	-	-	-	-	-	-
Outwards	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597	5,487	6,138
Total traffic	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597	5,487	6,138
Other West Coast¹											
Inwards	448	489	368	649	347	337	284	337	271	303	320
Outwards	518	538	530	651	362	342	369	466	386	243	243
Total traffic	967	1,028	896	1,300	709	680	653	803	656	546	563
Orkneys											
Inwards	3,655	776	169	184	186	200	180	182	195	204	210
Outwards	6,937	4,014	3,073	3,059	2,158	1,529	874	969	3,750	4,411	4,643
Total traffic	10,592	4,789	3,241	3,244	2,344	1,729	1,054	1,151	3,945	4,615	4,852
Lerwick											
Inwards	352	372	309	323	344	407	495	437	410	359	325
Outwards	263	287	250	245	241	263	328	401	336	269	279
Total traffic	615	658	560	568	585	670	824	838	746	629	604
Sullom Voe											
Inwards	2,747	2,379	840	1,021	748	2,196	201	1	6	-	-
Outwards	13,826	12,160	10,377	10,250	9,405	9,202	6,192	7,183	6,114	6,183	5,179
Total traffic	16,573	14,539	11,217	11,270	10,153	11,398	6,394	7,185	6,120	6,183	5,179
Cromarty Firth											
Inwards	1,688	1,174	1,300	1,659	1,882	1,313	1,605	810	145	242	158
Outwards	1,814	1,078	1,565	2,004	2,138	1,314	1,773	781	117	153	69
Total traffic	3,502	2,252	2,864	3,663	4,020	2,628	3,378	1,591	262	395	227
Inverness											
Inwards	562	551	524	520	437	368	409	321	394	510	421
Outwards	123	146	127	151	162	154	155	154	172	154	144
Total traffic	684	697	651	671	599	521	563	475	566	664	565
Peterhead											
Inwards	468	524	482	538	541	584	589	768	950	695	842
Outwards	321	347	315	568	513	440	382	608	518	453	447
Total traffic	790	871	797	1,107	1,054	1,024	971	1,377	1,468	1,148	1,288
Aberdeen											
Inwards	2,541	2,407	2,227	2,035	1,966	2,084	2,055	1,986	2,031	1,728	1,948
Outwards	2,591	2,426	1,343	2,129	2,198	2,409	2,209	2,245	2,345	2,042	2,111
Total traffic	5,131	4,833	4,570	4,164	4,165	4,493	4,264	4,231	4,376	3,770	4,058
Montrose											
Inwards	366	413	283	395	359	336	417	452	387	362	348
Outwards	216	196	140	116	129	182	171	150	106	142	96
Total traffic	582	609	423	512	488	518	588	601	493	504	444
Dundee											
Inwards	809	788	632	754	721	666	704	463	468	449	500
Outwards	226	190	177	209	208	176	111	54	47	84	67
Total traffic	1,035	978	810	962	929	842	815	517	515	534	566
Perth											
Inwards	144	141	120	99	61	42	37	49	58	28	23
Outwards	-	1	6	4	13	19	23	12	5	5	9
Total traffic	144	141	125	103	74	62	60	61	63	33	31
Forth⁶											
Inwards	5,431	4,856	4,309	5,015	4,307	4,442	4,177	4,056	4,035	4,080	4,286
Outwards	31,249	34,199	32,381	29,321	23,571	20,890	22,188	20,552	23,039	23,359	23,258
Total traffic	36,681	39,054	36,690	34,335	27,878	25,332	26,365	24,608	27,074	27,439	27,544
Other East Coast²											
Inwards	272	281	284	291	302	289	326	348	345	377	344
Outwards	324	263	1,192	289	303	263	239	284	268	224	240
Total traffic	595	549	476	580	605	552	565	632	612	601	584
Scotland											
Inwards	31,067	28,147	23,272	24,444	24,277	27,684	25,976	25,835	21,845	18,322	18,986
Outwards	70,885	68,198	62,277	60,374	53,135	48,454	45,663	45,546	48,126	48,368	47,999
Total traffic	101,952	96,345	85,547	84,817	77,414	76,139	71,639	71,381	69,968	66,692	66,985

Source: DfT Maritime Statistics

1. Other West Coast ports are: Troon; Ardriachaig; Corpach; Stornoway; Kyle of Lochalsh; Girvan; Kirkudbright; Port Askaig.

2. Other East Coast ports are: Scrabster; Wick; Gills Bay; Buckie; Fraserburgh; Inverkeithing; Scalloway.

3. Stranraer port was closed from 20 November 2011 and operations were transferred to Loch Ryan port.

4. Figures for 2012 may include some traffic from 2011 due to the transfer of operations from Stranraer.

5. The increase in tonnage on the new Loch Ryan route compared to Stranraer is due to larger ships being used.

6. Includes Rosyth, Braefoot Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil

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

Port	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<i>thousand tonnes</i>											
Stranraer⁸											
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	1,231	1,190	1,177	1,017	986	-	-	-	-	-	-
Loch Ryan^{5,6}											
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	-	-	-	-	-	1,815	1,783	2,038	2,163	2,356	2,388
Cairnryan											
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	3,163	2,928	2,572	2,634	2,932	2,610	2,364	2,368	2,548	2,740	2,848
Ayr											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	553	557	335	558	402	304	470	355	280	306	240
Clyde											
Bulk fuel	9,825	12,197	10,672	10,209	11,464	13,547	12,877	14,090	10,332	6,522	6,918
All other traffic	2,238	2,141	1,880	2,074	1,967	1,874	1,906	2,111	2,152	2,220	1,947
Glensanda											
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597	5,487	6,138
Other West Coast²											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	967	1,028	896	1,300	709	680	653	803	656	546	563
Orkney											
Bulk fuel	10,414	4,595	3,027	2,999	2,096	1,487	825	918	3,689	4,348	4,585
All other traffic	178	194	214	245	248	242	229	233	256	267	267
Lerwick											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	615	658	560	568	585	670	824	838	746	629	604
Sullom Voe											
Bulk fuel	16,537	14,507	11,217	11,202	10,134	11,339	6,352	7,180	6,108	6,179	5,175
All other traffic	36	32	-	69	19	59	41	5	12	4	4
Cromarty Firth											
Bulk fuel	3,336	2,101	2,730	3,454	3,821	2,410	3,181	1,339	87	207	63
All other traffic	166	151	134	209	199	218	197	252	175	188	164
Inverness											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	684	697	651	671	599	521	563	475	566	664	565
Peterhead											
Bulk fuel	143	230	309	365	260	282	305	236	330	443	456
All other traffic	647	641	488	742	794	742	667	1,141	1,138	705	832
Aberdeen											
Bulk fuel	1,487	1,468	1,044	1,022	1,018	1,073	1,073	1,019	1,388	1,130	1,334
All other traffic	3,644	3,365	3,526	3,142	3,147	3,420	3,190	3,212	2,988	2,640	2,724
Montrose											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	582	609	423	512	488	518	588	601	493	504	444
Dundee											
Bulk fuel	528	493	448	486	560	457	378	169	149	137	127
All other traffic	507	485	362	476	369	385	437	349	366	397	439
Perth											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	144	141	125	103	74	62	60	61	63	33	31
Forth⁷											
Bulk fuel	32,738	34,863	32,438	30,405	23,208	21,028	22,039	19,982	23,081	22,999	23,336
All other traffic	3,943	4,191	4,252	3,930	4,670	4,304	4,326	4,626	3,993	4,440	4,208
Other East Coast³											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
Other	595	549	476	580	605	552	565	632	612	601	584
Major ports⁴											
Bulk fuel ¹	75,008	70,454	61,885	60,142	52,561	51,623	47,030	44,933	45,164	41,965	41,994
All other traffic	22,803	21,654	20,196	20,384	21,391	21,210	20,887	22,683	21,388	21,444	21,959
All traffic:											
Major ports only	97,811	92,108	82,081	80,526	73,952	72,833	67,917	67,615	66,552	63,409	63,953
All ports	101,951	96,347	85,547	84,818	77,414	76,140	71,639	71,381	69,968	66,692	66,985

Source: DfT Maritime Statistics

1. From 1995 onwards, separate figures for bulk fuel and other are available for major ports only (see notes and sources).

2. Other West Coast ports are: Troon; Ardrishaig; Corpach; Stornoway; Kyle of Lochalsh; Girvan; Kirkudbright; Port Askaig.

3. Other East Coast ports are: Scrabster; Wick; Gills Bay; Buckie; Fraserburgh; Inverkeithing; Scalloway.

4. From 1995, the totals for bulk fuel and other relate only to the major ports, the numbers of which may change from year to year.

5. Figures for 2012 may include some traffic from 2011 due to the transfer of operations from Stranraer.

6. The increase in tonnage on the new Loch Ryan route compared to Stranraer is due to larger ships being used.

7. Includes Rosyth, Braefoot Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil

8. Stranraer port was closed from 20 November 2011 and operations were transferred to Loch Ryan port.

Table 9.5 Foreign and domestic freight traffic by port and mode of appearance (major ports only)

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
West Coast:											
Stranraer¹ *											
Liquid bulk	-	-	-	-	-	-	-	-	-	-	-
Dry bulk	-	-	-	-	-	-	-	-	-	-	-
Container & roll on traffic	1,231	1,190	1,177	1,017	986	-	-	-	-	-	-
Other general cargc	-	-	-	-	-	-	-	-	-	-	-
All traffic	1,231	1,190	1,177	1,017	986	-	-	-	-	-	-
Loch Ryan^{2,3}											
Liquid bulk	-	-	-	-	-	-	-	-	-	-	-
Dry bulk	-	-	-	-	-	-	-	-	-	-	-
Container & roll on traffic	-	-	-	-	-	1,815	1,783	2,038	2,163	2,356	2,388
Other general cargc	-	-	-	-	-	-	-	-	-	-	-
All traffic	-	-	-	-	-	1,815	1,783	2,038	2,163	2,356	2,388
Cairnryan*											
Liquid bulk	-	-	-	-	-	-	-	-	-	-	-
Dry bulk	-	-	-	-	-	-	-	-	-	-	-
Container & roll on traffic	3,163	2,928	2,572	2,632	2,932	2,610	2,364	2,368	2,548	2,737	2,847
Other general cargc	-	-	-	3	-	-	1	-	-	3	-
All traffic	3,163	2,928	2,572	2,634	2,632	2,610	2,365	2,368	2,548	2,740	2,847
Clyde											
Liquid bulk	3,568	5,149	4,685	4,853	5,124	5,945	5,777	6,952	6,729	6,125	6,918
Dry bulk	7,249	8,095	6,904	6,793	7,564	8,778	8,377	8,451	4,899	1,668	1,125
Container & roll on traffic	469	439	447	509	599	588	499	576	634	651	599
Other general cargc	777	654	516	128	144	109	130	221	223	298	223
All traffic	12,063	14,338	12,552	12,283	13,431	15,421	14,783	16,201	12,484	8,742	8,865
Glensanda											
Liquid bulk	-	-	-	-	-	-	-	-	-	-	-
Dry bulk	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597	5,487	6,138
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargc	-	-	-	-	-	-	-	-	-	-	-
All traffic	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597	5,487	6,138
East Coast:											
Orkney											
Liquid bulk	10,413	4,594	3,026	2,998	2,095	1,486	824	918	3,688	4,348	4,585
Dry bulk	10	6	12	20	25	15	11	12	16	9	9
Container & roll on traffic	153	161	181	213	211	215	208	209	234	243	242
Other general cargc	16	29	21	14	13	13	11	12	7	15	16
All traffic	10,592	4,789	3,241	3,244	2,344	1,729	1,054	1,151	3,945	4,615	4,852
Sullom Voe											
Liquid bulk	16,537	14,507	11,217	11,202	10,134	11,339	6,357	7,180	6,114	6,179	5,175
Dry bulk	-	-	-	69	12	57	13	-	5	4	3
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargc	36	32	-	-	7	2	24	5	-	-	-
All traffic	16,573	14,539	11,217	11,270	10,153	11,398	6,394	7,185	6,120	6,183	5,179
Cromarty Firth											
Liquid bulk	3,336	2,100	2,727	3,460	3,821	2,408	3,178	1,337	89	213	71
Dry bulk	70	70	73	125	159	144	115	174	109	108	131
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargc	97	81	64	78	41	76	85	80	64	74	24
All traffic	3,502	2,252	2,864	3,663	4,020	2,628	3,378	1,591	262	395	227
Peterhead*											
Liquid bulk	377	440	377	453	390	386	364	536	735	535	560
Dry bulk	73	101	88	144	158	100	53	155	97	64	32
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargc	340	331	331	510	506	538	554	686	635	549	696
All traffic	790	871	797	1,107	1,054	1,024	971	1,377	1,468	1,148	1,288
Aberdeen											
Liquid bulk	2,214	2,184	2,065	1,957	1,922	2,059	1,987	1,986	2,298	2,188	2,131
Dry bulk	371	308	331	549	606	439	474	487	455	367	405
Container & roll on traffic	334	355	345	365	405	468	474	430	408	409	505
Other general cargc	2,213	1,986	1,829	1,293	1,231	1,527	1,329	1,328	1,215	806	1,018
All traffic	5,131	4,833	4,570	4,164	4,165	4,493	4,264	4,231	4,376	3,770	4,058
Dundee*											
Liquid bulk	530	501	451	493	571	467	379	183	157	147	145
Dry bulk	333	373	300	412	277	294	369	259	310	304	330
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargc	172	104	59	57	81	82	67	75	48	82	92
All traffic	1,035	978	810	962	929	842	815	517	515	534	566
Forth⁴											
Liquid bulk	31,578	33,941	31,913	29,432	23,353	20,739	22,109	20,363	23,183	23,323	23,556
Dry bulk	2,051	1,994	1,840	1,904	1,392	1,283	1,125	1,056	958	963	979
Container & roll on traffic	2,582	2,627	2,494	2,751	2,666	2,798	2,858	2,834	2,643	2,792	2,737
Other general cargc	470	492	442	249	466	512	273	355	290	361	272
All traffic	36,681	39,054	36,690	34,335	27,878	25,332	26,365	24,608	27,074	27,439	27,544

Source: DIT Maritime Statistics

* Cairnryan and Peterhead did not become "major ports" (in terms of the statistical survey) until 1997 and 1999 respectively

Dundee and Stranraer also became major ports in 2000.

1. Stranraer port was closed from 20 November 2011 and operations were transferred to Loch Ryan port.

2. Figures for 2012 may include some traffic from 2011 due to the transfer of operations from Stranraer.

3. The increase in tonnage on the new Loch Ryan route compared to Stranraer is due to larger ships being used.

4. Includes Rosyth, Braefoot Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil

Table 9.6 (a) Foreign and domestic freight traffic at the major ports by type of traffic, 2016

	Foreign traffic			Domestic traffic			Total thousand tonnes
	Imports	Exports	Total	Inwards	Outwards	Total	
Loch Ryan	-	-	-	1,166	1,190	2,356	2,356
Cairnryan	2	-	2	1,288	1,450	2,738	2,740
Clyde	4,947	1,363	6,309	1,326	1,106	2,432	8,742
Glensanda	-	3,416	3,416	-	2,071	2,071	5,487
Orkney	5	2,854	2,859	199	1,558	1,757	4,615
Sullom Voe	-	3,935	3,935	-	2,248	2,248	6,183
Cromarty Firth	205	114	319	37	39	76	395
Peterhead	76	30	106	619	423	1,042	1,148
Aberdeen	352	324	676	1,377	1,718	3,094	3,770
Dundee	447	58	504	3	26	29	534
Forth¹	3,452	20,880	24,332	628	2,479	3,107	27,439
All Major Ports	9,486	32,974	42,458	6,643	14,308	20,950	63,409

Source: DfT Maritime Statistics

1. Includes Rosyth, Braefoot Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil

Table 9.6 (b) Foreign and domestic freight traffic at the major ports by type of traffic, 2017

	Foreign traffic			Domestic traffic			Total thousand tonnes
	Imports	Exports	Total	Inwards	Outwards	Total	
Loch Ryan	-	-	-	1,155	1,233	2,388	2,388
Cairnryan	-	-	-	1,399	1,448	2,847	2,847
Clyde	5,747	1,541	7,288	752	824	1,577	8,865
Glensanda	-	3,849	3,849	-	2,289	2,289	6,138
Orkney	5	4,127	4,132	204	516	720	4,852
Sullom Voe	-	-	-	-	4,577	4,577	5,179
Cromarty Firth	103	47	151	55	21	76	227
Peterhead	78	9	88	763	437	1,200	1,288
Aberdeen	411	315	726	1,536	1,796	3,332	4,058
Dundee	481	64	546	18	2	20	566
Forth¹	3,824	20,934	24,758	461	2,324	2,785	27,544
All Major Ports	10,649	30,886	41,538	6,343	15,467	21,811	63,952

Source: DfT Maritime Statistics

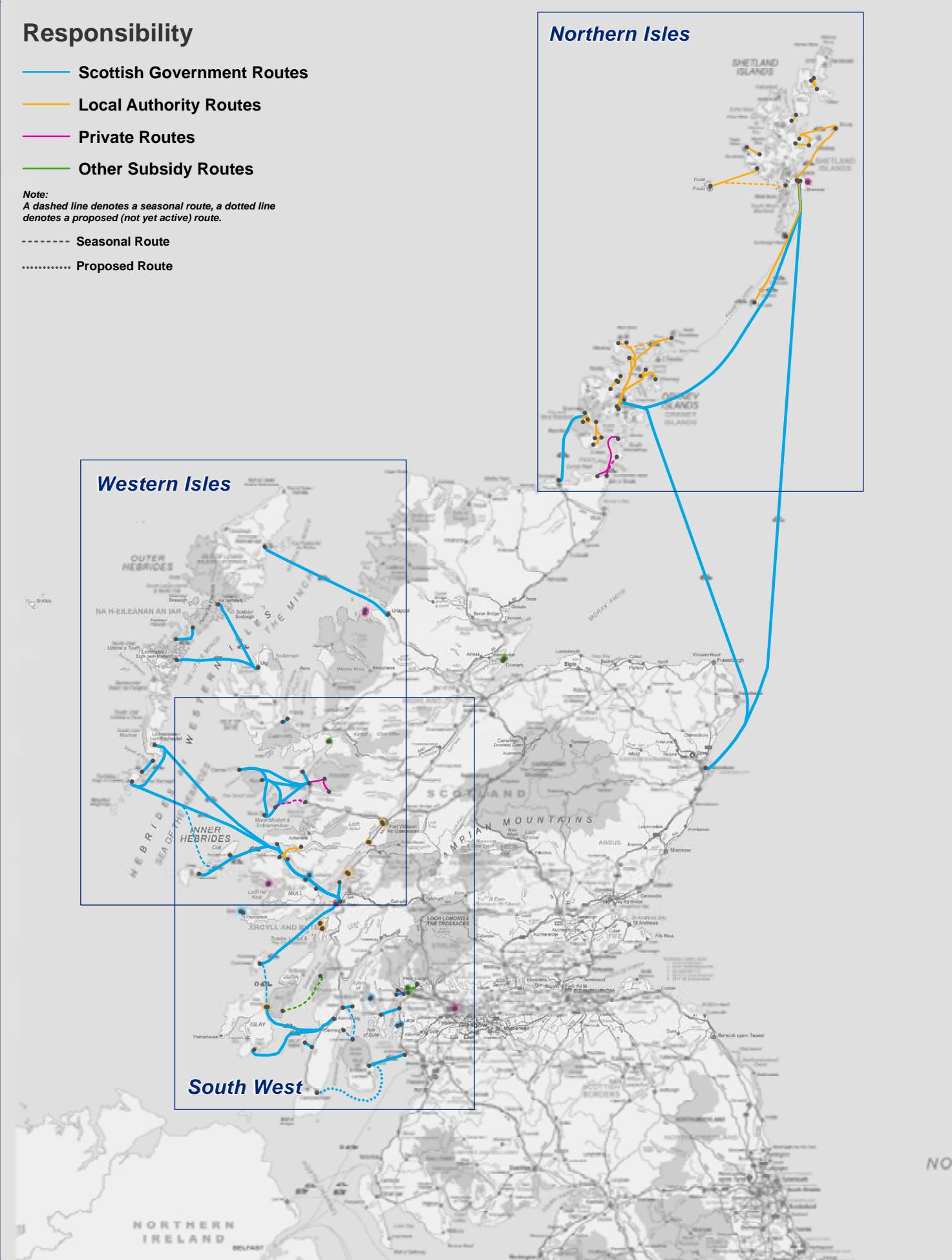
1. Includes Rosyth, Braefoot Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil

Table 9.7 All traffic at the major ports by mode of appearance and commodity, 2017

	Foreign traffic		All foreign traffic	Domestic traffic		All domestic traffic	All foreign & domestic traffic
	Imports	Exports		Inwards	Outwards		
<i>thousand tonnes</i>							
Liquid bulk							
Liquefied gas	304	1,982	2,286	36	425	460	2,747
Crude oil	4,364	22,430	26,794	521	2,340	2,861	29,655
Oil products	2,379	4,408	6,787	1,452	1,352	2,804	9,590
Other liquid bulk products	284	74	359	163	629	791	1,150
All liquid bulk traffic	7,332	28,894	36,226	2,171	4,745	6,916	43,142
Dry bulk							
Ores	11	415	426	-	78	78	504
Coal	4	-	4	-	-	-	4
Agricultural products (eg grain, soya, tapioca)	664	55	719	159	21	180	899
Other dry bulk	1,137	3,951	5,088	305	2,353	2,658	7,746
All dry bulk traffic	1,816	4,421	6,236	464	2,452	2,916	9,152
Containers							
20' freight units	179	339	518	62	127	189	707
40' freight units	490	845	1,335	55	233	288	1,622
Freight units >20' & <40'	15	192	207	2	2	4	211
Freight units >40'	172	194	366	7	6	13	379
All container traffic	856	1,570	2,426	126	368	494	2,920
Roll-on/roll-off (self-propelled)							
Road goods vehicles with or without accompanying trailers	3	1	5	1,598	1,749	3,347	3,352
Import/Export motor vehicles	9	1	10	3	7	10	20
All ro-ro self-propelled traffic	12	2	14	1,602	1,756	3,357	3,372
Roll-on/roll-off (non self-propelled)							
Unaccompanied road goods trailers & semi-trailers	76	49	125	1,223	1,209	2,432	2,557
Unaccompanied caravans and other road, agricultural and industrial vehicles	0	-	0	0	1	1	1
Rail wagons, shipborne port to port trailers, and shipborne barges engaged in goods transport	237	200	437	17	14	31	468
Other mobile non self-propelled units	-	-	-	-	-	-	-
All ro-ro non self-propelled traffic	313	249	563	1,240	1,223	2,463	3,026
Other general cargo							
Forestry products	162	47	210	18	0	18	228
Iron and steel products	78	73	151	2	6	8	158
Other general cargo & containers <20'	83	207	290	722	943	1,665	1,955
All other general cargo traffic	323	327	651	742	949	1,690	2,341
All traffic	10,652	35,464	46,115	6,344	11,493	17,837	63,953

Source: DfT Maritime Statistics

Fig 9.2: Maps showing all routes



Scottish Ferry Routes

National Overview

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Scottish Government GI Science & Analysis Team
December 2012, Job 5349 - KT



Water Transport

Table 9.8 Major ports traffic by cargo category and country of loading or unloading - 2017

Country of loading or unloading	Liquid Bulks			Dry Bulks			Other General Cargo		
	Inwards to UK	Outwards from UK	All traffic	Inwards to UK	Outwards from UK	All traffic	Inwards to UK	Outwards from UK	All traffic
European Union (as at 1 May 2007)									
Belgium	349	1,718	2,067	46	241	287	2	-	2
Bulgaria	-	-	-	-	-	-	-	-	-
Croatia	-	-	-	-	-	-	-	-	-
Cyprus	1	-	1	-	-	-	1	1	2
Denmark	223	31	254	31	133	164	14	51	65
Estonia	-	-	-	13	-	13	-	-	-
Finland	4	13	17	49	-	49	21	3	24
France	25	929	954	107	81	188	15	-	15
Germany	100	2,282	2,382	266	2,172	2,438	29	2	31
Greece	-	-	-	35	-	35	-	-	-
Ireland	80	1,524	1,605	80	5	85	4	-	4
Italy	9	18	27	2	-	2	-	59	59
Latvia	-	-	-	31	12	43	11	-	11
Lithuania	-	55	55	-	-	-	-	-	-
Malta	-	-	-	-	-	-	-	2	2
Netherlands	575	9,510	10,084	258	1,021	1,279	9	12	21
Poland	31	-	31	54	142	196	-	-	-
Portugal	12	62	74	-	59	59	5	-	5
Romania	-	-	-	-	-	-	-	-	-
Slovenia	-	-	-	-	-	-	-	-	-
Spain	41	599	-	332	316	-	9	3	11
Sweden	1,294	123	-	39	9	-	51	69	121
All EU countries (as at 1 May 2007)	2,743	16,865	17,551	1,342	4,190	4,838	170	202	372
All other Europe & Mediterranean	-	-	-	-	-	-	-	-	-
Algeria	-	-	-	-	-	-	-	-	-
Egypt	12	-	12	-	-	-	-	-	-
Georgia	-	-	-	-	-	-	-	-	-
Iceland	6	-	6	12	2	14	-	-	-
Israel	-	-	-	-	-	-	-	-	-
Lebanon	-	-	-	-	-	-	-	-	-
Libya	-	-	-	-	-	-	-	-	-
Morocco	-	93	93	-	146	146	-	-	-
Norway	692	9	700	92	1	93	106	92	198
Russia	337	-	337	9	82	91	-	1	1
Turkey	-	-	-	15	-	15	5	-	5
Ukraine	-	-	-	136	-	-	-	1	-
Other Europe & Mediterranean	-	18	18	35	-	35	-	1	1
All other Europe & Med.	1,046	120	1,166	298	230	393	111	95	204
Africa (excluding Mediterranean countries)									
Angola	-	-	-	-	-	-	2	1	2
Cameroon	-	-	-	-	-	-	-	-	-
Congo	-	-	-	-	-	-	-	-	-
Cote D'Ivoire	-	-	-	-	-	-	-	-	-
Equatorial Guinea	-	-	-	-	-	-	-	-	-
Gabon	-	15	15	-	-	-	-	-	-
Ghana	-	-	-	-	-	-	-	-	-
Mauritius	-	-	-	-	-	-	-	-	-
Nigeria	2,750	-	2,750	-	-	-	-	-	-
Senegal	-	61	61	-	-	-	1	-	1
South Africa	156	13	169	-	-	-	7	21	28
Tanzania	-	-	-	-	-	-	-	-	-
Other African countries	285	-	285	-	-	-	2	2	4
All Africa (excl. Med.)	3,191	89	3,280	-	-	-	12	25	36
America									
Argentina	-	-	-	146	-	146	-	-	-
Brazil	-	-	-	-	-	-	-	-	-
Canada	-	249	249	12	-	12	1	1	1
Chile	-	-	-	-	-	-	-	-	-
Colombia	-	-	-	-	-	-	-	-	-
Dominica	-	-	-	-	-	-	-	-	-
Martinique	-	-	-	-	-	-	-	-	-
Mexico	-	-	-	-	-	-	4	-	4
Netherlands Antilles	-	-	-	-	-	-	-	-	-
USA	222	612	833	8	-	8	1	2	3
Other American countries	130	84	214	-	-	-	-	-	-
All America	351	945	1,296	165	-	165	5	3	8
Asia and Australasia									
Australia	-	-	-	-	-	-	-	2	2
China	-	5,417	5,417	-	-	-	1	-	1
Hong Kong	-	-	-	-	-	-	-	-	-
India	-	-	-	-	-	-	-	-	-
Indonesia	-	-	-	-	-	-	-	-	-
Japan	-	-	-	-	-	-	2	-	2
Korea	-	5,087	5,087	-	-	-	22	-	22
Malaysia	-	-	-	9	-	9	-	-	-
New Zealand	-	-	-	-	-	-	-	-	-
Singapore	-	371	371	-	-	-	-	-	-
Sri Lanka	-	-	-	-	-	-	-	-	-
Taiwan	-	-	-	-	-	-	-	-	-
Vietnam	-	-	-	-	-	-	-	-	-
Other Asian and Australasian countries	-	-	-	-	-	-	-	-	-
All Asia and Australasia	-	10,875	10,875	9	-	9	25	3	28
Unspecified countries	-	-	-	-	-	-	-	-	-
All foreign countries	7,332	28,894	34,169	1,816	4,421	5,405	323	327	649
All domestic traffic	2,171	4,745	6,916	464	2,452	2,916	742	949	1,690
All foreign and domestic traffic	9,503	33,639	41,085	2,280	6,872	8,321	1,065	1,276	2,340

"-" denotes either nil or less than half final digit shown.

Table 9.8 (Continued) Major ports traffic by cargo category and country of loading or unloading - 2017

Country of loading or unloading	Container Traffic			Ro-Ro Traffic			All Traffic		
	Inwards to UK	Outwards from UK	All traffic	Inwards to UK	Outwards from UK	All traffic	Inwards to UK	Outwards from UK	All traffic
European Union (as at 1 May 2007)									
Belgium	123	625	749	309	220	529	830	2,804	3,634
Bulgaria	-	-	-	-	-	-	-	-	-
Croatia	-	-	-	-	-	-	-	-	-
Cyprus	2	-	2	-	-	-	3	1	4
Denmark	-	-	-	-	-	-	268	215	482
Estonia	-	-	-	-	-	-	13	-	13
Finland	-	-	-	-	-	-	74	16	89
France	7	181	188	-	-	-	153	1,192	1,345
Germany	3	-	3	-	-	-	398	4,456	4,854
Greece	1	-	1	-	-	-	37	-	37
Ireland	-	-	1	-	-	-	164	1,530	1,694
Italy	35	-	35	-	-	-	46	77	123
Latvia	-	-	-	-	-	-	42	12	54
Lithuania	-	-	-	-	-	-	55	-	55
Malta	-	-	-	-	-	-	-	2	2
Netherlands	525	626	1,151	-	-	-	1,366	11,169	12,535
Poland	-	-	-	-	-	-	86	142	228
Portugal	1	19	20	-	-	-	17	140	158
Romania	-	-	-	-	-	-	-	-	-
Slovenia	-	-	-	-	-	-	-	-	-
Spain	81	111	-	-	-	-	462	1,028	1,490
Sweden	-	-	-	-	-	-	1,384	202	1,585
All EU countries (as at 1 May 2007)	778	1,564	2,150	309	220	529	5,343	23,041	28,384
All other Europe & Mediterranean									
Algeria	-	-	-	-	-	-	-	-	-
Egypt	1	-	1	-	-	-	13	-	13
Georgia	-	-	-	-	-	-	-	-	-
Iceland	-	-	-	-	-	-	18	2	19
Israel	4	-	4	-	-	-	4	-	4
Lebanon	-	-	-	-	-	-	-	-	-
Libya	-	-	-	-	-	-	-	-	-
Morocco	-	-	-	-	-	-	-	239	239
Norway	3	4	7	16	32	48	908	138	1,046
Russia	1	-	1	-	-	-	347	82	429
Turkey	5	-	5	-	-	-	25	-	25
Ukraine	-	-	-	-	-	-	136	1	137
Other Europe & Mediterranean	-	-	-	-	-	-	35	19	54
All other Europe & Med.	14	4	18	16	32	48	1,485	481	1,967
Africa (excluding Mediterranean countries)									
Angola	-	-	-	-	-	-	2	1	3
Cameroon	-	-	-	-	-	-	-	-	-
Congo	-	-	-	-	-	-	-	-	-
Cote D'Ivoire	-	-	-	-	-	-	-	-	-
Equatorial Guinea	-	-	-	-	-	-	-	-	-
Gabon	-	-	-	-	-	-	-	15	15
Ghana	-	-	-	-	-	-	-	-	-
Mauritius	-	-	-	-	-	-	-	-	-
Nigeria	-	-	-	-	-	-	2,750	-	2,751
Senegal	-	-	-	-	-	-	1	61	62
South Africa	2	2	4	-	-	-	164	37	201
Tanzania	-	-	-	-	-	-	-	-	-
Other African countries	-	-	-	-	-	-	287	2	289
All Africa (excl. Med.)	2	2	4	-	-	-	3,205	116	3,321
America									
Argentina	-	-	-	-	-	-	146	-	146
Brazil	1	-	1	-	-	-	1	-	1
Canada	2	-	2	-	-	-	14	250	264
Chile	-	-	-	-	-	-	-	-	-
Colombia	-	-	-	-	-	-	-	-	-
Dominica	-	-	-	-	-	-	-	-	-
Martinique	-	-	-	-	-	-	-	-	-
Mexico	-	-	-	-	-	-	4	-	4
Netherlands Antilles	-	-	-	-	-	-	-	-	-
USA	14	-	14	-	-	-	244	614	858
Other American countries	-	-	-	-	-	-	130	84	214
All America	17	-	17	-	-	-	539	948	1,487
Asia and Australasia									
Australia	-	-	-	-	-	-	-	2	2
China	26	-	26	-	-	-	27	5,417	5,443
Hong Kong	-	-	-	-	-	-	-	-	-
India	11	-	11	-	-	-	11	-	12
Indonesia	1	-	1	-	-	-	1	-	1
Japan	-	-	-	-	-	-	2	-	2
Korea	-	-	-	-	-	-	23	5,087	5,110
Malaysia	1	-	1	-	-	-	10	-	10
New Zealand	-	-	-	-	-	-	-	-	-
Singapore	2	-	2	-	-	-	2	371	373
Sri Lanka	1	-	1	-	-	-	1	-	1
Taiwan	-	-	-	-	-	-	-	-	-
Vietnam	-	-	-	-	-	-	-	-	-
Other Asian and Australasian countries	2	-	2	-	-	-	2	-	2
All Asia and Australasia	44	-	44	-	-	-	79	10,877	10,956
Unspecified countries									
All foreign countries	856	1,570	2,235	325	252	577	10,652	35,464	46,115
All domestic traffic	126	368	494	2,842	2,979	5,821	6,344	11,493	17,837
All foreign and domestic traffic	982	1,938	2,729	3,167	3,231	6,398	16,996	46,957	63,953

"- denotes either nil or less than half final digit shown.

WATER TRANSPORT

Table 9.9 Foreign and coastwise container and roll-on traffic by type¹

	2007	2008	2009	2010	2011	2012	2013	2014	2015 ³	2016
Main Freight Units										
Containers	250	252	251	242	269	286	268	264	..	..
Wheeled ²	468	463	420	427	464	473	506	476	..	..
Total	718	715	672	670	733	759	774	740	..	..
Weight										
Containers	3,033	3,115	2,894	2,794	2,928	3,190	3,118	3,162	..	..
Wheeled ²	5,527	5,264	5,027	5,382	5,696	5,695	5,505	5,747	..	..
Total	8,560	8,378	7,920	8,177	8,624	8,886	8,624	8,908	..	..

Source: DfT Maritime Statistics

1. With effect from 1995, traffic at smaller ports is estimated

2. Includes road goods vehicles, unaccompanied trailers, and shipborne port to port trailers

3. DfT have now discontinued the publication of a number of tables in their publication. We are no longer able to update this table.

Table 9.10 Inland waterway freight traffic lifted and moved

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Freight lifted in Scotland											
River Clyde	2.08	2.53	1.46	2.34	2.56	2.25	1.88	1.8	1.91	1.93	1.68
River Forth	8.28	9.52	8.52	8.22	7.99	8.50	8.76	7.54	8.24	8.49	8.78
All waterways ^{1,2}	10.50	12.19	10.10	10.89	10.70	10.79	10.65	9.41	10.14	10.42	10.46
Freight moved (weight x distance)											
River Clyde	90	110	60	90	100	89	76	74	77	78	67
River Forth	170	200	180	170	170	178	184	158	173	178	184
All waterways ^{1,2}	268	320	250	280	270	269	260	234	250	257	252

Source: DfT Maritime Statistics

1. Includes also Caledonian Canal, lochs Fyne, Leven and Linnhe, Moray Firth, River Tay.

2. From 2015 the totals do not include other waterways.

Table 9.11 Inland waterway freight traffic lifted and moved by mode of appearance¹

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Freight lifted in Scotland											
Bulk-liquid	6.73	7.48	6.57	6.55	6.18	6.97	6.84	5.31	6.49	..	..
Bulk-dry	1.43	1.51	1.02	2.05	2.15	1.39	1.40	1.50	1.49	..	..
Unitised forest products	0.20	0.24	0.16	0.14	0.11	0.03	0.01	0.04	..	..	..
Other semi-bulk	..	..	..	..	..	..	..	..	..	..	..
Break bulk	..	..	..	..	..	..	..	..	..	..	..
Other general cargo	0.17	0.60	0.10	0.10	0.17	0.14	0.17	0.25	0.13	..	..
Unit loads	1.97	2.37	2.26	2.05	2.10	2.27	2.29	2.35	2.12	..	..
Total	10.50	12.19	10.10	10.89	10.70	10.80	10.7	9.41	10.27	..	..
Freight moved (weight x distance)											
Bulk-liquid	160	170	150	150	140	161	152	115	126	..	..
Bulk-dry	60	60	40	80	90	56	57	60	54	..	..
Unitised forest products	-	10	-	..	-	-	-	2	..	..	..
Other semi-bulk	..	..	..	..	..	..	..	..	..	..	..
Break bulk	..	..	..	..	..	..	..	..	..	..	..
Other general cargo	-	20	-	..	10	4	5	8	..	..	..
Unit loads	40	60	50	40	40	48	48	50	..	..	..
Total	268	320	250	280	280	269	262	234	256	..	..

Source: DfT Maritime Statistics

1. DfT have now discontinued the publication of a number of tables in their publication. We are no longer able to update this table.

Table 9.12 Total passengers and vehicles carried by operator¹

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
	thousands										
PASSENGERS											
Caledonian MacBrayne	4,732.2	4,533.2	4,762.3	4,736.6	4,575.0	4,510.7	4,594.5	4,654.0	4,627.0	5,056.0	5,237.0
Cowal Ferries ⁵	607.2	550.8	533.5	499.2	..	..	..	..	..	..	..
Argyll Ferries Ltd ⁵	..	..	..	..	409.2	341.3	299.2	310.1	305.5	303.4	301.8
P&O Scottish Ferries	..	..	..	..	..	..	..	..	..	..	..
Serco Northlink ²	307.0	296.0	309.0	305.0	304.0	298.0	282.9	288.6	297.6	301.5	307.5
Orkney Ferries	316.4	319.0	329.5	330.7	337.8	335.6	328.4	320.3	315.2	329.2	331.4
Shetland Islands Council ⁶	795.6	634.1	636.5	625.0	615.0	811.3	777.1	761.5	742.0	774.9	776.1
Argyll & Bute Council	138.6	141.6	138.0	135.3	133.8	139.6	138.4	138.2	141.2	149.5	144.2
Highland Council ⁴	16.7	1.0	3.9	4.4	3.0	5.1	10.3	10.0	11.2	8.9	8.4
Strathclyde Partnership for Transport	220.8	211.4	219.4	63.5	57.7	52.6	57.0	54.4	53.6	55.5	41.2
Western Ferries	1,329.4	1,308.5	1,336.2	1,313.8	1,332.7	1,389.3	1,342.7	1,347.2	1,331.1	1,341.0	1,353.7
Bruce Watt Cruises ⁷	2.6	4.9	3.3	3.0	4.9	4.6	-	-	-	-	-
Cromarty Ferry Company	..	..	..	..	..	..	..	..	..	..	..
West Highland Seaways	..	..	..	..	..	..	..	..	..	..	..
Orkney Line (Previously Orcargo) ³	..	..	..	..	..	..	..	..	..	..	..
Total within Scotland	8,466.5	8,000.6	8,271.6	8,016.4	7,773.1	7,888.1	7,830.5	7,884.3	7,824.4	8,320.0	8,501.4
Scotland and Northern Ireland	2,094.0	1,938.0	1,916.0	1,920.0	1,857.7	1,809.4	1,831.0	1,794.2	1,729.3	1,752.7	1,753.1
Scotland and Europe	111.0	75.0	31.0	54.0	0.6	0.7	0.7	0.7	0.5	0.7	0.4
Total	10,671.5	10,013.6	10,218.6	9,990.4	9,631.4	9,698.3	9,662.2	9,679.1	9,554.2	10,073.4	10,254.8
VEHICLES (cars, commercial vehicles and buses)											
Caledonian MacBrayne	1,177.7	1,151.8	1,215.8	1,186.8	1,173.3	1,156.0	1,168.1	1,200.0	1,267.0	1,445.0	1,519.0
Cowal Ferries ⁵	85.4	75.6	74.5	64.9	27.3	..	..	..	..	..	..
Argyll Ferries Ltd ⁵	..	..	..	..	..	..	..	..	..	..	..
P&O Scottish Ferries	..	..	..	..	..	..	..	..	..	..	..
Serco Northlink ²	70.0	68.0	68.0	64.0	63.0	61.2	56.1	55.8	58.9	63.2	67.6
Orkney Ferries	81.2	81.2	87.4	88.7	86.6	87.4	83.8	83.9	84.7	87.3	89.3
Shetland Islands Council ⁶	363.6	273.5	281.2	282.8	297.4	392.3	377.0	366.3	366.6	387.1	412.9
Argyll & Bute Council	36.6	36.5	36.5	33.8	33.4	32.8	29.9	32.9	35.9	43.2	41.8
Highland Council	262.2	262.1	266.3	235.8	254.4	252.8	246.0	259.2	258.6	262.5	270.1
Western Ferries	635.0	620.2	617.8	597.2	615.8	645.5	616.4	627.9	634.5	641.8	659.4
Cromarty Ferry Company	..	..	..	..	..	..	..	..	..	..	..
Orkney Line (Previously Orcargo) ³	..	..	..	..	..	..	..	..	..	..	..
Total within Scotland	2,711.6	2,568.9	2,647.5	2,554.0	2,551.4	2,628.1	2,577.2	2,626.0	2,706.3	2,930.2	3,060.0
Scotland and Northern Ireland	479.0	452.0	460.0	457.0	479.0	411.8	354.3	407.9	398.1	408.2	373.5
Scotland and Europe	55.0	35.0	27.4	60.6	41.1	36.3	41.2	40.6	43.4	32.8	33.1
Total	3,245.6	3,055.9	3,134.9	3,071.5	3,071.5	3,076.2	2,972.7	3,074.5	3,147.8	3,371.2	3,466.7

Source: Ferry operators - Not National Statistics

1. No data is available for Pentland ferries

2. P & O Scottish Ferries stopped operating these services on 30 September 2002. NorthLink Orkney & Shetland Ferries Ltd operated from 1 October 2002 until 6 July 2006; NorthLink Ferries Ltd operated from 6 July 2006 until 5 July 2012; Serco NorthLink Ferries operated from 5 July 2012 to date.

3. This service ceased to operate from May 2001.

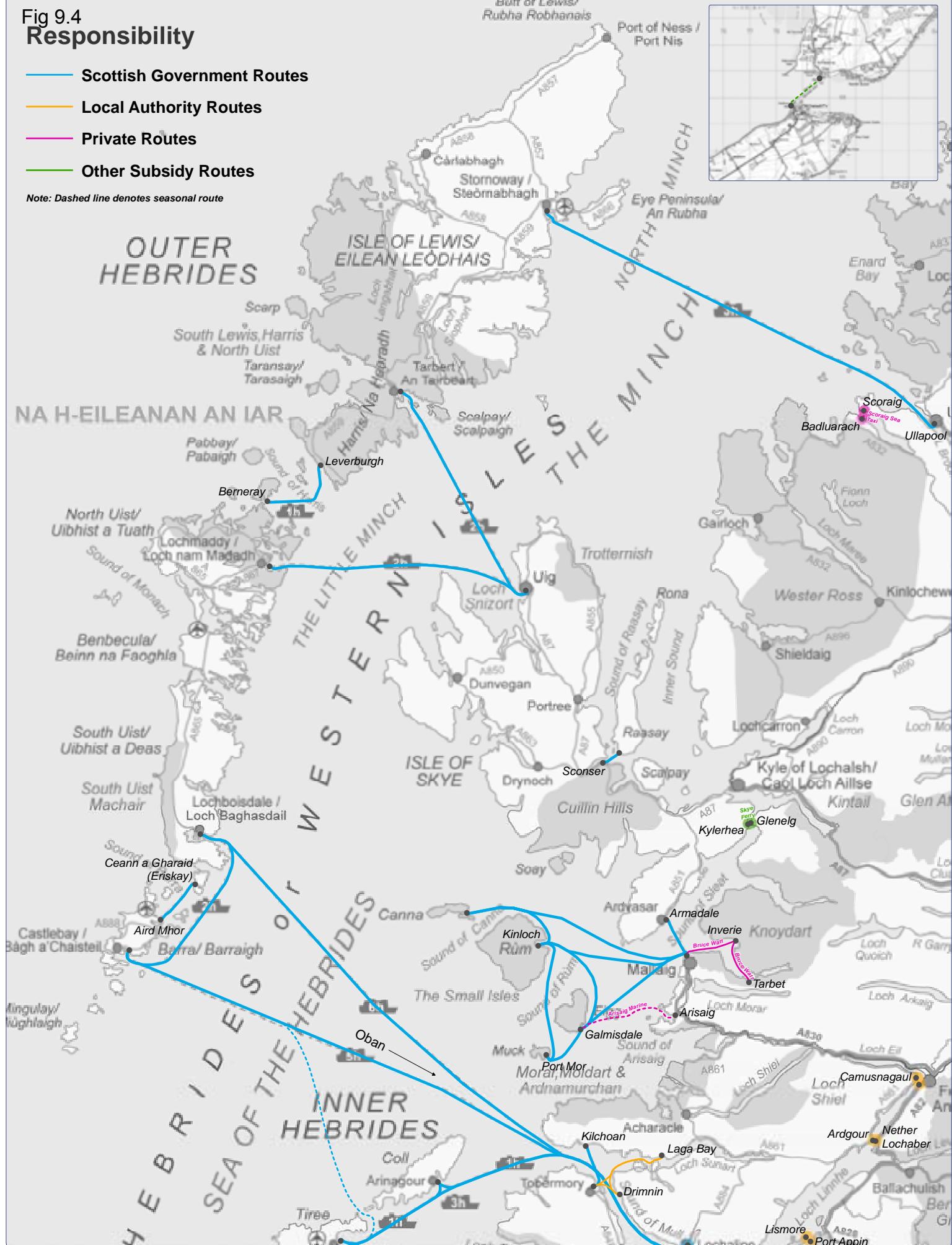
4. Figures for passenger numbers on the Corran ferry service have not been included in the total for Scotland. Figures for 2013 and 2014 are new estimates and considered as 'data under development'.

5. Cowal Ferries operated the Gourock-Dunoon route from October 2006 until June 2011 when Argyll Ferries took over operation and carry passengers only. It is not possible to split passenger figures for 2011 between the two operators.

6. Only includes main routes listed in Table 9.16

7. Bruce Watt Cruises no longer operates due to retirement.

Fig 9.4
Responsibility



Scottish Ferry Routes

Western Isles

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Scottish Government GI Science & Analysis Team
November 2012, Job 5349 - KT



Table 9.13(a) Vehicle and Passenger Traffic between Scotland and Northern Ireland

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<i>thousands</i>											
Cairnryan - Larne											
Numbers of cars	156	154	154	151	153	126	117	121	119	135	136
Numbers of passengers	646	628	602	611	631	524	501	492	472	536	551
Cairnryan - Belfast¹											
Numbers of cars	..	..	..	..	49	239	187	237	243	273	237
Numbers of passengers	..	..	..	..	96	1,116	1,150	1,124	1,126	1,217	1,202
Stranraer - Belfast¹											
Numbers of cars	257	239	244	244	217	..	..	..	..	..	..
Numbers of passengers	1,217	1,104	1,101	1,084	922	..	..	..	..	..	..
Troon - Belfast²											
Numbers of cars	..	..	..	..	..	..	..	..	..	..	..
Numbers of passengers	..	..	..	..	..	..	..	..	..	..	..
Troon - Larne³											
Numbers of cars	66	59	62	62	60	47	50	50	36	-	-
Numbers of passengers	231	206	213	225	208	169	180	178	131	-	-
Total											
Numbers of cars	479	452	460	457	479	412	354	408	398	408	374
Numbers of passengers	2,094	1,938	1,916	1,920	1,858	1,809	1,831	1,794	1,729	1,753	1,753

Source: DfT Maritime Statistics

1. The Stranraer - Belfast ferry service was replaced by the Cairnryan-Belfast route in November 2011.

2. The Troon - Belfast ferry service was withdrawn in December 2004.

3. The Troon - Larne ferry service was withdrawn in September 2015.

Table 9.13 (b) Vehicle and Passenger Traffic between Scotland and other EU countries

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<i>thousands</i>											
Rosyth - Zeebrugge¹											
Numbers of passengers	110	74	31	54	0.56	0.71	0.69	0.67	0.48	0.72	0.41
Numbers of cars	31	21	9	16	0.003	0.013	0.001	0.002	0.006	0.004	0.041
Roads goods vehicles	6	4	1	12	0.50	0.48	0.55	0.45	0.41	0.49	0.30
Unaccompanied trailers	8	5	3	7	6	6	6	6	5	6	6
Import/export vehicles	10	5	7	17	14	11	13	14	16	6	5
Unaccompanied caravans, other road, agricultural & indust vehs	-	-	-	-	0.016	0.028	0.039	0.064	0.095	0.068	0.011
Rail wagons, shipborne port to port trailers & shipborne barges	-	-	7	9	21	19	21	21	22	20	21
Lerwick - Bergen²	..	..	..	..	..	..	..	..	..	..	..
Lerwick - Hanstholm²	..	..	..	..	..	..	..	..	..	..	..
Lerwick - Torshaven²	1	1	..	..	..	..	..	..	..	..	..
Total passengers	111	75	31	54	0.56	0.71	0.69	0.67	0.48	0.72	0.41
Total vehicles	55	35	27	61	41	36	41	41	43	33	33

Source: DfT Maritime Statistics

1. Does not include containers carried on shipborne port to port trailers.

There was no service in the fourth quarter of 2008.

The service started in May 2002. The drop in passenger numbers in 2006 follows a reduction in the frequency of the service with effect from November 2005.

2. These are passenger numbers only as car and commercial vehicles are not recorded.

3. Records for Rosyth-Zeebrugge indicate a nil return for 2004. However, there are some 4,230 units attributed to an unknown port of load/unload.

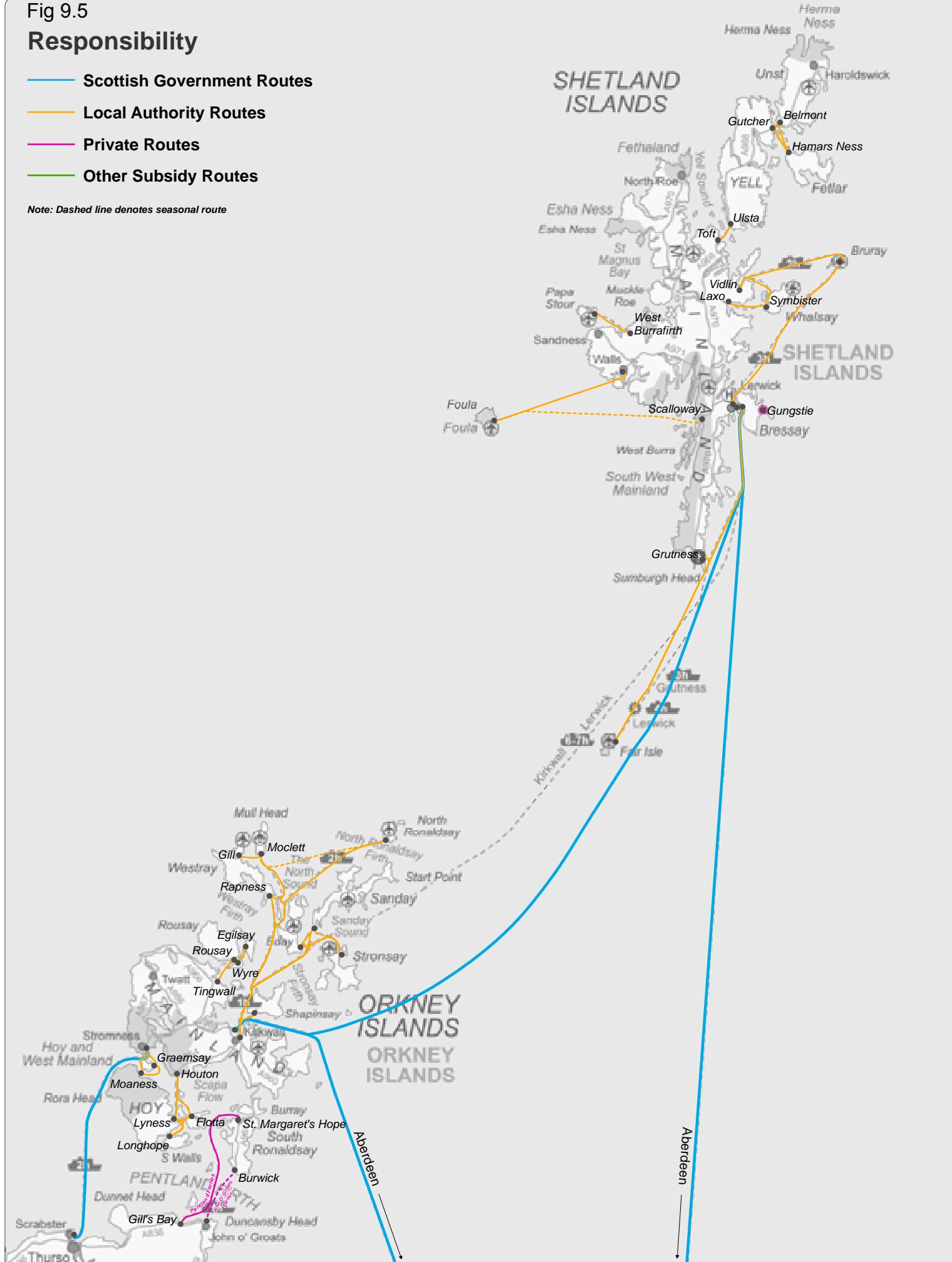
We believe some element of this value includes import/export vehicles for R-Z, although we are unable to estimate what proportion.

Fig 9.5

Responsibility

- Scottish Government Routes
- Local Authority Routes
- Private Routes
- Other Subsidy Routes

Note: Dashed line denotes seasonal route



Scottish Ferry Routes

Orkney & Shetland Isles



WATER TRANSPORT
Table 9.14a Shipping services (Operators on subsidised routes)

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Caledonian MacBrayne^{1,5,11,18}											
Cars carried	1,068	1,042	1,112	1,079	1,062	1,046	1,064	1,096	1,169	1,356	1,428
Commercial vehicles and buses	110	110	104	108	111	110	104	104	98	89	91
Vehicles (Cowal ferries)	85	76	75	65	27						
Vehicles (Argyll ferries)											
Passengers	4,732	4,533	4,762	4,737	4,575	4,511	4,595	4,654	4,627	5,056	5,237
Passengers (Cowal ferries)	607.2	550.8	533.5	499.2							
Passengers (Argyll ferries)					409.2	341.3	299.2	310.1	305.5	303.4	301.8
Loose freight ²	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
<i>thousand tonnes</i>											
Revenue from users ¹	59,204	57,950	55,856	57,535	58,667	62,118	64,717	67,658	66,055	63,533	69,375
Subsidy ³	38,286	53,338	57,338	58,113	69,308	73,163	88,777	103,397	122,602	132,016	136,820
Cowal ferries (subsidy) ³	2,270	3,130	3,040	3,163	1,008						
Argyll Ferries (subsidy) ³					1,309	1,616	3,037	3,542	3,440	3,633	4,052
P&O Scottish Ferries¹⁴											
Cars carried											
Commercial vehicles											
Passengers											
Revenue from users ⁵											
Subsidy ⁵											
Northlink Orkney & Shetland Ferries / Northlink Ferries Ltd / Serco Northlink Ferries⁶											
Cars carried ⁵	70	68	68	64	63	61	56	55	59	63	67
Commercial Vehicles ^{5,7,10}							0.4	0.5	0.4	0.4	0.6
Passengers ⁵	307	296	309	305	304	298	283	289	298	302	308
Revenue from users ^{8,9}	20,914	22,171	21,694	25,011	25,718	28,426	29,385	30,875	31,976	32,316	34,116
Subsidy ⁸	30,173	29,207	34,444	36,064	37,172	39,195	28,358	24,773	21,584	22,374	29,625
Total for these Shipping Services											
Vehicles carried	1,333	1,295	1,358	1,316	1,264	1,217	1,224	1,255	1,326	1,508	1,586
Passengers	5,646	5,380	5,605	5,541	5,288	5,150	5,177	5,253	5,230	5,661	5,846
Loose freight ¹⁵	5.0	5.0	5.7	5.3	4.8	4.9	4.7	4.8	4.8	4.9	3.0
Revenue from users	82,171	82,384	79,830	84,975	86,935	93,366	96,710	101,146	100,713	98,604	106,194
Subsidy	76,936	92,593	102,357	103,620	114,335	119,060	124,059	135,210	151,527	162,015	173,641

Table 9.14b: Local Authority operators

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Orkney Ferries											
Vehicles carried	81	81	87	89	87	87	84	84	85	87	89
Passengers	316	319	330	331	338	336	328	320	315	329	331
Loose freight	2.0	2.0	2.7	2.3	1.8	1.9	1.7	1.8	1.8	1.9	1.9
Revenue from users ^{3,4}	2,053	2,263	2,280	2,429	2,550	2,822	2,608	2,613	2,682	2,755	2,703
Subsidy ^{3,4}	6,207	6,918	7,535	6,280	6,847	6,702	6,924	7,040	7,341	7,625	7,196
Shetland Islands Council^{12,17}											
Vehicles carried	364	273	281	283	297	392	377	366	367	387	413
Passengers	796	634	637	625	615	811	777	762	742	775	776
Highland Council											
Vehicles carried	262.2	262.1	266.3	235.8	254.4	252.8	246.0	259.2	258.6	262.5	270.1
Passengers ¹⁶	16.7	1.0	3.9	4.4	3.0	5.1	570.3	576.0	568.2	580.9	588.4
Argyll and Bute Council											
Vehicles carried	36.6	36.5	36.5	33.8	33.4	32.8	29.9	32.9	35.9	43.2	41.8
Passengers	138.6	141.6	138.0	135.3	133.8	139.6	138.4	138.2	141.2	149.5	144.2
Total for Local Authority operators											
Vehicles carried	744	653	671	641	672	765	737	742	746	780	814
Passengers	1,267	1,096	1,108	1,095	1,090	1,292	1,814	1,796	1,767	1,835	1,840

Source: Ferry companies - Not National Statistics

1. Figures include charter and contract workings (see table 9.15).

2. This figure only covers the routes of Mallaig to the smaller isles since the freight is lifted by crane onto the vessels rather than transported by lorry onto the ferry.

3. Financial year beginning 1 April of year.

4. Revenue from users and subsidy may be subject to amendment following annual audit.

5. Calendar year.

6. NorthLink Orkney & Shetland Ferries Ltd operated from 1 October 2002 until 6 July 2006; NorthLink Ferries Ltd operated from 6 July 2006 until 5 July 2012; Serco NorthLink Ferries operated from 5 July 2012 to date.

7. Only coaches and mini-buses are included under this heading for 2003 and 2013 onwards.

8. Years prior to 2006 covered the period 1 October to 30 September. Figures for 2006 relate to a financial year beginning 1 April. Figures for 2007 onwards relate to an operating year from July to June.

9. The figures published previously for 2003 to 2005 were wrong. Corrected figures for 2003 and 2004 are not readily available.

10. The number of vehicles are no longer available due to a change in the method of collecting the data.

11. Includes Gourock-Dunoon which has been operated by Argyll Ferries Ltd since 30 June 2011, and Ballycastle-Rathlin which has been operated by Rathlin Ferries since April 2007.

12. Since 2008, no fares have been charged on 2 routes, the previous figures are therefore not comparable. Data is for routes included in Table 9.16 only.

13. Shetland Council is excluded from these figures as data isn't available for passenger revenue or subsidy.

14. P & O Scottish Ferries stopped operating its services on 30 September 2002.

15. In 2001 P & O's loose freight operations were taken over by a separate company called, Northwards, which did not provide the relevant information.

16. Passenger figures aren't recorded for the Corran Ferry until 2013 when they are included in the series.

17. These are the main routes, there will be other smaller ones that are not included.

18. Passenger and vehicle figures are for calendar years.

Table 9.15 Traffic on Subsidised ferry services

Route	Operator	Passengers									
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Clyde¹²											
Ardrossan-Brodick ^c	CalMac	749.0	707.4	715.7	731.1	692.4	688.7	706.1	715.1	761.9	828.3
Ardrossan-Campbeltown ^{11, c}	CalMac	..	..	..	..	..	..	9.8	11.3	10.7	10.3
Ballycastle-Rathlin ⁴	Rathlin Ferries	50.0	..	..	..	..	..	..	..	..	..
Colintraive-Rhubodach ^c	CalMac	257.5	256.3	260.6	264.3	228.0	217.1	222.1	214.5	209.4	232.0
Gourock-Dunoon ^{5, 6}	CalMac	..	..	..	..	..	..	..	..	..	..
Gourock-Dunoon ⁶	Cowal Ferries	607.2	550.8	533.5	499.2	..	..	..	..	..	..
Gourock-Dunoon ⁶	Argyll Ferries	..	..	..	..	409.2	341.3	299.2	310.1	305.5	303.4
Largs-Cumbrae ^c	CalMac	750.4	710.8	720.4	727.3	697.7	695.4	708.9	706.1	687.1	738.5
Lochranza-Tarbet/Claonaig ^{1, c}	CalMac	54.5	50.2	54.4	52.1	46.9	43.7	43.0	46.7	58.8	66.4
Tarbert-Portavadie ^c	CalMac	60.4	59.5	69.7	68.1	61.7	60.9	61.7	62.7	63.3	85.8
Wemyss Bay-Rothesay ^c	CalMac	770.3	741.0	755.9	735.3	711.5	690.1	676.9	674.1	631.7	675.7
Total Clyde		3,299.3	3,076.1	3,110.3	3,077.4	2,847.5	2,737.3	2,727.8	2,740.6	2,728.4	2,940.4
West Coast¹²											
Ardmhor (Barra) to Eriskay ^c	CalMac	38.7	39.7	48.8	46.1	48.4	46.1	45.5	47.4	48.1	57.1
Bermeray-Leverburgh ^{3, c}	CalMac	53.8	53.9	58.2	58.0	58.1	52.8	54.4	57.7	54.4	63.1
Fionnphort-Iona ^c	CalMac	246.8	222.3	232.2	233.2	221.7	213.5	224.2	223.9	215.4	243.2
Fishnish-Lochaline ^c	CalMac	130.0	118.2	125.0	115.6	117.1	110.7	108.8	110.9	109.7	105.1
Kennacraig to Islay/C'say/Oban ^b	CalMac	8.7	9.9	10.1	8.1	11.0	11.4	19.0	19.2	20.8	22.7
Kennacraig-Islay ^b	CalMac	157.4	159.3	171.4	169.3	174.1	178.4	180.7	189.8	194.8	203.2
Mallaig to Eigg/Muck/Rum/Canna ^c	CalMac	23.4	23.9	26.1	26.7	25.6	26.6	25.9	29.8	27.8	30.4
Mallaig-Armadale ^c	CalMac	190.5	187.5	208.8	212.4	220.8	217.3	237.4	239.4	247.6	250.8
Mallaig-Lochboisdale ^{13, c}	CalMac	-	-	-	-	-	-	0.4	1.2	1.0	22.8
Oban to Coll/Tiree/Castlebay ^a	CalMac	9.4	10.1	11.7	8.6	10.6	9.5	9.9	10.7	9.6	5.7
Oban to Colonsay ^b	CalMac	16.3	15.6	16.2	16.4	14.7	14.2	15.7	13.4	11.8	12.0
Oban to Lismore ^c	CalMac	13.7	15.2	18.2	20.0	20.1	20.1	20.3	19.7	19.9	24.3
Oban-Castlebay- Lochboisdale ^a	CalMac	46.5	46.2	57.0	58.2	61.6	59.3	58.2	57.7	55.8	43.3
Oban-Coll/Tiree ^a	CalMac	46.4	46.5	53.0	52.2	50.3	51.4	52.4	52.5	51.5	56.4
Oban-Craignure ^c	CalMac	596.7	554.6	578.3	564.5	543.7	549.4	553.4	572.0	555.2	644.8
Other	CalMac	..	..	..	..	..	..	..	..	..	..
Outer Hebrides ³	CalMac	..	..	..	..	..	..	..	..	..	..
Raasay-Sconser ^c	CalMac	62.7	64.5	61.6	58.0	53.6	56.5	57.6	57.4	60.3	70.7
Tayinloan-Gigha ^b	CalMac	62.4	57.8	64.7	66.5	57.9	56.1	58.4	64.1	59.8	63.8
Tobermory to Kilchoan ^c	CalMac	40.3	38.1	38.3	35.0	34.3	34.2	35.7	35.3	36.4	47.1
Uig-Tarbert-Lochmaddy ^{2, a}	CalMac	160.3	161.7	185.8	181.8	182.3	183.1	185.1	194.4	188.2	195.8
Ullapool-Stormaway ^a	CalMac	185.5	182.8	219.9	227.7	230.9	224.2	223.0	226.0	231.9	264.1
Total West Coast		2,089.5	2,008.0	2,185.5	2,158.4	2,136.9	2,114.8	2,165.9	2,222.5	2,200.0	2,418.7
North^{8,12}		5,696.4	5,378.8	5,604.3	5,541.1	5,288.1	5,150.0	5,176.6	5,251.7	5,226.0	5,660.6
Cars											
Route	Operator	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Clyde¹²											
Ardrossan-Brodick ^c	CalMac	137.4	131.1	136.0	134.2	127.9	127.0	130.4	139.6	189.9	202.8
Ardrossan-Campbeltown ^{11, c}	CalMac	..	..	..	..	..	..	2.0	2.2	2.3	2.5
Colintraive-Rhubodach ^c	CalMac	90.2	88.2	87.3	84.6	80.9	76.4	75.5	74.6	83.7	95.2
Gourock-Dunoon ^{5, 6}	CalMac	..	..	..	..	..	..	..	..	..	..
Gourock-Dunoon ⁶	Cowal Ferries	80.1	71.8	70.7	61.4	25.8	..	..	..	..	..
Gourock-Dunoon ⁶	Argyll Ferries	..	..	..	..	..	..	..	..	..	..
Largs-Cumbrae ^c	CalMac	151.3	143.1	139.8	138.7	136.0	134.1	134.9	135	138.2	161.3
Lochranza-Tarbet/Claonaig ^{1, c}	CalMac	17.9	16.7	17.6	16.6	14.7	14.0	13.9	14.9	20.8	24.2
Tarbert-Portavadie ^c	CalMac	20.9	21.0	21.6	21.2	19.7	19.0	18.5	18.5	17.9	25.5
Wemyss Bay-Rothesay ^c	CalMac	164.2	159.9	162.7	155.7	152.9	150.1	144.8	147.5	145.1	172.9
Other	CalMac	2.6	..	..	..	..	..	..	..	..	..
Total Clyde		664.6	631.7	635.9	612.4	557.9	520.7	520.0	532.3	597.9	684.1
West Coast¹²											
Ardmhor (Barra) to Eriskay ^c	CalMac	14.4	13.9	17.0	16.0	17.0	16.7	16.6	17.0	17.3	22.0
Bermeray-Leverburgh ^{3, c}	CalMac	21.5	21.5	24.7	23.7	23.4	21.7	22.2	23.9	22.5	28.2
Fionnphort-Iona ^c	CalMac	4.6	4.8	4.6	5.2	5.6	6.1	6.7	6.7	8.3	8.8
Fishnish-Lochaline ^c	CalMac	48.0	45.2	47.9	45.3	46.2	43.7	43.4	44.6	45.1	42.7
Kennacraig to Islay/C'say/Oban ^b	CalMac	2.4	2.8	2.8	2.3	3.2	3.1	5.5	6.0	6.6	7.7
Kennacraig-Islay ^b	CalMac	51.3	52.2	56.3	54.2	56.0	57.3	61.8	65.8	66.8	69.7
Mallaig to Eigg/Muck/Rum/Canna ^c	CalMac	0.9	0.9	0.8	1.0	0.8	1.0	0.9	1.1	1.1	1.7
Mallaig-Armadale ^c	CalMac	46.9	46.6	54.3	51.9	52.4	50.3	52.4	53.1	54.9	61.8
Mallaig-Lochboisdale ^{13, c}	CalMac	-	-	-	-	-	-	0.1	0.4	0.4	11
Oban to Coll/Tiree/Castlebay ^a	CalMac	2.2	2.3	2.8	2.3	2.5	2.6	2.6	2.6	2.5	1.9
Oban to Colonsay ^b	CalMac	4.7	4.5	4.4	4.6	4.3	4.3	4.8	4.4	4.2	4.9
Oban to Lismore ^c	CalMac	2.3	2.2	2.5	2.8	2.7	3.1	3.1	3.4	3.8	5.8
Oban-Castlebay- Lochboisdale ^a	CalMac	13.7	13.6	18.3	18.0	19.3	18.6	17.9	18.4	18.0	15.7
Oban-Coll/Tiree ^a	CalMac	13.0	13.0	15.8	15.6	15.2	15.9	16.0	15.7	15.8	18.8
Oban-Craignure ^c	CalMac	114.7	110.1	114.3	108.5	108.9	105.8	109.9	112.6	115.4	162.3
Other	CalMac	..	..	..	..	..	..	..	..	..	..
Outer Hebrides ³	CalMac	..	..	..	..	..	..	..	..	..	..
Raasay-Sconser ^c	CalMac	20.2	22.9	22.9	21.2	19.0	19.8	20.1	19.2	20.3	25.2
Tayinloan-Gigha ^b	CalMac	14.2	13.7	14.5	14.2	12.7	12.7	14.3	15.8	15.7	17.5
Tobermory to Kilchoan ^c	CalMac	5.9	5.4	6.1	5.6	5.3	5.2	5.3	5.5	6.1	10.6
Uig-Tarbert-Lochmaddy ^{2, a}	CalMac	55.3	57.0	69.8	67.9	67.6	69.8	72.0	76.1	74.8	78.2
Total West Coast		485.1	481.7	546.7	527.7	530.0	524.8	544.3	562.6	570.0	672.5
North^{8,12}		485.1	481.7	546.7	527.7	530.0	524.8	544.3	562.6	570.0	672.5
Aberdeen - Kirkwall ^{7,9}	Serco Northlink	5.4	4.9	5.3	4.9	5.0	4.6	4.8	4.2	4.5	4.6
Aberdeen - Lerwick ^{8,9}	Serco Northlink	15.7	16.7	16.7	17.4	17.2	16.3	16.9	16.6	17.4	18.3
Aberdeen - Stromness ^{7,9}	Serco Northlink	..	..	..	..	..	..	..	..	..	..
Lerwick - Kirkwall ^{8,9}	Serco Northlink	2.4	2.3	2.3	2.4	2.4	2.3	2.2	2.4	2.5	3.2
Scrabster - Stromness ^{8,9}	Serco Northlink	46.2	43.9	43.5	39.4	38.0	38	31.7	32.1	34.1	40.9
Total North		69.7	67.8	64.1	62.6	61.2	55.6	55.3	58.5	62.8	67.0
Total		1,219.4	1,181.2	1,250.4	1,204.2	1,150.5	1,106.7	1,119.3	1,150.2	1,226.4	1,419.4
											1,495.0

Table 9.15 (Continued) Traffic on subsidised ferry services

Route		Commercial Vehicles and Buses									
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2017
Clyde¹²											
Ardrossan-Brodick ^c	CalMac	13.5	12.5	11.6	13.2	11.4	12.0	12.4	12.1	9.2	10.7
Ardrossan-Campbeltown ^{11,c}	CalMac	..	..	..	..	..	..	0.2	0.4	0.2	0.2
Colintraive-Rhubodach ^c	CalMac	17.4	17.5	15.7	14.9	15.0	14.1	12.9	12.4	11.6	9.2
Gourock-Dunoon ^{5,6}	CalMac	..	..	..	..	..	..	..	..	..	..
Gourock-Dunoon ⁶	Cowal Ferries	5.3	3.9	3.8	3.5	1.5	..	..	..	..	..
Gourock-Dunoon ⁶	Argyll Ferries	..	..	..	..	..	..	..	..	..	..
Largs-Cumbrae ^c	CalMac	7.4	6.6	5.3	5.0	5.4	5.6	6.8	6.2	6.5	4.2
Lochranza-Tarbet/Claonaig ^{1,c}	CalMac	0.6	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4
Tarbert-Portavadie ^c	CalMac	0.6	0.5	0.7	0.5	0.6	0.6	0.5	0.4	0.7	0.5
Wemyss Bay-Rothesay ^c	CalMac	13.6	14.1	12.1	12.6	14.1	14.2	13.2	13.7	11.9	8.9
Other		0.4	..	..	..	..	..	..	..	..	..
Total Clyde		58.8	55.6	49.7	50.3	48.5	47.1	46.3	45.6	40.5	34.1
West Coast¹²											
Ardmhor (Barra) to Eriskay ^c	CalMac	1.3	1.3	1.5	1.5	1.3	1.4	1.2	1.3	1.3	2.0
Berneray-Leverburgh ^{3,c}	CalMac	2.3	2.1	2.2	1.9	2.2	2.0	1.9	1.3	1.8	1.1
Fionnphort-Iona ^c	CalMac	0.7	0.9	0.9	1.0	0.9	0.9	1.1	0.9	1.2	0.9
Fishnish-Lochaline ^c	CalMac	4.0	4.0	3.5	3.8	3.8	4.5	4.0	3.4	3.7	2.8
Kennacraig to Islay/C'say/Oban ^b	CalMac	0.5	0.5	0.4	0.4	0.6	0.6	0.6	0.6	0.8	0.8
Kennacraig-Islay ^b	CalMac	9.5	10.0	9.7	9.8	10.9	12.4	10.3	10.8	10.8	11.4
Mallaig to Eigg/Muck/Rum/Canna ^c	CalMac	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.2
Mallaig-Armadale ^c	CalMac	1.6	1.9	1.6	1.9	1.9	2.2	2.5	2.5	2.7	2.2
Mallaig-Lochboisdale ^{13,c}	CalMac	-	-	-	-	-	-	0.02	0.04	0.03	0.6
Oban to Coll/Tiree/Castlebay ^a	CalMac	0.3	0.3	0.4	0.3	0.3	0.2	0.3	0.3	0.3	0.2
Oban to Colonsay ^b	CalMac	0.3	0.3	0.3	0.3	0.3	0.4	0.3	0.2	0.1	0.2
Oban to Lismore ^c	CalMac	0.5	0.6	0.5	0.6	0.6	0.6	0.5	0.5	0.6	0.7
Oban-Castlebay- Lochboisdale ^a	CalMac	1.0	1.1	1.2	1.3	1.3	1.3	1.3	1.4	1.3	1.1
Oban-Coll/Tiree ^a	CalMac	1.9	1.7	1.9	1.8	2.2	1.7	1.6	1.7	1.7	1.7
Oban-Craignure ^c	CalMac	9.4	10.9	10.6	11.2	11.3	12.2	10.9	10.7	10.6	9.3
Otternish-Leverburgh ³	CalMac	..	..	..	..	..	..	..	..	..	..
Raasay-Sconser ^c	CalMac	1.0	1.5	1.2	1.5	1.1	1.3	1.0	0.5	0.6	0.7
Tayinloan-Gigha ^b	CalMac	2.0	1.4	1.6	1.6	1.4	1.4	1.3	1.1	1.2	1.1
Tobermory to Kilchoan ^c	CalMac	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.05	0.02
Uig-Tarbert-Lochmaddy ^{2,a}	CalMac	6.9	7.2	6.9	7.7	8.0	6.7	6.0	6.2	6.1	6.0
Ullapool-Stornoway ^a	CalMac	12.5	12.7	13.6	14.1	15.9	13.2	12.3	13.0	11.6	12.9
Total West Coast		56.0	58.5	58.1	61.2	64.2	63.4	57.6	56.8	56.8	57.0
North^{8,10,12}											
Aberdeen - Kirkwall ^{7,8,9}	Serco Northlink	..	..	..	..	..	..	0.02	0.02	0.03	0.02
Aberdeen - Lerwick ^{8,9}	Serco Northlink	..	..	..	..	..	..	0.1	0.1	0.1	0.1
Aberdeen - Storness ^{7,8,9}	Serco Northlink	..	..	..	..	..	..	..	..	..	..
Lerwick - Kirkwall ^{8,9}	Serco Northlink	..	..	..	..	..	..	0.1	0.1	0.1	0.1
Scrabster - Stromness ^{8,9}	Serco Northlink	..	..	..	..	..	..	0.2	0.2	0.2	0.3
Total North		0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.4	0.6
Total subsidised routes		114.7	114.1	107.8	111.6	112.8	110.5	104.3	102.9	97.7	89.9
Source: Ferry operators - Not National Statistics											

1. Seasonal carryings.

2. These figures are an aggregate of the Uig-Tarbert-Lochmaddy, Uig-Lochmaddy, Uig-Tarbert & Tarbert-Lochmaddy routes.

3. Berneray-Leverburgh replaced the Otternish-Leverburgh service and started in 2002.

4. Ballycastle-Rathlin was operated by CalMac prior to April 2007.

5. This route was out of service between March 2003 and June 2003.

6. Cowal Ferries operated the Gourock-Dunoon route from October 2006 until June 2011 when Argyll Ferries took over operation and carry passengers only. It is not possible to split passenger figures for 2011 between the two operators.

7. The Aberdeen to Stromness route changed to Aberdeen to Kirkwall in October 2002 but the figures provided by the company for 2002 did not distinguish between the two.

8. P & O Scottish Ferries stopped operating these services on 30 September 2002. NorthLink Orkney & Shetland Ferries Ltd operated from 1 October 2002 until 6 July 2006; NorthLink Ferries Ltd operated from 6 July 2006 until 5 July 2012; Serco NorthLink Ferries operated from 5 July 2012 to date.

9. Years prior to 2006 covered the period 1 October to 30 September. Figures for 2006 relate to a financial year beginning 1 April. Figures for 2007 onwards relate to an operating year from July to June. Day charters and livestock specials are included in the figures for some routes.

10. Only coaches and mini-buses are included under this heading for 2003. The number of vehicles are no longer available due to a change in the method of collecting the data.

11. Route commenced May 2013.

12. Figures are for calendar years.

13. Between 2013 and 2015 route operated as pilot scheme on Tuesday and Saturday during winter timetable. Full service started Summer 2016

a. Road Equivalent Tariff (RET) was introduced on these routes in October 2008

b. Road Equivalent Tariff (RET) was introduced on these routes in October 2012

c. Road Equivalent Tariff (RET) was introduced on these routes in October 2015

Table 9.16 Traffic on other major ferry routes

Route	2007	2008	2009	2010	Passengers							2016	2017
					2011	2012	2013	2014	2015	thousands			
Western Ferries²													
Gourock-Dunoon	1,329.4	1,308.5	1,336.2	1,313.8	1,332.7	1,389.3	1,342.7	1,347.2	1,331.1	1,341.0	1,353.7		
Strathclyde Partnership for Transport													
Renfrew - Yoker ⁷	149.5	141.4	147.8	..	..	..	..	..	..	..	..
Gourock - Kilcreggan ⁸	71.3	70.0	71.6	63.5	57.7	52.6	57.0	54.4	53.6	55.5	41.2		
Total	220.8	211.4	219.4	63.5	57.7	52.6	57.0	54.4	53.6	55.5	41.2		
Argyll & Bute Council													
Appin-Lismore ⁹	39.1	40.2	39.0	38.2	33.4	37.3	44.4	40.2	39.1	45.7	44.0		
Islay - Jura	71.6	72.4	69.1	65.8	71.3	70.2	62.8	67.7	68.1	68.0	72.3		
Cuan-Luing ^{3,9}	15.2	14.6	13.9	16.3	16.0	17.7	16.1	14.4	17.1	21.3	15.3		
Seil-Easdale ⁹	12.7	14.4	16.0	15.0	13.1	14.4	15.1	15.9	16.9	14.5	12.6		
Total	138.6	141.6	138.0	135.3	133.8	139.6	138.4	138.2	141.2	149.5	144.2		
Highland Council													
Ardgour-Nether Lochaber (Corran Ferry) ⁴	..	..	..	..	..	..	560	566	557	572	580		
Camusnagaul - Fort William ⁵	16.7	1.0	3.9	4.4	3.0	5.1	10.3	10.0	11.2	8.9	8.4		
Total ¹⁸	16.7	1.0	3.9	4.4	3.0	5.1	10.3	10.0	11.2	8.9	8.4		
West Highland Seaways¹²													
Gairloch (Wester Ross) - Portree (Skye)	..	..	..	..	..	..	..	..	..	..	..
Bruce Watt Cruises¹⁷													
Mallaig-Loch Nevis	2.6	4.9	3.3	3.0	4.9	4.6	-	-	-	-	-		
Orkney Ferries¹													
Houton - Lyness/Flotta	74.2	76.2	76.0	78.8	81.7	77.1	79.3	77.5	77.7	81.6	84.1		
Tingwall - Rousay/Egilsay/Wyre	60.5	55.0	60.6	58.8	58.4	56.3	58.8	54.8	55.0	53.6	57.5		
Kirkwall - Shapinsay	65.0	65.2	69.9	64.2	67.0	68.7	65	64.9	58.7	62.7	61.2		
Kirkwall - Westray/Stronsay	98.3	102.1	102.0	105.8	104.6	108.6	99.3	96.6	97.4	103.5	101.7		
Stromness-Hoy/Graemsay	18.4	20.5	21.1	23.1	26.2	24.9	26	26.5	26.4	27.8	26.9		
Total	316.4	319.0	329.5	330.7	337.8	335.6	328.4	320.3	315.2	329.2	331.4		
Shetland Islands Council¹													
Laxo or Vidlin - Symbister	177.5	170.9	166.2	164.0	169.0	173.1	166.1	165.8	163.4	169.8	162.6		
Toft - Ulsta	256.0	248.8	264.4	272.0	254.0	269.3	280.9	270.0	261.1	273.2	273.1		
Bluemull ¹¹	131.8	..	..	..	..	172.1	159.3	152.7	137.8	146.94	151.7		
Lerwick - Bressay ⁶	206.8	214.4	205.9	189.0	192.0	196.8	170.9	173.0	170.7	176.3	181		
Gutcher - Oddsta ¹⁰	23.5	..	..	..	..	..	..	..	..	..	..
Vidlin/Lerwick - Skerries	..	..	..	..	..	..	..	..	..	5.5	5.15	4.5	
West Burrarifh - Papa Stour	..	..	..	..	..	..	..	..	..	3.0	2.81	2.6	
Fair Isle - Grutness/Lerwick	..	..	..	..	..	..	..	..	..	0.5	0.71	0.64	
Total	795.6	634.1	636.5	625.0	615.0	811.3	777.1	761.5	742.0	774.9	776.1		
Cromarty Ferry Company													
Cromarty-Nigg	..	..	..	..	..	..	..	..	..	..	..
Total all routes	2,820.1	2,620.6	2,666.8	2,475.6	2,484.9	2,738.1	2,653.9	2,631.6	2,594.3	2,659.0	2,655.0		

Route	2007	2008	2009	2010	Cars *							2016	2017
					2011	2012	2013	2014	2015	thousands			
Western Ferries													
Gourock-Dunoon	602.0	588.0	584.0	564.2	577.9	605.5	578.5	590.0	599.6	608.0	621.8		
Argyll & Bute Council													
Islay - Jura	24.0	23.9	26.5	23.9	22.8	22.5	22.2	23.7	23.5	25.9	27.3		
Cuan-Luing ^{3,9}	7.6	7.7	7.2	7.0	7.1	7.2	5.8	5.6	7.4	11.3	8.3		
Total	31.6	31.6	33.7	30.9	29.9	29.7	28.0	29.3	30.9	37.2	35.6		
Highland Council													
Ardgour-Nether Lochaber (Corran Ferry)	252.4	245.0	249.4	221.4	242.0	238.5	234.7	247.4	247.2	251.0	257.5		
Orkney Ferries^{1,13}													
Houton - Lyness/Flotta	20.6	18.2	19.3	19.0	17.8	15.9	15.6	14.8	15.4	16.2	17.6		
Tingwall - Rousay/Egilsay/Wyre	9.7	9.2	9.8	10.2	9.1	10.4	9.4	10.7	10.2	8.8	9.43		
Kirkwall - Shapinsay	8.0	8.0	7.8	7.5	7.2	8	7.8	8.1	7.9	8.2			
Kirkwall - Westray/Stronsay	20.1	20.9	21.1	21.4	21.3	20.8	19.5	20.4	21.1	22.7	22.5		
Total	58.4	56.3	58.0	58.1	55.5	55.1	52.3	54.0	54.7	55.6	57.7		
Shetland Islands Council¹													
Laxo or Vidlin - Symbister	76.4	73.3	74.3	72.2	78.0	77.9	77.8	75.6	78.7	81.9	81.9		
Toft - Ulsta	119.6	116.7	123.8	129.2	134.0	130.6	138.1	126.9	139.6	147.3	150.6		
Bluemull ¹¹	65.8	..	..	..	..	88.8	78.3	73.9	78.2	84.5	85.3		
Lerwick - Bressay	69.6	67.9	67.5	66.4	70.0	66.5	65.2	64.6	65.9	69.5	71.2		
Gutcher - Oddsta ¹⁰	11.4	..	..	..	..	..	..	..	..	..	..
Vidlin/Lerwick - Skerries	..	..	..	..	..	..	..	..	..	2.7	2.5	2.3	
West Burrarifh - Papa Stour	..	..	..	..	..	..	..	..	..	1.3	1.3	1.1	
Fair Isle - Grutness/Lerwick	..	..	..	..	..	..	..	..	..	0.2	0.2	0.1	
Total	342.9	257.9	265.6	267.8	282.0	363.8	359.4	341.0	366.6	387.1	392.4		
Cromarty Ferry Company													
Cromarty-Nigg	..	..	..	..	..	..	..	..	..	..	..
Total all routes	1,287.3	1,178.8	1,190.7	1,142.4	1,187.2	1,292.6	1,252.9	1,261.7	1,299.0	1,338.9	1,365.1		

Table 9.16 (continued) Traffic on other major ferry routes

Route	Commercial Vehicles and Buses *										
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
thousands											
Western Ferries											
Gourock-Dunoon ¹⁴	33.0	32.2	33.8	33.0	37.9	40.0	37.9	37.9	34.9	33.8	37.6
Argyll & Bute Council⁹											
Islay - Jura	4.7	4.6	2.5	2.6	3.2	2.8	1.6	3.3	4.4	5.7	5.8
Cuan-Luing ⁹	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.6	0.3	0.4
Total	5.0	4.9	2.8	2.9	3.5	3.1	1.9	3.6	5.0	6.0	6.2
Highland Council											
Ardgour-Nether Lochaber (Corran Ferry)	9.8	17.1	16.9	14.4	12.5	14.3	11.3	11.8	11.4	11.5	12.6
Orkney Ferries^{1,13}											
Houton - Lyness/Flotta	2.7	4.9	5.3	5.4	6.0	7.4	8.5	9.0	9.0	9.4	9.9
Tingwall - Rousay/Egilsay/	6.1	4.7	6.7	6.7	6.8	4.9	4.9	4.5	4.8	4.7	4.6
Kirkwall - Shapinsay	3.0	3.6	4.7	4.7	4.9	4.4	4.3	3.3	3.1	3.2	3.4
Kirkwall - Westray/Stronsa	11.0	11.7	12.7	13.8	13.5	15.7	13.8	13.1	13.1	14.4	13.8
Total	22.8	24.9	29.4	30.6	31.2	32.3	31.5	29.9	30.0	31.7	31.5
Shetland Islands Council¹											
Laxo or Vidlin - Symbister	3.9	3.6	3.3	4.0	4.3	4.0	2.2	2.9	..	..	2.0
Toft - Ulsta	9.8	9.8	10.3	7.3	7.6	12.6	9.0	12	..	..	12.6
Gutcher - Belmont ¹¹	4.8	..	..	..	..	7.2	3.9	6.4	..	..	3.7
Lerwick - Bressay	2.0	2.2	2.0	3.7	3.5	4.7	2.5	4	..	..	2.2
Gutcher - Oddsta ¹⁰	0.3	..	..	..	..	..	..	..	..	..	..
Total	20.7	15.6	15.6	15.0	15.4	28.5	17.6	25.3	0.0	0.0	20.5
Total all routes	91.3	94.7	98.4	95.9	100.4	118.2	100.1	108.5	81.3	83.0	108.4

Source: Ferry companies - Not National Statistics

*. Only routes which carry cars / commercial vehicles are shown in the relevant part table.

1. In addition to the routes shown in this table, there are some other routes, which have less traffic, for which the number of passengers and vehicles are included in the totals for the operator which appear in table 9.14.

2. Passenger numbers prior to 1999 are based on paying passengers, but from 1999 numbers are based on a head count. There were 793,600 paying passengers in 1999.

3. Figures for 2000 and 2001 are estimates.

4. As foot passengers carried on the Corran Ferry travel for free, exact numbers are not recorded. However, an estimate of the number is included in the table.

5. Until 25 October 1999 this service carried pupils going to Lochaber High School. A bus service now operates to carry school pupils, which mainly accounts for the drop in passenger numbers from 1999 to 2000. Since 2006 this has carried pupils from Fort William who attend Ardnamurchan High School.

6. Passenger numbers in 1999 are high because of special events such as the Tall ships race.

7. Figures relate to financial years which start in the specified calendar year (e.g. the 1998 figure is for 1998-99). Comparable figures prior to 1998-99 are not available, because before then the numbers of passengers were counted exclusive of ZoneCard ticket holders (and therefore passengers who had a ZoneCard were not counted). SPT no longer operates the Renfrew-Yoker ferry (Clydelink have run this service commercially since April 2010).

8. Since 2001 the Gourock-Kilreggan route has been tendered by Strathclyde Passenger Transport (SPT), and operated under contract by Clyde Marine and more recently by Clydelink. The SPT changed its name to Strathclyde Partnership for Transport in April 2006. It was a Caledonian MacBrayne route in previous years, so figures for and earlier years appear in table 9.14. Figures relate to financial years which start in the specified calendar year (e.g. the "1998" figure is for 1998-99).

The figure for 2012/13 is based on 13 x 4 weekly periods and spans 25/03/2012 - 23/03/2013. From 2012/13 Clydelink operate this service.

Also, the link to Helensburgh on this route has been removed from 2012/13 and as reported in the SPT Monitoring Report, this previously accounted for approximately 4,200 passenger trips per annum. The figure for 2013/14 continues to be based on 13 x 4 weekly reporting periods (year ending 22/03/2014) and while Clydelink continue to operate this service for 2013/14, Clyde Marine operated the summer Sunday only service between 31 March 2013 and 19 October 2013. The figure for 2014/15 continues to be based on 13 x 4 weekly reporting periods (year ending 21/03/2015) and is still operated by Clydelink. The Sunday summer service expired in October 2014. The figures for 2014/15 & 2015/16 continue to be based on 13 x 4 weekly reporting periods (year ending 19/03/2016 for year 2015/16) and is still operated by Clydelink.

9. 2004 is the first full calendar year of the electronic ticketing system and the statistics quoted for the Cuan, Easdale and Appin Services reflect the more accurate counting method.

10. Since 2008, there have been no fares charged on this route. This route is now Gutcher Hamarsness.

11. From 2008 to 2011 there were no fares charged on this route. They were reintroduced in 2012. Figures for Gutcher/Belmont to Hamarsness are included in these figures.

12. The Gairloch to Portree service operated by West Highland Seaways was withdrawn from 22 August 2004.

13. Separate figures for cars/buses and commercial vehicles are only available for some Orkney Ferries services for recent years. Prior to that, only the total number of vehicles carried is available.

14. The operator indicated that the figure provided for buses and commercial vehicles in 2002 may not be directly comparable with previous years.

Figures for 2003 onwards are not comparable with earlier years.

15. Only coaches and mini-buses are included under this heading for 2003.

16. Data for Pentland Ferries is not available.

17. Bruce Watt cruises no longer operates due to retirement.

18. Figures for passenger numbers on the Corran ferry service have not been included in the total for Highland council as the figures are new estimates and considered as 'data under development'.

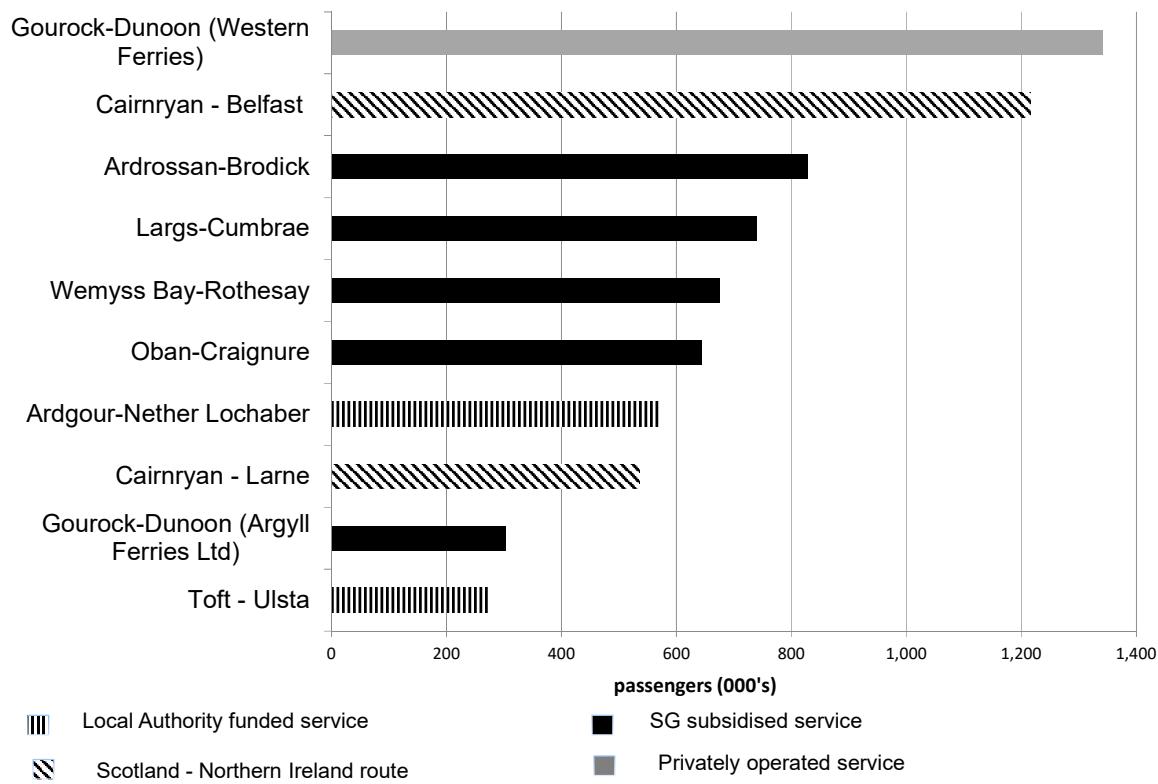
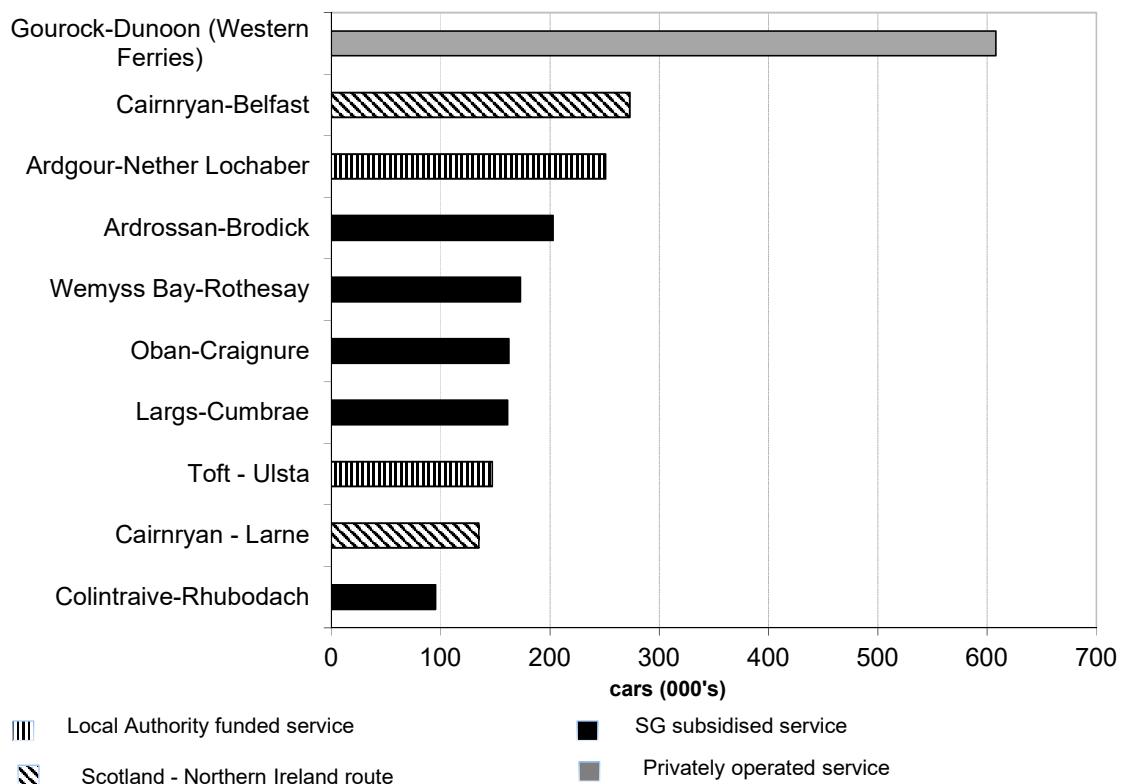
Figure 9.6 Top passenger ferry routes within and to/from Scotland, 2017**Figure 9.7** Top car ferry routes within and to/from Scotland, 2017

Table 9.17 Reliability and punctuality of lifeline ferry services

	2007 -08	2008 -09	2009 -10	2010 -11	2011 -12	2012 -13	2013 -14	2014 -15	2015 -16	2016 -17	2017 -18
Caledonian MacBrayne											
Scheduled sailings ¹	132,558	131,639	131,103	131,317	131,209	131,334	133,477	134,665	133,391	135,680	135,076
<i>numbers</i>											
Reliability ²	99.8	100.0	99.9	99.8	99.9	99.9	99.9	99.9	99.6	99.9	99.5
Punctuality ³	99.4	99.9	99.9	99.9	99.8	99.8	99.8	99.8	99.7	99.7	99.8
NorthLink⁴											
Scheduled sailings ¹	3,191	3,247	3,232	3,270	3,308	3,151	2,886	2,868	2,915	2,931	2,989
<i>numbers</i>											
Reliability / Punctuality											
Aberdeen routes	99.9	99.9	99.9	99.8	99.8	99.8	99.8	99.7	99.9	99.9	99.9
Pentland Firth	98.6	98.9	98.9	99.3	99.1	99.5	92.1	100	99.5	100	99.9

Source: Scottish Government - Not National Statistics

1. Timetabled sailings but excluding any additional sailings operated by CalMac.

2. New performance measure for 2003-2004 covering the number of timetabled sailings actually operated taking account of any relief events agreed by the Scottish Executive - for example, sailings which were cancelled due to bad weather; in accordance with safety procedures; delays due to the availability or operational restrictions of harbour facilities, or having to wait for the arrival of other public transport connections

3. Covers CalMac's punctuality performance against its published timetable taking account of any relief events. Performance measure was previously called Quality of Service.

4. NorthLink Orkney and Shetland Ferries Ltd started operating its services on 1 October 2002. Its figures for 2002-03 therefore cover only a period of six months.

NorthLink Ferries Ltd started operating its services on 6 July 2006 and includes freight services for the first time. The figures for 2007-08 relate to the 2007 calendar year. The reliability figures include services cancelled due to circumstances beyond the operators control, such as adverse weather, for which the operator can claim relief. From October 2002, the punctuality figures relate to services arriving within 20 minutes of the published timetable on the Pentland Firth services and within 90 minutes on the Aberdeen, Kirkwall and Lerwick passenger services.

The punctuality figures include services delayed due to circumstances beyond the operators control, such as adverse weather, for which the operator can claim relief. From July 2006, the punctuality figures relate to services arriving within 10 minutes of the published timetable on the Pentland Firth services, within 30 minutes on the Aberdeen, Kirkwall and Lerwick passenger services and within 45 minutes on the Aberdeen, Kirkwall and Lerwick freight services.

The punctuality figures include services delayed due to circumstances beyond the operators control, such as adverse weather, for which the operator can claim relief. Northlink Ferries Ltd operated until 5 July 2012 and Serco Northlink Ferries took over on 5 July 2012.

Table 9.18 HM Coastguard statistics: Search and rescue operations (Scotland)

Type of callout	2007 ¹	2008 ¹	2009 ¹	2010 ¹	2011 ¹	2012 ¹	2013 ¹	2014 ¹	2015 ^{1,2}	2016 ²	2017 ²
Assistance rendered	..	..	..	..	..	..	..	..	..	..	..
Assistance not rendered	..	..	..	..	..	..	..	..	..	..	..
Hoax	92	56	89	62	41	57	60	45	16	14	12
Total incidents	3,383	3,583	3,765	3,669	3,910	3,283	3,422	3,364	2,538	2,464	2,720
Coastguard rescue team callouts	..	..	..	..	..	..	..	..	..	..	..
Number of persons assisted	..	..	..	..	..	..	..	..	..	..	..
Number of persons rescued	..	..	..	..	..	..	..	..	..	..	..
Lives lost	..	..	..	..	..	..	..	..	..	..	..

Source: Maritime and Coastguard Agency - Not National Statistics.

1. Due to 'Industrial action short of a strike' undertaken by Coastguard staff during 2007 to 2014, the Maritime and Coastguard Agency is unable to provide full incident details for 2007 to 2014. The figures provided are provisional - they have not been audited.

2. Figures prior to 2015 are not comparable due to changes in methodology for collecting the figures.

Chapter 10: Transport and Travel Finance in Scotland

- Transport expenditure
- Motorways and trunk roads
- Local Authority revenue and capital income
- Government grants
- Petrol and diesel prices and duties
- Average weekly household expenditure on transport.

£2,125 million

was spent by **Scottish Government** and **Transport Scotland** on transport in 2017/18

£821 million

was spent by **Local Authorities** on transport in the same period.

£41 million income to Local Authorities from parking charges in 2017

14% of **household spending** was on transport and travel between 2016-18

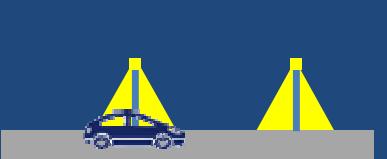
£620m by Scottish Government on trunk roads



£221m by Local Authorities on road maintenance



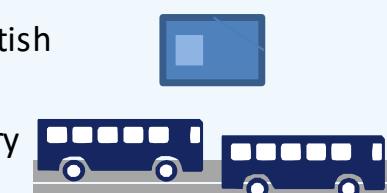
£63m by Local Authorities on road lighting



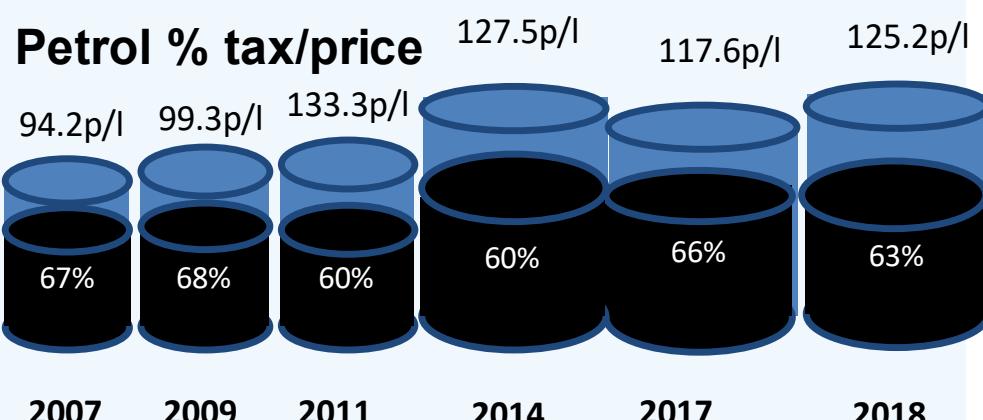
£756m by Scottish Government on rail services



£201m by Scottish Government on the National Concessionary Travel Scheme



Petrol % tax/price

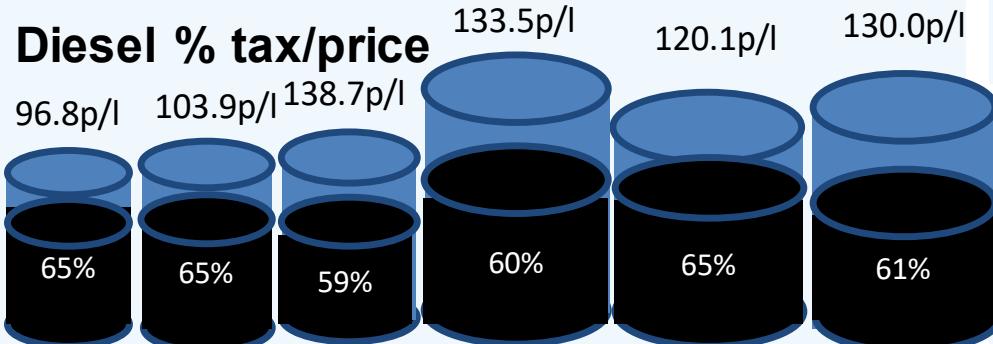


0.2p rise in

petrol prices
between Jan
and Dec 2018



Diesel % tax/price



6.5p rise in

diesel prices
over the same
period



For web publication and further information, visit http://bit.ly/STS_allditions



FINANCE

1. Introduction

1.1 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.

1.2 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 £2,125 million on transport in 2017/18. Local Authorities spent a further £821 million.
- Personal spend on transport and travel accounted for 14% of household spending between 2016 and 2018.
- In 2018 petrol prices started at 121.2 pence per litre in January before falling slightly to 121.0 pence in December. However, diesel prices rose in 2018 from 124.6 in January to 131.0 pence by December.

2. Main Points

Motorways & Trunk Roads

2.1 The total of capital and current expenditure on motorways and trunk roads in 2017-18 was estimated at £620 million, £93 million (13%) less than the 2016/17 figure, a big part of which is expenditure on the Forth Replacement Crossing. Total expenditure on transport within Scottish Ministers' responsibility in 2017-18 was budgeted at £2,125 million, £51 million (2%) more than in the previous year. (Table 10.1)

2.2 Expenditure on the management and maintenance of the trunk road network totalled £169m in 2016-17. The expenditure is split £8.7m on capitalised maintenance and £160.3m on routine and winter maintenance, network management and network strengthening. (These figures do not include spending on new construction). (Table 10.2)

Local Authorities

2.3 In 2017-18, net revenue expenditure on transport controlled by local authorities was £430 million. In cash terms, this was 8 per cent more than in 2016-17. Road maintenance (£221 million in 2017-18) accounted for 51% of the expenditure. The other main categories of expenditure in 2017-18 were:

- contributions to passenger transport (excluding concessionary fares) - £132 million;
- road lighting - £63 million;
- network and traffic management (excluding school crossing patrols) - £31 million

In 2017-18, the net income from parking charges was £41 million, 5% more than 2016-17. (Table 10.1)

2.4 The Local Authorities with the highest net revenue expenditure on roads and transport (excluding loan charges) in 2017-18 were: Fife, (£31.1 million), South Lanarkshire (£29.5 million), Highland (£26.6 million), and Aberdeenshire (£25 million). (*Table 10.3*) The table also shows local authorities' figures for other types of expenditure in 2017/18:

- **Road maintenance/Winter maintenance** South Lanarkshire had the highest expenditure on road maintenance (£19.3 million), followed by Fife (£14.6 million). South Lanarkshire spent the most on winter maintenance (£6.8 million).
- **Contributions to Public Transport** in terms of the total net revenue expenditure on 'local authority' and 'non LA' public transport, Shetland Islands (£16.2 million) made the largest contributions to passenger transport. Fife spent £12.2 million.
- **Road Lighting** Glasgow spent most on road lighting (£9.8 million), followed by North Lanarkshire (£4.6 million).
- **Parking** Edinburgh had the largest net income from parking (£23.8 million) followed by Glasgow at £12.5 million.

Gross Capital Expenditure

2.5 Gross capital account expenditure by councils and boards on local authority roads and transport totalled £402 million in 2017-18, 15% less than the previous year. Of this total £276 million was spent on roads and £59 million on other public transport. (*Table 10.4*)

2.6 The local authorities with the highest gross capital account expenditure on roads and transport in 2017-18 were: Perth and Kinross (£35.6 million) and Highland (£31.5 million). Perth and Kinross spent the most on roads (£31.3 million) followed by Highland (£26.0 million). (*Table 10.5*)

2.7 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

2.8 Between 2017 and 2018 the average price of unleaded petrol increased by 7.8 pence, and diesel increased by 9.8 pence per litre in Great Britain. In 2018, petrol prices increased by 0.2 pence between January and December and diesel prices increased by 6.5 pence over the same period. Tax (duty plus VAT) represented 63% of the price for unleaded petrol and 61% of the price for diesel in Great Britain in 2018, compared with 67% for unleaded petrol and 65% for diesel in 2007. (*Table 10.6*)

2.9 The UK Retail Prices Index (RPI) rose by 32% between 2007 and 2017. 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 38%, petrol and oil by 24% and there was a 163% rise in the cost of vehicle tax and insurance. However, the cost of purchasing a motor vehicle fell by 11% in cash terms over the last ten years. As a result, motoring expenditure index rose by 30%, less than the 32% increase in the RPI and therefore a real term fall between 2007 and 2017. Over the same period, fares

and other travel costs rose by 58% in cash terms - rail fares by 51% and bus and coach fares by 69%, increases of 19% and 37% above general inflation. (*Table 10.7*)

2.10 Average weekly household expenditure in Scotland on transport and vehicles in 2016-18 was £68.20, representing 13.9% of total household expenditure. On average, £23.50 was spent on the purchase of vehicles, £27.00 on the operation of personal transport (including £18.40 on petrol, diesel and other motor oils) and £17.70 on transport services (such as bus and train fares). (*Table 10.8*)

Table 10.1 Expenditure on transport within the Scottish Ministers' responsibility, and expenditure on transport controlled by local authorities

	2007 -08	2008 -09	2009 -10	2010 -11	2011 -12	2012 -13	2013 -14	2014 -15	2015 -16	2016 -17	2017 -18
Expenditure on transport within the Scottish Ministers' responsibility											£ million at outturn prices
Motorways and trunk roads											
Capital¹											
- New construction and improvements ¹	132	166	258	207	45	47	101	76	184	320	184
- Forth Replacement Crossing	-	22	30	30	152	242	193	232	217	114	74
- Capital maintenance ²	-	30	31	29	18	12	10	8	14	-	7
Total	132	218	319	266	215	301	304	316	415	434	265
Current											
- Routine and winter maintenance etc	88	73	75	101	69	75	73	78	79	73	93
- Network Strengthening and Improvements ³	140	114	111	105	85	77	85	71	72	115	119
- Other	-	-	-	-	-	32	21	18	18	18	33
- Design, build, finance, operate payments	35	32	32	36	54	57	59	68	80	73	110
Total	263	219	218	242	208	241	238	235	249	279	355
Total capital and current (a)	395	437	537	508	423	542	542	551	664	713	620
Central Government support to transport industries¹²											
Highlands and Islands Airports Ltd	28	26	26	25	27	23	21	34	38	25	29
Caledonian MacBrayne Ltd	45	51	56	59	68	74	86	107	123	134	131
Scottish Canals ¹⁰	9	12	12	12	11	11	14	11	10	10	12
Rail Services in Scotland ¹⁰	929	831	807	749	777	783	803	676	745	731	756
Northern Isles Ferries ¹¹	29	33	36	40	43	41	38	36	32	35	46
Bus Service Operators Grant ¹¹	67	64	64	63	61	62	50	51	53	53	51
Freight Facilities Grant ¹¹	2	5	2	5	2	1	1	1	1	1	1
Integrated Transport Fund ¹¹	1										
Major public transport projects	251	129	159	75	70	36	35	3	3	6	5
National Concessionary Travel schemes (incl Smartcards) ¹²	174	193	201	187	188	193	197	197	196	196	201
Other ⁷	84	45	22	53	52	68	93	115	150	170	273
Total (b)	1,369	1,248	1,216	1,193	1,229	1,292	1,336	1,231	1,351	1,361	1,505
Total Ministers' resp. (sum of a and b)	1,764	1,685	1,753	1,701	1,652	1,834	1,878	1,782	2,015	2,074	2,125
Local transport - gross capital⁴ expenditure											
New construction and improvement ⁵	285	345	310	293	328	318	350	361	361	377	306
Other investment ⁶	218	149	164	107	157	185	111	72	43	84	85
Total	503	494	474	400	485	504	461	433	404	462	391
Expenditure on transport controlled by local authorities											
Local transport - net revenue expenditure (excl. loan charges) ^{8,9}	..	..	..	..	..	..	..	..	..	..	..
Administration	..	..	..	..	..	..	..	..	..	..	..
Construction	6	4	4	4	5	6	16	17	6	3	3
Road maintenance (incl winter maintenance)	261	274	293	317	256	271	241	223	216	203	221
Road lighting	65	67	69	66	66	73	69	70	68	66	63
Parking	-24	-29	-23	-24	-25	-29	-29	-31	-35	-39	-41
Network and traffic management (other than school crossing patrols)	39	43	42	38	40	44	46	43	44	36	31
Concessionary fares	8	12	13	7	6	7	8	8	8	7	7
Contributions to passenger transport	76	66	72	80	115	101	95	115	99	108	132
School crossing patrols	16	16	16	15	14	14	14	14	13	14	13
Total controlled by Local Authorities	450	453	486	503	477	487	460	459	418	398	430

Source: Expenditure on a and b above provided by Transport Scotland - Not National Statistics

1. Includes all costs related to the construction of Major Road Projects.

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.

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.

4. Figures are on a cash basis up to 2003-04 and on an accruals basis from 2004-05 onwards. Capital Funded from Current Revenue is included.

5. Includes Network & Traffic Management, Bridges and Parking

6. Includes Shipping, Transport Piers and Ferry Terminals

7. 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).

8. The revenue account figures are reported on an accruals basis (i.e. reflected in the accounts of the period in which they take place).

9. Includes support for LA and non-LA transport undertakings, and revenue contributions to capital.

10. 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 responsibility of the Department for Transport). British Waterways renamed Scottish Canals following split.

11. Separate figures for each of these categories were not available prior to 2003-04

12. 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.)

Table 10.2 Net expenditure on management and maintenance of motorways and trunk roads by Operating Companies¹, 2016-17

Description	Capital		Current ²			Total
	Capital Maintenance		Routine, Cyclical and Winter	Maintenance and Network Management		
North East Operating Company	740		26,996			27,736
North West Operating Company	3,804		46,135			49,939
South East Operating Company	359		30,119			30,478
South West Operating Company	3,770		41,685			45,455
Forth Bridges Operating Company ³	2		15,362			15,364
Total	8,675		160,297			168,973

Source: Transport Scotland

1. For the purpose of maintenance from 2001-02, the trunk road network was sub-divided into 4 operating units (see Notes)

2. These figures do not include costs for expenditure outside Operating Company control i.e. (Traffic Scotland Operations, PAG contract etc).

3. The Forth Bridge Operating Contract commenced on 1 June 2015

Table 10.3 Net revenue expenditure on roads and transport (excluding loan charges) by Councils, by type, 2017-18¹

Council	Network and traffic management						Public Transport			£ thousand	
	Roads			Network and traffic management			Public Transport				
	Construction	Maintenance		Lighting	School crossing patrols	Other	Parking Services	Local Authority			
		Winter maintenance	Structural, environmental and safety maintenance and routine repairs					LA public transport	Concessionary fares ²	Other non LA public transport	
Aberdeen City	-	2,128	5,345	2,689	232	1,947	-	-	-	269	12,610
Aberdeenshire	-	6,602	6,252	2,214	408	1,547	182	-	242	7,546	24,993
Angus	2,370	3,463	2,067	1,034	-	-	159	-	-	2,138	11,231
Argyll & Bute	64	2,486	6,225	1,320	163	687	-347	1,445	178	1,987	14,208
Clackmannanshire	157	453	852	539	32	20	0	1	21	402	2,477
Dumfries & Galloway	14	2,429	5,582	918	264	1,229	196	-	5	3,864	14,501
Dundee City	-	2,454	1,419	1,115	-	2,617	-1,693	-	171	720	6,803
East Ayrshire	-	1,063	4,367	1,951	251	1,199	-386	-	237	2,050	10,732
East Dunbartonshire	10	454	2,788	1,046	413	813	190	-	215	1,855	7,784
East Lothian	-	2,159	559	1,346	253	345	5	-	236	1,213	6,116
East Renfrewshire	-	1,401	6,513	1,229	297	118	143	-	175	1,607	11,483
Edinburgh, City of	-	2,261	9,912	4,345	1,309	1,365	-23,819	-	950	9,462	5,785
Eilean Siar	-	1,951	1,725	293	-	90	83	-111	-	3,613	7,644
Falkirk	76	1,902	2,204	1,137	412	1,529	-136	-	115	2,055	9,294
Fife	47	5,485	9,143	4,058	312	284	-375	-	580	11,614	31,148
Glasgow City	-	2,557	8,953	9,842	3,108	4,233	-12,542	-	1,031	7,736	24,918
Highland	-	2,785	7,912	4,134	687	1,771	-644	527	146	9,305	26,623
Inverclyde	-	564	1,477	1,041	311	215	1	-	168	1,485	5,262
Midlothian	-	1,593	1,314	1,235	304	1,001	211	-	24	656	6,338
Moray	-	2,364	1,640	739	248	930	-242	104	-	376	6,159
North Ayrshire	-	1,022	5,975	1,550	306	44	252	-	291	2,464	11,904
North Lanarkshire	-	6,488	6,578	4,632	1,223	1,153	-	-	563	5,484	26,121
Orkney Islands	-	1,116	1,221	209	43	452	-15	6,986	122	2,468	12,602
Perth & Kinross	-	5,104	3,520	1,416	46	1,142	-726	-	74	2,708	13,284
Renfrewshire	31	1,248	4,947	1,473	676	1,279	-597	1,786	-	3,679	14,522
Scottish Borders	333	4,674	2,449	1,146	140	500	222	23	15	2,358	11,860
Shetland Islands	-	1,272	3,199	469	16	616	-4	12,760	5	3,392	21,725
South Ayrshire	-	778	5,459	1,747	106	787	-307	-	259	1,767	10,596
South Lanarkshire	260	6,812	12,506	2,564	886	1,234	-773	-	575	5,424	29,488
Stirling	-	1,520	1,349	2,462	178	368	-525	-	-	1,628	6,980
West Dunbartonshire	-	1,358	1,533	711	151	566	98	-	-	1,811	6,228
West Lothian	-	3,536	5,002	2,827	363	680	144	-	550	2,326	15,428
HITRANS	-	-	-	-	-	-	-	-	-	-	-
NESTRANS	-	-	-	-	-	-	-	-	1	-	1
SESTRAN	-	-	-	-	-	-	-	-	580	580	580
SWESTRANS	-	-	-	-	-	-	-	-	-	-	-
SPT	-	-	-	-	-	-	-	-	-	2,535	2,535
TACTRAN	-	-	-	-	-	-	-	-	-47	-47	-47
ZetTrans	-	-	-	-	-	-	-	-	139	129	-10
Scotland	3,362	81,482	139,987	63,431	13,138	30,761	-41,245	23,521	6,809	108,658	429,904

Source: Scottish Government Local Government Finance

1. Support service costs (e.g. administrative buildings and services such as legal, personnel, accountancy, IT and estates management), are included in the various service totals.

2. 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.

Table 10.4 Service breakdown of Local Authorities' gross capital expenditure 2017-18¹

Category of expenditure	Tangible Fixed Assets			Intangible	Revenue Expenditure Funded from Capital Resources	£ thousand
	Acquisition of land, leases, existing buildings or works	New construction, conversions & enhancement to existing buildings	Vehicles, Plant, machinery & Equipment	Intangible assets	Third Party Capital Projects	
Roads	33,068	230,094	9,903	381	2,254	275,700
Network and Traffic Management	1,885	26,923	1,539	-	78	30,425
Bridges	1,880	20,650	508	-	380	23,418
Parking services	17	3,257	297	-	-	3,571
Rail	-	9,824	-	-	-	9,824
Other Public Transport	357	15,217	34,488	372	8,663	59,097
Shipping, Airports, Transport Piers & Ferry Terminals	-	-	-	-	-	-
Total Roads and Transport	37,207	305,965	46,735	753	11,375	402,035

Source: Scottish Government Local Government Finance

1. Capital Expenditure is recorded on a accruals basis (not cash) and includes Capital Funded from Current Revenue.

Table 10.5 Gross¹ capital account expenditure on local authority roads and transport by Councils and Boards, by type, 2017-18

Authority	Roads	Network and Traffic Management	Bridges	Parking services	Rail	Public Transport	Shipping, Airports, Transport Piers & Ferry Terminals	Total Roads and Transport
	£ thousand	£ thousand	£ thousand	£ thousand	£ thousand	£ thousand	£ thousand	£ thousand
Aberdeen City	15,389	2,653	38	-	-	-	-	18,080
Aberdeenshire	18,142	417	3,131	-	-	8,377	-	30,067
Angus	8,408	299	361	-	-	94	-	9,162
Argyll & Bute	5,619	65	485	-	-	441	354	6,964
Clackmannanshire	3,748	-	74	-	-	-	-	3,822
Dumfries & Galloway	9,985	384	1,149	21	166	206	-	11,911
Dundee City	7,280	351	92	61	9,381	12	-	17,177
East Ayrshire	3,612	1,083	781	1	-	-	-	5,477
East Dunbartonshire	7,808	497	652	-	-	-	-	8,957
East Lothian	5,460	112	-	54	-	-	-	5,626
East Renfrewshire	1,153	205	366	2	277	-	-	2,003
Edinburgh, City of	11,097	5,894	1,936	41	-	2,347	-	21,315
Eilean Siar	2,460	374	390	-	-	894	-	4,118
Falkirk	5,504	208	792	695	-	-	-	7,199
Fife	13,580	1,476	802	559	-	-	-	16,417
Glasgow City	15,801	5,425	510	479	-	26	-	22,241
Highland	26,036	2,132	2,630	28	-	694	-	31,520
Inverclyde	5,073	17	-	-	-	-	-	5,090
Midlothian	2,701	-	-	-	-	-	-	2,701
Moray	6,194	203	100	-	-	-	-	6,497
North Ayrshire	4,875	-	513	-	-	-	-	5,388
North Lanarkshire	11,269	889	1,349	1,155	-	163	-	14,825
Orkney Islands	4,169	-	-	-	-	415	-	4,584
Perth & Kinross	31,299	2,576	1,689	17	-	-	-	35,581
Renfrewshire	8,070	368	375	-	-	-	-	8,813
Scottish Borders	6,601	1,350	2,090	-	-	33	-	10,074
Shetland Islands	1,185	16	259	-	-	470	36	1,966
South Ayrshire	1,738	681	186	-	-	-	-	2,605
South Lanarkshire	12,668	729	-	104	-	3,798	-	17,299
Stirling	8,043	-	176	354	-	50	-	8,623
West Dunbartonshire	2,342	636	-	-	-	12	-	2,990
West Lothian	6,137	1,307	1,544	-	-	-	-	8,988
Tay Bridge	-	-	568	-	-	-	-	568
HITRANS	-	-	-	-	-	-	-	-
NESTRANS	-	-	-	-	-	-	-	-
SESTRAN	-	-	-	-	-	177	-	177
SWESTRANS	-	-	-	-	-	347	-	347
SPT	-	-	-	-	-	31,878	-	31,878
TACTRAN	-	-	-	-	-	-	-	-
ZetTrans	-	-	-	-	-	-	-	-
Total	273,446	30,347	23,038	3,571	9,824	50,434	390	391,050

Source: Scottish Government Local Government Finance

1. Capital Expenditure is recorded on a accruals basis (not cash) and includes Capital Funded from Current Revenue.

Table 10.6a Petrol and diesel prices and duties per litre (year average), GB¹

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Unleaded Petrol²												
Price pence	94.2	107.1	99.3	116.9	133.3	135.4	134.1	127.5	111.1	108.8	117.6	125.2
of which:												
Duty	48.9	50.5	54.4	57.2	58.2	58.0	58.0	58.0	58.0	58.0	58.0	58.0
VAT ³	14.0	15.8	13.0	17.4	22.2	22.6	22.4	21.3	18.5	18.1	19.6	20.9
All tax	62.9	66.3	67.3	74.6	80.4	80.5	80.3	79.2	76.5	76.1	77.5	78.8
All tax as a % of price	67	62	68	64	60	59	60	62	69	70	66	63
Diesel (derv)^{4,5}												
Price pence	96.8	117.5	103.9	119.3	138.7	141.8	140.4	133.5	114.9	110.1	120.1	130.0
of which:												
Duty	48.9	50.5	54.4	57.2	58.2	58.0	58.0	58.0	58.0	58.0	58.0	58.0
VAT ³	14.4	17.3	13.6	17.8	23.1	23.6	23.4	22.2	19.1	18.4	20.0	21.7
All tax	63.3	67.9	68.0	75.0	81.3	81.6	81.4	80.2	77.1	76.3	78.0	79.6
All tax as a % of price	65	58	65	63	59	58	58	60	67	69	65	61

Source: DECC - Not National Statistics

1. 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.

2. From June 2001 Premium unleaded prices represent Ultra Low Sulphur Petrol (ULSP) which now accounts for virtually all Premium unleaded sold.

3. VAT is rebated to business. From 1 April 1991 it was 17.5%, 15% in 2009, 17.5% in 2010 and 20% from 2011.

4. Diesel-engined road vehicle fuel (derv).

5. From June 2000, the figures are for ultra low sulphur diesel (ULSD) which now accounts for virtually all diesel sold.

Table 10.6b Petrol and diesel prices per litre (year and month), GB¹

	January	February	March	April	May	June	July	August	September	October	November	December
Unleaded¹												
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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

Source: DECC - Not National Statistics

Note: Data for earlier years can be found on the DECC website <http://www.decc.gov.uk/assets/decc/statistics/source/prices/qep411.xls>

1. From June 2001 Premium unleaded prices represent Ultra Low Sulphur Petrol (ULSP) which now accounts for virtually all Premium unleaded sold.

Petrol and Diesel prices, year average GB

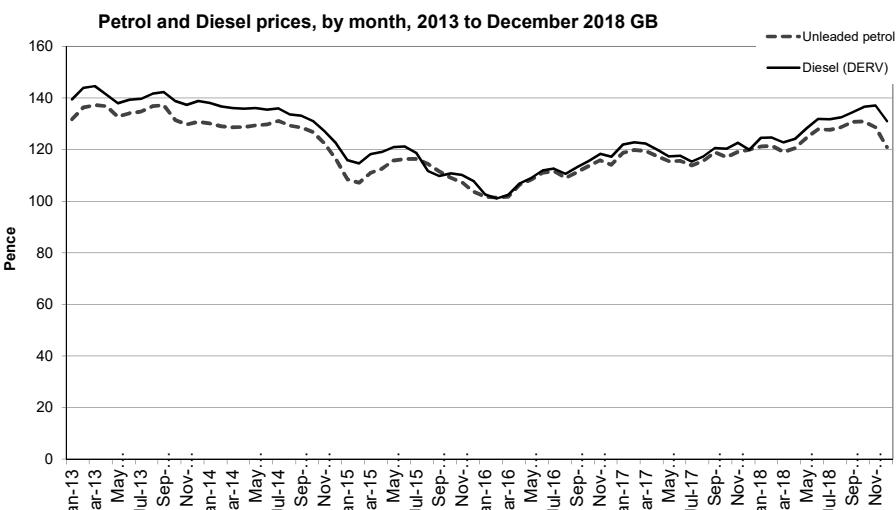
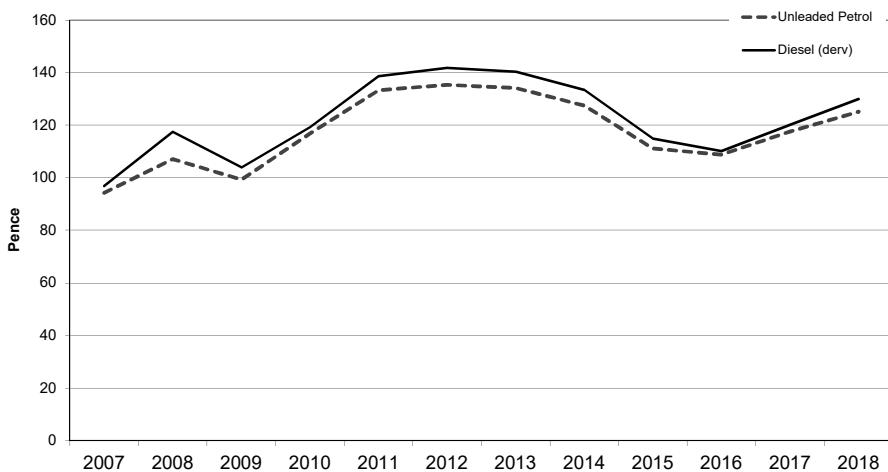


Table 10.7 Transport components of the Retail Prices Index, UK

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Index: 2007=100											
Retail Prices Index (all items)	100.0	104.0	103.4	108.2	113.8	117.5	121.1	123.9	125.1	127.3	131.9
<i>Transport components of the RPI:</i>											
Motoring expenditure	100.0	103.1	102.4	115.8	126.0	127.0	126.9	125.8	120.4	122.1	130.1
Purchase of motor vehicles	100.0	93.1	92.5	98.0	96.2	94.3	93.1	93.1	91.1	88.8	89.2
Maintenance of motor vehicles	100.0	105.9	110.2	115.4	121.1	123.3	126.3	129.7	132.1	134.3	138.0
Petrol and oil	100.0	115.1	105.9	123.7	141.7	144.4	143.0	136.1	118.1	114.9	124.4
Vehicle tax and Insurance	100.0	103.2	113.2	144.2	174.0	177.7	179.4	183.9	192.4	223.0	262.8
Fares and other travel costs	100.0	106.9	112.0	117.8	126.3	132.4	136.3	140.9	148.9	152.5	157.9
Rail fares	100.0	104.3	109.9	118.7	127.2	133.3	138.9	143.5	146.5	146.9	151.0
Bus and Coach fares	100.0	106.2	112.6	117.6	125.5	132.3	135.7	138.0	142.6	148.1	169.2
Other travel costs	100.0	108.2	112.0	118.9	128.0	132.5	138.0	142.4	151.6	155.7	157.2
Constant prices - Adjusted for general inflation using all items RPI											
Motoring expenditure	100.0	99.2	99.0	107.0	110.7	108.1	104.8	101.6	96.2	95.9	98.6
Purchase of motor vehicles	100.0	89.6	89.4	90.5	84.5	80.3	76.9	75.2	72.8	69.7	67.6
Maintenance of motor vehicles	100.0	101.8	106.6	106.6	106.4	105.0	104.4	104.7	105.6	105.5	104.6
Petrol and oil	100.0	110.7	102.4	114.3	124.4	122.9	118.1	109.9	94.4	90.2	94.3
Vehicle tax and Insurance	100.0	99.2	109.5	133.3	152.8	151.3	148.2	148.4	153.8	175.1	199.3
Fares and other travel costs	100.0	102.8	108.2	108.8	111.0	112.7	112.6	113.7	119.0	119.7	119.7
Rail fares	100.0	100.4	106.3	109.7	111.7	113.4	114.7	115.8	117.1	115.3	114.5
Bus and Coach fares	100.0	102.1	108.9	108.7	110.2	112.6	112.1	111.4	114.0	116.3	128.3
Other travel costs	100.0	104.1	108.3	109.9	112.4	112.8	114.0	114.9	121.2	122.3	119.2

Source: Office for National Statistics

Table 10.8 Average weekly household expenditure in Scotland on transport and vehicles (£)¹

	2006-08	2007-09	2008-10	2009-11	2010-12	2011-13	2012-14	2014-16 ³	2015-17 ³	2016-18 ³
Purchase of vehicles	24.30	24.10	23.10	19.90	18.20	21.00	26.20	28.60	26.20	23.50
Purchase of new cars and vans	8.80	8.70	7.40	5.70	6.10	8.70	12.50	13.90	12.40	8.90
Purchase of second hand cars or vans	14.90	14.70	15.00	13.70	11.80	11.80	12.70	13.40	12.40	13.60
Purchase of motorcycles and other vehicles	0.60	0.70	0.70	0.50	[0.30]	[0.50]	[1.00]	[1.40]	[1.30]	[1.10]
Operation of personal transport	27.20	27.30	27.80	27.80	30.00	32.30	33.30	30.30	27.90	27.00
Spares and accessories	1.80	1.80	2.00	1.60	1.70	1.90	2.20	2.10	2.10	2.10
Petrol, diesel and other motor oils	18.40	18.40	19.20	19.50	21.60	23.20	23.90	21.40	19.50	18.40
Repairs and servicing	5.20	5.30	5.10	5.20	5.20	5.50	5.30	5.10	4.60	4.60
Other motoring costs	1.90	1.80	1.50	1.50	1.50	1.70	1.90	1.60	1.70	1.80
Transport services	8.40	9.70	12.10	13.50	13.60	12.40	13.80	15.10	17.60	17.70
Rail and tube fares	1.80	2.00	2.20	2.00	2.10	2.20	2.40	2.60	2.70	2.80
Bus and coach fares	1.70	1.60	1.70	1.90	2.00	2.10	1.80	1.70	1.70	1.70
Combined fares	[0.20]	0.30	[0.30]	[0.20]	[0.10]	[0.00]	[0.10]	[0.10]	..	..
Other travel and transport	4.60	5.80	7.90	9.40	9.30	8.10	9.60	10.70	13.00	13.10
Total Transport Expenditure	59.90	61.10	63.00	61.20	61.80	65.80	73.30	74.00	71.70	68.20
Total Household Expenditure	432.80	438.70	447.20	440.60	437.30	449.00	474.40	481.70	492.30	492.20
Transport as % of total exp	13.8	13.9	14.1	13.9	14.1	14.7	15.5	15.4	14.6	13.9

Source: Office for National Statistics

1. Based on weighted data and including children's expenditure.

2. The figures in this column refer to the average expenditure over the three financial year periods to reduce the effect of the sampling errors

3. ONS have changed the reporting period from calendar years to financial years. Users should exercise caution when making comparisons with previous years.

Chapter 11: Personal and Cross-Modal Travel

- Information from the Scottish Household Survey
- Journey numbers
- Journey distance and duration
- Personal travel by mode
- Travel to work
- Travel to school

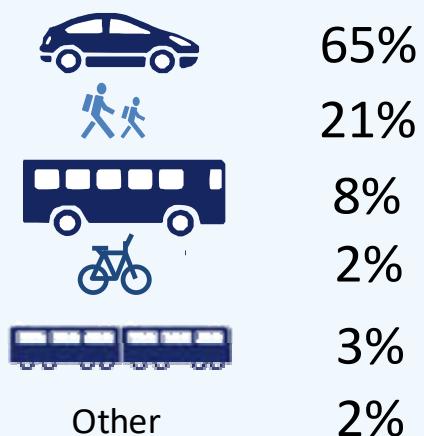
People in Scotland made less trips in 2017 than 10 years ago with

73%

reporting travelling the previous day,

Compared to 80% in 2007.

Modal share of all journeys 2017



525 million public transport journeys were made in 2017



of public transport journeys were by bus

19% were by rail

42% of adults drove every day in 2017

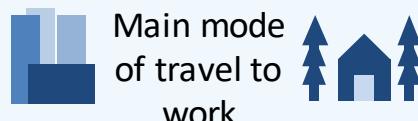
48% of men



drove every day

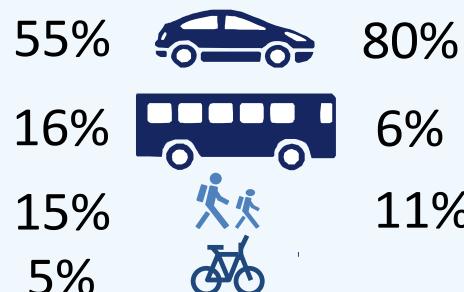
37% of women

Higher income and rural households were more likely to **travel to work** by car in 2017.



Urban households

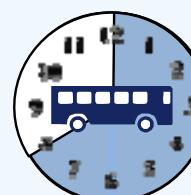
Rural households



Average **commuting time by mode** in 2017:



24 minutes



39 minutes



13 minutes



were by public or active travel
In 2017



Rural households tended to drive more often than urban households

For web publication and further information, visit
http://bit.ly/STS_allditions



PERSONAL AND CROSS-MODAL TRAVEL

1. Introduction

1.1 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 others sources are marked as such within the text.

1.2 The SHS is a sample survey and provide 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>

1.3 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.

Key points

- **73% of people had travelled the previous day when asked in 2017, down from 80% in 2007.**
- **Of the 525 million public transport journeys made in 2017, 74 per cent were by bus, 19 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**

2. Main Points

Trips

2.1 People in Scotland made less trips in 2017, with 73% reporting having travelled the previous day, down from 80% in 2007. Men were more likely to have travelled the previous day than women (75% compared to 72%) and older people were less likely to have travelled than younger people.

2.2 As in previous years, the car was the most popular mode of transport for journeys made in 2017, with 52% of journeys made as a car driver. This was slightly higher than the previous year. Thirteen per cent of journeys were made as a car passenger. Bus travel accounted for 8% and rail travel for 3%. Just under a quarter of journeys were by walking (21%) and cycling accounted for 2% of all journeys. Three per cent of journeys were multi-stage, involving a change in mode of transport.

2.3 Twenty eight per cent of adults used the bus at least once per week in 2017, with 43% using a bus in the past month. Train use appeared to be less frequent;

Personal and Cross-Modal Travel

9% of people had used the train at least once a week and 31% of people had used a train in the last month, in 2017.

Distance travelled

2.4 In 2017, most journeys tended to be over short distances, with 18% of all journeys being under 1 km long and a further 23% between 1 and 3 km. The mean journey distance in 2017 was 12.2 km.

2.5 The average cycling journey was 4.5 km in length and the average walking journey was 2.0 km in length in 2017. Rail and car journeys tended to be over greater distances with car journeys covering an average of 15.2 km and rail journeys 28.9 km. Most journeys by active travel were made over short distances - 78% of walking journeys and 36% of cycling journeys were under 2km.

2.6 In 2017, both shopping and commuting (23.3% and 24.7% respectively) were the most frequent journey purposes, followed by visiting friends or relatives (10.0%), returning home (6.9%) and travelling to education (6.6%). These percentages have stayed fairly stable in the last year.

Duration travelled

2.7 In terms of journey time most journeys in 2017 were short, with 68% lasting for less than 20 minutes: 37% of journeys were between 5 and 10 minutes long, 42% between ten and thirty minutes long and 12% between thirty minutes and an hour long. Only 4.7% of journeys lasted more than an hour and only 3.7% of journeys were very short (lasting under 5 minutes).

Car access

2.8 People in households with more cars were more likely to have travelled the previous day – 63% of people living in households with no cars travelled the previous day, compared to 81% of people with two or more cars. Similarly, 12% of households with no cars made more than four journeys the previous day compared to 23% of those with two or more cars. Residents of households with at least one car available for private use made most of their journeys by car, with 52% of journeys made by households with one car and 71% of journeys made by households with two or more cars made as the driver of a car or van. Households with no car and households with one car made 12% of journeys as a passenger in a car or van, compared to 15% for households with one car, and 10% compared to households with two or more cars.

2.9 Households with no car access made a far higher proportion of their journeys by public and active travel. Bicycle use was highest in households with no cars available – 6% of journeys as opposed to 4% for households with one car and 2% for households with two or more cars. People in households with no cars available had a much higher proportion of journeys by foot, with 34% of journeys by members of these households being made by foot, compared to 13% for households with one car and 5% for households with two or more cars. The proportion of trips by bus was also considerably higher for households with no car – 34% compared to 10% for households with one car and 3% for households with two or more cars.

Personal and Cross-Modal Travel

Driving

2.10 The Scottish Household Survey (SHS) provides information about how often people aged 17 or over drive. In 2017, 48% of men, 37% of women and 42% of all people aged 17+ said that they drove every day. A further 21% stated they drove at least once a week (but not every day), 3% drove less frequently, 4% had a full driving licence but never drove, and 31% did not have a full driving licence. (Table 11.10)

2.11 Since the recent peak in 2007, the percentage who drove every day has fallen from 45.2 per cent to 41.9 per cent, but over the same period the proportion of those who drove at least once a week has risen by 6 percentage points. (Table 11.12)

2.12 The frequency of driving varied with age. In 2017, over half of people aged 40 to 59 said they drove every day. As age rises this falls (to 17% for people aged 80 and over). The frequency of driving also varied with the annual net income of the household. Around three fifths of people aged 17+ living in households with an annual net income of £40,000 or more said they drove every day, compared with less than a fifth of those living in households with an annual net income of up to £10,000. Around a third (32%) of people aged 17+ in large urban areas drove every day compared to 50% in 'remote rural' areas. (Table 11.10)

Walking

2.13 In 2016, 69% of adults made a journey of more than a quarter of a mile by foot to go somewhere in the last seven days – the highest proportion seen in the last decade. Young adults (aged 20-29) were the most likely to have walked to go somewhere (81%), compared with 75% of those aged 30-39, around two thirds of those in their 40s, 50s and 60s, and over two fifths of those aged 80 or above (44%). (Tables 11.11 & 11.13)

2.14 In 2016, 61% of adults said that they had walked for pleasure or to keep fit at least once in the last seven days – also the highest in recent times. There was some variation with age: the percentage was highest for those aged 30-49 (67%) and lowest for those aged 80 or above (31%). 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)

2.15 SHS travel to work statistics no longer feature in Scotland's National Indicator: "*Increase the proportion of journeys to work made by public or active travel*" 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/transport>

2.16 The SHS shows that 14% of employed adults worked from home in 2017, an increase from 2007 (11%). Just under two thirds (65%) of self-employed people worked from home, though this is based on a relatively small sample size and therefore may be subject to larger confidence intervals. (Tables 11.17 & 11.21)

2.17 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 2017. This percentage tended to increase with age (16-20: 56%, Over 40: around 70%), type of employment (62% of those who work part-time,

Personal and Cross-Modal Travel

compared to 69% for full-time) and annual net household income (rising to 76% of those in the £40,000+ band). (*Table 11.18*)

2.18 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 remote small towns (23%) and the percentage who commuted by bus was highest in large urban areas (16%). Since 2007, the percentage travelling to work by car or van (as driver or passenger) has remained around two thirds. Within this overall figure, the percentage travelling to work as a car passenger has fallen since 2007 (from 6.7% to 5.4%). Walking journeys have remained relatively stable around 12%, and little change has been seen in the use of other modes of transport (*Tables 11.18 & 11.22*)

Travel To Work (*non-SHS data*)

2.19 Other data sources show a similar pattern to the Scottish Household Survey data and also enable comparison with the rest of Great Britain.

2.20 Labour Force Survey results suggest that, between 2007 and 2017, there has been little change in the percentage for whom a car or a van is the usual means of travel to work (69% in 2007 and 70% in 2017). There was no change to walking which was 11% in both 2007 and 2017. 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*)

2.21 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 2017: 24 minutes by car; 39 minutes by bus and 13 minutes by foot). (*Table 11.15 b*)

2.22 The Scottish Census 2011 showed 2.4 million people aged between 16 and 74 in employment, excluding full-time students. 11% of these worked mainly from home. Of the remaining 2.1 million people, 36% had a journey of under 5 km to work, 43% had a journey of between 5 km and 30 km to work and 8% travelled 30 km or more to work. The remaining 12% had no fixed place of work, worked offshore or worked outside the UK. (*Table 11.31*).

2.23 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 69% in 2011 and the percentage using buses had fallen from 43% in 1966 to 11% in 2011. 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 2011. (*Table 11.16*)

2.24 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 10km, 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 30km 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

2.25 In 2016, 52% of children in full-time education at school usually walked to school, 19% usually went by bus, 26% by car or van, 1% cycled. There was little difference between the sexes, but varied greatly with age: 59% of primary school age pupils (those aged up to 11) usually walked to school compared with only 42% of those of secondary school age (those aged 12 and over); 30% of primary pupils went by car or van compared with only 19% of secondary pupils; and only 9% of primary pupils usually travelled by bus compared with 35% of those of secondary age. (*Table 11.19*)

2.26 Those usually travelling by car/van tended to rise with household income, to 29% of pupils from households with an annual net income of £30,000 or more, reflecting patterns seen elsewhere in this chapter e.g. travel to work and car use more generally. Walking to school was lowest (28-36%) in rural areas. Estimates for those walking to school have remained relatively stable whilst those traveling by car has risen since 2006. The Sustrans Hands Up Scotland Survey shows similar findings. (*Tables 11.19, 11.23 & 11.23a*)

2.27 According to the 2011 Scottish Census, 88% of children aged between 4 and 11 travelled less than 5km to school, including 72% who travelled less than 2km. 51% of those aged over 18 travelled less than 5km to their place of study. 430,000 people of any age travelled under 2km 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 2km 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

2.28 According to the International Passenger Survey (IPS), Scottish residents made an estimated 4.4 million visits abroad in 2017 with 4.2 million visits (95%) being made by air. Edinburgh was the main airport used and accounted for about 1.8 million visits (41% of all visits abroad), followed by Glasgow (1.4 million or 33%), Aberdeen (233,000 or 5%). Around 129,000 visits abroad (3%) were made by sea, and roughly 74,000 (2%) were made using the Channel Tunnel. (*Table 11.24*)

2.29 Around 65% of Scottish residents' visits abroad were made for holiday purposes. Of these, over a third (1.4 million) were on a package holiday whilst the rest travelled independently. There were 1.1 million (24%) visits abroad to visit friends or relatives and 420,000 visits abroad for business purposes (10%). (*Table 11.24*)

2.30 Seventy seven per cent (3 million) of Scottish residents' visits abroad were made to EU countries and visits to other European areas totalled 121,000 (3%). Visits to Canada and the USA together totalled about 358,000 (8%). (*Table 11.25*)

2.31 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%. The numbers then fell year on year to a low of just under 3.6 million in 2013, a fall of 25%. There has now been an increase of 21% between 2013 and 2017. Between 2005 and 2013 there has been a general decline in the number of package holidays, although there have been rises in the past three years. Those travelling independently has generally increased, though are currently below the 2008 peak. Other holidays increased by 51% between 2004 and 2008 but has since fallen back 6%. There

Personal and Cross-Modal Travel

was also a large increase in the number of visits to friends and relatives over the same period, with numbers almost doubling between 2004 and 2008 and falling 16% since. 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

2.32 Information on travel between different parts of Scotland is available from the Transport Model for Scotland (TMfS). The base year of TMfS is 2014.

2.33 It is estimated that, on an average weekday in 2014, 5.5 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. Around one third (33%) of these trips were within the Clydeplan region, 22% within SESplan region, 7% within TAYplan, and 9% within Aberdeen and the North East. (*Table 11.27*)

2.34 Of the 5.5 million inter-zonal person trips per weekday it is estimated that 4.5 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 1.1 million inter-zonal person-trips by bus or train per weekday. Two fifths of these were within Clydeplan, and about a quarter were within SESplan. (*Table 11.27*)

2.35 There was an average of just over 4.6 million trips per weekday by cars and goods vehicles. One third were within Clydeplan, and just over a fifth were within SESplan. (*Table 11.27*)

Concessionary Travel

2.36 149 million passenger journeys were made under all types of concessionary fare schemes in 2017-18, 2% less than in 2016-17. 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. Including the young persons' scheme, concessionary bus travel accounted for 142 million passenger journeys in 2017-18, 95% of concessionary journeys by all modes of transport). (*Table 11.29*)

Traveline Scotland

2.37 In 2017 Traveline Scotland received 179,000 telephone calls which was 20% less than the previous year. Its Web site and smart phone app recorded 35 million hits in 2017, up 21% from the previous year. (*Table 11.30*).

Table 11.1 Trips per person per year by main mode**Note:** This table has been removed as data are no longer available for Scotland.**Table 11.2** Average distance travelled per person per year by main mode**Note:** This table has been removed as data are no longer available for Scotland.**Table 11.3** Average length of trip by main mode**Note:** This table has been removed as data are no longer available for Scotland.**Table 11.4** Trips per person per year by purpose**Note:** This table has been removed as data are no longer available for Scotland.**Table 11.5** Average distance travelled per person per year by purpose**Note:** This table has been removed as data are no longer available for Scotland.**Table 11.6** Average length of trip by purpose**Note:** This table has been removed as data are no longer available for Scotland.**Table 11.7** Hours travelled per person per year by purpose**Note:** This table has been removed as data are no longer available for Scotland.**Table 11.8** Average duration of travel per trip by purpose**Note:** This table has been removed as data are no longer available for Scotland.**Table 11.9** Trips per person per year by main mode and cars available to the household**Note:** This table has been removed as data are no longer available for Scotland.**Table 11.10** Frequency of driving* for people aged 17+: 2017 *

	Per Week			Per Month			Holds full licence, never drives	Total with a full driving licence	Doesn't have a full driving licence	Sample size (=100%)
	Every day	At least 3 times	Once or twice	At least 2 or 3 times	At least once	Less than once				
All people aged 17+ in 2017: by gender:	41.9	14.7	6.1	1.0	0.5	1.3	4.0	69.5	30.5	9,760
Male	47.6	14.7	6.5	1.0	0.4	1.2	3.9	75.2	24.8	4,520
Female	36.7	14.7	5.6	1.0	0.7	1.5	4.1	64.3	35.7	5,250
by age:										row percentages
17-19	18.8	6.3	**	-	**	**	**	31.4	68.6	160
20-29	33.4	9.3	4.5	1.4	0.7	2.3	3.8	55.4	44.6	1,070
30-39	48.4	14.0	5.0	0.9	0.7	1.1	3.2	73.3	26.7	1,390
40-49	57.7	13.0	5.3	0.8	0.3	0.8	2.6	80.5	19.5	1,440
50-59	53.0	15.0	6.4	1.0	**	1.0	4.1	80.6	19.4	1,640
60-69	38.2	20.7	9.4	1.0	0.7	1.2	5.3	76.5	23.5	1,770
70-79	28.7	21.4	7.9	1.2	0.6	1.4	5.6	66.7	33.3	1,470
80+	17.2	13.7	6.4	1.2	**	2.2	5.6	46.8	53.2	830
by current situation:										
Self employed	58.9	16.4	7.0	2.3	**	0.6	2.7	88.3	11.7	620
Employed full time	60.1	12.4	5.3	0.9	0.4	1.3	2.5	82.8	17.2	3,220
Employed part time	48.0	15.7	4.0	**	**	1.2	3.3	72.8	27.2	980
Looking after the home or family	28.1	14.3	4.5	**	**	**	3.0	51.1	48.9	420
Permanently retired from work	26.7	21.3	8.6	1.3	0.6	1.6	5.6	65.7	34.3	3,380
Unemployed and seeking work	10.9	6.3	5.7	-	**	2.9	5.6	31.5	68.5	290
In further/higher education	14.7	8.5	4.9	**	2.3	2.2	6.7	40.6	59.4	300
Permanently sick or disabled	8.6	8.4	6.1	**	.	1.2	9.5	35.0	65.0	460
by annual net household income:										
up to £10,000 p.a.	16.3	10.1	5.1	0.8	**	2.0	9.2	44.1	55.9	1,080
over £10,000 - £15,000	21.2	13.9	5.6	0.4	**	1.6	5.6	48.6	51.4	1,550
over £15,000 - £20,000	33.6	13.8	5.3	1.0	**	1.8	5.4	61.1	38.9	1,490
over £20,000 - £25,000	40.3	15.7	6.0	0.6	**	1.6	4.7	69.1	30.9	1,130
over £25,000 - £30,000	42.3	17.1	6.4	0.8	0.8	0.9	3.0	71.4	28.6	900
over £30,000 - £40,000	50.0	14.6	6.6	2.0	0.5	1.8	2.8	78.2	21.8	1,380
over £40,000 p.a.	62.8	15.7	6.4	0.9	0.7	0.6	1.3	88.6	11.4	1,880
by Scottish Index of Multiple Deprivation:										
1 (20 % most deprived)	28.3	9.1	3.5	0.3	**	1.6	4.9	47.8	52.2	1,740
2	35.3	13.4	5.1	1.0	0.3	1.7	4.5	61.2	38.8	1,970
3	42.8	16.0	5.8	1.2	0.9	1.1	5.3	73.2	26.8	2,180
4	52.0	17.1	6.9	0.9	0.4	1.1	2.3	80.8	19.2	2,140
5 (20% least deprived)	49.6	17.4	8.7	1.5	0.8	1.3	3.1	82.5	17.5	1,750
by urban/rural:										
Large urban areas	31.6	13.2	6.6	1.3	0.6	2.2	5.1	60.6	39.4	2,790
Other urban	44.4	14.3	5.6	0.8	0.5	1.0	4.1	70.6	29.4	3,510
Small accessible towns	50.8	14.0	5.1	0.5	**	0.7	2.9	74.5	25.5	870
Small remote towns	48.3	15.9	6.3	1.0	**	**	1.0	73.8	26.2	570
Accessible rural	53.5	19.1	5.4	0.9	0.5	0.5	2.6	82.5	17.5	990
Remote rural	50.2	18.6	8.2	1.5	**	1.4	2.6	82.8	17.2	1,030

Source: Scottish Household Survey

*The frequency of driving is shown only for those who hold a full driving licence

Table 11.11 Frequency of Walking in the previous seven days ¹ (people aged 16+): 2016 ²

	As means of transport					Sample size (=100%)	Just for pleasure or to keep fit ²				Sample size (=100%)		
	none		1-2 days		3-5 days		6-7 days		1 + days				
	none	1-2 days	3-5 days	6-7 days	1 + days		none	1-2 days	3-5 days	6-7 days			
row percentages													
All people in 2016:	31.4	19.4	26.3	22.9	68.6	9,540	38.6	20.3	19.8	21.2	61.4		
by gender:											9,540		
Male	30.8	18.6	25.8	24.7	69.2	4,360	37.8	20.7	19.8	21.6	62.2		
Female	31.8	20.0	26.9	21.3	68.2	5,180	39.4	19.9	19.8	20.9	60.6		
by age:													
16-19	22.8	16.4	37.2	23.6	77.2	250	41.3	21.5	19.8	17.4	58.7		
20-29	19.3	19.7	31.4	29.5	80.7	1,080	35.9	23.3	21.7	19.0	64.1		
30-39	24.6	22.5	27.7	25.1	75.4	1,360	32.6	24.0	23.0	20.4	67.4		
40-49	30.0	21.7	25.0	23.4	70.0	1,500	33.0	20.3	21.4	25.3	67.0		
50-59	35.5	17.6	27.2	19.7	64.5	1,610	36.0	20.0	19.7	24.4	64.0		
60-69	34.9	19.0	23.5	22.6	65.1	1,690	38.9	18.2	18.3	24.6	61.1		
70-79	43.4	17.3	21.2	18.0	56.6	1,360	49.4	17.5	17.1	15.9	50.6		
80+	55.6	15.7	13.6	15.1	44.4	700	68.6	10.7	8.7	11.9	31.4		
by current situation:													
Self employed	28.4	17.5	26.3	27.8	71.6	620	29.5	20.6	19.4	30.4	70.5		
Employed full time	28.4	21.0	27.8	22.8	71.6	3,100	34.3	23.9	20.5	21.4	65.7		
Employed part time	28.7	20.0	27.9	23.3	71.3	960	33.6	20.9	22.7	22.9	66.4		
Looking after the home/family	22.9	18.6	32.8	25.7	77.1	460	32.2	18.7	25.8	23.4	67.8		
Permanently retired from work	41.2	18.0	21.1	19.7	58.8	3,150	47.9	16.0	17.4	18.7	52.1		
Unemployed/seeking work	18.3	16.9	32.5	32.3	81.7	320	33.4	16.0	25.1	25.6	66.6		
In further/higher education	16.3	19.6	31.9	32.3	83.7	320	31.8	23.7	22.7	21.8	68.2		
Permanently sick or disabled	58.8	16.4	12.4	12.4	41.2	430	67.7	10.9	7.5	13.9	32.3		
by annual net household income:													
up to £10,000 p.a.	31.0	17.9	24.5	26.6	69.0	1,140	41.7	16.6	21.4	20.3	58.3		
over £10,000 - £15,000	31.9	18.6	25.4	24.1	68.1	1,600	46.4	18.1	17.7	17.8	53.6		
over £15,000 - £20,000	32.1	18.1	28.1	21.7	67.9	1,410	45.3	15.2	19.8	19.8	54.7		
over £20,000 - £25,000	35.6	16.5	27.1	20.8	64.4	1,160	41.5	17.7	19.8	21.1	58.5		
over £25,000 - £30,000	31.1	18.9	26.1	23.8	68.9	890	40.9	21.9	18.0	19.3	59.1		
over £30,000 - £40,000	30.9	21.6	25.6	21.9	69.1	1,260	34.0	24.1	20.1	21.8	66.0		
over £40,000 p.a.	29.0	21.7	26.7	22.6	71.0	1,750	30.4	24.4	20.6	24.6	69.6		
by Scottish Index of Multiple Deprivation:													
1 (20 % most deprived)	31.2	18.0	28.7	22.1	68.8	1,770	45.8	17.6	19.8	16.8	54.2		
2	30.9	19.7	27.1	22.3	69.1	1,960	42.7	19.3	19.1	18.9	57.3		
3	33.8	18.3	25.1	22.9	66.2	2,090	36.6	19.7	19.9	23.8	63.4		
4	33.7	21.1	24.8	20.3	66.3	2,030	33.1	21.8	20.8	24.2	66.9		
5 (20% least deprived)	27.1	19.8	26.1	27.1	72.9	1,690	35.1	23.1	19.4	22.3	64.9		
by urban/rural classification:													
Large urban areas	25.1	17.8	27.9	29.1	74.9	2,840	41.3	19.0	19.4	20.4	58.7		
Other urban	31.2	22.0	27.3	19.6	68.8	3,240	40.3	20.9	20.3	18.5	59.7		
Small accessible towns	34.3	19.8	25.4	20.5	65.7	920	35.1	22.8	22.0	20.1	64.9		
Small remote towns	31.3	18.7	29.5	20.5	68.7	550	43.1	18.1	15.5	23.3	56.9		
Accessible rural	39.7	18.2	22.1	20.0	60.3	1,040	29.4	21.0	20.1	29.5	70.6		
Remote rural	49.5	15.1	18.6	16.8	50.5	960	33.6	20.5	18.2	27.8	66.4		
by frequency of driving:[#]													
every day	36.9	21.2	23.8	18.1	63.1	3,750	34.7	20.5	20.5	24.3	65.3		
at least three times a week	29.0	23.6	27.0	20.5	71.0	1,500	31.0	25.3	24.6	19.1	69.0		
once or twice a week	28.6	18.6	27.6	25.2	71.4	570	36.4	24.1	16.7	22.8	63.6		
less often	28.2	17.6	23.7	30.5	71.8	280	41.7	21.0	17.6	19.8	58.3		
Never, but holds full driving	24.1	14.5	29.4	32.1	75.9	370	44.3	13.1	18.6	24.0	55.7		

Source: Scottish Household Survey

1. 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.

2. Question now asked in survey every other year. 2016 is the most recent data available.

Only includes those with a full driving licence.

Table 11.12 Frequency of Driving^{1,2} for people aged 17+

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Every Day	45.2	44.9	43.4	41.4	40.7	42.0	41.9	40.9	40.9	42.2	41.9
Per Week:										column percentages	
At least 3 times	10.0	10.4	11.9	12.8	13.3	13.1	13.3	13.9	14.5	14.3	14.7
Once or twice	5.1	5.6	5.6	6.0	6.2	6.0	5.6	5.9	5.9	6.0	6.1
Per Month:										column percentages	
At least 2 or 3 times	0.9	1.0	0.9	0.9	0.9	0.8	1.0	0.9	0.8	1.0	1.0
At least once	0.6	0.4	0.4	0.4	0.4	0.3	0.5	0.7	0.5	0.5	0.5
Less than once	1.7	1.3	1.6	1.8	1.7	1.7	1.6	1.8	1.4	1.6	1.3
Holds full driving licence, never drives	3.5	4.0	4.2	4.3	4.1	4.5	4.5	4.3	4.0	3.4	4.0
Total with a full driving licence	67.0	67.6	68.0	67.6	67.3	68.3	68.4	68.5	68.0	69.0	69.5
Doesn't have a full driving licence	33.0	32.4	32.0	32.4	32.7	31.7	31.6	31.5	32.0	31.0	30.5
Sample size (=100%)	12,152	12,263	12,447	12,361	12,801	9,828	9,838	9,720	9,340	9,570	9,760

Source: Scottish Household Survey

1 For holders of full licences.

2 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.

Table 11.13 Frequency of Walking in the previous seven days^{1,2} (people aged 16+)

	2005	2006	2007	2008	2009	2010	2011	2012	2014	2016	
As means of transport										column percentages	
None	46	46	48	48	41	38	37	34	33	31	
1-2 days	15	16	18	17	18	19	19	20	19	19	
3-5 days	22	21	20	22	22	24	24	23	26	26	
6-7 days	17	17	14	14	19	19	20	23	22	23	
1+ days	54	54	52	53	59	62	63	66	67	69	
Sample size (=100%)	6,992	7,111	6,116	6,197	6,137	6,178	6,381	9,841	9,735	9,580	
Just for pleasure or to keep fit²										column percentages	
None	54	53	53	55	52	49	46	45	42	39	
1-2 days	17	17	18	18	19	18	19	19	20	20	
3-5 days	14	14	14	13	13	17	17	17	18	20	
6-7 days	15	16	16	14	16	17	19	19	20	21	
1+ days	46	47	47	45	48	51	54	55	58	61	
Sample size (=100%)	6,993	7,111	6,121	6,209	6,119	6,136	6,372	9,805	9,687	9,580	

Source: Scottish Household Survey

1. 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.

2. Question now asked in survey every other year. 2016 is the most recent data available.

3. This category includes jogging and walking a dog.

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.14 Usual means of travel to usual place of work (in Autumn)

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
	percentage										
Car, van, minibus, works van	69	69	70	71	68	68	69	69	70	71	70
Bicycle	2	2	2	2	2	2	2	2	2	2	2
Bus, coach, private bus	12	13	11	10	12	11	11	11	10	9	9
Rail (inc Underground)	4	4	4	4	4	4	5	4	5	5	5
Walk	11	11	12	12	12	12	13	12	11	11	11
Other (inc taxi)	2	2	3	2	2	2	1	1	1	1	2
All	100	100	100	100	100	100	100	100	100	100	100

Source: Transport Statistics Great Britain

Table 11.15(a) Usual time taken to travel to usual place of work (in Autumn)

	1998	1999	2000	2001	2002	2003	2004	2005
	minutes							
Car, van, minibus, works van	22	22	23	20	23	20	22	21
Bicycle	15	15	18	15	14	16	15	16
Bus, coach, private bus	32	32	32	33	34	33	32	32
Rail (inc Underground)	55	53	52	47	46	48	46	49
Walk	12	12	12	11	12	12	12	13
Other (inc taxi)	45	33	47	42	46	25	36	40
All	23	23	24	22	24	21	23	22

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".

Table 11.15(b) Usual time taken to travel to usual place of work (in Autumn)^{1,2}

	2007	2008	2009 ¹	2010 ¹	2011 ¹	2012 ¹	2013 ¹	2014 ¹	2015 ¹	2016 ¹	2017 ¹
	minutes										
Car	24	24	24	25	23	24	25	24	24	25	24
Motorcycle	24	*	19	*	*	*	*	*	*	*	*
Bicycle	19	18	15	20	20	18	22	23	22	26	20
Bus/coach	33	36	35	36	35	39	37	38	37	37	39
Rail	49	57	53	53	51	59	56	49	51	50	54
Walk	12	12	14	14	13	15	14	14	14	16	13
Other	64	75	95	73	47 ³	89	77	74	98	49	79
All	25	26	26	26	25	26	27	26	27	26	27

Source: Transport Statistics Great Britain

* Sample size for this cell is too small for reliable estimates.

Source: Oct-Dec, Office for National Statistics (ONS) Labour Force Survey.

Notes: 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.

1. Data are for males and females in employment aged 16-99.

2. Maximum recorded value of usual travel to work time = 180 minutes.

3. 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

Table 11.16 Usual means of travel to work¹ (in Spring)

Population Census year	Train (inc. u/grd)	Bus	Car	Motor cycle	Pedal cycle	Foot ²	Other ³ (e.g. taxi)	Total of these
	percentage							
1966	4	43	21	1	2	24	5	100
1971	3	35	29	~	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	~	2	12	2	100
2011	5	11	69	~	2	11	2	100

~ Less than half a per cent but greater than zero.

1. Excluding those who worked at home in 1981, 1991 and 2001 (who were not identified separately in the 1966 and 1971 Census travel to work figures)

2. Includes 'none' in 1971

3. 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).

Table 11.17 Employed¹ adults (16+) - place of work: 2017

	Works from home	Does not work from home	All employed adults	Sample size (=100%)
row percentages				
All employed adults	14	85	100	4,820
Self-employed	65	35	100	620
Employed full-time	8	92	100	3,220
Employed part-time	7	93	100	980

Source: Scottish Household Survey

1. Those whose current situation was described as self-employed, employed full-time or employed part-time.

Figure 11.3: Travel to work a) 2007 and b) 2017

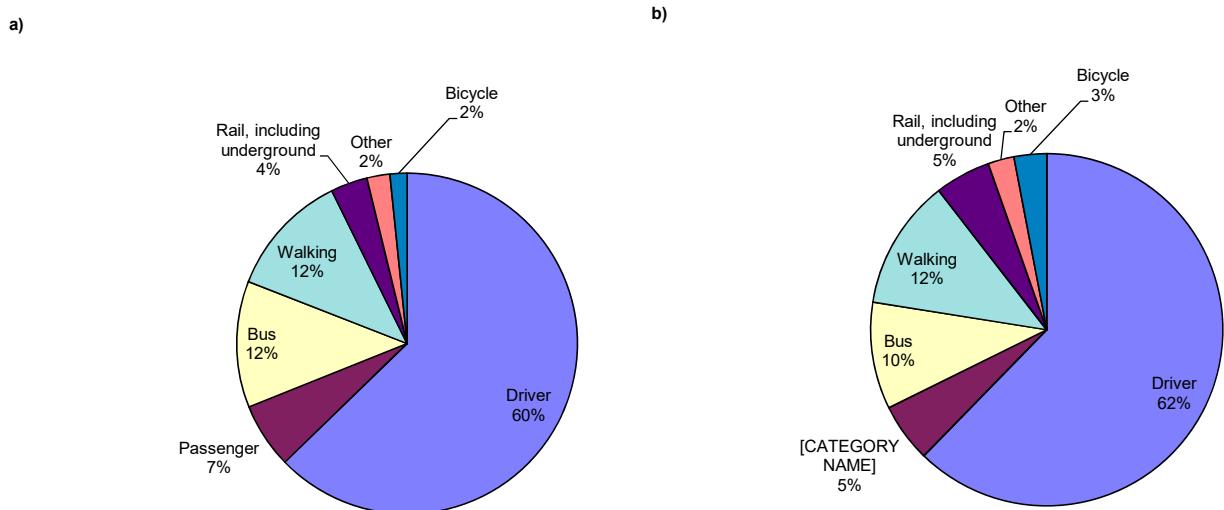
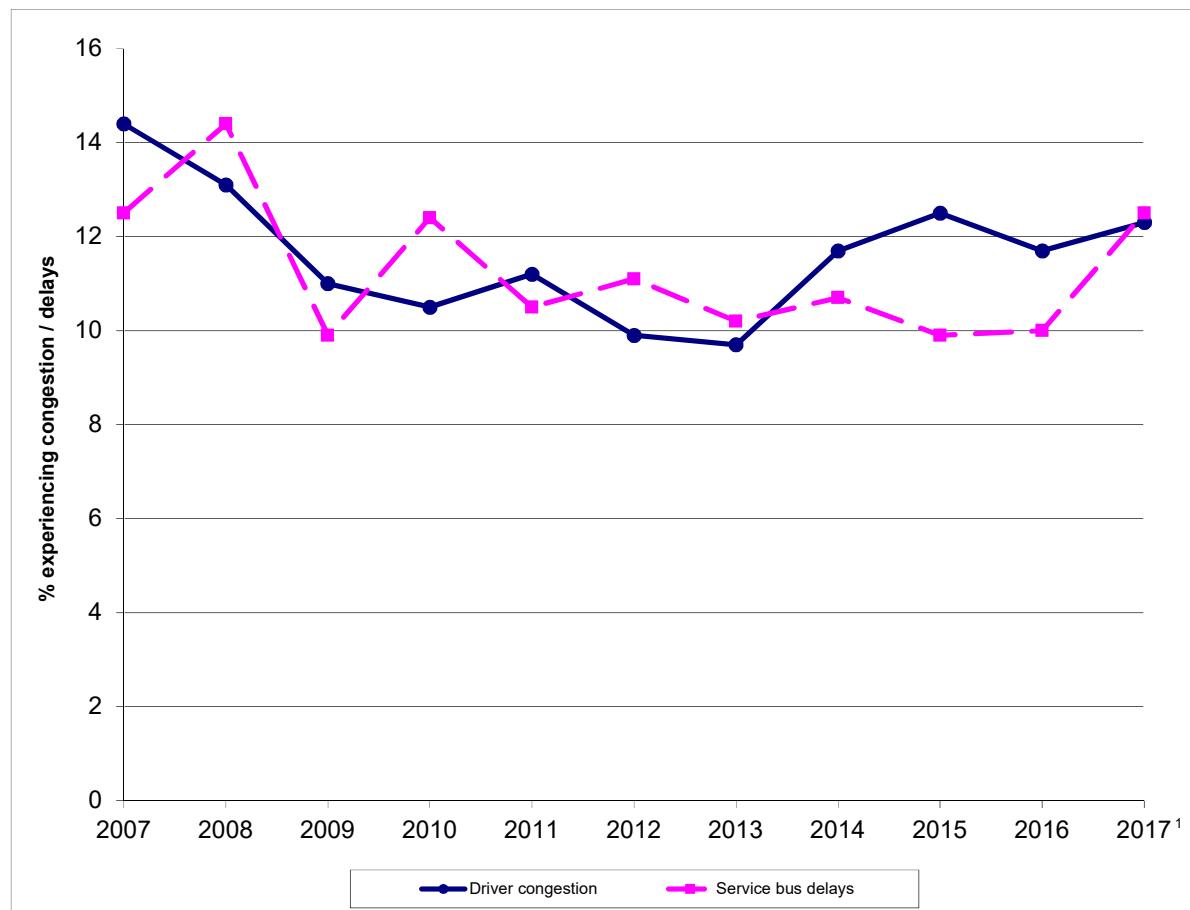


Figure 11.4: Driver experience of congestion and bus passenger experience of delays 2007-2017



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.

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.18 Employed¹ adults (16+) not working from home - usual method of travel to work: 2017

	Walking	Car or van			Bicycle	Bus	Rail ²	Other ³	Sample size (=100%)	
		Driver	Pass.	All					row percentages	
All people aged 16+	12	62	5	68	3	10	5	2	4,070	
By gender:										
Male	11	63	5	67	4	9	6	3	1,980	
Female	13	62	6	68	2	11	4	1	2,090	
by age:										
16 - 20	13	44	13	56	.	23	**	.	50	
20 - 29	14	51	8	59	4	16	5	3	640	
30 - 39	13	60	6	66	3	9	7	2	970	
40 - 49	10	70	2	72	3	7	5	2	1,000	
50 - 59	11	67	6	73	3	7	4	2	970	
60 and over	13	67	5	72	2	9	3	2	440	
by current situation:										
Self employed	12	66	3	69	3	5	6	6	220	
Employed full time	10	64	5	69	3	10	6	2	2,960	
Employed part time	19	56	6	62	2	12	3	1	890	
by annual net household										
up to £10,000 p.a.	23	38	7	45	.	27	**	**	90	
over £10,000 - £15,000	26	44	6	50	2	17	4	**	330	
over £15,000 - £20,000	20	54	3	57	4	15	3	2	480	
over £20,000 - £25,000	15	57	5	62	2	14	5	2	480	
over £25,000 - £30,000	10	60	8	68	3	12	3	3	460	
over £30,000 - £40,000	12	61	8	69	4	9	5	2	840	
over £40,000 p.a.	7	72	4	76	3	5	7	3	1,370	
by Scottish Index of Multiple Deprivation:										
1 (20 % most deprived)	16	49	9	59	1	18	5	2	630	
2	14	55	10	65	2	12	5	2	820	
3	12	66	3	69	2	9	5	2	940	
4	10	70	3	72	3	7	5	2	940	
5 (20% least deprived)	9	69	3	71	6	5	6	3	740	
by urban/rural classification										
Large urban areas	15	50	5	55	5	16	6	2	1,180	
Other urban	11	65	7	72	2	7	6	2	1,460	
Small accessible towns	10	72	4	76	**	6	4	4	340	
Small remote towns	23	60	6	66	2	4	**	3	240	
Accessible rural	5	77	4	82	1	6	4	3	400	
Remote rura	11	78	2	80	**	6	**	3	440	
by number of cars:										
none	34	3	10	13	6	34	9	5	590	
one	13	58	7	65	4	10	5	2	1,850	
two +	5	82	3	85	2	3	4	2	1,640	
Household type										
Single adult	15	57	3	60	4	13	5	4	960	
Small adult	14	59	6	65	3	10	6	3	960	
Single parent	16	58	3	61	**	15	3	4	270	
Small family	9	68	5	73	3	8	5	3	860	
Large family	12	69	5	74	3	6	5	**	260	
Large adult	11	61	7	68	3	12	5	2	400	
Older smaller	12	63	7	70	2	10	5	2	370	

Source: Scottish Household Survey

1. Those in full-time employment, part-time employment and self-employed only.

2. Including the Glasgow Underground.

3. e.g. motorcycle, lorry, taxi, ferry, etc.

** value suppressed as cell contains fewer than 5 responses

Table 11.19 Usual main method of travel to school¹: 2017

	Walking	Car or	Bicycle	Bus			Rail ³	Other ⁴	Sample size	
				Van	School ²	Service			row percentages (=100%)	row percentages
					School ²	Service	All			
All children in full-time education,	51.5	25.5	0.9	14.2	5.6	19.8	0.5	1.7	1,830	
By gender:										
Male	52.2	25.5	1.4	12.5	5.4	17.9	**	2.8	940	
Female	50.8	25.6	0.4	15.8	5.8	21.6	0.8	0.6	890	
by age:										
age 4-5	60.1	29.8	**	5.9	**	5.9	.	**	190	
age 6-7	59.0	34.0	**	2.9	3.1	6.0	.	0.4	320	
age 8-9	59.9	26.2	1.7	7.1	1.9	9.0	.	3.1	320	
age 10-11	52.1	28.7	1.0	15.6	1.7	17.3	**	**	260	
All 4-11	57.7	29.6	1.0	8.0	2.2	10.2	**	1.4	1,090	
age 12-13	39.1	19.5	**	26.9	11.6	38.5	**	1.2	290	
age 14-15	42.6	22.3	**	20.7	9.0	29.7	1.6	3.1	290	
age 16-18	49.9	15.5	0.0	19.8	11.6	31.4	**	2.2	170	
All 12 - 18	42.7	19.7	0.8	23.0	10.6	33.6	1.0	2.2	750	
by annual net household income:										
up to £15,000 p.a.	67.2	13.0	**	4.6	12.2	16.8	.	**	140	
over £15,000 - £20,000	46.5	25.7	**	16.7	9.4	26.1	.	**	160	
over £20,000 - £25,000	60.9	16.0	**	15.1	3.5	18.6	**	2.6	220	
over £25,000 - £30,000	53.6	27.4	.	10.4	7.3	17.7	.	**	210	
over £30,000 - £40,000	48.3	25.3	1.1	13.6	7.6	21.2	**	3.4	370	
over £40,000 p.a.	47.9	30.0	1.1	16.6	2.9	19.5	0.5	0.9	710	
by Scottish Index of Multiple Deprivation:										
1 (20 % most deprived)	57.2	21.2	**	7.6	9.0	16.6	**	4.0	330	
2	58.5	19.8	**	13.4	5.8	19.2	**	**	320	
3	46.9	30.6	1.0	15.7	3.3	19.0	**	2.3	370	
4	44.8	25.7	1.4	21.0	5.4	26.4	**	1.2	430	
5 (20% least deprived)	51.7	29.5	**	12.3	4.8	17.1	**	**	380	
by urban/rural classification:										
Large urban areas	54.7	27.8	**	6.0	8.7	14.7	**	2.0	510	
Other urban	57.4	24.6	1.0	11.1	4.4	15.5	**	1.2	650	
Small accessible towns and small										
remote towns	59.8	17.9	**	16.0	3.3	19.3	**	1.4	290	
Accessible rural	24.0	32.8	**	35.0	3.7	38.7	**	2.7	200	
Remote rural	28.4	24.9	3.2	33.5	6.9	40.4	.	3.0	190	
by number of cars:										
None	73.0	1.8	**	10.5	8.8	19.3	**	4.4	240	
One	57.0	24.8	0.7	9.8	6.0	15.8	0.6	1.0	730	
Two +	40.7	32.9	1.1	19.0	4.4	23.4	**	1.6	860	
Household type:										
Single parent	54.4	22.4	1.1	12.6	6.2	18.8	**	2.9	380	
Small family	53.7	25.5	1.4	12.8	5.1	17.9	0.6	0.8	860	
Large family	46.8	28.6	**	16.8	5.3	22.1	**	1.9	480	
Large adult	53.8	18.1	.	14.8	9.0	23.8	.	4	110	

Source: Scottish Household Survey

** denotes cell value suppressed as based on fewer than 5 responses

1. For those in full time education at school. The Main method of transport is recorded if there is more than one method.

2. Including those who were said to travel by private bus, and a few who went by works bus.

3. Including the Glasgow Underground.

4. e.g. motorcycle, lorry, taxi, ferry, etc.

Table 11.20 Travel to/from school (pupils aged 5 to 16)^{1,2}

Note: This table has been removed as data are no longer available for Scotland .

Latest Scottish estimates are given in table 11.19 although this is based on a different source.

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.21 Employed ¹ adults (16+) - place of work

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Works from home	11.2	10.0	11.4	10.1	10.6	13.2	13.3	13.1	14.1	14.5	14.2
Does not work from home	88.8	90.0	88.6	89.9	89.4	86.8	86.7	86.8	85.9	85.5	85.8
All employed adults	100	100	100	100	100	100	100	100	100	100	100
Sample size (100%)	5,888	6,092	6,103	5,862	6,189	4,734	4,848	4,810	4,670	4,720	4,820

Source: Scottish Household Survey

1. Those whose current situation was described as self-employed, employed full-time or employed part-time.

Table 11.22 Employed ¹ adults (16+) not working from home - usual method of travel to work

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Walking	11.9	12.5	12.3	13.4	12.9	13.6	12.9	12.9	13.6	12.3	12.0
Car or van											
Driver	61.3	59.9	60.7	61.0	59.1	61.4	60.6	61.6	60.3	61.7	62.3
Passenger	6.7	6.1	6.4	6.3	7.5	6.0	5.6	6.0	5.6	6.3	5.4
All	68.0	66.0	67.0	67.3	66.6	67.3	66.2	67.6	65.9	68.0	67.7
Bicycle	1.7	2.3	2.4	2.3	2.0	2.0	2.5	2.6	2.2	2.6	3.0
Bus	12.7	12.1	12.1	10.8	12.0	10.1	11.3	10.2	11.2	10.4	9.8
Rail ²	3.5	4.3	3.9	3.6	3.9	4.3	4.0	4.2	4.4	5.2	5.1
Other ³	2.3	2.7	2.3	2.7	2.6	2.6	3.1	2.5	2.7	2.4	2.4
Sample size (100%)	5,176	5,437	5,371	5,221	5,508	4,103	4,157	4,130	3,950	3,970	4,070

Source: Scottish Household Survey

1. The main method of transport is recorded if the journey involves more than one method.

2. Including the Glasgow Underground.

3. e.g. motorcycle, lorry, taxi, ferry, etc.

Table 11.23 Usual main method of travel to school ¹

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Walking	52.8	48.8	50.0	49.7	50.6	51.4	51.7	51.2	48.8	51.8	51.5
Car or van	21.9	23.6	24.4	23.0	23.4	24.1	24.4	24.5	25.8	25.6	25.5
Bicycle	0.8	1.5	1.0	1.4	1.4	0.8	1.2	1.7	1.2	1.4	0.9
Bus											
School ²	14.8	16.5	16.1	16.1	15.1	14.9	14.5	14.5	15.3	12.9	14.2
Service	7.1	7.3	5.9	7.8	6.6	6.2	5.4	5.8	5.7	6.4	5.6
All	21.9	23.9	22.0	23.9	21.7	21.1	19.9	20.3	20.9	19.3	19.8
Rail ³	0.9	0.7	0.7	0.3	0.7	0.4	0.6	0.7	1.1	0.5	0.5
Other ⁴	1.7	1.5	1.8	1.7	2.2	2.2	2.2	1.7	2.1	1.5	1.7
Sample size (100%)	2,517	2,750	2,881	2,676	2,715	1,923	1,975	1,980	1,880	1,890	1,830

Source: Scottish Household Survey

1. For those in full time education at school. The main method of transport is recorded if there is more than one method.

2. Including those who were said to travel by private bus, and a few who went by works bus.

3. Including the Glasgow Underground.

4. e.g. motorcycle, lorry, taxi, ferry, etc.

Table 11.23a Usual main method of travel to school - Hands Up Scotland Survey ¹

	2009	2010	2011	2012	2013	2014	2015	2016	2017
Walk	47.0	45.8	45.9	45.1	44.1	44.2	43.3	42.8	42.3
Cycle	2.3	2.8	3.0	2.9	3.5	3.4	3.5	3.6	3.7
Scooter/Skate	0.6	0.7	1.0	1.6	2.8	2.8	2.9	2.9	2.8
Park & Stride	6.7	7.4	7.5	7.8	7.5	7.8	7.8	9.3	9.7
Driven	23.3	22.9	22.4	22.2	21.4	21.9	22.4	22.3	22.8
Bus	18.1	18.2	18.2	18.2	18.8	17.7	17.9	16.6	16.5
Taxi	1.6	1.6	1.6	1.7	1.6	1.6	1.7	1.8	1.6
Other	0.4	0.5	0.3	0.5	0.4	0.5	0.4	0.6	0.5
Sample size (100%)	415,804	439,401	427,104	457,488	467,397	487,147	480,161	458,145	473,160

Source: Hands Up Scotland Survey - Not National Statistics

1. All schools excluding nursery

Table 11.24 Scottish residents' visits abroad by means of leaving the UK and purpose of visit, 2017

Means of leaving the UK	Purpose of visit					
	Package Holiday	Other Holiday	Business	Visiting Friends or Relatives	Miscellaneous and other Purposes	Total
				thousands	thousands	
Air						
Edinburgh	536	566	182	502	11	1,798
Glasgow	630	394	96	311	10	1,441
Prestwick ³					0	
Aberdeen	38	63	56	72	4	233
Total Edinburgh, Glasgow, Prestwick & Aberdeen	1,205	1,023	334	886	25	3,472
Heathrow	6	9	11	16	1	42
Gatwick	54	90		8		152
Stansted	5	12	4	11		33
Manchester	67	55	2	28	7	159
Newcastle	32	35	1	15		83
Birmingham	4	9	1	5	1	21
Other UK Airports	19	79	39	53	6	196
Total Air	1,392	1,311	392	1,022	40	4,157
Channel Tunnel	12	41	10	9	1	74
Sea						
English Channel Ports	6	25	11	16	1	59
English East Coast Ports	20	20	3	6	0	50
Other UK Ports 2	1	10	4	5		20
Total Sea	27	55	18	27	2	129
Total All Means of Leaving the UK	1,431	1,407	420	1,059	43	4,360

Source: Office for National Statistics

Table 11.25 Scottish residents' visits abroad by means of leaving the UK 1 and area visited, 2017

Means of leaving the UK	Area Visited						
	EU	Other Europe	Canada & USA	Australia & New Zealand	Asia	Rest of the World	
				Total		thousands	
Air							
Edinburgh	1580	42	97	11	24	43	1,798
Glasgow	1013	33	141	37	101	117	1,441
Prestwick ³					0		
Aberdeen	165	13	13	2	13	28	233
Total Edinburgh, Glasgow, Prestwick & Aberdeen	2,758	88	250	49	138	188	3,472
Heathrow	11	3	11	2	7	8	42
Gatwick	59	3	43		6	40	152
Stansted	30	3					33
Manchester	91	2	21		5	39	159
Newcastle	79			1	2	1	83
Birmingham	13				3	4	21
Other UK Airports	120	16	32	7	8	13	196
Total Air	3,163	116	357	59	168	294	4,157
Channel Tunnel	71	2					74
Sea							
English Channel Ports	57	3					59
English East Coast Ports	50						50
Other UK Ports 2	19		1			1	20
Total Sea	125	3	1	-	-	1	129
Total All Means of Leaving the UK	3,359	121	358	59	168	295	4,360

Source: Office for National Statistics

1. These estimates are based on information from samples of passengers using the principal routes- see sections 3.14 and 4.4 of the text.

2. "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.

3. Prestwick airport was removed from the sample in quarter 2 of 2016.

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.26 Scottish residents' visits abroad, by means of leaving the UK¹, purpose of visit, and area visited

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
thousands											
All visits abroad by Scots	4,738	4,765	3,899	3,618	3,579	3,645	3,592	3,907	3,890	4,166	4,360
by means of leaving the UK											
Air	Total	4,517	4,501	3,674	3,362	3,368	3,468	3,399	3,683	3,722	3,997
Edinburgh		1,077	1,194	1,035	1,000	1,038	1,045	1,166	1,213	1,308	1,550
Glasgow		1,774	1,742	1,339	1,102	1,108	1,176	972	1,178	1,191	1,328
Prestwick ²		656	644	376	409	414	364	382	328	282	33
Aberdeen		..	..	180	164	164	197	179	215	213	251
Total these airports		3,506	3,580	2,931	2,674	2,724	2,782	2,699	2,933	2,995	3,161
Heathrow		117	102	109	87	76	84	74	62	173	211
Gatwick		183	215	140	127	147	190	134	137	171	172
Stansted		58	81	47	44	35	36	24	29	52	70
Manchester		158	134	130	130	125	132	161	214	175	192
Newcastle		176	128	105	119	83	91	80	90	63	86
Birmingham		22	18	13	19	14	17	19	25	21	18
Other UK Airports		297	243	199	162	164	137	208	193	71	87
Channel Tunnel	Total	65	83	63	76	55	64	59	63	59	51
Sea	Total	156	182	163	180	156	113	133	161	109	119
English Channel Ports		68	107	109	118	108	74	105	106	67	63
English East Coast Ports		52	46	37	34	43	35	26	52	42	56
Other UK Ports		36	28	16	28	5	4	3	3	..	20
by purpose of visit											
Package holiday		1,687	1,512	1,161	1,195	1,128	1,210	1,123	1,301	1,329	1,480
Other holiday		1,643	1,828	1,454	1,378	1,323	1,335	1,363	1,474	1,425	1,361
Business		458	407	397	363	399	334	325	350	317	326
Visit friends / relatives		824	913	800	611	670	673	711	718	757	933
Misc. and other		126	104	88	70	60	93	69	64	62	68
by area visited											
EU		3,662	3,692	2,933	2,709	2,768	2,845	2,761	2,972	2,859	3,010
Other Europe		48	64	50	48	64	50	60	85	241	228
North America		465	477	365	344	285	297	267	317	312	391
Australia & New Zealand		71	52	57	55	43	38	47	47	48	50
Asia		147	154	146	139	132	119	140	167	210	257
Rest of the World		345	324	348	322	288	296	317	319	220	232
by means of leaving the UK and main purposes of visits											
Edinburgh, Glasgow, Prestwick & Aberdeen											
Package holiday		1,322	1,175	895	882	850	974	847	997	1,068	1,173
Other holiday		1,148	1,303	1,055	989	982	975	1,011	1,073	1,059	992
Business		306	296	289	242	298	246	211	231	230	225
Visit friends / relatives		658	749	651	512	553	543	587	589	613	730
Other UK airport											
Package holiday		284	260	188	198	187	187	193	224	218	1,433
Other holiday		408	398	218	214	178	213	183	216	287	1,301
Business		132	94	40	48	49	47	42	47	72	297
Visit friends / relatives		147	135	78	54	56	75	64	62	117	902
Sea or Channel Tunnel											
Package holiday		81	78	78	115	92	49	83	80	42	41
Other holiday		86	127	182	176	162	147	170	185	78	44
Business		20	17	67	73	51	41	73	72	16	9
Visit friends / relatives		19	29	71	45	62	55	60	68	27	22
by main purposes of visit and area visited											
Package holiday											
EU		1,366	1,227	898	908	912	987	868	1,050	1,061	1,095
Elsewhere		321	285	264	287	216	223	255	252	267	246
Other holiday											
EU		1,353	1,503	1,185	1,120	1,106	1,110	1,152	1,219	1,122	923
Elsewhere		290	324	268	258	217	225	212	255	302	284
Business											
EU		356	275	274	252	274	237	219	240	170	163
Elsewhere		101	132	123	111	124	97	106	109	147	134
Visit friends / relatives											
EU		510	609	514	379	430	441	471	423	478	544
Elsewhere		314	304	286	232	240	231	240	295	280	358

Source: Office for National Statistics

1. 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.

2. Prestwick airport was removed from the sample in quarter 2 of 2016.

Table 11.27 Transport Model for Scotland: inter-zonal ¹ trips made on an average weekday - within Scotland: circa 2015 ⁵

(a) People: by car, bus or train

Origin	Destination								Total thousands
	Clydeplan ²	SESpan ³	TAYplan ⁴	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	
Clydeplan ²	1,851	52	5	2	3	62	39	14	9 2,037
SESpan ³	53	1,226	43	3	2	2	41	2	11 1,381
TAYplan ⁴	5	42	411	6	0	0	8	2	2 476
Aberdeen City & Shire	2	3	7	487	0	0	1	8	1 509
Dumfries & Galloway	3	2	0	0	110	3	0	0	3 120
Ayrshire	62	2	0	0	3	283	1	1	1 351
Stirling, Falkirk & Clacks	43	42	8	1	0	1	209	1	1 307
Elsewhere in Scotland	15	3	2	8	0	1	1	298	2 331
Rest of UK	7	10	2	1	3	1	1	2	0 26
Total	2,041	1,381	478	507	121	351	301	329	29 5,538

(b) People: by car

Origin	Destination								Total thousands
	Clydeplan ²	SESpan ³	TAYplan ⁴	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	
Clydeplan ²	1,439	41	4	1	2	50	34	11	6 1,587
SESpan ³	42	954	36	2	1	1	36	2	6 1,079
TAYplan ⁴	4	36	340	5	0	0	8	2	1 395
Aberdeen City & Shire	1	2	6	426	0	0	1	7	1 444
Dumfries & Galloway	2	1	0	0	97	2	0	0	2 105
Ayrshire	49	1	0	0	2	239	0	1	1 293
Stirling, Falkirk & Clacks	38	37	8	0	0	0	179	1	1 264
Elsewhere in Scotland	12	2	2	7	0	0	1	263	2 289
Rest of UK	5	5	1	1	2	1	1	2	0 17
Total	1,591	1,080	397	442	105	294	259	287	19 4,474

(c) People: by bus or train

Origin	Destination								Total thousands
	Clydeplan ²	SESpan ³	TAYplan ⁴	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	
Clydeplan ²	413	11	1	1	1	11	5	4	2 449
SESpan ³	11	272	7	1	0	1	5	1	5 302
TAYplan ⁴	1	6	71	1	0	0	1	0	1 81
Aberdeen City & Shire	1	1	1	60	0	0	0	1	1 65
Dumfries & Galloway	0	0	0	0	14	0	0	0	1 16
Ayrshire	13	1	0	0	0	44	0	0	0 59
Stirling, Falkirk & Clacks	5	5	1	0	0	0	31	0	0 43
Elsewhere in Scotland	3	1	0	1	0	0	0	36	0 42
Rest of UK	2	4	1	1	1	0	0	0	0 9
Total	450	302	81	65	16	57	43	42	10 1,065

(d) Vehicle trips: cars and goods vehicles only

Origin	Destination								Total thousands
	Clydeplan ²	SESpan ³	TAYplan ⁴	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	
Clydeplan ²	1,483	46	5	2	3	55	35	10	7 1,646
SESpan ³	44	1,013	38	2	2	2	36	2	7 1,147
TAYplan ⁴	5	38	328	6	0	0	8	2	1 389
Aberdeen City & Shire	2	2	7	409	0	0	1	7	1 430
Dumfries & Galloway	3	2	0	0	103	3	0	0	2 114
Ayrshire	48	2	0	0	2	238	1	1	1 294
Stirling, Falkirk & Clacks	38	37	8	0	0	1	203	1	1 289
Elsewhere in Scotland	11	2	2	7	0	1	1	251	2 278
Rest of UK	6	7	1	1	3	1	1	2	0 22
Total	1,641	1,149	390	427	113	302	286	276	23 4,609

Source: Transport Scotland (Transport Model for Scotland:15) - Not National Statistics

- All travel movements between the 799 zones used to represent the UK.
The number of shorter distance trips which travel within a model zone area is not known.
- East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire
- City of Edinburgh, East Lothian, Midlothian, Fife (South), Scottish Borders and West Lothian
- Dundee City, Angus, Perth & Kinross and Fife (North)
- This traffic and travel data was extracted from the Transport Model for Scotland 2015 (TMfS15) (Base Year Version AE, Model Version TMfS15 V1.0).
The data reflects daily travel movements within a 2015 base year and represents the most recent data available from the LATIS service
TMfS15 covers the whole of the Scottish Strategic Transport network. England is represented with less detail.
The data reflects 'inter-zonal trips', which includes all travel movements between the 799 zones used to represent the UK.
The data does not include more local or short distance movements travelling wholly within model zones.

Table 11.29 Passenger journeys made under concessionary fare schemes

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18											
	millions																					
(a) all journeys made under concessionary fare schemes¹																						
Strathclyde Concessionary Travel scheme																						
Buses ²	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A											
Rail	3.05	3.18	3.25	3.29	3.37	3.19	3.17	3.37	3.36	3.42	3.51											
Underground	0.76	0.79	0.81	0.77	0.71	0.70	0.77	0.82	0.81	0.72	0.85											
Ferries	0.69	0.70	0.71	0.68	0.63	0.65	0.64	0.67	0.65	0.68	0.65											
Taxis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
Others	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
Total	4.50	4.67	4.77	4.74	4.71	4.54	4.58	4.86	4.82	5.01												
Other concessionary fare schemes³																						
Buses ^{2,4,5} (i.e. the National schemes)	159.20	157.61	151.61	147.47	149.68	146.28	148.64	148.27	146.52	145.62	142.49											
Rail	0.21	0.31	0.42	0.62	0.88	1.04	1.46	2.13	2.31	2.34	1.93											
Underground	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
Ferries ⁵	0.05	0.05	0.05	0.05	0.05	0.06	0.06	0.06	0.06	0.06	0.06											
Taxis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
Others	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
Total	159.46	157.97	152.08	148.14	150.61	147.38	150.16	150.46	148.89	148.02	144.48											
All concessionary fare schemes³																						
Buses ^{2,4,5}	159.20	157.61	151.61	147.47	149.68	146.28	148.64	148.27	146.52	145.62	142.49											
Rail	3.26	3.49	3.67	3.91	4.25	4.23	4.63	5.50	5.67	5.76	5.44											
Underground	0.76	0.79	0.81	0.77	0.71	0.70	0.77	0.82	0.81	0.72	0.85											
Ferries	0.74	0.75	0.76	0.73	0.68	0.71	0.70	0.73	0.71	0.74	0.71											
Taxis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
Others	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
Total	163.96	162.64	156.85	152.88	155.32	151.92	154.74	155.32	153.71	152.84	149.49											
(b) of which: journeys which were made free of charge to the traveller¹																						
Strathclyde Concessionary Travel scheme																						
Buses ²	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A											
Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
Ferries ⁶	0.69	0.70	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
Total	0.69	0.70	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
Other concessionary fare schemes																						
Buses ^{2,4,5} (i.e. the National schemes)	158.62	156.59	150.37	146.09	148.09	144.54	146.87	146.75	145.23	144.71	141.85											
Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
Ferries	0.05	0.05	0.05	0.05	0.05	0.06	0.06	0.06	0.06	0.06	0.06											
Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
Total	158.67	156.64	150.42	146.14	148.14	144.60	146.93	146.81	145.29	144.77	141.91											
All concessionary fare schemes																						
Buses ^{2,4,5}	158.62	156.59	150.37	146.09	148.09	144.54	146.87	146.75	145.23	144.71	141.85											
Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
Ferries	0.74	0.75	0.76	0.05	0.05	0.06	0.06	0.06	0.06	0.06	0.06											
Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00											
Total	159.36	157.34	151.13	146.14	148.14	144.60	146.93	146.81	145.29	144.77	141.91											

Source: Transport Scotland & Strathclyde Partnership for Transport - Not National Statistics

1 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

2 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.

3 2001-02 & 2002-03 figures do not include Eilean Siar.

4 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).

5 The Reimbursement Rate for the National Concessionary Travel 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.

6 A small charge was introduced for ferries in 2010.

Figure 11.1 Calls to Traveline Scotland in 2017

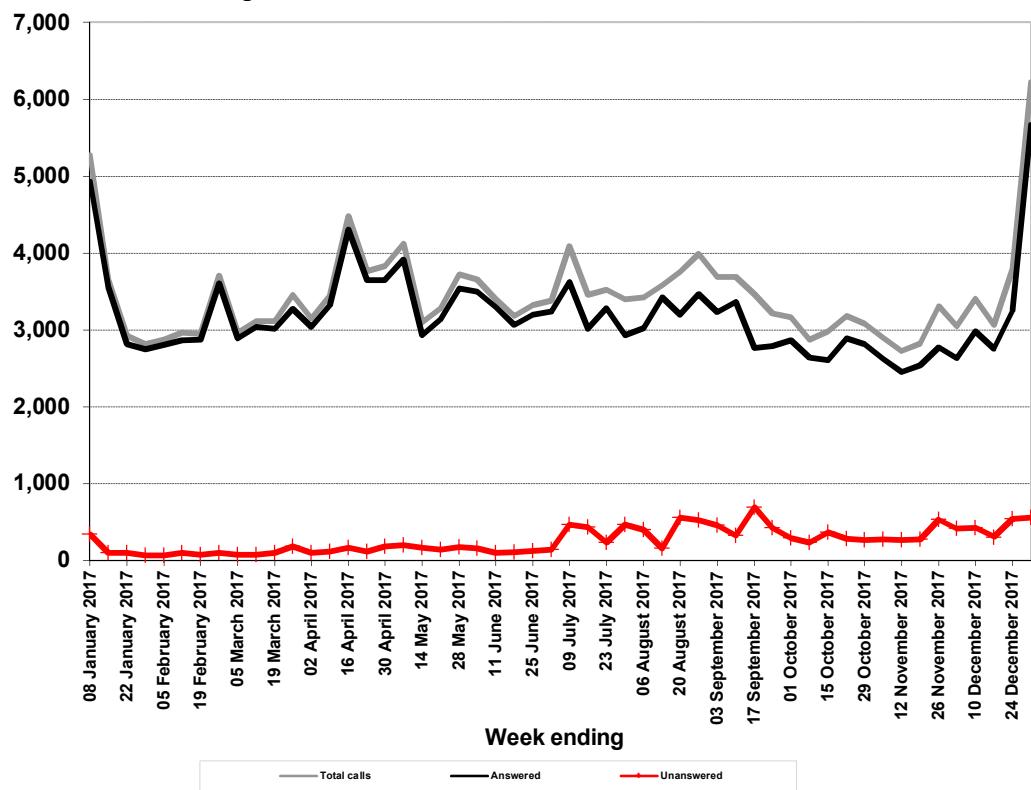


Figure 11.2 Traveline Scotland - Web & App hits in 2017

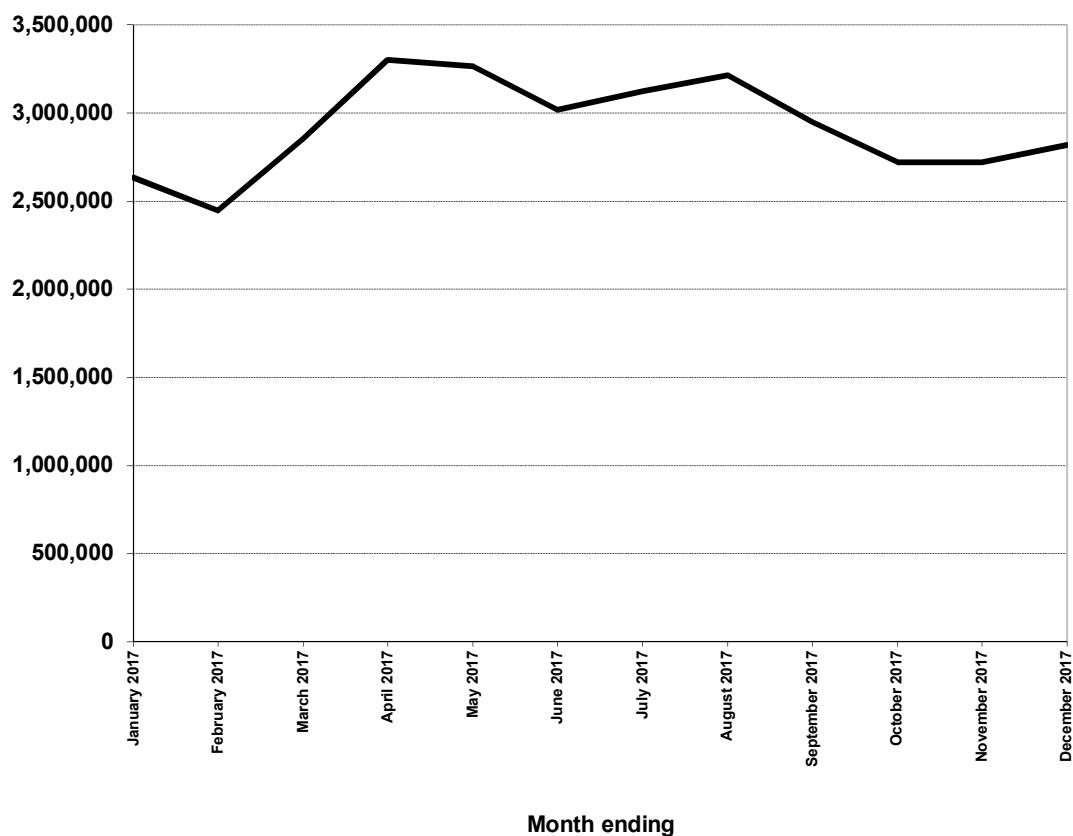


Table 11.30 Traveline Scotland: telephone calls and web site hits¹

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Weeks included in year ²											
Telephone calls	52	52	52	52	52	52	52	52	52	52	52
Web site	52	52	52	52	52	52	52	52	52	52	52
<i>thousands</i>											
Calls answered	665.1	627.7	606.1	700.7	503.9	399.8	331.7	286.7	219.9	214.1	166.0
Calls unanswered											
Ring tone, no reply ³	4.7	7.2	3.4	2.8	0.4	0.7	-	-	-	-	-
Engaged tone ³	1.0	0.0	0.6	1.9	0.0	0.0	-	-	-	-	-
Other ³	3.8	5.9	2.4	2.6	0.3	2.5	-	-	-	-	-
Total unanswered	9.4	13.1	6.4	7.3	0.7	3.2	6.5	8.5	2.6	10.0	13.0
Total number of calls	674.5	640.9	612.5	708.1	507.1	403.0	338.2	295.2	222.5	224.1	179.0
<i>percentages</i>											
Percentage answered	98.6	97.9	99.0	99.0	99.4	99.2	98.1	97.1	98.8	95.5	92.7
<i>numbers</i>											
Daily average answered ⁴	1,827	1,724	1,665	1,925	1,384	1,098	911	788	604	588	456
<i>seconds</i>											
Answered calls: av. duration	107.8	114.9	111.6	142.6	161.5	178.3	180.0	182.0	190	195	205
<i>thousands</i>											
Total number of hits ^{5,6}	2,305.4	1,635.2	3,217.4	4,349.7	7,430.9	10,166.9	11,532.4	12,636.1	20,080.9	29,000.0	35,069.4
<i>numbers</i>											
Daily average hits⁴	6,334	4,492	8,839	11,950	20,415	27,931	31,682	34,715	55,167	79,670	96,345

Source: Transport Scotland - Not National Statistics

1. 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.

2. 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.

3. Categorisation of unanswered calls no longer takes place.

4 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).

5. 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 year

6. 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)

Table 11.31 Employed adults (16-74) distance to place of work: 2011^{1,3}

Work mainly at or from home	Excluding those working mainly from home										Total Number (=100%)	
	2 km to		10 km to		20 km to		30 km to		60 km and over			
	Less than 2km	less than 5 km	5 km to less than 10 km	km	less than 20 km	less than 30 km	less than 40 km	40 km to less than 60 km	60 km and over	Other ²		
All	10.8	14.7	21.6	19.2	17.0	7.2	3.3	2.5	2.3	12.3	2,400,925	

Source: Scottish Census 2011, National Records of Scotland

1. The distance travelled is a calculation of the straight line between the postcode of place of residence and postcode of workplace.

2. Includes no fixed place of work, working on an offshore installation and working outside the UK.

3. Percentages for distance to place of work do not include those working mainly from home

Table 11.32 Employed adults (16-74) mode of transport to place of work: 2011^{1,2,3}

Work mainly at or from home	Excluding those working mainly from home										Total Number (=100%)	
	Underground		Bus,		Taxi or		Driver, car		Passenger,			
	d, metro,	light rail or	Train	minibus or	coach	minicab	or van	car or van	car or van	moped	Bicycle	On foot	Other
All	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

Source: Scottish Census 2011, National Records of Scotland

1. The distance travelled is a calculation of the straight line between the postcode of place of residence and postcode of workplace.

2. Includes no fixed place of work, working on an offshore installation and working outside the UK.

3. Percentages for mode of travel to place of work do not include those working mainly from home

Table 11.33 Employed adults (16-74) distance to place of work by car/van availability: 2011^{1,2,4}

Work mainly at or from home	Excluding those working mainly from home										Total Number (=100%) ³	
	2 km to		10 km to		20 km to		30 km and over		Other			
	Less than 2km	km	5 km to less than 10 km	km	less than 20 km	km	less than 30 km	km	30 km and over	Other		
All	10.7	14.6	21.6	19.3	17.0	7.3	8.0	12.3	12.3	12.3	2,390,595	

Number of cars or vans available for private use:

None	10.8	24.8	30.9	17.9	9.4	3.0	3.6	10.5	10.5	314,494
One	10.0	16.4	23.7	19.7	15.9	6.2	6.7	11.4	11.4	932,787
Two or more	11.1	10.2	17.3	19.3	20.1	9.3	10.3	13.5	13.5	1,143,314

Source: Scottish Census 2011, National Records of Scotland

1. The distance travelled is a calculation of the straight line between the postcode of place of residence and postcode of workplace.

2. Includes no fixed place of work, working on an offshore installation and working outside the UK.

3. Excludes people who live in communal establishments - values for number of cars in a household were imputed where this was missing

4. Percentages for distance to place of work do not include those working mainly from home

Table 11.34 All people aged 4 and over studying, distance to place of study by age: 2011^{1,2}

Study mainly at or from home	Excluding those studying mainly from home										Total Number (=100%)	
	2 km to		10 km to		20 km to		30 km to		60 km and over			
	Less than 2km	km	5 km to less than 10 km	km	less than 20 km	km	less than 30 km	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	

By age:

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

Source: Scottish Census 2011, National Records of Scotland

1. The distance travelled is a calculation of the straight line between the postcode of place of residence and postcode of place of study

2. Percentages for distance to place of study do not include those studying mainly from home

Table 11.35 All people aged 4 and over studying, mode of transport to place of study by distance: 2011

Study mainly at or from home	Excluding those studying mainly from home										Total Number (=100%)	
	Train, underground		Bus,		Taxi or		Driver, car		Passenger, car or van			
	d, metro,	light rail or	tram	minibus or	coach	minicab	or van	car or van	Bicycle	On foot		
All	12.4	3.7	24.6	5.3	19.1	1.2	44.7	1.5	996,282			

By distance:

Less than 2km	0.3	6.2	0.8	17.3	1.2	73.3	0.8	429,936
2km to less than 5km	2.6	40.9	4.6	26.2	1.6	22.2	1.8	203,907
5km to less than 10km	6.1	52.1	9.4	20.2	0.8	9.0	2.4	102,246
10km to less than 20km	11.5	46.2	14.7	16.4	0.3	8.3	2.6	65,101
20km to less than 30km	17.9	35.7	20.5	14.5	0.3	8.9	2.1	23,802
30km to less than 40km	25.5	29.7	20.9	11.6	0.4	10.1	1.8	12,406
40km to less than 60km	23.3	27.7	22.8	10.7	0.5	13.3	1.8	10,174
60km and over	14.1	25.2	15.6	10.7	1.6	30.7	2.1	10,245
Other	4.5	21.0	16.5	5.1	3.2	46.1	3.7	14,536

Source: Scottish Census 2011, National Records of Scotland

1. The distance travelled is a calculation of the straight line between the postcode of place of residence and postcode of place of study

Chapter 12: International Comparisons

- Transport comparisons with EU-28 countries
- Population
- Travel
- Freight
- Infrastructure

Scotland has

higher car use

than the EU average but

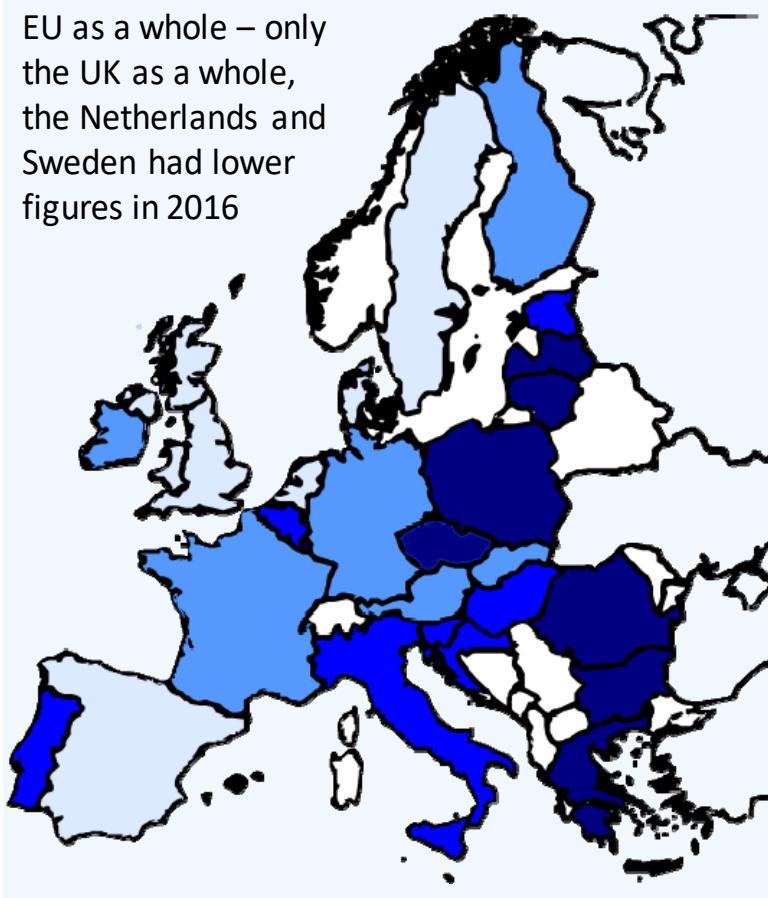
lower car ownership



Scotland has a **small population** - larger than only nine other EU-28 countries

Scotland has a **low population density** - higher than only seven other EU-28 countries

Scotland had a much lower rate of road fatalities than the EU as a whole – only the UK as a whole, the Netherlands and Sweden had lower figures in 2016



Road accident fatalities per million population

25% - modal share of pipeline freight in Scotland in 2016, the highest of any EU country

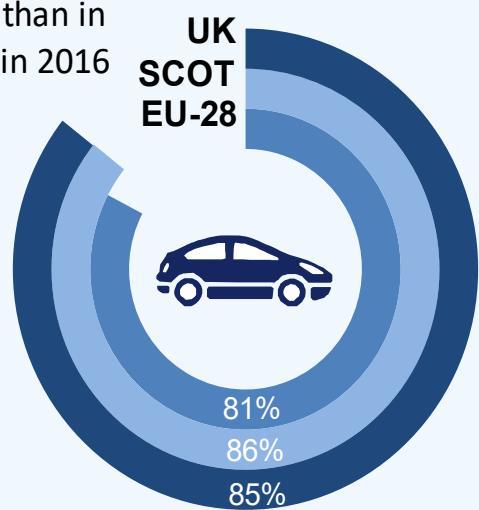


Scotland had **less road and rail network** for its size compared to the EU average in 2016



2.12 international EU air passengers per head in Scotland in 2016 – higher than the overall EU figure (EU-28: 2.02)

Cars and trains made up a higher **share of distance travelled** in Scotland and the UK than in the EU in 2016



458 cars per thousand population in Scotland – lower than the EU as a whole in 2016
EU-28: 507



For web publication and further information, visit
http://bit.ly/STS_allditions



INTERNATIONAL COMPARISONS

1. Introduction

1.1 This chapter compares some statistics for Scotland with the 28 EU member countries over a mixture of years. Due to the increased EU membership over the years overall comparisons with EU-15 and EU-28 countries are made.

1.2 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. Scotland figures use 2017 mid-year estimates, compared to the 1st January 2017 population estimates given for EU countries.

1.4 In some cases, the EU countries' figures do not all relate to the same year. (See the Notes and Definitions section, page 228). 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 than the EU average but lower car ownership**
- **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.**

2. Main points

Population

2.1 Scotland has a low population: only nine of the EU-28 (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-15: 122; EU-28: 114). Only seven of the EU-28 countries (Bulgaria, Estonia, Finland, Ireland, Lithuania, Latvia and Sweden) have a lower population density than Scotland.

Road Network

2.2 For its area, Scotland has a short Motorway network (5.8 km of Motorway per thousand square kilometres), well below the overall EU figure (EU-15: 20.2; EU-28: 17.2). Six of the EU-28 countries (Estonia, Finland, Lithuania, Poland, Romania and Sweden) have a lower figure than Scotland. This does not include Latvia and Malta which have no motorway.

2.3 The total length of the Scottish road network relative to the area of the country is 13 per cent below the EU-28 average when 'other roads' and unclassified roads in Scotland are excluded (Scotland: 369 km of road per thousand square kilometres; EU-15: 447; EU-28: 429).

2.4 Scotland has a short rail network for its area (36.2 km of route per thousand square kilometres) compared with the overall EU figure (EU-15: 46.5; EU-28: 48.6). Nine of the 28 EU countries (Estonia, Finland, Greece, Ireland, Latvia, Lithuania, Portugal, Spain and Sweden) have a lower value than Scotland. This does not include Cyprus and Malta which do not have a railway network.

Vehicles per Population

2.5 Scotland has few cars for the size of its population (458 per thousand population) compared with the EU as a whole (EU-15: 521; EU-28: 507). Nine of the EU-28 countries have lower figures than Scotland.

2.6 Scotland also has few goods vehicles relative to the size of its population (58 per thousand population) compared with the overall EU average (EU-15: 73; EU-28: 72). Of the EU-28, nine countries have lower figures.

2.7 The number of new vehicle registrations in Scotland was relatively high (41 per thousand population), higher than the EU-15 and EU-28 averages – only two of the EU-28 countries had higher rates (Belgium and Luxembourg).

Distances travelled

2.8 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-15 82.3%; EU-28: 81.3%).

Air travel

2.9 Relative to the size of its population, Scotland has more international air passengers to or from the EU-28 countries (2.12 per head of the population, not counting internal UK traffic) than the overall EU figure (EU-15: 2.30; EU-28: 2.02).

Road Fatalities

2.10 Scotland's number of road deaths per million population is well below the overall EU average (Scotland: 36; EU-15: 43; EU-28: 50). Of the EU-28 countries, only three countries (The Netherlands, UK and Sweden) had lower figures.

Freight

2.11 For freight transport, road has a low modal share in Scotland (63.2%) compared with the overall EU figure (EU-15: 72.4%; EU-28: 73.1%). The modal share of pipelines (24.8%) 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-28.

3.1 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-15 and EU-28), 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.

Table 12.1 International comparisons

EU countries													from EU Energy and Transport in Figures (2017 edition)																									
Year of data (most countries)		EU public table		Scottish figure (same or a similar basis) (#)		Belgium		Bulgaria		Cyprus		Czech Republic		Denmark		Germany		Estonia		Greece (+)		Spain		Finland		France		Croatia		Hungary		Ireland		Latvia		Lithuania		
General data																																						
Population (at 1 Jan) million	2017	1.1	5.42	8.77	11.35	7.10	0.85	10.58	82.52	5.75	1.32	10.77	46.53	5.50	66.99	4.15	9.80	4.78	60.59	2.85																		
Area '000 sq km		1.1	78.0	83.9	30.5	111.0	9.3	78.9	357.1	43.1	45.2	132.0	506.0	338.4	633.1	56.6	93.0	70.3	301.3	65.3																		
Population density (at 1 Jan) people per sq km	2017	calc'd	70	105	372	64	92	134	231	29	82	92	16	106	73	105	68	201	44																			
Infrastructure and vehicles																																						
Motorways km	2016	2.51	456	1,743	1,763	740	272	1,223	12,996	1,255	1,843	15,444	890	11,612	1,310	1,924	916	6,943	314																			
km per '000 sq km	2016	calc'd	5.8	20.8	57.8	29.4	15.5	36.4	30.5	3.2	14.0	30.5	2.6	11,612	23.1	20.7	13.0	23.0	4.8																			
All roads (@)																																						
'000 km	2016	2016	2.52	28.7	36.4	16.3	7.8	4.8	55.8	230.0	74.6	16.6	42.0	165.5	26.9	402.5	17.8	32.0	18.4	184.3	21.2																	
km per '000 sq km	2016	calc'd	36.9	434	535	70	519	707	644	1,730	318	367	327	80	636	314	344	262	612	325																		
Railways km	2016	2.53	2,819	4,917	3,607	4,029	0	9,463	38,990	2,539	918	2,240	15,922	5,926	28,364	2,605	7,749	1,894	17,096	1,911																		
km per '000 sq km	2016	calc'd	36.2	58.6	118.2	36.3	-	120.0	109.2	58.9	20.3	17.0	31.5	17.5	44.8	46.0	83.3	26.9	56.7	29.3																		
Passenger cars million per 1,000 pop'n	2016	2.62	2.43	4.82	5.73	3.14	0.51	5.31	45.80	2.47	0.70	5.24	22.88	3.35	32.07	1.55	3.31	2.05	37.88	1.30																		
Powered two wheelers (\$) thousands	2016	2.65	70	816	472	172	39	1,075	4,314	199	49	1,657	5,199	592	2,357	153	162	38	9,084	40																		
thousands per 1,000 pop'n	2016	calc'd	505	550	505	443	595	502	555	429	534	486	492	608	479	374	338	428	625	456																		
Goods vehicles thousands per 1,000 pop'n	2016	2.64	306	457	860	457	106	672	3,114	439	108	1,344	5,087	582	6,740	157	517	342	4,181	109																		
thousands per 1,000 pop'n	2016	calc'd	58	52	76	64	124	64	38	76	82	125	109	106	101	38	53	72	69	38																		
New registrations of passenger cars thousands per 1,000 pop'n	2016	2.66	222	330	539	27	12	260	3,352	223	23	79	1,147	119	2,015	44	97	147	1,824	20																		
thousands per 1,000 pop'n	2016	calc'd	41	38	48	4	15	25	41	39	17	7	25	22	30	11	10	31	30	7																		
Passenger transport ^a																																						
Distance travelled (kilometres per person per year)																																						
Passenger cars	2016	9,257	9,384	7,916	7,630	6,846	11,522	10,353	9,758	9,266	7,102	10,389	11,122	6,247	5,765	11,648	11,614	8,950	93	1,188	911																	
Powered two-wheeler	2002	2.34 * & prev. **	55	198	100	n-a	n-a	1,707	1,746	1,583	779	1,241	2,177	1,938	334	1,028	1,504	1,214	907	1,813	2,516																	
Buses and coaches	2016	2.35 * & prev. **	651	1,220	1,201	1,112	114	0	1,036	208	56	1,166	240	111	574	705	1,315	145	312	39	0																	
Tram / metro	2016	2.36 * & prev. **	778	1,447	886	203	0	828	1,166	1,09	240	111	574	705	75	75	75	75	75	75	421	860	97															
Railways (excl. t/m)	2016	2.37 * & prev. **	56	136	322	n-a	n-a	380	419	372	431	n-a	n-a	n-a	389	368	404	404	386	386	368	410	n-a	n-a	n-a	n-a	n-a	n-a	n-a	n-a	n-a	n-a	n-a					
Cycling	2001	288	419	380	41	38	48	4	15	25	41	39	17	7	25	22	30	14,555	14,274	13,947	9,588	14,577	7,497	8,668	16,036	9,958	9,950	9,958	9,958	9,958	9,958	9,958	9,958	9,958	9,958	9,958		
Walking	2001	10,385	13,505	12,385	13,505	9,376	9,940	12,385	10,294	9,376	10,294	14,270	14,555	14,274	13,947	13,502	14,577	14,274	13,947	13,502	14,555	14,270	13,947	13,502	14,577	14,274	13,947	13,502	14,555	14,270	13,947	13,502	14,577	14,274	13,947	13,502	14,555	

Table 12.1 International comparisons

												Scotland/GB/ UK figures (#)							
												Scotland							
												GB (same basis)							
Year of data (most countries)	EU publication table	Scottish figure (same or a similar basis) (#)	Luxembourg	Latvia	Malta (+)	Netherlands	Poland	Portugal	Romania	Sweden	Slovak Republic	EU-28	EU-15	SCOT	GB	UK			
General data																			
Population (at 1 Jan) million	2017	1.1	5.42	0.59	1.95	0.46	17.08	37.97	10.31	19.64	10.00	2.07	5.44	65.81	511.52	407.34	5.42	64.17	66.04
Area '000 sq km		1.1	78.0	2.6	64.6	0.3	41.5	312.69	92.1	238.4	450.3	20.3	49.0	243.8	4,470.58	3326.1	78.0	229.0	243.8
Population density (at 1 Jan) people per sq km	2017	calc'd	70	228	30	1457	411	121	112	82	22	102	111	270	114	122	70	280	271
Infrastructure and vehicles																			
Motorways km	2016	2.51	456	161	-	-	2,758	1,640	3,065	747	2,118	773	463	3,764	76,823	67,272	456	3,649	3,764
km per '000 sq km	2016	5.8	62.3	62.3	-	-	66.4	5.2	33.3	3.1	4.7	38.1	9.4	15.4	17.2	20.2	5.8	15.9	15.4
All roads (@)																			
'000 km	2016	2.5.2	28.7	2.9	7.1	13.1	173.3	14.3	53.0	222	172.6	19.9	18.0	86.1	1,916	1,486	28.7	165.1	175.1
km per '000 sq km	2016	calc'd	369	1,117	111	9,036	316	554	155	383	367	982	367	353	429	447	369	721	718
Railways km	2016	2.5.3	2,819	275	1,860	0	3,058	18,429	2,553	10,766	10,882	1,209	3,626	16,253	217,081	154,516	2,819	15,811	16,151
km per '000 sq km	2016	calc'd	36.2	106.3	28.8	-	73.6	58.9	27.7	45.2	24.2	59.6	73.9	66.7	48.6	46.5	36.2	69.1	66.2
Passenger cars million per 1,000 pop'n	2016	2.6.2	2.43	0.39	0.66	0.28	8.22	21.68	4.85	5.47	4.77	1.10	2.12	31.83	259.49	212.35	2.43	30.85	31.79
Powered two wheelers (\$) thousands per 1,000 pop'n	2016	2.6.6	458	662	341	615	481	571	470	279	477	531	390	484	507	521	458	481	481
Goods vehicles thousands per 1,000 pop'n	2016	2.6.4	306	41	84	45	989	3,542	1,310	913	649	104	95	1,270	35,509	30,960	70	1,248	1,270
New registrations of passenger cars thousands per 1,000 pop'n	2016	2.6.6	222	51	16	7	383	418	207	95	372	59	88	2,693	13,721	12,712	222	2,665	2,724
Passenger transport ^a																			
Distance travelled (kilometres per person per year)																			
Passenger cars	2016	8,557	13,059	7,059	5,971	8,293	5,367	8,748	4,838	11,624	12,828	5,130	10,210	9,464	10,353	8,557	8,684		
Powered two-wheeler	2002	55	130	n-a	n-a	55	754	754	754	111	n-a	85	85	405	405	55	55		
Buses and coaches	2016	651	1,926	1,111	1,257	293	969	633	949	1,000	1,748	1,086	549	1,082	1,051	651	565		
Tram / metro	2016	0	0	63	0	55	114	103	414	265	0	56	209	207	190	0	117		
Railways (excl. t/m)	2016	778	724	297	0	1,059	505	413	252	296	642	1,040	882	990	778	779			
Cycling	2001	56	23	n-a	n-a	848	n-a	29	n-a	271	n-a	75	n-a	355	56	67	67		
Walking	2001	288	457	n-a	n-a	377	n-a	342	n-a	383	n-a	355	n-a	382	288	286			
Total these modes		10,385	16,320	8,529	7,228	10,979	6,955	11,041	6,453	14,952	14,871	6,913	12,523	11,635	13,557	10,385			

Table 12.1 International comparisons

EU countries													from EU Energy and Transport in Figures (2017 edition)											
Year of data (most countries)		Scottish figure (same or a similar basis) (#)		EU public table (some countries)		EU countries		Czech Republic		Germany		Denmark		Finland		Hungary		Croatia		Ireland		Lithuania		
SCOT	AT	BE	BG	CY	CZ	DE	DK	EE	EL	ES	FI	FR	HR	HU	IE	IT	LT	LT	LT	LT	LT	LT		
Modal shares & (% of total pass-kms for specified modes)																								
Passenger cars	2016	85.7	72.6	81.0	79.6	81.4	66.5	84.3	81.1	79.5	80.8	80.0	81.8	83.3	66.5	79.6	81.3	89.9	89.9	9.1	9.1	9.1		
Bus and coach	2016	6.5	9.6	10.4	17.2	18.6	15.4	5.7	9.7	17.7	16.9	11.6	11.9	8.7	12.1	20.9	17.2	11.9	11.9	6.0	6.0	6.0	6.0	
Railways (excl. t/m)	2016	2.3.3	7.8	11.4	7.7	2.0	0.0	8.0	8.5	7.0	2.0	1.0	6.5	9.5	2.6	9.0	2.9	6.0	2.9	6.0	0.0	0.0	0.0	0.0
Tram / metro	2016	0.0	6.5	1.0	1.1	0.0	10.1	1.5	0.4	0.8	1.3	1.8	0.8	1.8	1.9	3.6	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Total pass km these	2016	9,986	12,752	11,583	9,940	9,376	10,294	13,675	12,760	12,274	11,468	8,866	13,896	7,497	8,668	14,624	14,284	9,958	9,958					
International air passenger traffic between EU countries (arrivals plus departures)																								
million per head of popn	2016	11.24	19.47	22.53	6.98	5.95	9.96	134.46	24.26	1.78	37.88	166.37	13.95	94.30	6.22	9.49	27.86	109.66	3.71	3.71	3.71	3.71	3.71	
calc'd	2016	2.12	2.22	1.98	0.98	0.98	6.96	0.94	1.63	4.22	1.35	3.52	3.58	2.54	1.41	1.50	0.97	5.82	1.81	1.30	1.30	1.30	1.30	1.30
Road fatalities																								
number	2016	2.7.1	191	432	637	708	46	611	3,206	211	71	824	1,810	258	3,477	307	607	186	3,283	192	192	192	192	
per million popn	2016	calc'd	36	49	56	100	54	58	39	37	54	77	39	47	52	74	62	39	54	54	67	67	67	67
Freight transport: modal shares (Thousands million tonne-kms)																								
Road	2016	2.2.4c	14.9	26.1	30.9	35.4	0.7	50.3	315.8	16.1	6.7	24.6	217.0	26.8	155.8	11.3	40.0	11.6	112.6	31.0	31.0	31.0	31.0	
Rail	2016	2.2.5	2.6	21.4	7.3	3.4	-	15.6	16.2	2.6	2.3	0.3	10.5	9.5	32.6	2.2	10.5	0.1	22.7	13.8	13.8	13.8	13.8	
Inland waterway	2016	2.2.6	0.2	2.0	10	5.5	-	0	54	-	-	-	0.1	8.3	0.836	2.0	-	0.1	-	-	-	-	-	-
Pipeline	2016	2.2.7	5.8	8.5	1.6	0.7	-	1.6	18.8	2.0	-	0.2	10.0	-	11.4	1.6	2.3	-	10.0	0.4	0.4	0.4	0.4	
Total these modes	2016	calc'd	23.6	57.9	50.1	45.0	1	67.5	505.1	20.7	9	25.1	237.5	36	208.0	15.9	54.8	12	145.4	45.2	45.2	45.2	45.2	
Freight transport: modal shares (% of total tonne-kms)																								
Road	2016	2.2.4c*	63.2	45.1	61.6	78.6	100.0	74.5	62.5	77.8	74.1	98.2	91.4	73.7	74.9	71.1	73.0	99.1	77.5	68.6	68.6	68.6	68.6	
Rail	2016	2.2.5*	11.1	36.9	14.5	7.6	-	23.1	23.0	12.4	12.4	1.0	4.4	26.0	15.7	13.6	19.2	0.9	15.6	30.5	30.5	30.5	30.5	
Inland waterway	2016	2.2.6*	1.0	3.4	20.6	12.2	-	0.1	10.8	-	-	0.3	4.0	5.3	3.6	-	0.0	-	0.0	-	-	-	-	
Pipeline	2016	2.2.7*	14.6	33.3	1.6	-	3.7	9.8	-	0.8	-	4.2	-	5.5	10.0	4.2	-	6.9	0.9	0.9	0.9	0.9	0.9	

(#) (+) (@) (\$) (^) (*) (**) (***) (&) - see footnotes

Table 12.1 International comparisons

Scotland/GB/ UK figures (#)											
Scotland											
GB (same basis)											
Year of data (most countries)	EU publication table	Scottish figure (same or a similar basis) (#)	Luxembourg	Latvia	Netherlands	Portugal	Romania	Sweden	Slovak Republic	UK	EU-28
EU public issues (some countries)	EU publication table	Scotland	LU	LV	MT	NL	PL	PT	RO	SE	SI
Modal shares & (% of total pass-kms for specified modes)											
Passenger cars	2016	85.7	83.1	82.8	82.6	85.5	77.2	88.2	75.0	81.9	86.3
Bus and coach	2016	6.5	12.3	13.0	17.4	3.0	13.9	6.6	14.7	7.0	11.8
Railways (excl. t/m)	2016	2.3.3	7.8	4.6	3.5	0.0	10.9	7.3	4.2	3.9	9.3
Tram / metro	2016	2.3.3	0.0	0.0	0.7	0.0	0.6	1.0	6.4	1.9	0.0
Total pass km these	2016	9,986	15,709	8,529	7,228	9,699	6,955	9,916	6,453	14,871	6,913
International air passenger traffic between EU countries (arrivals plus million per head of popn)	2016	11.24	2.69	3.94	4.65	44.19	26.50	33.93	13.25	29.30	1.84
Road fatalities number	2016	2.7.1	191	32	158	23	533	3,026	563	1,915	270
per million popn	2016	calc'd	36	54	81	50	31	80	55	97	27
Freight transport: modal shares (Thousands million tonne-kms)	2016	14.9	9.3	14.2	0.3	68.0	290.7	34.9	48.2	42.7	18.7
Road	2016	2.2.4c	2.6	0.2	15.9	-	6.6	50.7	2.8	13.5	21.4
Rail	2016	2.2.5	0.2	0	-	49	0.1	-	13.2	-	4.4
Inland waterway	2016	2.2.6	2.2.7	5.8	1.5	-	6.0	22.2	0.4	1.1	-
Pipeline	2016	23.6	10	31.6	0	130.1	363.7	38.1	76.0	64	23
Total these modes	2016	calc'd	23.6	10	31.6	0	130.1	363.7	38.1	76.0	64
Freight transport: modal shares (% of total tonne-kms)	2016	63.2	96.0	45.0	100.0	52.3	79.9	91.7	63.4	66.6	81.1
Road	2016	2.2.4c*	11.1	2.1	50.3	0.0	5.1	13.9	7.3	17.8	18.9
Rail	2016	2.2.5*	1.0	2.0	-	38.0	0.0	-	17.3	-	1.8
Inland waterway	2016	2.2.6*	2.2.7*	24.8	-	4.8	-	4.6	6.1	1.0	1.5
Pipeline	2016										

(#)(+)(@)(\$)(^)(*)(**)(***)(&)- see footnotes

(#)	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.
(+)	All roads data relates to the end of 2005, except for motorway estimate.
(@)	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.
(\\$)	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.
(^)	UK figure is for GB only.
(*)	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).
(&)	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.
(**) (***)	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.
n-a or 0	Data calculated by adding together the total number of journeys across each row in Table 2.4.1 In general, n-a is used where a figure is not available, and 0 is used where a figure is nil. However, n-a may be treated as if it were 0 for the purpose of some calculations.

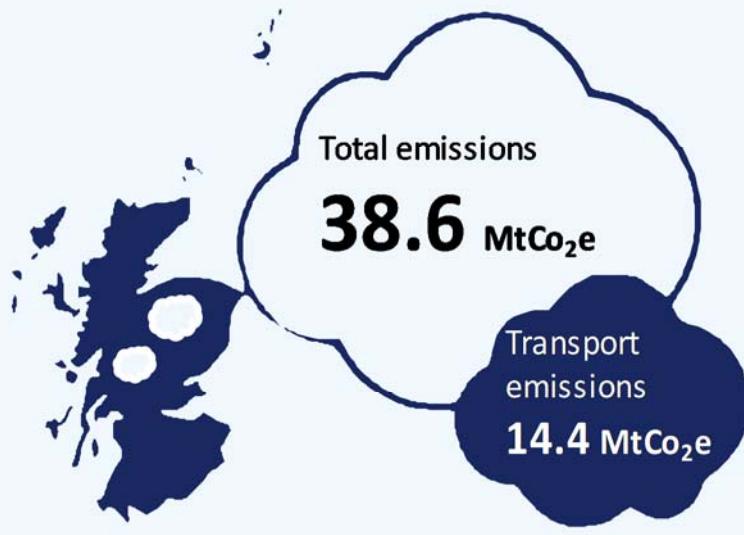
Chapter 13: Environment and Emissions

- Impact of transport on the environment
- Atmospheric pollutants
- Greenhouse gas emissions by type of transport
- Vehicle emission levels

Transport accounted for

37%

of Scotland's **greenhouse gas emissions** in 2016



The average CO₂ emissions for newly registered cars increased slightly by 0.1% between 2016 and 2017.



10,360 Ultra Low Emission

Vehicles registered in Scotland at the end of September 2018 (a 23% increase since the end of March 2018)

Change in emissions by key transport mode 2015-2016:



+3.2%
(Including international aviation)



+4.4%

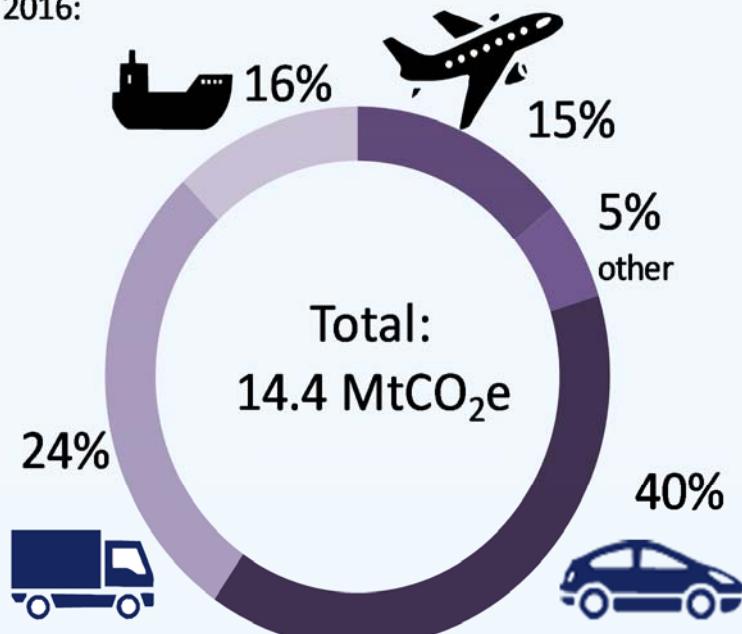


+2.2%



Domestic air travel is the **highest emitter** per passenger kilometre

Share of transport GHG emissions by mode, 2016:



The **lowest emitters** per passenger-kilometre are coaches, light rail and tram. Petrol cars are the second highest after domestic air travel



0.8% increase in road transport's share of GHG emissions between 2015 and 2016

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ENVIRONMENT AND EMISSIONS

1 Introduction

1.1 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

- Transport (including international shipping and aviation) accounts for 37% of Scotland's greenhouse gas emissions under the definition set out in the Climate Change Scotland Act.
- Road transport makes up 68% of transport greenhouse gas emissions.
- Through September of the current year (2018) there were 2,615 Ultra Low Emission Vehicles registered in Scotland for the first time – 31% up on the corresponding period in 2017.
- In 2016, transport accounted for 58% of emissions of oxides of nitrogen, 18% of particulate matter PM₁₀ and 23% of particulate matter PM_{2.5}. As at 15 October 2018, there were 38 active Air Quality Management Areas related to these pollutants.

2 Main Points

Air pollutant emissions

2.1 The main pollutants of current concern in Scotland are:

- Oxides of nitrogen (NO_x);
- Particulate matter (PM₁₀ and PM_{2.5});
- Sulphur dioxide (SO₂);
- Non-methane volatile organic compounds (NMVOCs);
- Ground-level ozone (O₃); and
- Ammonia (NH₃).

2.2 Of these, 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.

2.3 Historically, transport was also a major contributor to emissions of lead and non-methane volatile organic compounds (NMVOCs). The significant decline in lead emissions (99% 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).

2.4 Emissions of nitrogen oxides (NO_x) were estimated to be 91kt in 2016 of which transport accounted for 58%. Since 1990, transport emissions have declined by 65%. 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 2016, diesel cars and light goods vehicles (LGVs) accounted for 37% of NOx emissions from transport compared with less than 2% in 1990. (Table 13.1a)

2.5 Emissions of PM₁₀ were estimated to be 14kt in 2016, of which transport accounted for 18%. Since 1990, transport emissions have declined by 64%. For particulate matter, the main source of transport emissions is non-exhaust emissions from tyre and brake wear and road abrasion. In 2016, these accounted for 49% of PM₁₀ emissions from transport compared with 14% in 1990. Since 1990, exhaust emissions from road transport have decreased by 76% due to the penetration of new vehicles meeting tighter PM₁₀ emission regulations ("Euro standards" for diesel vehicles were first introduced in 1992). Over the same period emissions from shipping fell by 82%. (Table 13.1a)

2.6. Emissions of PM_{2.5} were estimated to be 9kt in 2016 of which transport accounted for 23%. Trends in emissions of PM_{2.5} from transport follow a similar pattern to those for PM₁₀. PM_{2.5} accounts for all road transport exhaust PM₁₀ emissions and most of such emissions from shipping but only around 55% of PM₁₀ emissions due to road abrasion and tyre and brake wear.

Air quality

2.7 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 Notes and Definitions section, page 225).

Nitrogen dioxide (NO₂)

2.8 For some of the selected monitoring sites, nitrogen dioxide concentrations show a downward trend. In 2017, 8 of the 11 selected operational sites that recorded nitrogen dioxide concentrations with a data capture rate of over 75% had the lowest concentrations recorded over the period 2007-2017. In 2010, concentrations at eight of the selected sites reached their highest value over the period 2007-2017. Note that this excludes figures for years where the data capture rate was 75% or lower. In 2017, 72 sites in Scotland recorded nitrogen dioxide concentrations with a data capture rate of over 75%, of which 55 were roadside or kerbside locations. Of these 72 sites, 7 had concentrations in excess of the air quality strategy objective of 40 µg/m³ as an annual mean. All 7 sites were located at the roadside or kerbside. (Table 13.1b)

Ozone (O₃)

2.8 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/m³, this has since levelled off. There appears to be no trend in average annual concentrations. In 2017, out of all 11 sites in Scotland recording ozone with a data capture rate of over 75%, one site (Peebles) had more than 10 occurrences of maximum daily concentrations exceeding 100 µg/m³. (Table 13.1b)

Particulate matter (PM₁₀)

2.9 PM₁₀ concentrations show a general downward trend at the selected sites. In 2017, of the 66 sites in Scotland recording PM₁₀ with a data capture rate over 75%, one roadside site (Edinburgh Queensferry Road) had concentrations greater than the air quality objective of 18 µg/m³ as an annual mean. This site also exceeded the air quality objective set as 7 occurrences of a daily mean above 50 µg/m³. (Table 13.1b)

Air Quality Management Areas

2.10 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.c summarises active AQMAs and the pollutants of concern. As at 15 October 2018, there were 38 active AQMAs, all but one of which related to either NO₂ or PM₁₀, or both.

Greenhouse gases

2.11 In 2016, Transport (*including* international aviation and shipping) accounted for 14.4 million tonnes of carbon dioxide equivalent (MtCO₂e). This represents 37.3 per cent of net greenhouse gas emissions allocated to Scotland in the *Greenhouse Gas Inventories*, up from 32.7 per cent in 2015. Total net emissions from *all* sources fell by 10.3 per cent between 2015 and 2016, before making an adjustment to account for the EU Emissions Trading System while in transport total emissions increased by 2.3 per cent. Within Transport's emissions, Road Transportation accounted for approximately 68.1 per cent of the transport total, (Passenger Cars contribute 40.1 per cent alone). Heavy Goods Vehicles and Light Goods Vehicles were the other significant contributors to transport emissions (12.4 per cent and 12.0 per cent respectively). International Aviation and Shipping contributed roughly 12.6 per cent and Domestic Aviation 4.6 per cent of transport's total emissions. The contribution from rail was 1.2 per cent and domestic shipping, 13.5 per cent. 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 Section 4.2 below for more detail on the methodology used.

2.12 Figure 13.2 shows transport emissions over time, by mode. Estimated car emissions have fallen by 8.1 per cent 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 2.7 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.

2.13 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*).

2.14 Table 13.4 presents some comparisons between the UK as a whole and Scotland. Overall, Scotland's emissions account for 8.6 per cent of UK transport emissions. At 5.6 per cent, Scotland's total aviation emissions sit well below a proportionate share. At 12.7 per cent Scottish bus emissions are above a proportionate share of the UK total, while domestic aviation, at 21.8 per cent, are significantly above that benchmark.

2.15 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 transport per passenger-km are coaches and light rail & tram - 28 and 40 grams of CO₂e respectively. Air travel tends to be the highest emitter per passenger-kilometre, particularly domestic flights, which account for 158 grams of CO₂e per passenger kilometre (*Table 13.5*). The basis of these estimates is described in section 13.5 page 302.

Car emissions

2.16 Newly registered cars are becoming more fuel efficient and thus emit fewer emissions per kilometre. Figure 13.3 shows the steady downward trend in average CO₂ emissions for newly registered cars in Scotland. Average CO₂ emissions in Scotland for new car registrations has fallen by 26 per cent over the last ten years. However, the average for 2017 was similar to the previous year. (*Table 13.6a*)

2.17 More detail of this trend is shown in figure 13.4. The proportion of newly registered cars with emissions of 140g/km or lower has increased from 29 per cent in 2007 to 85 per cent in 2017. Cars with emissions of over 200g/km have decreased from 10 per cent of new cars to zero. 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)

2.18 The number of ultra-low emission vehicles registered in Scotland for the first time so far in 2018 is 31% up on the corresponding figure in 2017 (January – September). Almost all of these sales have been supported by Plug-in-Grant scheme for cars and vans. At the end of Q3 2018 there are 10,360 ULEVs registered in Scotland (*Table 13.7 and 13.8*)

Registrations by type of vehicle

2.19 The overwhelming majority (99 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 but overall there are more petrol vehicles on the road than diesel ones. While 29 per cent of all diesel vehicles are body types other than cars only 5 per cent of petrol vehicles were not cars. (*Table 13.9 and 13.10*)

Table 13.1a Emissions of air pollutants by type of transport allocated to Scotland¹

	1990	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	thousand tonnes of pollutant												
Oxides of nitrogen (NOx)													
Road transport	105.5	47.9	47.0	45.5	42.9	35.7	33.8	31.8	30.6	29.7	28.7	27.6	26.7
of which: Buses and coaches	6.4	4.7	4.7	4.8	4.3	4.2	4.1	3.6	3.3	3.1	2.8	2.3	1.8
Passenger cars	70.5	22.2	21.3	19.4	18.8	14.8	13.7	13.1	12.8	12.6	12.5	12.3	12.3
of which: Diesel	0.9	7.1	7.6	7.9	8.5	8.6	8.7	9.0	9.5	10.0	10.3	10.5	10.8
Petrol	69.6	15.1	13.7	11.5	10.3	6.2	5.0	4.1	3.3	2.6	2.2	1.8	1.5
HGVs	19.4	14.8	14.9	15.1	13.8	11.1	10.4	9.3	8.3	7.1	5.9	4.7	3.7
Light goods vehicles	9.1	6.1	6.1	6.1	5.9	5.5	5.5	5.7	6.1	6.8	7.5	8.3	8.9
of which: Diesel	1.7	5.5	5.5	5.6	5.5	5.3	5.3	5.6	6.0	6.7	7.4	8.2	8.8
Petrol	7.4	0.7	0.6	0.5	0.4	0.2	0.2	0.1	0.1	0.1	0.1	0.0	0.0
Mopeds and motorcycles	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Railways	2.1	2.9	2.8	2.8	2.8	2.9	2.9	3.0	3.0	2.9	3.0	2.8	2.7
Aviation	0.4	0.6	0.6	0.6	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Shipping ⁶	38.5	35.8	31.0	32.0	30.4	28.6	26.9	23.8	23.3	21.5	22.8	22.3	21.7
Other transport	4.1	2.7	2.8	3.0	2.8	2.7	2.6	2.4	2.2	2.0	1.7	1.4	1.4
Total Transport	150.6	90.0	84.2	83.8	79.5	70.4	66.6	61.4	59.5	56.5	56.6	54.6	52.9
Non-transport emissions	169.5	88.3	97.1	88.9	76.8	67.7	68.8	57.2	58.4	54.9	51.1	48.7	38.0
Emissions from all sources	320.1	178.3	181.3	172.8	156.3	138.0	135.4	118.6	117.9	111.4	107.7	103.2	90.9
Transport % of all NOx emissions	47%	50%	46%	49%	51%	51%	49%	52%	50%	51%	53%	53%	58%
Particulate matter (PM₁₀)													
Road transport ²	3.01	2.58	2.56	2.50	2.40	2.30	2.24	2.08	2.01	1.92	1.85	1.79	1.73
of which: exhaust emissions	0.29	0.09	0.08	0.08	0.06	0.06	0.06	0.05	0.04	0.04	0.04	0.03	0.02
Buses and coaches	0.49	0.50	0.49	0.48	0.49	0.48	0.45	0.38	0.37	0.33	0.29	0.27	0.24
Passenger cars	0.75	0.31	0.30	0.28	0.23	0.19	0.17	0.15	0.13	0.11	0.09	0.08	0.06
from: HGVs	0.49	0.49	0.45	0.42	0.38	0.36	0.36	0.31	0.28	0.24	0.20	0.18	0.15
Light goods vehicles	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mopeds and motorcycles	0.35	0.42	0.43	0.44	0.43	0.43	0.42	0.42	0.42	0.42	0.43	0.43	0.44
Tyre and brake wear	0.64	0.77	0.79	0.81	0.80	0.79	0.78	0.77	0.77	0.77	0.79	0.80	0.81
Railways	0.09	0.10	0.11	0.10	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.10	0.10
Aviation ³	0.01	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Shipping ^{4,5}	3.80	2.50	2.18	1.73	1.47	1.32	1.11	0.89	0.82	0.71	0.71	0.69	0.69
Other transport ⁵	0.17	0.13	0.13	0.13	0.12	0.11	0.10	0.09	0.08	0.07	0.06	0.05	0.04
Total Transport	7.07	5.32	4.98	4.47	4.10	3.84	3.57	3.18	3.02	2.82	2.73	2.63	2.57
Non-transport emissions	32.75	14.82	15.30	14.92	13.45	12.34	13.91	12.68	12.16	12.55	12.28	11.93	11.86
Emissions from all sources	39.83	20.15	20.28	19.39	17.55	16.18	17.48	15.86	15.18	15.37	15.01	14.56	14.43
Transport % of all PM₁₀ emissions	18%	26%	25%	23%	23%	24%	20%	20%	20%	18%	18%	18%	18%
Particulate matter (PM_{2.5})													
Road transport ²	2.56	2.05	2.01	1.95	1.85	1.76	1.70	1.55	1.48	1.39	1.30	1.24	1.17
of which: exhaust emissions	0.29	0.09	0.08	0.08	0.06	0.06	0.06	0.05	0.04	0.04	0.04	0.03	0.02
Buses and coaches	0.49	0.50	0.49	0.48	0.49	0.48	0.45	0.38	0.37	0.33	0.29	0.27	0.24
Passenger cars	0.75	0.31	0.30	0.28	0.23	0.19	0.17	0.15	0.13	0.11	0.09	0.08	0.06
from: HGVs	0.49	0.49	0.45	0.42	0.38	0.36	0.36	0.31	0.28	0.24	0.20	0.18	0.15
Light goods vehicles	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mopeds and motorcycles	0.19	0.23	0.23	0.24	0.24	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.24
Tyre and brake wear	0.36	0.43	0.44	0.45	0.45	0.44	0.43	0.43	0.43	0.43	0.44	0.45	0.45
Railways	0.09	0.10	0.10	0.09	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
Aviation ³	0.01	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Shipping ^{4,5}	3.60	2.37	2.06	1.64	1.39	1.25	1.06	0.84	0.77	0.68	0.68	0.65	0.65
Other transport ⁵	0.17	0.13	0.13	0.13	0.12	0.11	0.10	0.09	0.08	0.07	0.06	0.05	0.04
Total Transport	6.42	4.65	4.31	3.81	3.46	3.22	2.96	2.59	2.44	2.24	2.14	2.04	1.97
Non-transport emissions	19.8	8.4	8.7	8.5	7.9	7.4	8.2	7.3	7.4	7.3	7.1	6.9	6.8
Emissions from all sources	26.3	13.0	13.0	12.3	11.4	10.6	11.2	9.9	9.8	9.6	9.2	9.0	8.7
Transport % of all PM_{2.5} emissions	24%	36%	33%	31%	30%	30%	27%	26%	25%	23%	23%	23%	23%

Source: National Atmospheric Emissions Inventory - Not National Statistics

1. From the Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 1990 - 2016 .

Emissions are available annually only with effect from 1998. All the figures in this table are updated annually to reflect changes to the methodology used.

2. 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.

3. Only take-off and landing emissions are reported.

4. 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.

5. Includes military aviation and naval vessels, aircraft support vehicles and railways stationary combustion.

6. Data have been revised due to changes in methodology - see paragraph 13.3.3 in notes and definitions.

Table 13.1b Atmospheric concentrations of selected pollutants ^(*, a) recorded at Air Quality Monitoring Stations

Air Quality monitoring station ¹	Type of monitoring station	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Nitrogen dioxide ²		<i>micrograms per cubic metre</i>										
Aberdeen Errol Place	Urban background	24	25	26	*	23	21	*	22	23	21	22
Aberdeen Union Street	Roadside	53	55	*	59	44	53	48	47	46	43	40
Bishopbriggs, Kirkintilloch Road	Roadside	32	33	33	33	*	30	31	29	27	29	27
Dumfries, A780	Roadside	38	37	35	40	32	33	30	30	30	31	30
Dundee Lochee Road	Roadside	53	53	54	55	*	53	52	46	48	45	44
Dundee Union Street	Kerbside	36	43	45	40	36	32	31	29	28	10	..
Eskdalemuir	Rural	5	5	4	3	3	3	3	2	2	2	2
Edinburgh Gorgie Road	Roadside	41	42	38	41	37	39	38	34	32	33	30
Edinburgh St Leonards	Urban background	27	31	24	31	25	24	22	*	*	20	20
Glasgow Centre, St Enoch's Square	Urban centre	31	35	42	44	34	*	..	..	..	..	..
Glasgow Kerbside, Hope Street	Kerbside	70	82	78	84	72	72	67	68	60	65	59
Glasgow Byres Road	Roadside	40	43	40	47	*	39	44	*	38	38	37
Glasgow City Chambers	Urban background	47	48	46	49	*	..	..	..	..	..	..
Inverness, Telford Street	Roadside	22	21	21	24	27	29	21	21	*	24	..
Perth High Street	Roadside	29	27	25	30	27	26	22	22	22	23	22
Ozone ³		<i>micrograms per cubic metre</i>										
Edinburgh St Leonards	Urban background	48	49	52	33	40	49	49	*	45	45	46
Eskdalemuir	Rural	54	57	56	55	53	51	60	58	57	54	57
Strath Vaich	Rural	68	73	67	61	64	67	70	69	70	68	68
<i>Number of daily maximums (measured as an 8-hour running mean) exceeding 100ug/m³</i>												
Edinburgh St Leonards	Urban background	9	14	3	0	0	4	2	*	3	3	0
Eskdalemuir	Rural	11	16	20	2	10	7	14	7	9	8	0
Strath Vaich	Rural	17	65	4	4	14	12	23	17	10	10	0
Particulates (PM₁₀)⁴		<i>micrograms per cubic metre</i>										
Aberdeen Errol Place	Urban background	17	16	15	13	14	12	13	15	12	12	11
Aberdeen Union Street	Roadside	19	22	18	18	22	21	20	18	*	13	13
Bishopbriggs, Kirkintilloch Road	Roadside	22	17	19	19	17	15	*	*	*	15	16
Dundee Broughty Ferry	Roadside	18	15	15	16	16	14	16	15	13	12	11
Dundee Union Street	Kerbside	22	17	17	17	19	16	15	16	17	..	..
Edinburgh Queen Street	Roadside	26	18	17	18	16	16	17	17	15	*	..
Edinburgh St Leonards	Urban background	19	15	*	14	15	*	14	*	10	11	10
Glasgow Byres Road	Roadside	25	10	19	23	*	13	*	*	10	12	13
Glasgow Waulkmillglen Reservoir	Rural	15	12	11	12	12	11	12	*	11	*	11
Glasgow Kerbside, Hope Street	Kerbside	32	27	26	29	*	*	23	..	..	..	..
Glasgow Centre, St Enoch's Square	Urban centre	20	19	25	*	17	*	..	..	..	..	..
Inverness, Telford Street	Roadside	14	12	12	14	12	11	12	11	9	9	..
Perth High Street	Roadside	20	16	16	19	19	15	16	14	13	13	13
Particulates (PM_{2.5})⁵		<i>micrograms per cubic metre</i>										
Aberdeen Errol Place	Urban background	..	..	..	7	8	9	9	10	8	5	6
Aberdeen Union Street	Roadside	..	..	..	..	..	..	*	..	11	7	7
Auchencorth Moss	Rural	4	3	3	..	4	4	..	7	3	3	5
Edinburgh St Leonards	Urban background	..	..	8	9	12	..	8	..	6	6	7
Glasgow Kerbside, Hope Street	Kerbside	..	..	..	23	22	20	16	..	..	..	..
Glasgow Centre, St Enoch's Square	Urban centre	..	..	12	12	10	..	..	..	..	..	..
Glasgow High Street	Roadside	..	..	..	..	..	..	..	..	8	8	7
Glasgow Townhead	Urban background	..	..	..	..	..	..	..	7	7	7	8
Grangemouth	Urban industrial	..	..	9	11	11	11	..	8	9	6	6

Source: Scottish Government - Not National Statistics

1. The sites chosen are a mixture of urban and rural site types with long time series

2. Annual mean concentration of atmospheric nitrogen dioxide.

3. Annual mean ground level ozone concentration.

4. Annual mean atmospheric PM₁₀ concentration.5. Annual mean atmospheric PM_{2.5} concentration.

(*) Since 2003, results where data capture is less than 75% are not shown.

(..) Site not in operation for given year

(a) those to which transport is understood to contribute significantly - see text.

Table 13.1c Number of active Air Quality Management Areas by pollutant and local authority, as at 15 October 2018

Local authority	Pollutant(s)				All pollutants
	Nitrogen dioxide (NO ₂) only	Particulate Matter (PM ₁₀) only	Both NO ₂ and PM ₁₀	Sulphur dioxide	
Aberdeen City Council	-	-	3	-	3
City of Edinburgh Council	5	1	-	-	6
Dundee City Council	-	-	1	-	1
East Dunbartonshire Council	-	-	2	-	2
East Lothian Council	1	-	-	-	1
Falkirk Council	1	1	1	1	4
Fife Council	-	-	2	-	2
Glasgow City Council	2	-	1	-	3
Highland Council	1	-	-	-	1
North Lanarkshire Council	-	4	-	-	4
Perth & Kinross Council	-	-	2	-	2
Renfrewshire Council	2	-	1	-	3
South Lanarkshire Council	1	2	-	-	3
West Lothian Council	-	1	2	-	3
Scotland	13	9	15	1	38

Source: Scottish Air Quality website - Not National Statistics

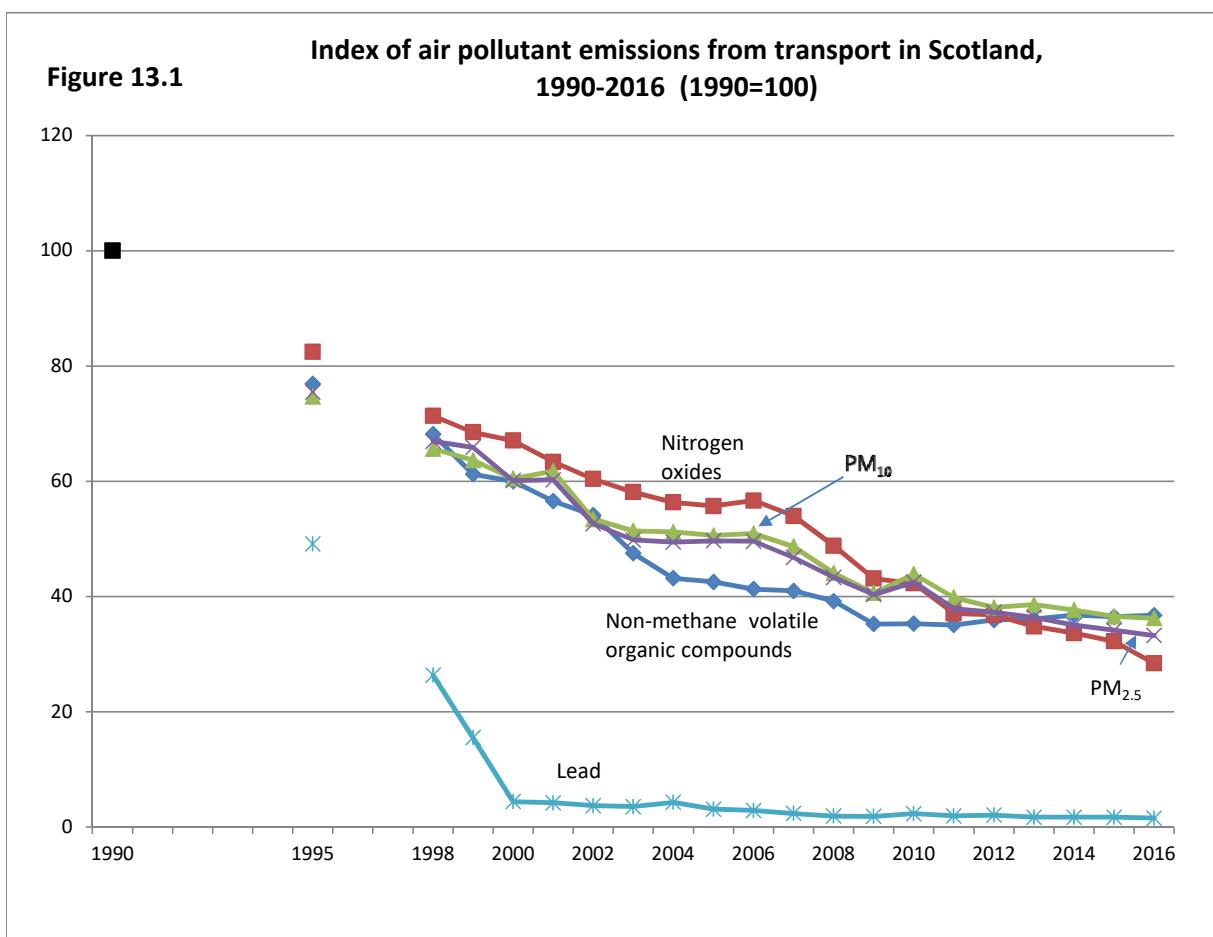


Table 13.2 Emissions of greenhouse gases by type of transport allocated to Scotland¹

	1990	1995	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	thousand tonnes of carbon dioxide equivalent												
Transport													
Road transportation ²	9,182	9,257	10,132	10,296	9,913	9,588	9,491	9,328	9,393	9,342	9,425	9,571	9,806
Buses & coaches	596	598	516	544	497	501	521	482	467	480	481	470	439
Passenger cars	5,788	5,841	6,284	6,301	6,135	5,958	5,759	5,680	5,705	5,615	5,629	5,653	5,775
Heavy Goods Vehicles	1,789	1,711	1,837	1,881	1,775	1,648	1,693	1,647	1,680	1,690	1,689	1,741	1,782
Light Goods Vehicles	957	1,066	1,399	1,474	1,411	1,393	1,433	1,437	1,460	1,480	1,547	1,629	1,734
Mopeds & motorcycles	39	27	38	41	39	38	34	34	33	33	34	33	34
Other road ³	14	14	57	55	56	51	51	48	48	45	45	44	41
Railways	123	126	159	170	171	170	171	168	172	171	174	173	173
Aviation and Maritime	5,456	6,328	5,533	5,671	5,455	5,098	4,676	4,427	4,106	4,045	4,167	4,333	4,419
International Aviation & international shipping ⁴	1,301	1,476	1,688	1,738	1,773	1,624	1,426	1,547	1,455	1,531	1,614	1,698	1,818
Domestic Aviation	804	690	947	944	865	764	702	684	656	656	623	607	565
Domestic Shipping and Maritime	3,302	4,111	2,810	2,899	2,730	2,628	2,470	2,113	1,910	1,770	1,838	1,932	1,939
Other aviation and maritime ⁵	49	51	88	90	87	82	79	82	85	88	91	96	98
Total transport	14,761	15,712	15,824	16,138	15,539	14,857	14,337	13,923	13,671	13,558	13,766	14,078	14,397
Non-transport net emissions	60,835	59,841	48,502	43,808	43,105	39,360	41,486	35,240	37,786	34,836	30,594	28,928	24,177
Net emissions all sources⁶	75,596	75,553	64,326	59,946	58,644	54,217	55,823	49,163	51,457	48,394	44,359	43,006	38,574

Transport % of**Total net emissions³**

19.5 20.8 24.6 26.9 26.5 27.4 25.7 28.3 26.6 28.0 31.0 32.7 37.3

Source: Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland (see sources section for more details) - Not National Statistics

1. From the Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland: 1990 - 2014. Some headings below are own aggregations

Emissions estimates are available for 1990, 1995 and then annually from 1998. All the figures in this table reflect the current methodology used in the calculation of emissions within the National Atmospheric Emissions Inventory

2. The method used to estimate carbon dioxide (CO₂) 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, where 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

3. Other road includes urea used as part of an additive for certain categories of diesel engine, LPG use and road vehicle engines.

4. A split between International aviation and international shipping can be found in the Carbon Account for Transport

5. Aviation support vehicles at airports

6. Net emissions take account of removals of carbon dioxide due to carbon sinks.

Table 13.3 Emissions of greenhouse gases¹ by Transport² allocated to Scotland

	1990	1995	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	thousand tonnes of carbon dioxide equivalent												
Greenhouse gases - excluding international aviation and shipping													
Carbon dioxide	13,192	13,944	13,961	14,229	13,616	13,094	12,777	12,245	12,086	11,896	12,015	12,239	12,435
Methane	100	74	27	24	22	16	15	13	12	10	10	9	9
Nitrous Oxide	168	218	148	147	129	122	120	117	118	121	126	131	136
All greenhouse gases - excluding international aviation and shipping	13,460	14,236	14,136	14,399	13,767	13,233	12,912	12,376	12,216	12,027	12,151	12,379	12,579
Greenhouse gases - international aviation and shipping													
Carbon dioxide	1,284	1,455	1,669	1,719	1,753	1,606	1,410	1,531	1,440	1,515	1,597	1,681	1,799
Methane	1	1	1	1	1	0	0	0	0	0	0	0	0
Nitrous Oxide	16	20	18	18	19	18	15	17	15	16	17	17	19
All greenhouse gases - international aviation and shipping	1,301	1,476	1,688	1,738	1,773	1,624	1,426	1,547	1,455	1,531	1,614	1,698	1,818
All transport greenhouse gases	14,761	15,712	15,824	16,138	15,539	14,857	14,337	13,923	13,671	13,558	13,766	14,078	14,397

Source: Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland (see sources section for more details) - Not National Statistics

1. The footnotes to Table 5.12 also apply to this table, including revision of the figures; though note that emissions of methane and nitrous oxide from road transport are estimated using vehicle kilometre data in both of the calculation methods, and the total emissions of these GHGs from the two methods are identical.

There are no emissions of other greenhouse gases by Transport in the Inventory.

2. The figures for greenhouse gas emissions are expressed in terms of their Global Warming Potential in tonnes of carbon dioxide equivalent. To convert from tonnes of carbon dioxide equivalent to tonnes of other gases multiply by the following factors:

GWP methane - 25, GWP nitrous oxide - 298.

Table 13.4 Comparison of transport greenhouse gas emissions Scotland and UK as a whole

	Scottish emissions 2016	Scottish emissions as a % of UK emissions 2016	Change in Scottish emissions (2015-2016)	Change in UK emissions (2015-2016)	Change in Scottish emissions (1990-2016)	Change in UK emissions (1990-2016)
All Transport	14,397	8.6%	2.3%	2.0%	-2.5%	10.9%
All Transport (excl. International Aviation and Shipping)	12,579	10.0%	1.6%	1.9%	-6.5%	-1.8%
Road Transport ^{1,2} of which:	9,806	8.6%	2.4%	2.4%	6.8%	3.3%
Cars	5,775	8.2%	2.2%	2.1%	-0.2%	-2.8%
Heavy Goods Vehicles	1,782	8.8%	2.3%	2.2%	-0.4%	-1.0%
Light Goods Vehicles	1,734	9.0%	6.4%	5.5%	81.3%	64.7%
Buses & coaches	439	12.7%	-6.6%	-6.6%	-26.4%	-34.1%
Motorcycles	34	6.3%	1.6%	3.7%	-0.2%	-29.6%
Rural	4,894	10.7%	2.8%	3.2%	5.6%	8.7%
Urban	2,993	7.3%	1.4%	1.3%	-12.0%	-16.3%
Motorway	1,863	6.9%	3.7%	2.7%	66.4%	39.6%
Rail	173	8.6%	-0.4%	-0.6%	39.9%	3.3%
Aviation (Domestic)	565	21.8%	-7.0%	-6.2%	-29.8%	-51.9%
Aviation (Including International)	2,088	5.6%	3.2%	0.9%	50.0%	75.3%
Maritime (Domestic)	1,939	30.4%	0.4%	-2.2%	-41.3%	-35.8%
Maritime (Including International)	2,331	15.6%	0.9%	2.3%	-42.6%	-17.3%

Source: Carbon Account for Transport (see sources section for more details) - Not National Statistics

1. Road transport excludes the 'other' category shown in Table 13.2

2. The comparisons shown by category of road excludes emissions from the 'other' category of road transport and emissions generated from cold starts

Figure 13.2: Greenhouse gas emissions attributed to Scotland by mode of transport

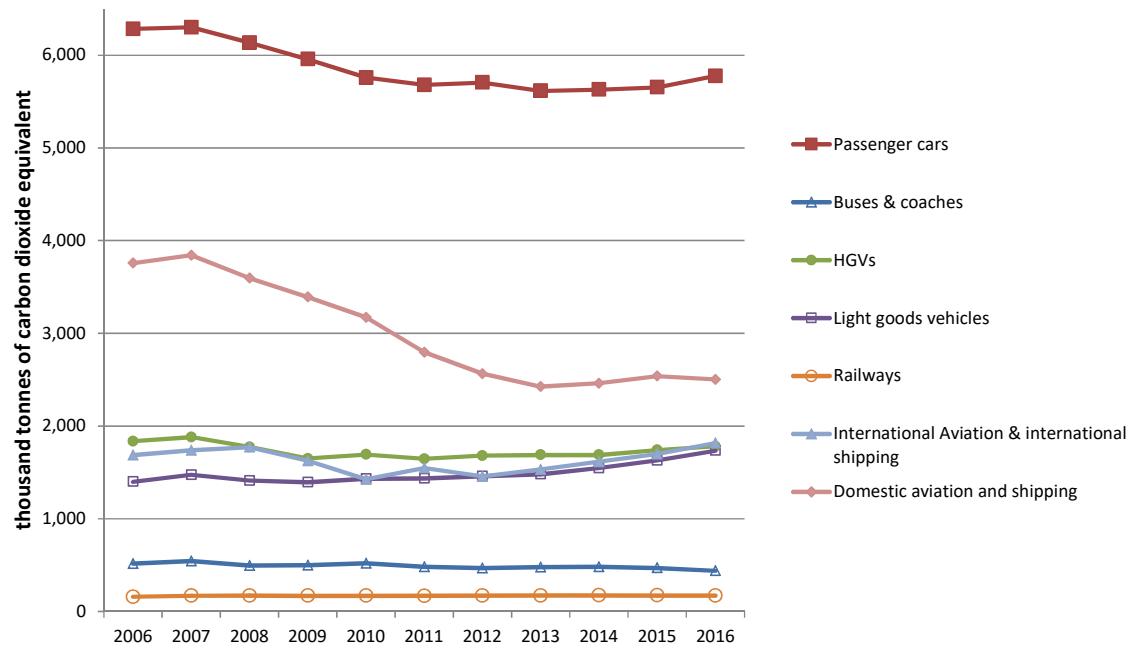


Table 13.5 UK Carbon Dioxide emissions: grams per passenger-kilometre, 2018¹

	grams of CO ₂ per pass-km
Petrol cars	122 ²
Diesel cars	118 ²
Average petrol hybrid	84 ²
All Cars (average)	108 ²
Petrol motorbike	115
Bus	101
Coach	28
<i>National rail</i>	44
<i>Light rail and tram</i>	40
<i>Ferry</i>	113
Domestic flights 3	158 ⁴
Short haul international 3	86 ⁴
Long haul international 3	112 ⁴

Source: DEFRA - Not National Statistics

1. Source: <http://www.ukconversionfactorscarbonsmart.co.uk/>

All figures are estimated using data for GB/UK as a whole so do not specifically relate to Scotland.

2. All Car figures assume an average car occupancy rate of 1.50 passengers based on the latest Transport and Travel in Scotland

Note: The average is for the type of cars listed and is not weighted by the proportion of each type of propulsion.

3. The long haul estimate is based on a flight length from the Guidelines of 6482 km, short haul 1108km and domestic 463km.

4. All the factors include the distance uplift of 8% to compensate for planes not flying using the most direct route i.e. flying around international airspace, stacking etc.

Table 13.6a: Cars registered for the first time by CO2 emission band, Scotland

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<i>thousands</i>											
Up to 100 g/km	0.0	0.3	1.3	2.3	4.6	13.0	25.6	36.2	39.1	36.4	32.3
101 - 110 g/km	4.0	4.8	8.1	9.2	15.3	17.3	23.5	34.8	46.9	52.6	43.6
111 - 120 g/km	6.4	12.1	24.7	29.7	28.1	31.6	43.1	48.2	41.2	48.3	47.4
121 - 130 g/km	9.4	11.0	15.4	27.6	28.5	39.4	39.7	36.5	33.3	32.1	29.8
131 - 140 g/km	38.2	36.7	41.5	33.9	31.4	30.5	26.3	23.8	23.7	20.1	21.1
141 - 150 g/km	27.5	24.3	24.7	20.5	20.3	18.9	17.0	13.8	12.7	12.5	11.3
151 - 165 g/km	45.8	33.0	32.7	25.3	18.1	14.1	14.1	15.3	13.2	10.1	9.2
166 - 175 g/km	21.5	16.7	10.7	6.2	6.1	5.7	6.4	4.4	4.1	3.5	3.2
176- 185 g/km	12.8	9.5	9.4	7.5	5.4	3.5	2.5	2.6	3.0	2.2	2.2
186- 200 g/km	16.0	11.3	7.4	7.0	4.6	3.9	2.8	2.9	1.3	1.0	1.5
201 - 225 g/km	10.1	6.1	5.1	3.7	1.8	1.5	1.5	1.8	1.6	1.5	0.8
226 - 255 g/km	4.2	2.4	2.3	2.6	2.3	1.8	1.4	1.0	0.6	0.4	0.3
Over 255 g/km	5.2	3.4	2.2	1.2	0.6	0.5	0.5	0.5	0.4	0.6	0.5
Not known	1.5	1.0	0.8	0.6	0.5	0.7	0.7	0.6	0.7	0.8	0.7
Total	202.5	172.7	186.2	177.2	167.8	182.5	205.2	222.4	221.8	222.1	204.0
Avg CO₂	162.2	156.3	148.6	143.4	138.2	133.2	128.4	124.4	121.4	120.0	120.2
<i>Column Percentages</i>											
Up to 100 g/km	-	-	0.7	1.3	2.7	7.1	12.5	16.3	17.6	16.4	15.8
101 - 110 g/km	2.0	2.8	4.3	5.2	9.1	9.5	11.4	15.7	21.2	23.7	21.4
111 - 120 g/km	3.1	7.0	13.3	16.8	16.8	17.3	21.0	21.7	18.6	21.7	23.2
121 - 130 g/km	4.7	6.4	8.3	15.6	17.0	21.6	19.4	16.4	15.0	14.5	14.6
131 - 140 g/km	18.9	21.3	22.3	19.1	18.7	16.7	12.8	10.7	10.7	9.1	10.4
141 - 150 g/km	13.6	14.1	13.3	11.6	12.1	10.4	8.3	6.2	5.7	5.6	5.6
151 - 165 g/km	22.6	19.1	17.5	14.3	10.8	7.8	6.9	6.9	5.9	4.6	4.5
166 - 175 g/km	10.6	9.7	5.8	3.5	3.6	3.1	3.1	2.0	1.8	1.6	1.5
176- 185 g/km	6.3	5.5	5.1	4.2	3.2	1.9	1.2	1.2	1.3	1.0	1.1
186- 200 g/km	7.9	6.6	4.0	4.0	2.8	2.1	1.4	1.3	0.6	-	0.7
201 - 225 g/km	5.0	3.5	2.7	2.1	1.1	0.8	0.7	0.8	0.7	0.7	-
226 - 255 g/km	2.1	1.4	1.2	1.5	1.4	1.0	0.7	-	-	-	-
Over 255 g/km	2.6	2.0	1.2	0.7	-	-	-	-	-	-	-
Not known	0.7	0.6	-	-	-	-	-	-	-	-	-
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: DVLA//DVADFT - GB figures published as DfT table VEH0256

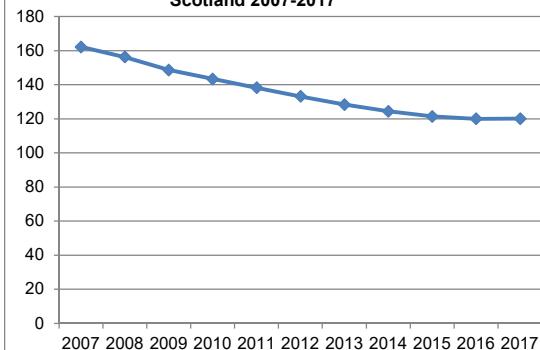
Figure 13.3 New car average CO₂ emissions, Scotland 2007-2017

Figure 13.4 First time car registrations, Scotland, by Emissions band, 2007-2017

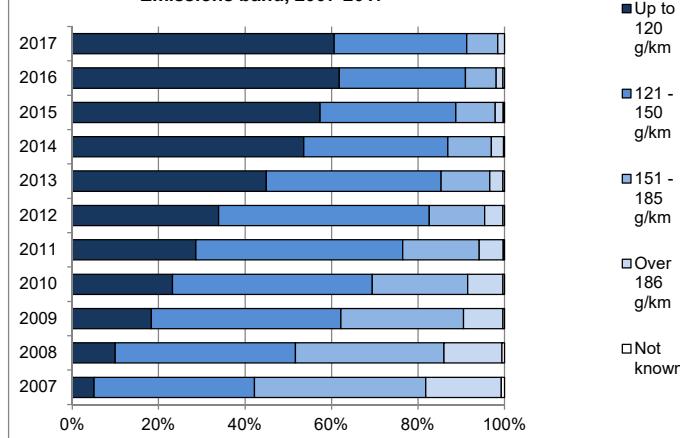


Table 13.6b: Licensed cars by CO2 emission band, Scotland

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
thousands											
Up to 100 g/km	0.0	0.4	1.8	4.1	8.8	22.0	49.2	89.5	133.2	176.5	213.1
101 - 110 g/km	10.5	15.3	23.2	32.5	47.9	67.0	94.1	130.8	176.7	229.2	276.2
111 - 120 g/km	33.9	45.0	68.6	98.9	127.2	158.2	198.5	243.3	279.5	317.8	355.2
121 - 130 g/km	48.6	59.9	74.4	100.1	130.5	170.2	210.9	243.2	267.3	287.8	305.1
131 - 140 g/km	180.6	218.2	254.8	281.4	303.0	321.0	332.6	337.8	335.6	330.6	324.7
141 - 150 g/km	230.1	249.5	265.9	278.2	288.6	293.0	290.9	282.0	265.6	250.9	235.5
151 - 165 g/km	350.7	384.4	407.2	415.2	413.7	401.8	382.5	362.5	336.3	310.6	284.5
166 - 175 g/km	155.7	173.0	180.2	178.7	176.6	172.2	164.0	153.0	139.7	126.5	114.2
176 - 185 g/km	115.3	124.1	130.0	130.8	129.2	124.6	116.3	107.7	97.8	88.0	79.0
186 - 200 g/km	113.1	125.5	130.5	130.2	128.6	124.1	116.4	108.3	96.9	86.2	76.7
201 - 225 g/km	100.1	106.5	109.6	108.0	104.7	100.1	93.9	87.6	79.7	72.5	65.0
226 - 255 g/km	56.7	59.7	60.9	60.6	60.3	58.6	55.8	52.2	47.2	42.4	37.8
Over 255 g/km	43.4	48.2	50.2	49.8	48.9	46.7	44.2	41.5	37.9	34.8	31.8
Not known	762.0	623.4	491.5	386.1	296.3	225.5	169.9	130.1	100.9	79.2	63.6
Total	2,200.8	2,233.2	2,248.5	2,254.5	2,264.4	2,285.1	2,319.2	2,369.3	2,394.2	2,433.1	2,462.4
Avg CO₂	167.7	166.7	164.9	162.6	160.2	157.4	153.9	150.1	146.2	142.4	139.1
<i>Column Percentages</i>											
Up to 100 g/km	-	-	-	-	-	1.0	2.1	3.8	5.6	7.3	8.7
101 - 110 g/km	-	0.7	1.0	1.4	2.1	2.9	4.1	5.5	7.4	9.4	11.2
111 - 120 g/km	1.5	2.0	3.1	4.4	5.6	6.9	8.6	10.3	11.7	13.1	14.4
121 - 130 g/km	2.2	2.7	3.3	4.4	5.8	7.4	9.1	10.3	11.2	11.8	12.4
131 - 140 g/km	8.2	9.8	11.3	12.5	13.4	14.0	14.3	14.3	14.0	13.6	13.2
141 - 150 g/km	10.5	11.2	11.8	12.3	12.7	12.8	12.5	11.9	11.1	10.3	9.6
151 - 165 g/km	15.9	17.2	18.1	18.4	18.3	17.6	16.5	15.3	14.0	12.8	11.6
166 - 175 g/km	7.1	7.7	8.0	7.9	7.8	7.5	7.1	6.5	5.8	5.2	4.6
176 - 185 g/km	5.2	5.6	5.8	5.8	5.7	5.5	5.0	4.5	4.1	3.6	3.2
186 - 200 g/km	5.1	5.6	5.8	5.8	5.7	5.4	5.0	4.6	4.0	3.5	3.1
201 - 225 g/km	4.5	4.8	4.9	4.8	4.6	4.4	4.0	3.7	3.3	3.0	2.6
226 - 255 g/km	2.6	2.7	2.7	2.7	2.7	2.6	2.4	2.2	2.0	1.7	1.5
Over 255 g/km	2.0	2.2	2.2	2.2	2.2	2.0	1.9	1.8	1.6	1.4	1.3
Not known	34.6	27.9	21.9	17.1	13.1	9.9	7.3	5.5	4.2	3.3	2.6
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: DVLA//DVADFT - GB figures published as DfT table VEH0206

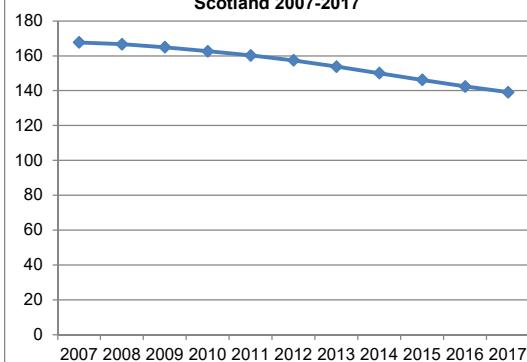
Figure 13.3 Licensed cars average CO₂ emissions, Scotland 2007-2017

Figure 13.4 Licensed car registrations, Scotland, by Emissions band, 2007-2017

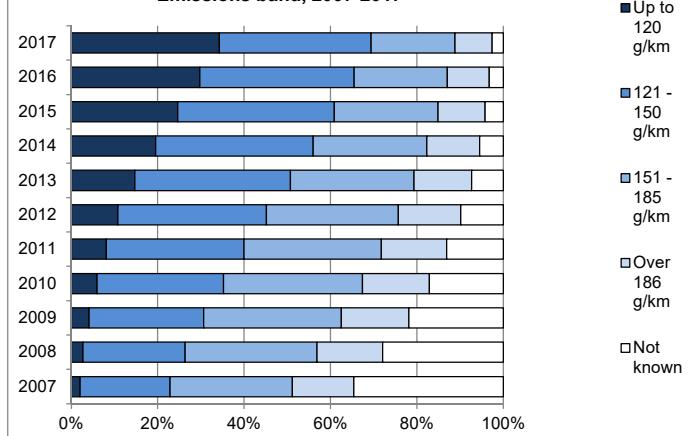


Table 13.7: Ultra-low emission vehicles (ULEV)¹ registered for the first time, Scotland, quarterly: January 2014 to September 2018

Year	Month	Plug-in-Grant Eligible Cars	Non Plug-in-Grant Plug-in Cars	Non Plug-in Cars	All Cars (inc. quadricycles & quadricycles)	Motor cycles & tricycles	Plug-in Grant Eligible Vans	Non Plug-in-Grant Plug-in Vans	Non Plug-in Vans	Heavy Goods Vehicles	Buses & Coaches	Other vehicles	Vehicles Total	
		All Vans												
2014	Jan-Mar	130	0	0	130	0	9	0	0	9	0	0	2	141
2014	Apr-Jun	162	4	0	167	3	11	1	0	12	0	2	4	188
2014	Jul-Sep	262	5	0	269	0	10	2	0	12	0	1	4	286
2014	Oct-Dec	258	14	0	272	1	12	2	0	14	0	4	0	291
2015	Jan-Mar	345	20	0	373	2	28	1	0	29	0	5	1	410
2015	Apr-Jun	299	18	0	319	1	15	2	0	17	0	1	0	338
2015	Jul-Sep	268	11	1	281	1	14	2	0	16	0	0	3	301
2015	Oct-Dec	339	2	0	344	1	6	2	0	8	0	0	1	354
2016	Jan-Mar	435	13	4	453	3	26	0	0	26	1	0	2	485
2016	Apr-Jun	263	8	21	292	3	20	0	0	20	0	0	2	317
2016	Jul-Sep	364	8	14	387	2	12	0	0	12	1	0	0	402
2016	Oct-Dec	273	12	19	304	3	10	2	0	12	0	0	4	323
2017	Jan-Mar	626	14	26	666	1	23	1	0	24	0	0	1	692
2017	Apr-Jun	475	14	29	519	5	22	1	0	23	0	0	1	548
2017	Jul-Sep	669	26	26	721	10	14	1	0	15	0	6	3	755
2017	Oct-Dec	488	12	29	529	8	11	1	0	12	0	0	0	549
2018	Jan-Mar	778	22	25	825	1	17	2	0	19	0	0	1	846
2018	Apr-Jun	827	62	5	895	8	21	0	0	21	0	0	5	929
2018	Jul-Sep	741	51	2	794	11	22	0	0	22	0	0	13	840
2014	Whole year	812	23	0	838	4	42	5	0	47	0	7	10	906
2015	Whole year	1,251	51	1	1,317	5	63	7	0	70	0	6	5	1,403
2016	Whole year	1,335	41	58	1,436	11	68	2	0	70	2	0	8	1,527
2017	Whole year	2,258	66	110	2,435	24	70	4	0	74	0	6	5	2,544

1. The Department for Transport uses the term 'ultra-low emission vehicles' to refer to vehicles with significantly lower levels of tailpipe emissions than conventional vehicles. In practice, the term currently refers to electric, plug-in hybrid and hydrogen fuel-cell vehicles. For the purposes of this indicator, vehicles with fully electric powertrains, and cars with tail-pipe emissions below 75 g/km g/km of CO₂ have been included at this stage.

Categories in the tables have been changed to bring them in line with those published for the UK

Previous figures have been amended because plug in grant eligibility and ULEV classification are revised regularly.

Source: DVLA/DVADFT - Published as DfT table VEH0170

Notes & definitions (<https://www.gov.uk/transport-statistics-notes-and-guidance-vehicle-licensing>)

Table 13.8: Ultra-low emission vehicles (ULEV)¹ licensed at the end of year, Scotland, quarterly: 2014 q1 to 2018 q3

Quarter	Non Plug-in-Grant Plug-in Eligible Cars	Non Plug-in-Grant Plug-in Cars	Non Plug-in Cars	All Cars (inc. quadricycles & quadricycles)	Motor cycles & tricycles	Plug-in Grant Eligible Vans	Non Plug-in-Grant Plug-in Vans	Non Plug-in Vans	All Vans	Heavy Goods Vehicles	Buses & Coaches	Other vehicles	Vehicles Total	
	All Vans													
2014 Q1	541	64	0	16	621	43	70	119	0	189	8	5	181	1,047
2014 Q2	707	64	0	15	786	42	80	120	0	200	9	6	177	1,220
2014 Q3	975	72	0	17	1,064	35	89	120	0	209	10	13	181	1,512
2014 Q4	1,225	82	0	18	1,325	32	96	126	0	222	10	14	181	1,784
2015 Q1	1,565	100	0	27	1,692	34	113	126	0	239	10	22	183	2,180
2015 Q2	1,865	110	0	29	2,004	33	133	116	0	249	10	23	174	2,493
2015 Q3	2,153	100	1	29	2,283	31	150	109	0	259	9	22	174	2,778
2015 Q4	2,511	102	1	32	2,646	33	152	118	0	270	9	22	180	3,160
2016 Q1	2,967	107	5	36	3,115	34	176	115	0	291	10	22	174	3,646
2016 Q2	3,280	116	26	36	3,458	38	202	114	0	316	10	22	171	4,015
2016 Q3	3,722	121	40	36	3,919	42	219	113	0	332	11	22	165	4,491
2016 Q4	4,056	127	58	37	4,278	36	229	114	0	343	10	23	166	4,856
2017 Q1	4,639	144	81	33	4,897	35	256	117	0	373	9	24	165	5,503
2017 Q2	5,149	161	114	33	5,457	40	272	114	0	386	10	24	165	6,082
2017 Q3	5,901	171	137	28	6,237	47	289	113	0	402	10	29	170	6,895
2017 Q4	6,482	177	167	25	6,851	48	292	113	0	405	10	29	163	7,506
2018 Q1	7,314	194	190	23	7,721	48	318	115	0	433	10	28	164	8,404
2018 Q2	8,145	255	192	26	8,618	58	336	107	0	443	9	28	159	9,315
2018 Q3	9,110	287	189	27	9,613	67	362	106	0	468	9	28	175	10,360

1. The Department for Transport uses the term 'ultra-low emission vehicles' to refer to vehicles with significantly lower levels of tailpipe emissions than conventional vehicles. In practice, the term currently refers to electric, plug-in hybrid and hydrogen fuel-cell vehicles. For the purposes of this indicator, vehicles with fully electric powertrains, and cars with tail-pipe emissions below 75 g/km g/km of CO₂ have been included at this stage.

Categories in the tables have been changed to bring them in line with those published for the UK

Previous figures have been amended because plug in grant eligibility and ULEV classification are revised regularly.

Source: DVLA/DVADFT - Published as DfT table VEH0130

Notes & definitions (<https://www.gov.uk/transport-statistics-notes-and-guidance-vehicle-licensing>)

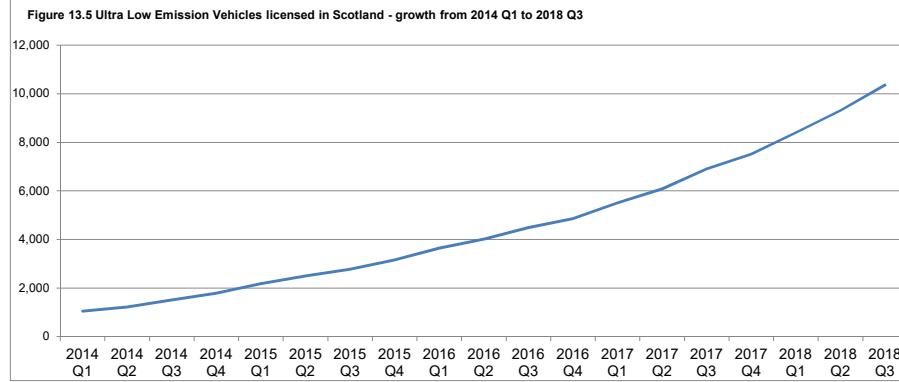


Table 13.9: Number of new registrations by body type and propulsion type in Scotland during 2017 (Thousands)

Body type	Diesel	Propulsion type										Grand Total
		Electric diesel	Electricity	Fuel cells	Gas	Gas bi-fuel	Gas-diesel	Hybrid electric	New fuel technology	Petrol	Petrol/gas	
Agricultural	2.2	0.0	c	0.0	c	0.0	0.0	0.0	0.0	0.7	0.0	c 2.9
Buses & coaches	0.7	0.0	~	0.0	0.0	0.0	0.0	0.0	0.0	c	0.0	0.0 0.7
Cars	80.9	0.1	0.9	0.0	0.0	c	0.0	5.6	0.0	116.6	0.0	0.0 204.0
Goods - heavy	4.2	0.0	c	0.0	c	0.0	0.0	0.0	0.0	c	0.0	0.0 4.2
Goods - light	28.0	0.0	0.1	c	0.0	c	0.0	~	0.0	0.3	0.0	0.0 28.4
Motorcycles, mopeds & scooters	0.0	0.0	~	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0 6.3
Others ¹	2.1	0.0	0.8	0.0	c	c	c	0.0	0.0	0.1	0.0	0.0 2.9
Taxis	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.2
Tricycles	c	0.0	c	0.0	0.0	0.0	0.0	0.0	0.0	~	0.0	0.0 0.1
Grand Total	118.3	0.1	1.8	c	~	~	c	5.6	0.0	123.9	0.0	c 249.7

c. Value has been suppressed to avoid disclosing personal information.

~ denotes fewer than 50.

1. 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.

Table 13.10: Number of licensed vehicles by body type and propulsion type in Scotland as at 31 December 2017 (Thousands)

Body type	Diesel	Propulsion type										Grand total
		Electric diesel	Electricity	Fuel cells	Gas	Gas bi-fuel	Gas-diesel	Hybrid electric	New fuel technology	Petrol	Petrol/gas	
Agricultural	47.8	0.0	~	0.0	~	0.0	0.0	0.0	0.0	4.3	~	~ 52.2
Buses & coaches	14.5	0.0	~	0.0	0.0	c	c	0.0	0.0	0.2	~	0.0 14.7
Cars	1,024.0	0.5	3.3	0.0	~	0.8	c	18.6	~	1,414.6	0.6	c 2,462.4
Goods - heavy	38.1	0.0	~	0.0	c	c	c	0.0	0.0	0.1	~	~ 38.2
Goods - light	286.8	c	0.4	0.0	~	0.2	0.0	~	~	6.1	0.1	~ 293.6
Motorcycles, mopeds & scooters	~	0.0	~	0.0	~	0.0	0.0	0.0	0.0	69.7	c	0.0 69.8
Not recorded	0.3	0.0	~	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	c 0.4
Others ¹	19.6	0.0	4.7	0.0	0.1	~	~	c	c	1.0	~	~ 25.5
Special purpose	0.3	0.0	~	0.0	0.0	0.0	0.0	0.0	0.0	~	c	~ 0.4
Taxis	3.6	0.0	0.0	0.0	0.0	c	0.0	0.0	0.0	~	0.0	0.0 3.6
Tricycles	~	0.0	c	0.0	0.0	0.0	0.0	0.0	0.0	0.9	c	0.0 0.9
Grand Total	1,435.1	0.5	8.5	0.0	0.1	1.0	~	18.6	~	1,496.9	0.7	0.1 2,961.6

c. Value has been suppressed to avoid disclosing personal information.

~ denotes fewer than 50.

1. 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.

Notes and Definitions

Summary Chapter

S. Notes, Sources and Further Information – historical

S.1 Occasionally, figures given for Great Britain (or the UK) are on a different basis from the figures for Scotland. Such differences in the basis of the figures for Scotland and GB/UK should not prevent their use in a broad comparison of the trends.

S.2 *Motor vehicles, the road network, traffic and road casualties*

S.2.1 **Vehicles Licensed:** (Chapter 1). The figures for 1962 to 1974 represented the numbers of licences current at any time during the third quarter. They were derived from an annual census which used the records held by local licensing authorities. The method underlying the census then changed as vehicle records were gradually transferred from local taxation offices to the Driver and Vehicle Licensing Centre. Consequently, the figures for 1974 to 1978 are not comparable. No census results were available for 1977. Censuses based entirely on the record of licensed vehicles at the Driver and Vehicle Licensing Agency (DVLA) began on 31 December 1978 and subsequent counts were taken on the last day of each year up to and including 31 December 1992.

Thereafter, the source of this information changed to the Vehicle Information Database (VID) held by what is now the Department for Transport (DfT). The results conform to the same definitions as earlier vehicle censuses, but, for technical reasons, are considered slightly more reliable than earlier estimates. Some vehicles have complicated licensing histories that may include incidents such as cheques failing to clear, changes of taxation status, late payments, and one or more valid or invalid refund claims. The VID undertakes a more detailed examination of licensing history than earlier vehicle census analyses and is therefore able to provide better estimates of licensed stock. The net effect of the change to the VID as the main source of statistics on currently licensed stock was to produce a small reduction in the estimated levels of licensed stock. The difference between the two sources can be broadly estimated from statistics for 1992 which are available from both the old and new sources.

The VID figures for all vehicles licensed at the end of 1992 are 2.4 per cent lower for Scotland, and 3.1 per cent lower for England and Wales, than the DVLA figures for the same date. For example, the VID figure for Scotland for 31 December 1992 is 1,840,000 compared with the DVLA figure of 1,884,000. To estimate the growth in the number of licensed vehicles over the longer term, these changes should be used to adjust the apparent vehicle growths calculated from figures which are on different bases pre- and post-1992.

S.2.2 **Car Traffic on major roads:** The notes for Chapter 5 describe the methods used to estimate the volume of car traffic on major roads in Scotland for 1983 and subsequent years. As those methods cannot be used to estimate car traffic in Scotland for earlier years, the then Scottish Executive had to make ad-hoc estimates for the years from 1975 to 1982. These ad-hoc estimates were calculated using the rate of change in the volume of traffic for Great Britain as a whole, adjusted to take

account of changes in the number of vehicles licensed in Scotland relative to the number for Great Britain as a whole. The estimates for 1975 to 1982 therefore indicate the likely level of car traffic on major roads in Scotland in those years, and may well be considerably less accurate than the estimates for later years.

S.3 Public transport (bus, rail, air and ferry)

S.3.1 Bus Passengers: The notes for Chapter 2 describe the method used to collect these statistics with effect from the 1985-86 financial year. A different method was used for 1984 and earlier years: the figures for 1975 to 1984 relate to calendar years and, prior to 1986, the term stage services was used (rather than local services). The figures for 1960 to 1974 are on a different basis: they were produced by adding together the total numbers of passenger journeys reported by the Scottish Bus Group (for calendar years) and the four city corporations (for financial years). They therefore include any non-local services run by these operators, and exclude any local (or stage) services that were run by other operators. In addition, it appears that the figures reported by the Glasgow city corporation may have included passenger journeys on trolley buses and on the Glasgow Underground. The method used to collect the data has been changed and data prior to 2004 are not comparable.

S.3.2 Rail Passengers: See the notes for Chapter 7. The statistics relate to financial years with effect from 1985-86. The figure for 1984 is derived from a total for the fifteen-month period 1 January 1984 to 31 March 1985, by scaling this down to an estimate for a twelve-month period. The figures for 1983 and earlier years are for calendar years. The figures for 1990-91 and earlier years were provided by British Rail after the end of each year; those for 1991-92 to 1999-2000 were provided by the Association of Train Operating Companies in Spring 2001. See also paragraph 7.5 for details of changes to Scotrail methodology.

S.4 Freight

S.4.1 Road Freight: The notes for chapter 3 describe these statistics and freight more generally as well as making comparisons between modes. There is a small discontinuity for road freight between the figures for 1986 and 1987: the former excludes freight whose destination is Northern Ireland, and the latter includes such freight. As Table 3.1 shows, the amount involved is a very small percentage of the total.

S.4.2 Rail Freight: See the notes for Chapter 7. The statistics relate to financial years with effect from 1985-86. The figure for 1984 is derived from a total for the fifteen-month period from 1 January 1984 to 31 March 1985, by scaling this down to an estimate for a twelve-month period. The figures for 1983 and earlier years are for calendar years.

S.4.3 Coastal shipping: The figures for Scotland cover freight on coastwise voyages for which either the origin or the destination (or both) is in Scotland - i.e. all coastwise freight lifted in Scotland plus the coastwise freight lifted elsewhere in the UK which is discharged in Scotland. This definition of coastal shipping excludes foreign, one port and inland waterway freight shipping. For historical reasons, the

NOTES & DEFINITIONS - SUMMARY

definition used for the coastal shipping series differs from the definitions which are used for the water transport statistics in the notes for chapter 9. There is a small discontinuity between 1981 and 1982, due to a change in definitions. The figures were provided by the Department for Transport – Margaret Talbot (Tel: 0207 944 4131).

S.4.4 ***Coastwise Shipping:*** See the notes for Chapter 9. These figures are lower than the figures for coastal shipping, because the latter includes freight lifted elsewhere in the UK which is discharged in Scotland.

S.4.5 ***Pipelines:*** Figures from 1993 onwards estimate the total carried by on-shore pipelines which are at least 50 km in length and which carry crude oil or products. Figures for Scotland relate to pipelines originating in Scotland. Estimates are produced by the Department of Energy and Climate Change, based on pipeline operators information. The estimates were supplied by DTI and Charanjit Ransi (Tel: 0207 215 2718) can provide further information about them.

Chapter 1 – Road Transport Vehicles

1. Notes and Definitions

1.1 **Motor Vehicles:** There are three types of classification of motor vehicles:

- **Taxation Group:** based on the level of tax placed on a motor vehicle according to its vehicle type (e.g. Private & light goods, Public transport, Goods etc);
- **Body Type:** based on the look of a vehicle (e.g. cars).

1.2 **Private and Light Goods Vehicles:** the bulk of this group consists of private cars (whether owned by individuals or companies) and vans and light goods vehicles (goods vehicles which do not exceed 3,500 kgs gross weight). The group also contains a number of other types of vehicle including private buses and coaches.

1.3 **Motorcycles:** no distinction is made between motorcycles, scooters and mopeds for taxation purposes, and therefore motorcycles includes all two wheeled vehicles.

1.4 **Public Transport:** all vehicles classified for taxation in class 34 - Bus (introduced 1 July 1995). These are vehicles used for public conveyance, with more than 8 seats. Prior to 1 July 1995 public transport vehicles were taxed in class 35 Hackney, used similarly for public transportation but with no lower limit on seating capacity. Buses and coaches not licensed for public conveyance, and operated and used privately, are excluded and are classified for excise licensing with private and light goods. Taxis and private hire cars are now included in the private and light goods group.

1.5 **Goods Vehicles:** the totals for this group (goods vehicles which exceed 3,500 kgs gross weight) for the earlier years include the now-discontinued formerly separate Farmers Goods, General Goods and some vehicles which before 1 July 1995 were taxed in a specialised taxation class but which now fall into the Goods Vehicle class groups, which were shown separately in some of the previous editions of *Scottish Transport Statistics*. Goods vehicles that are used un-laden, privately or for driver training purposes are licensed in the Private HGV taxation class.

1.6 **Crown and Exempt Vehicles:** the 'exempt' vehicles include a number of distinct sub-groups and classes, of which the most important are: 'Emergency vehicles', 'Disabled driver and disabled passenger carrying vehicles', 'All vehicles, except buses and goods vehicles used commercially if they were constructed before 1 January 1973', and 'Personal export and direct export vehicles', and vehicles formerly in the 'Special Concessions' class i.e. agricultural tractors, combine harvesters, and mowing machines, electric vehicles, gritting vehicles and snow ploughs, and steam powered vehicles.

1.7 **Special Vehicles:** this group consists of vehicles over 3,500 kgs which do not pay Vehicle Excise Duty as heavy goods vehicles nor qualify for taxation in the special concessionary group. Vehicles in this group include road rollers, work trucks, digging machines and mobile cranes.

1.8 **Average ages of vehicles:** with effect from the estimates for 2008, the Department for Transport [DfT]) improved its method of estimating the age of the vehicle fleet. The estimated ages are slightly higher than previously, although the pattern from year to year is unchanged.

NOTES & DEFINITIONS - ROAD TRANSPORT VEHICLES

1.9 **Goods vehicles licensed by operator size:** To operate a goods vehicle (over 3,500 kgs gross weight) in GB (England, Scotland and Wales) in connection with a trade or business or for hire or reward you need to hold a goods vehicle operator's licence. The aims of operator licensing are basically road safety and fair competition. All operators undertake to keep their vehicles in a fit and serviceable condition and to ensure their drivers meet the statutory requirements regarding drivers' hours and records legislation. Operator licensing is the responsibility of the Traffic Commissioners. Each is responsible for a Traffic Area, of which there are 8 in GB. Where an operator has an operating centre(s) (i.e. the place(s) where vehicles are normally kept) in a Traffic Area, a licence must be held in that Traffic Area. Some of the larger operators will have more than one licence. Some operators have licences with no vehicles specified, relying solely on short term hire instead.

1.10 **Driving tests:** The theory test was introduced on 1 July 1996, therefore full year figures are available from 1997. A person who has passed the theory test must sit the practical test within two years. If the person fails the practical during this period then he/she can re-sit the practical without having to take the theory test again.

1.11 **Households with cars available for private use:** In the Scottish Household Survey (SHS), the term car is used *only* for cars: vans are **not** included in the analysis. The interviewer asks whether any cars are normally available for private use by members of the household. Cars normally kept or owned by someone outside the household are excluded, but company cars available for private use are included.

1.12 **Household types:** the following categories are used in the analysis of the SHS results:

- A **single pensioner** household consists of just one adult of pensionable age (60+ for women, and 65+ for men) and no children
- A **single parent** household contains an adult of any age and one or more children.
- A **single adult** household consists of an adult of non-pensionable age and no children.
- An **older smaller** household contains either (a) an adult of non-pensionable age and an adult of pensionable age and *no* children or (b) two adults of pensionable age and *no* children.
- A **large adult** household has three or more adults and *no* children.
- A **small adult** household contains two adults of non-pensionable age and *no* children.
- A **large family** household consists of either (a) two adults and three or more children or (b) three or more adults and one or more children.
- **Small family** households consist of two adults and one or two children.

1.13 **Annual net household income** and **SHS urban / rural classification:** notes on these classifications appear in the notes to Chapter 12.

1.14 **Motor Vehicle Offences:** those offences classified as motor vehicle offences in the Scottish Government Justice Department's classification of crimes and offences. Certain crimes related to motor vehicles, namely causing death by dangerous driving, causing death by careless driving while under the influence of drink or drugs and reckless driving at common law, are excluded primarily because information on these crimes is not collected on the same basis as other motor vehicle offences. In 2012-13,

NOTES & DEFINITIONS - ROAD TRANSPORT VEHICLES

the police recorded 9 crimes of causing death by dangerous driving, and 1 crime of reckless driving at common law. 2 crimes of causing death by careless driving when under the influence of drink or drugs were recorded in 2012-13. In 2011-12, there were 8 convictions where the main offence was causing death by dangerous driving, all of which resulted in a custodial sentence. There were 21 convictions where the main offence was causing death by careless driving, of which 10 resulted in a community sentence, 5 in a custodial sentence 5 resulted in fines and 1 resulted in probation. There were also 2 convictions for causing death by careless driving while under the influence of drink or drugs, which resulted in a custodial sentences. There were no convictions in 2011-12 with reckless driving at common law as the main offence. However, the statistics dealing with recorded crime and court proceedings are not directly comparable as a person may be proceeded against for more than one crime involving more than one victim and there is the possibility that the crime recorded by the police may be altered in the course of judicial proceedings. Also a crime may be recorded by the police in one year and court proceedings concluded in a subsequent year.

Sources

1.15 Numbers of vehicles

The source of this information is the Vehicle Information Database (VID) held by the Department for Transport (DfT). The results conform to the same definitions as earlier vehicle censuses, but, for technical reasons, are considered slightly more reliable than earlier estimates. Some vehicles have complicated licensing histories, that may include incidents such as cheques failing to clear, changes of taxation status, late payments, and one or more valid or invalid refund claims. The VID undertakes a more detailed examination of licensing history than earlier vehicle census analyses and is therefore able to provide better estimates of licensed stock. The figures include all vehicles which pay tax and certain vehicles which are exempt. The exempt vehicles are described in section 1.6. The figures exclude vehicles registered by the armed forces, or as personal or direct export and trade licences issued to manufacturers, repairers of and dealers in motor vehicles.

1.16 Number of Vehicles: Taxation class changes in the period covered by the tables

1.16.1 In 1995 there were major reforms of the vehicle taxation system. The bulk of the changes came into operation on 1 July 1995, but some additional changes were introduced on 29 November 1995. The intention was to remove many of the complications in the existing taxation structure, using a strategy to link Vehicle Excise Duty (VED) rates for many directly to the rate for the private and light goods group (PLG), or the basic minimum rate for heavy goods vehicles (HGVs). One measure to help achieve this was the creation of three umbrella taxation groups:

- An emergency vehicles group - exempt from VED
- A special concessionary group, including agricultural machines, snow ploughs, gritting vehicles, electric vehicles and, later, steam powered vehicles, paying VED at one quarter of the annual PLG rate
- A special vehicles group, limited to vehicles over 3500 kgs, including mobile cranes, works trucks, digging machines, showmen's vehicles, etc, paying VED at a rate equivalent to the basic minimum rate for HGVs

NOTES & DEFINITIONS - ROAD TRANSPORT VEHICLES

From 1 April 2001, vehicles licensed in the special concessionary group were exempted from the payment of VED.

1.16.2 In addition, the goods vehicle taxation system was itself considerably simplified by the abolition of separate goods vehicle classes for farmers and showmen. All remaining goods vehicle taxation classes were also abolished and vehicles in those groups transferred to an appropriate tax class. At the same time, the basis for calculation of excise duty for goods vehicles was amended to revenue weight. Revenue weight means either confirmed maximum gross weight as determined by plating and testing regulations, or design weight for vehicles not subject to plating and testing (formerly known as Restricted HGVs).

1.16.3 The process also included further simplifications and tidying arrangements. These included cases in which vehicles not over 3,500 kgs gross weight were removed into the private and light goods taxation class rather than remaining in specialised taxation classes and groups, and the re-allocation of some tax classes into more appropriate groups. One key change of a similar type was to abolish the separate taxation of public transport vehicles with eight seats or fewer, and tax all such vehicles in the PLG class. From start of July 1995 bigger public transport vehicles were taxed in a new bus taxation class. The changes were completed by the introduction in the November 1995 budget of a new exempt class for vehicles over 25 years of age previously in the private and light goods or motorcycle groups. In 1998 the exemption for vehicles over 25 years of age was replaced with one applying to all vehicles, except buses and goods vehicles used commercially if they were constructed before 1 January 1973.

1.16.4 In general, the process of implementing these changes was gradual, and vehicles were allowed to remain in their current class until a new tax disk was required, whereupon they were transferred into other groups and classes as appropriate. Since tax disks may run for up to a year, some vehicles remained legitimately taxed in abolished groups at the end of 1995. That process was effectively complete by the end of 1996, but users of taxation and stock statistics for 1995 and later years should take special care to ensure they are aware of the changes and the methods by which vehicles were re-allocated to other groups.

1.17 **Heavy Goods Vehicles:** there is a large increase in the over 38 tonnes category, and a large decrease in the 32.1 to 38 tonnes category, between 1998 and 1999, and continuing in later years. This is due primarily to legislation which came into effect in 2001 allowing 6-axled lorries to run at up to 44 tonnes. This has led to many lorries 'up-plating' i.e. the lorries do not necessarily physically change, but are simply taxed differently so that they may carry greater loads.

1.18 A further reform to the tax class structure for vehicles weighing up to 3,500kg was announced in 1998. In 1999 a two banded system based on engine size was introduced for the PLG class. In March 2001 four new tax classes were introduced. The Petrol Car, Diesel Car and Alternative Fuel Car taxation classes were introduced for passenger vehicles weighing up to 3,500kg registered on or after 1 March 2001. The Light Goods Vehicles tax class was introduced for goods vehicles weighing up to 3,500kg registered on or after 1 March 2001.

1.19 **Numbers of vehicles: Analysis by local government areas**

1.19.1 Until 1995 the DVLA used the postcode of the registered keeper (of the vehicle) to allocate vehicles to local government regions. With the 1996 re-organisation of local

NOTES & DEFINITIONS - ROAD TRANSPORT VEHICLES

authorities in Scotland, local government area analyses required major revisions. This was achieved by use of the most recently available postcode directory, which, when used in conjunction with the Vehicle Information Database, allowed vehicle stocks to be estimated for the new local authorities.

1.20 Numbers of new registrations of vehicles

1.20.1 The numbers of new registrations of vehicles of various taxation class types have been obtained by DfT from DVLA. In recent years, changes to taxation classes and local government reorganisation have affected the DVLA computer system used to produce these figures, and it can longer provide the numbers of new registrations for each taxation class for Scotland. Scottish figures appearing here are estimated by DfT, using post town area data, and are subject to a small margin of error.

1.21 Taxis licensed

1.21.1 These figures are based on an annual survey conducted by the Scottish Government and represent the taxi fleet size/driver numbers at the time of replying to the survey.

1.22 Goods vehicles operators by licence type and number of vehicles specified on the licence

1.22.1 These figures were produced from information taken from the Traffic Commissioners administrative records.

1.23 Most popular car sold

1.23.1 These figures are supplied by Society of Motor Manufacturers and Traders (SMMT). They are based on postcode location derived from form V55 which is completed by the car dealer. The figures do not include sales from non SMMT dealers, such as overseas dealers.

1.24 MOT tests

1.24.1 These figures are supplied by VOSA (Vehicle Operator Services Agency) and are based on test results data entered electronically at each privately operated Vehicle Testing Station in Scotland.

1.25 Driving test receipts

1.25.1 Figures for both driving licence theory and practical tests are obtained from the Driving Standards Agency (DSA).

1.26 Scottish Household Survey

1.26.1 Information about the Scottish Household Survey is given in the notes to chapter 12.

1.27 Numbers of Blue Badges

1.27.1 The Scottish Government requested details from Local Authorities on the number of badges awarded under the EU Blue Badge scheme. Blue badges are valid for up to 3 years from the date of issue. Totals (shown in Table 1.21) will include all valid badges on issue in the specified year.

NOTES & DEFINITIONS - ROAD TRANSPORT VEHICLES

1.27.2 The Blue Badge Improvement Service (BBIS), a central database for all blue badges on issue, was introduced on 1 January 2012. Data accuracy for the total number of blue badges on issue has improved as all blue badges are recorded on BBIS.

1.28 Motor Vehicle Offences

1.28.1 The statistical return from which the figures on recorded motor vehicle offences in this publication are taken is a simple count of the numbers of crimes and offences, for each local authority, which the police have recorded and cleared. Returns of quarterly data are submitted by Police Scotland and are used to produce a national total. Data from other police forces, such as the British Transport Police, are not included. Each quarterly submission of data to the Scottish Government contains revisions (such as the re-designation of incidents found on investigation not to be criminal) back to quarter 1 of the same financial year. However, amendments which arise after the end of the year are not incorporated.

1.28.2 Most motor vehicle offences are discovered and recorded as a result of police activity rather than by being reported to the police by the public. Hence the numbers of such offences recorded are mainly determined by the level of enforcement or police deployment.

1.28.3 The figures included in the Motor vehicle offences group do not include stationary motor vehicle offences dealt with by the issue of a fixed penalty ticket. However, offences dealt with under the vehicle defect rectification scheme and offences for which the procurator fiscal offers a fixed penalty are included in the figures. In addition to this, moving traffic offences which are the subject of a police conditional offer of a fixed penalty are also included, e.g. speeding, traffic directions offences.

1.28.4 Certain motor vehicle offences are not always recorded in cases where police forces are unable to clear-up the offence (e.g. speeding offences where the driver is untraceable). Clear-up rates for motor vehicle offences in these circumstances are artificial. Thus, clear-up rates for the Motor vehicle offences group are not included.

1.29 Further Information

1.29.1 Further information on motor vehicle licensing statistics can be found in the DfT publications *Transport Statistics Great Britain, & Vehicle Licensing Statistics*.

1.29.2 Further information on motor vehicle offences recorded by the Police is available in the Scottish Government's '*Criminal Proceedings in Scottish Courts*'.

1.29.3 Enquiries regarding the statistics should be directed as follows:

Motor vehicle licensing (Tables 1.1 to 1.3 and 1.5 to 1.9)

Paul Syron, Department for Transport, Tel: 020 7944 3077

Taxi and Private hire cars licensed by Local Authority area (Table 1.4)

Peter Reid, Transport Scotland Tel: 0131 244 4533

Goods vehicle operators by licence type & number of vehicles specified on the licence (Table 1.10)

David Dumbleton, Vehicle and Operator Services Agency, Tel: 0113 254 3280

Cars sold in Scotland by make and mode (Table 1.11)

Paul Kingston, Society of Motor Manufacturers & Traders, Tel: 0207 235 7000

NOTES & DEFINITIONS - ROAD TRANSPORT VEHICLES

Road vehicle testing scheme (MOT) (Table 1.12)

Stephen Hacker, VOSA, Tel: 0117 954 3382

Driving licence tests and DVLA receipts (Tables 1.13 & 1.14)

Applications, tests concluded & passes: (theory) Linda Massey (Tel 0115 936 6254) or (practical - <https://www.gov.uk/government/collections/driving-tests-and-instructors-statistics#data-tables>) Malcolm Sims (Tel 0115 936 6465), DSA
Receipts from vehicle licences –Carl James, DVLA, Tel: 01792 783 201
Receipts from driving licences - Ms Lynne Harris, DVLA, Tel: 01792 788 088

SHS figures for Driving licence holders and Households with a car available for private use. (Tables 1.16, 1.17, 1.19 & 1.20)

Andrew Knight, Transport Statistics, Transport Scotland, Tel: 0131 244 7256

Blue Badge Statistics (Table 1.21)

Michael Kean, Transport Scotland (Tel: 0131 244 0263)

Motor vehicle offences (Table 1.22)

Adele Walls, Scottish Government Justice Statistics Unit (Tel: 0131 244 2228).

1.34 Other data sources

Within Scottish Transport Statistics:

Summary – Includes comparisons with GB
Chapter 2 – Bus and coach travel,
Chapter 5 – Road Traffic (including congestion)
Chapter 11 – Personal and Cross modal travel
Chapter 13 – Environment and Emissions

Other Transport Scotland Publications:

Transport and Travel in Scotland – includes more detailed analysis of SHS data, in particular:

Table 20 – Frequency of driving
SHS Local Authority Results – provides breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:
Table 4 – Car access by Local Authority
Table 5 – Frequency of driving by Local Authority

Department for Transport produce a number of related publications, including:

Traffic estimates
Vehicle registrations
Bus and Coach statistics

Eurostat collate figures for EU states including figures for vehicle registrations. More details can be found in the notes for Chapter 12.

Chapter 2 - Bus and Coach Travel

2. Notes and Definitions

2.1 **Local bus service:** one which is available to the general public, where passengers pay separate fares and travel a radial distance no greater than 15 miles (24 kms) from the point of boarding.

2.2 **Other services:** include contract, private hire, express journeys, excursions and tours which are not registered as local services.

2.3 **Passenger journeys (boardings):** the statistics are compiled on the basis that each boarding of a vehicle counts as one passenger journey. Therefore, each trip made by a passenger on one vehicle on one route counts as a separate journey. Return tickets therefore count as two passenger journeys. The numbers of passenger journeys using season tickets or travel passes are largely based on button presses by the driver or scaling factors applied to ticket machine data by the operator. Figures from 2004-05 include any adjustments applied by operators to allow for driver under-counting, but where this is not done no adjustment is made by DfT.

2.4 **Vehicle kilometres:** estimates are for 'live' (in service) mileage and exclude empty running of buses (e.g. between garage and terminus), driver instruction and vehicle testing.

2.5 **Local bus fare indices:** Information about the size of each fares change is supplied by a representative sample of around 100 operators. Indices are obtained by averaging the reported changes using weights based on receipts from passengers (excluding concessionary fare reimbursement from local authorities). In theory, therefore, the index measures the change in the average charge to the fare-paying passenger. The implementation of free concessionary fares is, though, included once, in the quarter within which it was introduced.

2.6 **Commercial services:** are those run without direct financial support from a local transport authority. They are still eligible for central Government subsidy in the form of the Bus Service Operators Grant (BSOG) (formerly known as the fuel duty rebate) and (where applicable) for concessionary fare reimbursement.

2.7 **Subsidised services:** are those considered socially necessary and run under contract to local transport authorities with some direct subsidy. They include a few services subsidised without competitive tendering, under Section 91 of the Transport Act 1985 ('de minimis' arrangements) in England and Wales or in accordance with the duty of best value in Scotland.

2.8 **Concessionary fare reimbursement:** A National Concessionary Travel schemes for groups such as elderly people and disabled people was rolled out in early 2006. Prior to that local authorities ran their own schemes. Bus operators are reimbursed for revenue lost as a result of their participation in the schemes, after taking into account a portion of the income from the extra travel generated, i.e. it is supposed to be profit-neutral. Journeys made under these schemes can be found in Table 11.29. These schemes should not be confused with the reductions offered to children, for example, by many operators on commercial grounds.

2.9 **Staff employed:** *Platform staff* comprise drivers, conductors and any other on-vehicle staff; *maintenance staff* include all employees engaged on cleaning, repair, service or maintenance of vehicles, while *other staff* include administrative staff. There may be some duplication of functions, particularly amongst the smaller operators.

2.10 **Walking time to nearest bus stop:** the Scottish Household Survey (SHS) interviewer asks how long it would take him/her to walk to the nearest bus stop (or place where one could get a bus).

2.11 **Frequency of bus service:** the SHS interviewer asks about the frequency of service at the nearest bus stop (or place one could get on a bus). If the householder says that the frequency of service varies, the interviewer asks for the week-day off-peak frequency.

2.12 **SHS urban/rural classification:** notes on this are provided in the notes to Chapter 12.

Sources

2.13 *The DfT survey of Public Service Vehicle Operators*

2.13.1 The basis for most of the statistics in this chapter is the annual returns which a sample of Public Service Vehicle operators makes to the Department for Transport (DfT).

2.13.2 The sample includes all operators who are licensed with 21 or more licence discs (which normally, but not always, equate to the number of vehicles), plus a random sample of smaller operators. Until 2010-11, the sample included both local and other operators, but from 2011-12 only local operators have been surveyed. Local operators are identified from the list of operators who receive BSOG and other sources. Sampling is stratified and based upon the size of the operator's fleet (in terms of the number of licence discs), though some operators are selected with certainty where this is necessary to ensure sufficient coverage in each geographical area.

2.13.3 Proxy data are generated for all local operators, and imputation is used for data which are missing either because the operator was not sampled or did not respond. Imputation is based either on previous returns from the operator or using other methods such as using other data the operator has supplied.

2.13.4 The figures for Scotland are primarily based on returns for operators with an address in Scotland, even though some operators may do work in England and vice versa. However, important information relating to local operators (mainly passenger boardings, vehicle kilometres and passenger receipts) is obtained at local authority level and so these estimates will exclude data relating to England, even though other variables such as staff numbers are all allocated to just one of an operator's local authorities – the one with the highest number of passenger boardings. (NB: a large

NOTES & DEFINITIONS - BUS AND COACH TRAVEL

group, such as Stagecoach, is not treated as a single operator: there will be a separate statistical return for each of its subsidiary companies.)

2.13.5 In September 2006, DfT revised the passenger numbers for each year from 1985/86 onwards in order to adjust for driver under-recording of the numbers of passengers who did not pay cash (e.g. those using season tickets, concessionary fare passes, return halves of tickets etc). A further survey showed that the allowance was not affected by the introduction of free concessionary fares.

2.13.6 In October 2012, the DfT revised passenger numbers, vehicle kms and passenger revenue relating to 2004-05 onwards. Although previous figures are presented these are not strictly comparable with the later years. The methodology used by DfT means that figures back to 2004-05 are subject to minor revisions each year (for example as new data is used to improve imputation of previous year's figures) though the broad trends shown are rarely affected.

2.14 Scottish Government and Transport Scotland finance data

2.14.1 This data is taken from Local Authority Finance returns and Transport Scotland finance records relating to grant payments and the administration of the National Concessionary Travel scheme.

2.14.2 In Summer 2011, Transport Scotland reviewed the Government Support for bus figures published in Bus and Coach Statistics 2011. This led to a revision of the figures to exclude support for non bus transport. Figures have been revised back to 2006-07 when the National Concessionary Travel Scheme was introduced.

2.15 Transport Scotland National Concessionary Travel scheme data

2.15.1 Transport Scotland is responsible for reimbursing bus operators for carrying passengers under the National Concessionary Travel scheme. The application process for an NCT pass is managed by a third party contractor but summary numbers are provided to Transport Scotland which have been used to populated the card holder numbers used in this chapter.

2.16 Scottish Household Survey

2.16.1 The Scottish Household Survey is a large household level survey run in Scotland. Data is collected on a range of topics including transport and travel. The survey also includes a Travel Diary component. This data is used to analyse travel patterns and choices. More details can be found in the notes to Chapter 11 of this publication (personal and cross modal travel).

2.17 Further Information

2.17.1 DfT's *Annual Bus Statistics* include some more detailed analyses of GB bus statistics. <http://www.dft.gov.uk/statistics/series/buses/>

2.17.2 Enquiries regarding the statistics in Tables 2.1 to 2.8 should be made to Matthew Tranter, Department for Transport, Tel: 0207 944 3076
bus.statistics@dft.gsi.gov.uk

2.17.3 Enquiries relating to the Government Support table (2.9) and concessionary travel pass number (2.13 and 2.14) should be made to Andrew Knight of the Transport Scotland Statistics branch (tel: 0131 244 7256).

2.17.4 Further information on the Scottish Household Survey figures can be found in Chapter 11. Enquires on the SHS- based Tables 2.10 and 2.12 should be made to Andrew Knight of the Transport Scotland Statistics branch (tel: 0131 244 7256).

2.18 Other data sources

Within Scottish Transport Statistics:

- Chapter 1 - Road vehicles,
- Chapter 5 – Road Traffic (including congestion)
- Chapter 6 - Road casualties
- Chapter 11 - Personal Travel chapter (including travel to work)

Other Transport Scotland Publications:

Transport and Travel in Scotland – includes more detailed analysis of SHS data, in particular:

- Table 4 – satisfaction with public transport
- Table 5 – concessionary pass possession
- Table 21 – Park and ride
- Table 28 – Frequency of bus and train use
- Tables 29 and 30 – Views on local buses and trains
- Tables 31 and 32 – Concessionary pass use

Scottish Household Survey Travel Diary – includes detailed tables using the Travel Diary dataset, in particular:

- Table 2 – journeys by mode of transport
- Table 2a – journey distance by mode of transport
- Table 2b – stages by mode of transport
- Table 4a – mode of transport by journey distance
- Table 5a – distance summary statistics by mode of transport

SHS Local Authority Results – provides breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

- Table 1 - Travel to work by mode of transport
- Table 2 - Travel to school by mode of transport
- Table 11 - Frequency of bus and train use
- Table 12 – Convenience of public transport
- Table 13 – Satisfaction with public transport
- Table 14a – Views on bus services
- Table 15 – Concessionary pass use
- Table 16 – journeys by mode of transport

Department for Transport produce a number of related publications, including:

- Traffic estimates
- Vehicle registrations
- Bus and Coach statistics

Non Official Statistics sources

- Office of the Traffic Commissioner – Traffic Commissioners' Annual report.
- Confederation of Passenger Transport – Cost Index

Chapter 3 - Road Freight

3. Notes and Definitions

3.1 **Origin and destination:** these refer to the origins and destinations of the trips that were recorded in the surveys. These are *not* necessarily the ultimate origins and destinations of the goods (a trip on a surveyed vehicle may represent only one stage in the journey of a consignment: goods may have been trans-shipped on a number of occasions). Individual origins and destinations are standardised by the Department for Transport to NUTS3 regions (an EU wide geography based on existing local administrative boundaries), with all published outputs based on these regions.

3.2 **Entering Scotland and leaving Scotland:** Trips with a destination in Scotland and an origin outwith Scotland are classed as 'entering Scotland', whilst trips with an origin in Scotland and a destination outwith Scotland are classed as 'leaving Scotland' - where a trip is defined as a vehicle moving from an origin to a destination to either load and/or unload goods.

3.3 **Remaining in Scotland:** goods for which both the origin and the destination of the trip are within Scotland.

3.4 **Length of haul:** tonne kilometres moved divided by tonnes lifted. This information relates to individual vehicle trips, and not to the total distance that the goods may have travelled.

3.5 **Goods lifted:** the total weight of goods carried, measured in tonnes.

3.6 **Goods moved:** the weight of the goods carried multiplied by the distance hauled, measured in tonne kilometres.

3.7 **Groupage:** when, for mixed consignments, no single commodity makes up 75% or more of the consignment weight.

3.8 **Road Freight Intensity Index (table 3.3):** this indicates how the volume of road freight (measured in tonne-kilometres) has been changing relative to the Scottish economy as a whole. The road freight intensity index is an index of the ratio of (i) the index of road freight tonne-kilometres moved by UK HGVs on journeys originating in Scotland to (ii) the index of Scottish Gross Domestic Product (measured in terms of the Gross Value Added for all industries).

Sources

3.9 Statistics of freight lifted and moved by road were provided by the Department for Transport, (DfT) from three sample surveys.

3.10 Domestic road freight activity by GB registered HGVs

3.10.1 Information about domestic road freight activity by GB registered HGVs is obtained from the DfT's Continuing Survey of Roads Goods Transport Great Britain

(CSRGT GB). This collects details of the journeys that were made by a sample of heavy goods vehicles (HGVs: vehicles with a gross vehicle weight (weight of vehicle plus carrying capacity) of 3.5 tonnes or more).

3.10.2 Each week, a stratified sample of HGVs are randomly selected from the Driver and Vehicle Licensing Authority (DVLA) licensing records. The sample is stratified by region and type and weight of vehicle, in order that the sample surveyed is representative of the population of HGVs in GB. A questionnaire is sent to each selected vehicle's registered keeper, asking for information about the vehicle, and about every trip that it made in a sample week. The sample weeks are spread evenly across the year.

3.10.3 The origins and destinations are reported in the survey as the names of towns, or postcodes (where known). DfT standardises these origins/destinations to NUTS3 regions (an EU wide geography based on existing local administrative boundaries) using a computerised gazetteer, and validates these origins and destinations against other metrics such as the lengths of the routes between these places. These NUTS3 regions are then aggregated to the appropriate Region or Island Area for each Scottish origin and destination. DfT did not record origins and destinations in terms of the new Council areas before 2004. Following the completion of local government reorganisation across Britain, DfT has coded to NUTS3 regions that are used to produce statistics for the European Union. There are 23 of these areas in Scotland.

3.10.4 The results of the survey are grossed-up to produce estimates which represent the total road freight activity during the year, by all GB registered HGVs. This is done quarterly, in two stages. First, the sample vehicles' results are grossed up to the whole HGV population using the ratio of the average number of HGVs in each stratum (from DVLA licensing records) to the achieved sample for each stratum. The average number of HGVs in each stratum is calculated as the average of the numbers at the start and the end of the quarter). Then the results are multiplied by 13, to raise the activity in the sampled week to an estimate for the whole of the quarter.

3.10.5 As with any sample based statistics there will be a degree of sample error. The annual sample for Scottish vehicles is too small for detailed yearly analysis of the estimates, and so the table which shows the estimated flows of freight to and from the former Regions of Scotland was produced by combining the results from several years' surveys.

3.11 International road freight activity by GB registered HGVs

3.11.1 Statistics on international road freight activity are derived from DfT's International Road Haulage Survey (IRHS) which covers a sample of GB-registered heavy goods vehicles (HGVs with a gross vehicle weight (weight of vehicle plus carrying capacity) of 3.5 tonnes or more). Work by foreign-registered vehicles, and the transport of goods in unaccompanied trailers, is not within the scope of the survey. Other EU countries are responsible for monitoring the international movements of their own vehicles.

NOTES & DEFINITIONS - ROAD FREIGHT

3.11.2 The survey covers trips using roll-on/roll-off ferries and the Channel Tunnel to serve origins and destinations located outside of the UK, where the driver accompanies the vehicle throughout the journey. Trailers, when unaccompanied on a ferry crossing, are treated as domestic traffic when hauled to or from a UK port. If the trailer is subsequently picked up by a foreign vehicle, that leg of the journey will be recorded in the statistics of the country in which the vehicle is registered. These statistics therefore exclude traffic which is carried in unaccompanied trailers, or in foreign-registered vehicles.

3.11.3 GB hauliers with an International Operators Licence are asked to provide details of all international trips by its HGVs across a predetermined set of sample periods.. Details of each trip are required, in those cases where a vehicle starts two (or more) international trips within the specified period.

3.11.4 The results of the survey – combined with internationals legs from the CSRG NI survey - are grossed-up to produce estimates which represent the total road international freight activity by UK-registered HGVs during the year as a whole. The results are grossed to the total number of UK HGVs leaving the country collected by the Department for Transport's Roll-on Roll-off (Ro-Ro) survey, stratified by groups of ports.

3.12 Domestic and international road freight activity by NI registered HGVs

3.12.1 Information about domestic **and** international road freight activity by HGVs registered in Northern Ireland is obtained from the Continuing Survey of Roads Goods Transport Northern Ireland (CSRG NI).

3.12.2 Due to the unique situation in relation to Northern Ireland and the Republic of Ireland, there is a higher prevalence for HGVs in Northern Ireland to perform international work (predominantly in the Republic of Ireland). As such the CSRG is administered through a separate survey for NI registered vehicles, which records international activity as well as domestic activity.

3.12.3 Results from the CSRG NI are grossed in the same way as the CSRG GB described above. Domestic and international journey totals are added to the CSRG GB and the IRHS respectively to produce estimates of domestic and international activity by UK-registered vehicles.

3.13 Other Sources

3.13.1 Gross Domestic Product: The index used is an updated version of the index of Gross Value Added for all industries, published in Table 1.1 of *Scottish Economic Statistics 2008*.

3.13.2 Sources for data on rail, air and water freight can be found in the relevant chapter in this publication. Rail (Chapter 7), air (Chapter 8), water (Chapter 9), and international comparisons (Chapter 12)

3.15 Further Information

3.15.1 Further information on the domestic and international activity of GB and UK registered HGVs can be found in the DfT publication *Road Freight Statistics: 2017*. DfT also produces another publication on the number of powered vehicles and unaccompanied trailers leaving Great Britain for Europe in its quarterly bulletin *Road Goods Vehicles Travelling to Europe*

3.15.2 Road freight statistics contact – Paul McEvoy, Head of Road Freight Statistics, Department for Transport (Tel: 0207 944 5235).

3.15.3 Index of Gross Domestic Product for Scotland - 0131 244 2234 or economic.statistics@scotland.gsi.gov.uk

3.15.4 Further information on rail, air and water freight can be found in the notes for the relevant chapter in this publication. Rail (Chapter 7), air (Chapter 8), water (Chapter 9), and international comparisons (Chapter 12).

3.15.5 Road freight data from 2011 to 2016 have been revised since the DfT publication *Road Freight Statistics: 2016*. Revisions on the domestic road freight series were made after a review of part of the methodology used to produce these estimates, where more information can be found [here](#). There were also slight revisions on the international road freight series after corrections were made to the number of roll-on roll-off vehicles reported, where more information can be found [here](#).

3.20 Other Data Sources

Department for Transport produce a number of related publications, including:

Maritime and shipping statistics

Port freight statistics

Waterborne freight in the UK

Civil Aviation Authority

UK Airlines – Annual Operating and Traffic Statistics

Office of Rail and Road

Freight Rail Usage

Eurostat and the EC Directorate General for Energy and Transport

EU Energy and Transport in Figures

Other Transport Scotland Publications:

Freight in Scotland Report

Chapter 4 - Road Network

4. Notes and Definitions

4.1 The **trunk road network** is the responsibility of Scottish Ministers, and comprises all motorways and some of the main A roads (local councils are responsible for non-trunk roads). The Government's view, when it reviewed the trunk road network in 1994, was that the trunk road network should:

- provide the road user with a coherent and continuous system of routes which serve destinations of importance to industry, commerce, agriculture and tourism;
- define nationally important routes which will be developed in line with strategic national transport demands; and
- ensure that those roads which are of predominately local importance are managed locally.

4.2 On 1st April 1996, local government was reorganised, and the 32 present Councils replaced the former Regions, Districts and Island Areas. At the same time, changes were made to the trunk road network: about 580 km of former non-trunk roads became trunk roads, and over 340 km of former trunk roads ceased to be trunk roads.

4.3 **Major roads:** Motorways and A roads.

4.4 **Changes in road lengths:** Where there has been a change to the use of a Geographical Information System (GIS) as the basis of the road lengths figures, they may differ significantly from those for the previous year: see section 4.8.4. In 2012 the Trunk road figures were recalculated to include A road slip roads which had been excluded from the totals 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.

4.5 **Operating Units:** Since 2001-02, the management and maintenance of the trunk road network has been performed by 4 Operating Companies (South West, North East, South East & North West). Details of the areas covered by these Units can be found in the Annex.

4.6 **Trunk road constructed, resurfaced, etc** in tables 4.3 and 4.4: Figures up to 1995/96 (which appeared in previous editions) were estimates based on the area that was treated, and an assumed standard lane width of 3.5 metres. From 1996/97 actual figures are produced from the Transport Scotland Trunk Roads Network Management.

4.7 Local authority road network condition

4.7.1 The statutory performance indicator for the condition of the local authority road network is defined as the percentage of the road network, derived from a combination of established condition parameters measured at network level, which should be considered for maintenance treatment, i.e. have reached a condition where more detailed monitoring or investigation is required to establish if and when remedial measures are required.

4.7.2 In 2007-08, the indicator changed from the former Scottish SPI, which included data on longitudinal profile, rutting and texture, to the new UK Standard Road Condition Indicator (RCI), which in addition includes data on carriageway cracking and takes account of the severity of each defect and its relative importance to road users. Further information about the collection of RCI data can be found at: <http://www.ukroadsliaisongroup.org/en/asset-condition/road-condition-information/data-collection/scanner/SCANNER-Road-Condition-Index.cfm>

4.7.3 Information on the condition of local authority roads is collected in the Scottish Road Maintenance Condition Survey, which is co-ordinated by the Society of Chief Officers of Transportation in Scotland (SCOTS), on behalf of Scottish Local Authorities. The survey is described briefly in section 4.9.4. As with any survey, the nature of the methods used could lead to apparent minor year-to-year variations.

4.7.4 Where previously, a breach of any single parameter threshold would result in a 10m-section being classified as amber or red; from 2007/08 onwards the new RCI each defect is assigned a score, dependent on its severity and relative importance, and the summation of the individual parameter scores is used to define the section category.

In order to present its results graphically and on maps, the following colour coding has been adopted:

- Green - a score less than 40 – the road is considered to be in an acceptable condition;
- Amber - a score of 40 or greater but less than 100 - further investigation should be taken to establish if treatment is required;
- Red - a score of 100 or greater - the road has deteriorated to the point at which repairs are likely to be required to prolong its future life

4.7.5 The performance indicator covers the amber and red categories, taken together. It represents the percentage of the road network for which some kind of maintenance *may* be required. It does not take account of the difference in the costs of the treatments which may be required to restore the carriageway to an acceptable standard. The indicator does not currently cover edge deterioration, although it is the intention, subject to further research, to include this.

4.7.6 SCOTS notes that, when examining the results for individual local authorities, it is important to remember that local road networks vary in character, carry different volumes of traffic and serve widely disparate communities. In SCOTS' view, authorities should not be judged on the absolute values of their amber or red proportions in any given year, but on their performance to improve the condition of their road networks.

Sources

4.8 Road lengths

4.8.1 Information on road lengths is mainly obtained from annual returns made to the Transport Scotland by Councils and by the trunk road management operators. (The figures for motorways are now prepared by Transport Scotland using a GIS - see section 4.8.3). These returns provide the total lengths of the roads for which the Council or trunk road management operator is responsible. The road lengths are categorised in a number of ways (e.g. by class of road, by type of road and by speed limit).

4.8.2 Because the returns provide only the total lengths of roads of various types (they do not provide any information about any individual roads) they can contain errors which cannot be detected, and, even in cases where an error is suspected, it may not be possible to determine how the figures should be corrected. There are a few cases of apparently unusual changes in the figures between one year and the next, which may be due to errors in the statistical returns (for example, it appears that the figures for dual carriageways may have been affected by the double-counting of some lengths of dual carriageway in some years).

4.8.3 Some councils now calculate their road lengths using GIS, which should reduce the number of errors in the longer term. However, changing to a GIS as the source of the statistics can cause a discontinuity in the figures. They will no longer be affected by any errors inherent in the old method of estimation. There may also be changes in the basis of the figures - for example, in the way in which the lengths of roads at roundabouts are counted. Different methods can give different results: for example, the straight-line distance across a roundabout will differ from the distance around the roundabout; or just half the distance around might be used (to represent the average distance which is travelled on the roundabout).

4.8.4 The effect of a change to a GIS as the source of the data can be seen using the figures for motorways for 2000, which were prepared by the then Scottish Executive using a GIS. The figures for each local authority area (which were published in Table 5.2 of *Scottish Transport Statistics no. 20 / 2001 edition*) could differ from the figures reported by the trunk road management operators for 1999 (which were published in the previous edition), even in local authority areas where there were no changes to the motorway network between April 1999 and April 2000. The then Scottish Executive derived its figures using particular ways of counting the road lengths for (eg) slip roads and roundabouts. The precise basis of the figures which were reported for earlier years is not known.

4.8.5 The change to the use of a GIS was also the reason why the length of unclassified roads reported by Falkirk Council increased from 400 km in 1999 to 572 km in 2000. In such a case, it must be assumed that the figures produced by the use of the new system are more reliable than those which had been provided previously.

4.9 Trunk road network - residual life

4.9.1 The physical condition of Motorways and trunk roads is monitored by annual condition surveys which are undertaken for Transport Scotland by specialist contractors. The surveys are designed to provide information about the structural, surface and safety condition of the road surface (which are referred to as pavements by the engineers). Road condition data is measured by a slow moving vehicle that tests the structural strength by pushing a weight onto the road and measuring how much it deflects. This is then analysed to assess how much life is left in the road pavement. A road network cannot be kept in perfect condition: there will always be some wear and tear, and it is most economic to replace a worn out carriageway at the end of its useful life. When there is no life (which is counted in the residual life <0 column in Table 4.5), the road requires close monitoring to ensure its overall condition does not deteriorate significantly before it is replaced. The data from the surveys is processed annually in a Pavement Management system so as to identify objectively performance and to target the available funds on those areas of greatest need.

4.9.2 The base network includes most motorways and dual carriageway trunk roads. The surveyed network also includes some single carriageway trunk roads. The surveyed network figures are on a cumulative basis – for example, the figure for 2002-03 represents the combination of the condition in 2002-03 of the roads which were surveyed in 2002-03, the condition in 2001-02 of the roads which were surveyed most recently in 2001-02, and so on. Therefore, the surveyed network figures do not represent the current position in each of the specified years: there may have been some improvement or deterioration in the condition of some of the roads since they were surveyed in earlier years. In addition, as the coverage of the surveyed network expands, it includes further roads, whose condition may differ significantly from that of the roads that were already in the surveyed network. Therefore, some of the apparent changes in the figures between years may be due to the expansion of the surveyed network.

4.9.3 Local authority road network condition - the Scottish Road Maintenance Condition Survey

4.9.4 The Scottish Road Maintenance Condition Survey, which is organised by the Society of Chief Officers of Transportation in Scotland (SCOTS) on behalf of Local Authorities, is carried out by a specialist contractor using vehicles accredited annually by the TRL. TRL also undertakes quality assurance checks throughout the year. The vehicles are equipped with lasers and high resolution cameras, to collect data for processing by computer and currently record:-

- The road geometry (gradient and shape);
- Variations in the longitudinal profile (evenness of ride along the road);
- Transverse profile variance (deformation across the road)
- Wheel track rutting / deformation in the wheel path ;
- The presence of cracking within the carriageway;
- Texture (roughness of the surface of the road).
- The extent of edge deterioration (due to over-riding or lack of lateral support)

As indicated previously in section 4.7, the construction of the Scottish road performance indicator was changed in 2007-08 to the new UK Standard Road

Condition Indicator (RCI), with each ten metre stretch of road being assigned to one of three categories (Green, Amber or Red) depending on the overall defect score.

4.9.5 The survey currently aims to cover all local authority A roads in both directions every two years, all B and C roads in both directions every four years, and a 10% sample of unclassified roads in one direction each year. In order to minimise the effect of sampling errors on the result, the RCI for unclassified roads is calculated from four years data, as agreed with Audit Scotland and is in effect a rolling four-year indicator. While the survey machines have been calibrated and shown to provide consistent results, variations can occur due to minor differences in machine settings or in the path followed by the survey vehicle (which may well be dictated by, for example, the presence of other vehicles on particular parts of the road).

4.9.6 The SRMCS survey started in the 2002-03 financial year, when it covered all A roads in all local authorities plus a sample of the B, C and unclassified roads in some local authority areas. 2003-04 was the first year for which the survey covers a sample of all road categories in all local authority areas, and is therefore the first year for which results can be produced for Scotland as a whole.

4.10 Further Information

4.10.1 Information on GB road network statistics can be found in the Department for Transport annual publications *Road Traffic Statistics* and *Transport Statistics Great Britain*.

4.10.2 Further information on road lengths in Scotland is available from Transport Scotland's Trunk Road Network Management, contact Stuart Hay (tel: 0131 203 8738).

4.10.3 Further information on the construction of Scotland's trunk road network, is available from Mark Scott of Transport Scotland's Trunk Road Infrastructure and Professional Services (tel: 0141 272 7270).

4.10.4 Further information on the maintenance and the condition of Scotland's trunk road network, is available from Mark Scott of Transport Scotland Trunk Roads Network Management (tel: 0141 272 7270).

4.10.5 Further information on the Scottish Road Maintenance Condition Survey of the local authority road network, conducted on behalf of Councils by the Society of Chief Officers of Transportation in Scotland, is available from Graeme Ferguson, Project Manager (gferguson@pkc.gov.uk) or at www.scotsnet.org.uk .

4.11 Other data sources

Within Scottish Transport Statistics:

Chapter 5 – Road Traffic
Chapter 12 – international Comparisons.

Department for Transport produce a range of statistics on the GB network as referred to above and Eurostat compile road length statistics for EU countries, including a split by road type. See the notes for chapter 12 for more detail.

Chapter 5 - Road Traffic

5. Notes and Definitions

5.1 *The traffic estimates produced by the Department for Transport*

5.1.1 The methods that have been used to estimate the volume of traffic on *major* roads (Motorways and A roads) in Scotland have changed over the years. Section 5.1 describes the method which the Department for Transport (DfT) used to produce the estimates for 1993 onwards. The method used prior to this is explained in the Road Traffic chapter of earlier versions of this publication. Estimates of the volume of traffic on *minor* roads (B roads, C roads and unclassified roads) in Scotland that are suitable for publication are only available from 1993. Section 5.6 describes the methods used.

5.1.2 Please note that the DfT traffic estimates provide only a rough indication of the likely volume of traffic on the roads in each local authority area, and that **the DfT traffic estimates for individual Council areas are *not* National Statistics**. DfT provides the estimates that it produces for individual local authority areas as being *the best that it can produce from the limited amount of data available to it - rough indications of the likely volumes of traffic on roads in each Council area, for use with caution* as no better estimates are available. Therefore:

- it is *not* possible for DfT to quantify the possible margins of error around the estimates for individual local authority areas;
- they are *not* classed as National Statistics;
- more detailed breakdowns of the estimates for individual Council areas are *not* published.

5.1.3 DfT's methodology for estimating traffic volumes distinguishes between Motorways, urban roads (i.e. roads, other than Motorways, which are in urban areas) and rural roads (i.e. roads, other than Motorways, which are in rural areas). It defines an *urban road* as a road (other than a Motorway) that lies within the boundaries of an urban area which had a population of 10,000 or more in 2001 (using the Population Census boundaries for settlements); a *rural road* as located in an area with a smaller population. However, there are exceptions. DfT adjusted the urban/rural classification of stretches of major road which are on the outskirts of urban areas, in some cases where it was not possible to break them at a junction with another major or minor road. E.g. a stretch of road which is part of a trunk road bypass will usually be classified by DfT as rural (even the part of it which runs through an urban area) whereas a relatively short road between two urban areas that are close to each other will normally be classified by DfT as urban (even the stretch which is in a rural area). DfT's estimate these adjustments to have a small impact on the overall traffic estimates.

5.1.4 DfT's urban / rural classification of roads differs from the built-up / non-built-up classification of roads, used for the DfT traffic estimates prior to 2003. The built-up / non-built-up classification was based on speed limits, with roads with a speed limit of 40 mph or less being classed as built-up; those with a higher speed limit being non-built-up. For example, a dual carriageway with a 50 mph speed limit in an urban

area is counted as an urban road on the basis of its location, but as a non-built-up road on the basis of its speed limit. In contrast, a road with a 40 mph speed limit in a small town (population under 10,000) is classed as a rural road on the basis of its location, but as a built-up road on the basis of its speed limit. While most roads in urban areas have speed limits of 40 mph or less (so are built-up), there are many roads in small towns and villages in rural areas which also have speed limits of 40 mph or less (so are also built-up). Therefore, urban / rural traffic figures are not comparable to built-up / non-built-up traffic figures: the two could differ noticeably for some local authority areas. It will *not* be possible to quantify this, because each set of DfT's estimates were produced using only one of the two classifications, so there is no table which cross-tabulates the traffic estimates by both urban / rural and built-up / non-built-up. Also urban boundaries tend to change slowly over time, whilst there has been a trend for more roads in rural areas to be assigned speed limits of 40 mph or less. So, a time series for traffic on urban roads may show a different trend from a time series for built-up roads.

5.1.5 On 1st April 1996, local government was reorganised, and the 32 present Councils replaced the former Regions, Districts and Island Areas. At the same time, changes were made to the trunk road network: some former non-trunk roads became trunk roads, and some former trunk roads ceased to be trunk roads. Section 4.3 of the 2002 edition described how this affected the traffic estimates produced by DfT's previous methodology, and caused discontinuities in the series of figures for traffic volumes on major roads. DfT's traffic estimates are no longer affected by such discontinuities, because they count major roads on the basis of their trunk road status at a recent date, rather than on the basis of their trunk road status in the year in question. As a result, there is no discontinuity in the figures between 1995 and 1996. The new estimation method which DfT introduced in 2003 also removed some other discontinuities from the figures (again, details of these were given in previous editions).

5.2 *Traffic flows at selected sites*

5.2.1 The average daily traffic flows at Automated Traffic Classifier Sites are total past the point figures: traffic is counted in both directions. The estimated traffic flows are based on 7-day averages which include both weekdays and weekends. On occasion, the ATCS counters are not in operation for enough of the month to provide a reliable estimate: in these cases, ... is used to indicate that no estimate is available.

5.3 *Traffic on specific trunk road routes: average time lost*

5.3.1. Table 5.8 in previous editions of STS provided estimates of the time lost by traffic on particular routes. Due to a number of reasons including major changes to the network which would have required a substantial rework to the methodology, this table is no longer being updated.

5.4 *Estimated consumption of petrol and diesel*

5.4.1 The estimates for the consumption of petrol and diesel of road traffic relate to the areas in which the vehicles travelled rather than where the fuel was purchased or the locations of the registered keepers of the vehicles.

Sources

5.5 *The method of estimating major road traffic volumes for 1993 onwards*

5.5.1 Estimates of traffic volumes on major roads (Motorways and A roads) in Scotland by road type, vehicle type, and area within Scotland are produced by DfT in conjunction with the Transport Scotland Trunk Road Network Management (formerly Scottish Executive Trunk Roads Network Management Division) (TRNM).

5.5.2 The method of estimation has two main stages. First, traffic flows (which represent the numbers of vehicles flowing past particular points in a specified period) are estimated for each of the approximately 2,100 (in 2006) individual road links on Motorway and A roads in Scotland. (A *link* is normally a section of road between two major intersections). The estimates of the traffic flows on these road links are then combined with information about the lengths of the links, to derive total traffic volume estimates (measured in millions of vehicle kilometres) for major roads by road type, vehicle type and Council area. The *type* of a road is determined by its class (Motorway or A road), by whether or not it is a *trunk* road (trunk roads are those roads for whose upkeep Scottish Ministers are responsible), and by whether it is in an urban area or a rural area (see Section 3.1). The steps involved in each of these stages are described in subsequent paragraphs.

5.5.3 The estimates of traffic flows for the individual major road links for each year are derived by a methodology which involves the use of two different types of traffic counts: link and core:

- The road *link* traffic counts are taken manually, for 12 hours in one day, on a rotating basis (on average about once every four years), at each of the approximately 2,100 (in 2006) road links covering nearly all of the major road network in Scotland. These counts take place in neutral weeks during late March, April, May, June, September and October (the aim is to avoid counting, for example, during school holidays, and so to obtain counts which are representative of the level of traffic on each link). Traditionally, roughly one sixth of all the road links on the major road network were counted each year in Scotland, but the proportion counted each year has risen, and was about 22% in 2005 (compared with around 30% in England and Wales). At one time, the aim was to count each Scottish site once every six years. However, in 1999, the counting schedule was changed in order to improve the accuracy of the estimates: now, the more important links in Scotland should be counted more often, and the less important should be counted less often. Up to and including 2002, about 300 or so counts were taken each year. However, following a study of possible ways of improving the road traffic estimates for Scotland, the then Scottish Executive (SE) increased the number of counts (in 2006, there were about 480 or so per year). These 12 hours in one day counts must be scaled up to estimate the total flow of traffic for the year as a whole, and in order to reflect changes in traffic levels in the years after each count was taken. The core counters provide the information that is used in the scaling.
- The *core* counters are automatic traffic classifiers, which are located at selected sites on major roads through Great Britain. These operate, on the whole, continuously: 24 hours per day, throughout the year, and provide information

about traffic flows classified by category of vehicle according to their length and number of axles. The locations of the core counters, taken together, cover a good cross-section of types of road. There are around 150 core sites on major roads (including motorways) in Great Britain, of which about 25 are in Scotland.

5.5.4 For the purpose of combining the data from the manual counts and the automatic counters, DfT allocates each road link, and each core counter, to one of 22 groupings of road type. These were based on a detailed analysis of the results from all the individual automatic counter sites, and take into account traffic flow levels, (GB) regional groupings, and the road's category, which is a combination of its class (e.g. Motorway, A road, etc) and its urban/rural classification. The groupings range from lightly-trafficked roads in holiday areas, such as Devon and Cornwall, to major roads in Central London. There are no groupings which consist solely of Scottish roads, because there are not enough core counters on roads in Scotland which are in the same category, and have similar levels of traffic flow, to form any separate Scottish groupings.

5.5.5 The estimated traffic flows for each major road link for the latest year are then derived by a series of calculations of which the following provides only a broad outline. The core traffic counters are used to derive two sets of factors, which are then applied to each of the 2,100 (in 2006) link counts:

- Expansion Factors for road type and vehicle type are used to scale the single day 12 hour link counts to provide estimated traffic flows for the whole year in which the counts were taken.
- Growth Factors for each road and vehicle type are used to scale estimated traffic flows in the previous year forward to the latest year, for those links which were not counted in the latest year.

5.5.6 DfT estimates the total traffic volume (in vehicle-kilometres) on each major road link by multiplying together the estimated traffic flow for the link and the length of the link. DfT obtains the length of each major road link, and identifies the Council(s) in which it is located, using a Geographic Information System (GIS). When a link lies completely within the area of one Council, its estimated traffic volume is counted wholly against that Council. In a case where a link crosses a boundary between Councils, it is split (for the purposes of the calculations) at the boundary into two separate links. Similar calculations are performed for each new link: the length within the relevant local authority (which DfT obtains from the GIS) is multiplied by the average traffic flow calculated for the original link (regardless of the Council area in which the traffic count was taken - because the original link was a section of road between major intersections, the traffic flow should not vary much along its length).

5.5.7 DfT compared its estimates for some motorway and trunk road links with the information that was available from the volumetric automatic traffic counters which are operated on motorway and trunk road links by TRNM, the Highways Agency in England and the Welsh Assembly Government in Wales. In general, there was a much closer correlation between the two sets of data than for the estimates which DfT had made in 2002 and earlier years. DfT noted that its estimates were slightly lower, and thought that there might be a number of reasons for this (e.g. the manual counters might miss some vehicles, the fact that the DfT core counters cannot be

positioned on the most congested roads, etc). DfT therefore adjusted its expansion factors in order to eliminate the apparent slight bias in its overall estimates. DfT did not attempt to make its estimate for each individual link agree exactly with the total from any volumetric counter on that link because, for example, the volumetric counters on some links did not provide information for the whole of the year.

5.5.8 These calculations produce estimates of traffic volumes for each road link (or part of a road link) which is within the area of each Council. The estimated traffic volume for each Council is then obtained by adding up the estimates for the relevant links (or parts of links), and the estimates for Scotland as a whole are then produced by adding up the estimates for each Council. As indicated earlier, DfT produced the figures for trunk roads by counting each major road link on the basis of its trunk road status at a recent date.

5.5.9 DfT's estimates of the total volume of traffic on major roads in each local authority area are based on 12 hours in one day manual counts at an average of under 10 (up to 2002: under 15 for 2003 onwards) sites on major roads per Council per year - so they are clearly not based on much data. And, because the manual traffic counts are taken on a rotating census basis, there may be several years between successive counts at a particular site: in which time, there could be large changes in the volume of traffic there. The estimates therefore provide only a *broad indication of the likely volume of traffic on major roads in each Council area*. DfT notes that there could be some large percentage errors in its traffic estimates for the major roads in some local authority areas. Therefore, DfT's estimates for individual Council areas are *not* classed as National Statistics.

5.6 Method used to estimate traffic on minor roads for 1993 onwards

5.6.1 Estimates of traffic volumes on minor roads (B roads, C roads and unclassified roads) in Scotland by road type and vehicle type are produced by DfT in conjunction with TRNM.

5.6.2 The method used differs from that used for the major roads, because far fewer data are available for minor roads: up to and including 2002, only 200 or so 12 hours on one day manual traffic counts per year were taken at Scottish minor road sites. In each of the years up to 1997, a fresh sample of sites was picked by, in effect, taking a series of random points on a map, looking within a circle with a specified radius around each point, and identifying which (if any) minor road was nearest to the selected point. The number of other minor roads within the circle was used, at a later stage, when the results were grossed-up to produce the overall traffic estimates. This method of sampling was suitable for the production of results for GB as a whole, but not for Scotland: the kinds of minor roads in the Scottish sample could vary greatly from one year to the next, and, as a result, the Scottish component of the GB estimates was not sufficiently reliable to be published in its own right.

5.6.3 Over the years, a list of all the minor road sites that had been chosen in this way built up, and became the basis for selecting a panel sample of minor road sites to be counted in 1998 and later years. Taking the counts at the same sites each year should produce a better estimate of the year to year percentage change in the

volume of traffic on minor roads. The sample was picked from a list of all the sites at which traffic counts had been taken between 1992 and 1997. Disproportionate stratified sampling was used, with a higher sampling fraction for roads which had had a greater volume of traffic, as this should produce more accurate results than a simple random sample of minor road sites. Sites with average flows of fewer than 200 vehicles per day were excluded altogether. Some of the sites chosen for the panel for 1998 were found to be unsuitable, and were replaced by substitute sites in the panel for 1999. There was little change in the composition of the panel of sites until 2003, when, following a study of possible ways of improving the traffic estimates for Scotland, SE increased the number of minor road traffic counts in Scotland to about 320 or so per year.

5.6.4 As with the major road traffic counts, the minor road 12 hour traffic counts must be expanded to estimate the flows for a whole day, and a whole year. This is done using expansion factors calculated from information recorded by a set of core automatic traffic classifiers located on a sample of roughly 40 minor roads across GB, of which about 5 are in Scotland.

5.6.5 The data from the GB-wide core automatic traffic classifiers were used to calculate growth and expansion factors for minor roads outwith London (with separate sets of factors for urban and rural roads of each class). There are too few core classifiers in Scotland for there to be any separate Scottish groupings.

5.6.6 The number of manual counts per year at minor road sites across Scotland represent an average per local authority area per year of only 6-7 (up to 2002) and only 10 (2003 onwards) - clearly, too few to be the basis for reliable estimates of minor road traffic for individual local authority areas calculated solely from the data collected in each year. DfT had therefore to estimate the volume of traffic on minor roads in individual local authority areas in other ways. DfT started by producing estimates of the volume of traffic on minor roads in each local authority area in 1999 (as that is the new base year for its panel of minor road manual traffic count sites). The information base for these estimates was widened to include manual counts taken in other years by uprating them to 1999 using the growth factors produced from the core counters. DfT used different methods for B roads and for other minor roads (C roads and unclassified roads).

5.6.7 *B roads*: DfT looked at the location and traffic levels of all the B road manual traffic count sites, including ones counted in the past that were not included in the panel sample, identified gaps in coverage and initiated extra counts where necessary. Using its knowledge of the variation in B road traffic by type of location, and the length of B roads in each area, DfT produced estimates of B road traffic for each local authority area.

5.6.8 *C and unclassified roads*: Estimating traffic on other minor roads was more difficult, and had to be done in another way. First, DfT estimated the average levels of traffic flow on each type of these roads across GB (e.g. urban C roads, etc), using the information from the minor road manual counts and core counters. Second, DfT compared the average levels of traffic flow on the non-trunk A roads in each local authority area with the GB average traffic flows for such roads. Third, DfT made the assumption that an area which has non-trunk A road flows that are above the GB

averages will also have minor road flows that are proportionately greater than the corresponding GB averages, and that an area whose non-trunk A road flows are below the GB averages will have proportionately lower flows on its minor roads. DfT then estimated the flows for each type of minor road in a local authority by applying to the GB average flows for each type of minor road the relevant ratios (of its non-trunk A road flows to the corresponding GB averages). The resulting estimates were multiplied by the length of minor road of each type in that local authority to give the estimated minor road traffic volumes for the area. This produced what DfT considered to be sensible results for many local authorities. However, there were some areas for which DfT felt the results were odd in relation to those for nearby areas or similar areas. For these local authority areas, DfT undertook a more detailed study. This involved looking at the minor road traffic count data for different parts of the local authority, deriving a traffic intensity value for each part, and comparing the results with the traffic intensities of other local authorities for which DfT was confident about the minor road traffic estimates, in order to produce what DfT considered to be more credible estimates for some parts of the local authority. The resulting estimates were then added together to produce totals for the local authority as a whole, and the results for all the local authorities in Scotland were then added together to produce minor road totals for each area and for Scotland as a whole.

5.6.9 DfT used its estimates for 1999 as the basis for the estimates for earlier years and for later years. The minor road traffic volumes for the years prior to 1999 were estimated by applying year to year change factors, which were calculated from the information produced by the panel survey. The estimates for 2000 to 2003, inclusive, were produced by applying year to year change factors which were derived from the data collected by the GB-wide core automatic traffic classifiers. The methodology was changed for the production of the estimates for 2004, when the overall percentage changes in minor road traffic volumes between 2003 and 2004 were calculated using information, from the panel survey, about the percentage changes in traffic flow levels at each of the sites for which comparable results were available from the manual counts taken in the two years. In all cases, the estimates also took account of information about changes in the length of the minor road network.

5.6.10 Given the assumptions that DfT has to make, and the fact that its estimates of the total volume of traffic on minor roads in each local authority area are based on 12 hours in one day manual counts at an average of 6-7 (up to 2002: about 10 for 2003 onwards) sites on minor roads per Council per year, it is clear that *these estimates can only provide a broad indication of the likely volume of traffic on minor roads in each local authority area*. That is why figures for individual minor road types are not published for local authority area: *only the total volume of minor road traffic for each area appears in Table 5.4, with no breakdown by type of minor road within local authority*. DfT notes that there could be some large percentage errors in its traffic estimates for the minor roads in some local authority areas. Therefore, DfT's estimates for individual Council areas are *not* classed as National Statistics.

5.6.11 1993 is the first year for which there are estimates of the volume of traffic on minor roads for individual local authority areas, and also is the first year for which

there are estimates for Scotland as a whole. There are *no* reliable estimates of the total volume of minor road traffic in Scotland for 1992 or any earlier year.

5.7 Average time lost by traffic on specific trunk road routes

5.7.1 Table 5.8 in previous editions of STS provided estimates of the time lost by traffic on particular routes. Due to a number of reasons including major changes to the network which would have required a substantial rework to the methodology, this table is no longer being updated.

5.8 Scottish Household Survey

5.8.1 Information about the Scottish Household Survey is given in the notes for Chapter 12.

5.9 Estimated consumption of petrol and diesel

5.9.1 The figures for the petrol and diesel consumption of road traffic are estimated by AEA Energy & Environment, which was commissioned to do this by the Department of Energy and Climate Change. AEA produce the estimates using a range of data, including: (a) information from equipment, located alongside many A roads, which monitors the levels of various substances emitted by vehicles; (b) average fuel consumption factors (expressed in terms of grams of fuel per kilometre driven) for different classes of vehicles; (c) the Department for Transport's information about the traffic flows on each link of the major road network; and (d) the DfT's estimates of the total volume of road traffic on minor roads. AEA estimate the consumption of petrol and diesel separately for each type of vehicle for each Council area, producing more detailed estimates than appear in Table 5.10.

5.10 Further Information

5.10.1 Further information on GB road traffic statistics can be found in the annual DfT publications *Road Traffic Statistics* and *Transport Statistics Great Britain*, and also in the former DETR's *Focus on Roads* publication. DfT also has a Geographical Information System (GIS) website which provides statistics of major road traffic flows for Great Britain. The website enables users to access Annual Average Daily Flows (numbers of vehicles), and traffic (thousand vehicle kms) for each major road link in Great Britain. Information can be found at <http://www.dft.gov.uk/traffic-counts/>, alternatively contact Anna Heyworth at DfT Statistics Roads 2 branch (020 7944 2122)

5.10.2 For enquiries about DfT's methods of estimating road traffic, contact Penny Allen of the Department for Transport (0207 944 8057).

5.10.3 For further information on average daily traffic flows at selected Automated Traffic Classifier (ATC) Sites and on key routes on the road network contact Stuart Hay, Transport Scotland Trunk Road and Bus Operations, Operations Services (0131-203-8738).

5.10.4 Scottish Household Survey congestion figures - Andrew Knight of the Scottish Government Transport Statistics branch (tel: 0131 244 7256).

5.10.5 Petrol and diesel consumption by road traffic - see Road transport energy consumption at regional and local authority level or Laura Williams of The Department of Energy and Climate Change (Tel: 0300 068 5045).

5.11 Other data sources

Within Scottish Transport Statistics:

Chapter 1 - Road vehicles,

Chapter 4 – Road Network

Chapter 6 - Road casualties

Chapter 11 - Personal Travel chapter (including travel to work)

Chapter 13 – Environment and Emissions

Other Transport Scotland Publications:

Transport and Travel in Scotland – includes more detailed analysis of SHS data, in particular:

Table 8 – Effects of traffic congestion

Table 5 – concessionary pass possession

Table 21 – Park and ride

Table 28 – Frequency of bus and train use

Tables 29 and 30 – Views on local buses and trains

Tables 31 and 32 – Concessionary pass use

Scottish Household Survey Travel Diary – includes detailed tables using the Travel Diary dataset, in particular:

Table 2 – journeys by mode of transport

Table 2a – journey distance by mode of transport

Table 4a – mode of transport by journey distance

Table 5a – distance summary statistics by mode of transport

SHS Local Authority Results – provides breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

Table 6 – Congestion delays

Table 16 – Proportion of journeys by mode of transport

Table 18 – Travel day

Table 19 and 20 – Distance travelled

Department for Transport produce a number of related publications, including:

Traffic estimates

Vehicle registrations

Chapter 6 - Reported Injury Road Accidents

6. Notes and Definitions

6.1 **Fatal injury:** an injury which causes death fewer than 30 days after the accident;

6.2 **Fatal accident:** an accident in which at least one person is fatally injured;

6.3 **Serious injury:** an injury which does not cause death fewer than 30 days after the accident, and which is in one (or more) of the following categories:

(a) an injury for which a person is detained in hospital as an in-patient

or (b) any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment

or (c) any injury causing death 30 or more days after the accident;

6.4 **Serious accident:** an accident in which at least one person is seriously injured, but no-one suffers a fatal injury;

6.5 **Slight injury:** an injury which is neither fatal nor serious – for example, a sprain, bruise, or cut which is not judged to be severe, or slight shock requiring roadside attention;

6.6 **Slight accident:** an accident in which at least one person suffers slight injuries, but no-one is seriously injured, or fatally injured.

6.7 It follows that whether some injuries are classified as serious or as slight could depend upon hospitals' admission policies, or upon other administrative practices, and therefore changes in the numbers of injuries of these two types could result from changes in admissions policies or other administrative practices.

6.8 **Built-up roads:** accidents which occur on built-up roads are those which occur on roads which have speed limits of up to and including 40 miles per hour (ignoring temporary speed limits on roads for which the normal speed limit is over 40 mph). Therefore, an accident on a motorway in an urban area would not be counted as occurring on a built-up road, because the speed limit on the motorway is 70 mph. An accident on a stretch of motorway with a temporary speed limit of 30 mph would not be counted as occurring on a built-up road, because the normal speed limit is 70 mph.

6.9 **Children:** people under 16 years old.

6.10 **Pedestrians:** includes people riding toy cycles on the footway; people pushing or pulling bicycles or other vehicles or operating pedestrian-controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight from vehicles and are subsequently injured.

6.11 **Estimated Accident Costs:** these are intended to encompass all aspects of the costs of casualties including both the human cost and the direct economic cost. The human cost covers an amount to reflect the pain, grief and suffering to the

NOTES & DEFINITIONS - REPORTED INJURY ROAD ACCIDENTS

casualty, relatives and friends, and, for fatal casualties, the intrinsic loss of enjoyment of life over and above the consumption of goods and services. The economic cost covers loss of output due to injury and medical costs. The cost of an accident also includes:

- i the cost of damage to vehicles and property; and
- ii the cost of police and insurance administration.

Also estimated are the number of damage only accidents (around 14 times the number of injury accidents) and their average costs.

6.12 Scotland's road safety framework 2020 targets

Scotland's Road Safety Framework was launched in June 2009. It set out the vision for road safety in Scotland, the main priorities and issues, and included Scotland-specific targets and milestones which have been adopted from 2010.

Target	2015 milestone % reduction	2020 target % reduction
People killed	30%	40%
People seriously injured	43%	55%
Children (aged < 16) killed	35%	50%
Children (aged < 16) seriously injured	50%	65%

6.13 Each reduction target will be assessed against the 2004/08 average. In addition to the targets a 10% reduction target in the slight casualty rate will continue to be adopted.

6.14 The 4 main targets differ to previous targets in that deaths have been separated out from serious injuries as, in recent years, trends have been different – serious injuries falling steadily but deaths declining at a lower rate.

6.15 To illustrate the reductions necessary the following table show the level of casualties inferred by the 2015 milestones and 2020 targets above.

	2004/2008 average	2015 milestone	2020 target
People killed	292	204	175
People seriously injured	2,604	1,484	1,172
Children (aged < 16) killed	15	10	8
Children (aged < 16) seriously injured	325	163	114

6.16 Due to small numbers, the child fatality target will be monitored using a 3 year rolling average.

Sources

6.17 The statistics were compiled from returns made by Police Scotland, which cover all accidents in which a vehicle is involved that occur on roads (including footways) and result in personal injury, if they become known to the police. The vehicle need not be moving, and need not be in collision - for example, the returns include accidents involving people alighting from buses. Very few, if any, fatal accidents do not become known to the police. However, there will be non-fatal injury accidents which are not reported by the public to the police, and so are not counted

NOTES & DEFINITIONS - REPORTED INJURY ROAD ACCIDENTS

in these statistics. *Reported Road Casualties Scotland* (see paragraph 5.1) provides more information on this matter.

6.18 Damage only accidents are not included in the above definition, and so the road accident statistical returns do not cover damage only accidents. It is thought that the number of damage only accidents is about fourteen times the number of reported injury road accidents.

6.19 Further Information

6.19.1 For more detailed statistics of injury road accidents and a full description of the terms used see *Reported Road Casualties Scotland* and also the *Key Reported Road Casualties Scotland* Statistical Bulletin. The figures they contain may differ slightly from those published here due to late returns and amendments made to the database in the periods between the finalisation of the statistics for the purpose of the publications.

<http://www.transportscotland.gov.uk/statistics/statistical-publications>

6.19.2 Information about the numbers of injury road accidents in Great Britain is given in the annual DfT publications, *Reported Road Casualties Great Britain Annual Report* and *Transport Statistics Great Britain*.

6.19.3 Analysis of alternative data sources for road casualties statistics in Scotland were included in an Article 3 of *Reported Road Casualties 2011*. An article on undercounting of road casualties was also included.

6.19.4 For further information on injury road accident statistics contact Andrew Knight of the Transport Scotland Transport Statistics Branch (tel: 0131 244 7256).

6.20 Other data sources

Within Scottish Transport Statistics:

- Chapter 2 – Road transport vehicles
- Chapter 4 – Road network
- Chapter 5 – Road traffic

Other Transport Scotland statistics publications:

Reported Road Casualties Scotland provides more detailed tables and analysis of the 2013 data.

Key Reported Road Casualties Scotland will be published in June 2015 providing provisional headline figures for 2014.

Department for Transport produce *Reported Road Casualties Great Britain* as well as estimates of accident costs and drink drive.

Non Official Statistics sources

Transport Scotland

Scotland's Road Safety Framework sets out the policy for road safety in Scotland.

Eurostat compile data for road safety from EU countries, see chapter 12 for more details.

World Health Organisation produce road safety figures for a number of countries worldwide.

Rail Services

7. Notes and Definitions

7.1 All the statistics are based on the sales of tickets, with the rail industry's central ticketing system (formerly called CAPRI - Computer Analysis of Passenger Revenue Information, now replaced and renamed LENNON - Latest Earnings Nationally Networked Over Night) being the source of most of the figures. LENNON holds information on all national rail tickets purchased in Great Britain. LENNON does not include journeys made by people without tickets, by railway staff using special passes, and by blind people under a free concessionary travel scheme. A single ticket is counted as one passenger journey, a return ticket is counted as two passenger journeys (one in each direction), and the number of journeys made by holders of season tickets is estimated from the sales of such tickets, using the standard factors for season tickets of various lengths which are adopted for the production of National Rail passenger statistics. There is multiple counting when a passenger uses more than one ticket to make a journey (e.g. a journey from A to B, and then on to C, using a separate single ticket for each of the journey stages would be counted as two passenger journeys)

7.2 LENNON does *not* record directly sales of certain products, including:

- some operator-specific tickets;
- some types of promotional fares (such as two for the price of one) and combined rail plus add-on tickets (e.g. covering a journey by rail and admission to an attraction);

7.3 Figures for Scotland are produced on two different bases (due to differences in the available information). In ascending order of size, they are:

- ScotRail passenger train journey stages - used for Table 7.1
- ORR passenger journeys - used for Tables 7.2 – 7.8;

7.4 **ORR Passenger journeys:** these figures are produced by adding together:

- the numbers of passenger journeys made using national rail tickets - produced from LENNON information about national rail ticket sales, as described in the previous paragraph; and
- estimates of the numbers of certain types of passenger journey that are not recorded directly by LENNON, such as those which are made using some types of promotional fares, combined rail plus add-on tickets, and multi-modal travelcard type tickets, such as the SPT Zonecard.
- ORR figures include estimates of zonecard trips using a slightly different basis to ScotRail estimates and therefore figures are not comparable.

7.5 **ScotRail passenger train journey stages:** these figures are produced from:

- data which have been subject to the ORCATS process (Operational Research Computer Allocation of Tickets to Services). This uses the national rail ticket sales information from LENNON to allocate the revenue from a passenger's ticket to the Train Operating Companies (TOCs) which provide the services on the route or routes which were used for the passenger's journey. In the ORCATS process, *a passenger journey that would involve a change of train is counted against each of the trains that would be used in the course of that journey*.
- For example, a journey made using a through single ticket from North Berwick to Carlisle would be counted twice, to reflect the fact that the passenger would use one train from North Berwick to Edinburgh, and then change at Edinburgh to another train to Carlisle. This is done in order that the revenue relating to the ticket can be allocated pro rata to the operators of the different trains used in the course of the journey. Therefore, figures in Table 7.1 represent the numbers of different trains used in the course of journeys on ScotRail services, *not* the actual numbers of journeys made (hence differs from the ORR).
- estimates of the numbers of journeys (or parts of journeys) made using tickets (such as Zonecards) whose sales are *not* recorded directly by LENNON (some of these estimates are added after the allocation process)
- ScotRail revised its methodology to better estimate Strathclyde Zonecard journeys from 2009/10. To allow meaningful year on year comparisons to be made passenger figures from 2003/04 onwards present the impact on previously published figures. Note that Office of Rail and Road figures are compiled on a different basis and do not adjust for this

7.6 **Journeys originating in Scotland, and cross-border journeys:** the statistics are compiled on the basis of where each journey starts. For example, someone who used a Zonecard to travel from a suburban station to, say, Glasgow Central, and then bought a single to (say) Manchester, would be counted as making one internal (within Scotland) journey and one cross-border originating in Scotland journey.

7.7 **Ticket types:** the following are identified:

- Full fare - e.g. first class, standard single and standard open return;
- Reduced fare - e.g. saver, supersaver, cheap day return, special promotional fares, such as two for the price of one and combined rail plus add-on tickets (see below);
- Season tickets - includes Zonecards

7.8 **Journeys datasets in LENNON** - LENNON contains two datasets - pre-allocation (sales) and post-allocation (earnings). Allocations are created for each ticket group, dependant on sales levels, by ORCATS (Operational Research Computer Allocation of Tickets to Services). These allocations are principally used to apportion journeys between TOCs. ORCATS is a mathematical model, which was introduced in the 1980s, which uses a similar logic to journey planning systems and identifies passenger 'opportunities to travel' from an origin station to a destination station using timetable information. An opportunity to travel may include one or more changes of train and one journey will be generated for each train used during an opportunity to travel. This will result in the number of journeys being inflated by

around 5%, compared to the pre-allocation dataset which does not assign journeys between TOCs.

7.9 **Revenue:** this includes all ticket revenue and miscellaneous charges associated with passenger travel, such as car park charges earned by the Train Operators. In the case of combined rail plus add-on tickets (e.g. a ticket which covers both a journey by rail and admission to an attraction, or a ticket which covers both a journey by rail and a bus, taxi or ferry journey from the destination station) the figures held in the database for revenue from the sales of such tickets do not indicate how much relates to the rail travel. Therefore, *all* the revenue from the sales of such tickets is counted in these statistics.

7.10 **Concessionary fares:** the figures for revenue include payments made by passengers for concessionary fares, but *not* the additional payments made by local authorities and the Strathclyde Partnership for Transport to reimburse the train operator for the difference between the concessionary fare and the normal fare for the journey (because these are not recorded in the database).

7.11 **Passenger journeys by local authority:** Table 7.6a and Table 7.6b are taken from the ORR National Rail Statistics Regional Usage Chapter. Table 7.6c is calculated on a similar basis and replaces versions of the table included in earlier versions of STS as the new methodology corrects the allocation of multi-trip tickets between Edinburgh and Glasgow.

7.12 **Passenger journeys, using national rail tickets, to and from particular stations**

7.12.1 The figures in Tables 7.7 and 7.8 are produced from information about through tickets sold for journeys between different destinations, and are subject to the same points as were made in the earlier paragraph on passenger journeys made using national rail tickets. However, there are differences, because the figures in these tables aim to represent the numbers of people using each individual station (but not counting those who change trains there, unless they buy another ticket: these figures are of entries and exits to/from the national rail system, not counting interchanges). Normally, a single journey between two stations within Scotland will be counted *twice* (once against the origin station and once against the destination station) and a single journey between Scotland and England will be counted only once (against only the station in Scotland). However, when the contractor working for the Office of Rail Regulation (Now called the Office of Rail and Road - ORR) produced the figures, there were two complications, the second of which caused some journeys to be counted less than this:

- in the case of some places with more than one station, it is possible to buy a ticket which allows travel to and from any of the stations at that place. Such tickets are recorded in the database as being to/from a group station (e.g. Glasgow stations) rather than being to/from any particular station (e.g. Central or Queen Street). When the ORR's contractor produced statistics of the numbers of passengers using each station (like those in Table 7.7), it split the numbers of journeys made using tickets which specified origins/destinations as places (e.g. Glasgow) between the relevant stations. This could be based on information

about services and passenger numbers for the places concerned, or could simply count them all against the major stations within the group

- it is possible to purchase national rail tickets for travel between a particular station (or place) and an SPT zone in Glasgow - the ticket allows the traveller to use *any* of the stations in that SPT zone. Such tickets are recorded in the database as being between the specified place and the SPT zone. Prior to 2008 - 09, when producing the station usage statistics, the ORR's contractor counted journeys against origins/destinations outwith Glasgow as described above. They were unable to count any origins/destinations recorded as SPT zones to specific Glasgow stations as it had no basis on which to split the journeys made using such tickets between the stations in the zones. This resulted in an underestimation of the number of passengers using Glasgow stations (in addition to the exclusions, mentioned earlier, such as journeys made using SPT zonecards).

7.12.2 However, from 2008-09, ORR's contractor has assigned the previously unknown origin/destinations. Information provided by the PTEs has been used to estimate the number of journeys made on national rail services on PTE sold tickets that are not captured in the rail industry's LENNON system.

7.12.3 Station usage figures were produced on this basis for every station in Great Britain, and made available on the ORR Web site, as described in section 5. The ORR station usage data consist of separate estimates of the total numbers of people entering, exiting and interchanging at stations. The station usage information from which Table 7.7 was produced is based on ticket sales covering all National Rail stations throughout England, Scotland and Wales. (It does not include those stations that are owned by London Underground. The ticketing system does not record certain journeys made using TfL bought travelcards, TfL Freedom Passes, staff travel passes and certain other PTE specific products. However, from 2008 – 09 the data now includes estimates of journeys and revenue made on zonal products sold outside of the main ticketing database.

7.12.4 The calculation of station usage levels uses sales recorded in the railway ticketing system prior to their allocation to individual operators, and so does not take into account any changes of train during the course of a journey. The figures which appear in Table 7.7 are estimates of the numbers of entries and exits, and do not include the estimated numbers of people who change trains at the specified stations (unless they buy another ticket there).

7.13 Rail punctuality - Public Performance Measure

7.13.1 The Public Performance Measure (PPM) combines punctuality and reliability into a single measure of the performance of individual trains against the planned timetable for the day, which may differ from the published timetable (e.g. due to engineering works, speed restrictions, flooding, etc).

7.13.2 For long-distance operators (such as GNER, Virgin CrossCountry and Virgin West Coast) the PPM is the percentage of trains arriving within *ten* minutes of timetable at the final destination; for regional operators (such as ScotRail) the PPM

is the percentage arriving within *five* minutes of timetable. (The definitions differ because, in general, long-distance operators' trains run further than regional operators' trains.) The figures relate to *all* the services which are provided by the operator, so (for example) the PPM for GNER is an overall measure for all its trains, *not* just for those which run to, from or within Scotland.

7.13.3 Trains which complete their journey are measured for punctuality at the final destination. When a train fails to run its entire planned route, calling at all timetabled stations, it is either shown as cancelled (if it runs less than half of its planned mileage) or counted in the 20 or more minutes late band. Therefore, such a train would *not* be counted as arriving at the final destination within the number of minutes specified in the PPM.

7.14 Passengers in excess of capacity

7.14.1 From 2001 to 2003, the former Strategic Rail Authority monitored overcrowding on Edinburgh commuter services across the Forth Bridge. Passengers in excess of capacity (PIXC) was calculated for weekday commuter trains which arrived in Edinburgh between 07:00 and 09:59, or which departed between 16:00 and 18:59.

7.14.2 PIXC was calculated as the number of passengers travelling in excess of capacity on *all* of the specified services divided by the total number of passengers travelling on those services, and expressed as a percentage. For journeys of more than 20 minutes, capacity was deemed to be the number of standard class seats on the train; for journeys of 20 minutes or fewer, there was also an allowance for standing room (which varies with the type of rolling stock - e.g. for modern sliding door stock, it was typically of the order of 35% of the number of seats).

7.14.3 The SRA set limits on the level of PIXC at 4.5% on one peak, and 3.0% across both peaks. However, there is no requirement to monitor passengers in excess of capacity under the current Scottish passenger rail franchise, which applies from 17 October 2004 (the date when First Group took over the operation of the ScotRail franchise) - and therefore such information is no longer collected.

7.15 Rail passenger satisfaction: National Rail Passenger Survey

7.15.1 Passengers' ratings of their train journeys are shown in three groups: those which are regarded as generic; those which relate to the station; and those which relate to the journey.

7.15.2 The table shows the percentages who said that they were satisfied / very satisfied with each factor, or who rated it as good / very good. The difference between the percentage shown for a factor and 100% is made up of *both*

- (a) those who said that they were dissatisfied / very dissatisfied, or who rated it poor / very poor; *and*
- (b) those who said that they were neither satisfied nor dissatisfied, or who rated it neither good / very good nor poor / very poor.

7.15.3 A passenger who changes trains later in the course of a journey is asked for his/her views of the *first* station and the *first* train that was used of the journey after they were given a questionnaire. In all analyses, such a person's answers are counted against the operator of the first train.

7.15.4 ScotRail is classified as a regional operator by the Office of Rail and Road, therefore results for ScotRail should be compared with those for all GB regional operators that appear in the table. 'Others whose journey started in Scotland' is made up of long distance routes and these results should be compared with all GB long distance operators.

7.16 *Freight traffic*

7.16.1 *Freight traffic*: the figures for 1996-97 onwards were prepared from information supplied by the rail freight companies. The numbers of tonne-kilometres in those years relate to the whole distance that the freight is carried on the companies' trains, *not* just to that part of the journey which is within Scotland.

7.17 *Origins and destinations of freight traffic*:

7.17.1 Three points should be noted about the figures which have been provided by the rail companies for 1996-97 onwards:

- (i) lifted within Scotland includes freight from abroad which arrives at a Scottish port (e.g. Hunterston) and is lifted from there by rail;
- (ii) lifted outwith UK includes freight from abroad which was imported via ports in England and Wales (eg Teesside) and was then brought from there into Scotland by rail;
- (iii) lifted within Scotland, delivered outwith UK includes freight which is delivered to a Scottish port (eg Leith) or to an English port (eg Southampton) for export

7.17.2 It follows that the figures in the tables for freight lifted or delivered outwith the UK cover much more than just rail traffic which goes through the Channel Tunnel.

7.17.3 There are *no* statistics available for freight lifted or delivered outwith UK in the years prior to 1996-97. In the figures that were produced for those years, traffic delivered by rail to ports for export was counted on the basis of the location of the port, and so was counted under either Scotland or elsewhere in the UK. Similarly, freight which was imported, and picked up by rail at a port, was counted on the basis of the location of the port. However, the figures that were produced for those years excluded any international freight traffic through the Channel Tunnel (for which freight services commenced in June 1994).

7.18 *Other statistics*

7.18.1 **Railway Accidents**: the statistics are of railway incidents statutorily reported under *The Reporting of Incidents, Diseases and Dangerous Occurrences Regulations 1995 (RIDDOR)*. These regulations came into force on the 1 April 1996 and brought railway accident reporting in line with other industry accident reporting. The fatalities are classified by the former Region because those are the areas which

are shown in the Rail Atlas which HM Railway Inspectorate uses to identify the locations of the fatalities. Due to an EU safety directive which came into force in 2006, railway accident statistics in table 7.19 and 7.20 have been changed from a financial year basis to a calendar year basis with effect from 2003.

Sources

7.19 Tables 7.1, 7.2, 7.3 (ScotRail figures) and 7.4 to 7.8 were supplied by the Office of Rail and Road, which produced the numbers of passenger journeys, and the associated revenue, from information held in the LENNON database. This records the number of tickets, and the associated revenue, for journeys between every pair of railway stations in Great Britain, and other information, such as estimates (which are sent to it by ScotRail) of the numbers of rail journeys which were made by holders of SPT's multi-modal Zonecard - for further details, please see the notes and definitions in Section 3. As indicated earlier, the ORR provided revised figures for 2003-04 and earlier years for Tables 7.1, 7.2 and H1. Some of the other tables include figures for 2003-04 and earlier years which appeared in previous editions, having been supplied by the former Strategic Rail Authority, which derived them in a similar way. Table 7.6 in the 2012 publication is taken from the ORR National Rail Statistics, regional usage chapter. *Note that the table showing travel between Local Authorities included in previous versions of STS has not been included in this publication as the methodology used to allocate journeys is being investigated. An updated version of the table will be included on the website in due course.*

7.20 The SPT figures in Table 7.17, were compiled from information provided by the Strathclyde Partnership for Transport.

7.21 The rail punctuality (Public Performance Measure) figures in Table 7.9 and 7.10 were provided by the ORR. The punctuality of trains is generally recorded using automated monitoring systems, which log performance using the signalling equipment.

7.22 The rail passenger satisfaction survey figures in Table 7.11 were provided by Transport Focus. The survey is conducted by distributing self-completion questionnaires, with reply-paid envelopes, to about 700 stations across GB, which are selected to be representative of the entire network, including about 50 stations in Scotland. A few shifts are also conducted on train. The questionnaires are distributed at different times of the day and across different days of the week. There are two survey periods per year: Spring and Autumn. The overall response rate is about 31%. The data are weighted to represent the passengers using each operator's services. Data is weighted by journey purpose, station size and by weekend/weekday. Transport Focus publishes the results of the Spring and Autumn surveys separately, but has combined them for publication here, in order to provide annual figures.

7.23 Tables 7.12 and 7.13: the figures for 1996-97 and later years were prepared from information supplied by the rail freight companies.

7.24 Tables 7.14, 7.15 and 7.16 were compiled from information supplied by Network Rail.

7.25 Tables 7.18 and 7.19: figures for these tables were previously obtained from Office of Rail and Road. We have now changed the source to the RSSB to improve consistency with other official statistics.

7.26 Further Information

7.26.1 Rail statistics for Great Britain are available from the annual DfT publication *Transport Statistics Great Britain* and from the Office of Rail and Road's quarterly *National Rail Trends*. The fourth quarter edition of *National Rail Trends* also includes figures for individual Train Operating Companies and for Scotland, Wales and the regions of England. Figures for the 100 busiest stations are available on the ORR Web site <http://orr.gov.uk/statistics/published-stats/station-usage-estimates> - tel: 020 7282 2192/2196 or rstats@orr.gsi.gov.uk .

7.26.2 Passenger satisfaction figures from the National Rail Passenger Survey - contact David Greeno of Transport Focus (tel: 0300 123 0837).

7.26.3 Services supported and/or operated by Strathclyde Partnership for Transport (including Glasgow Subway) – Martin Breen of SPT(tel: 0141 333 3741).

7.26.4 Railway accidents – Peter Moran, Office of Rail and Road (tel: 0207 282 2074) email rstats@orr.gov.uk .

7.26.5 Network Rail statistics - contact David Boyce (tel: 0141 555 4107).

7.27 Other data sources

Within Scottish Transport Statistics:

Chapter 11 - Personal Travel chapter (including travel to work)

Other Transport Scotland Publications:

Transport and Travel in Scotland – includes more detailed analysis of SHS data, in particular:

Table 28 – Frequency of bus and train use

Tables 29 and 30 – Views on local buses and trains

Scottish Household Survey Travel Diary – includes detailed tables using the Travel Diary dataset, in particular:

Table 2 – journeys by mode of transport

Table 2a – journey distance by mode of transport

Table 4a – mode of transport by journey distance

Table 5a – distance summary statistics by mode of transport

SHS Local Authority Results – provides breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

Table 16 – Proportion of journeys by mode of transport

Department for Transport publish the results of the National Rail Travel Survey which covers passenger journeys in Great Britain.

Office of Rail and Road publish a range of statistics for GB including National Rail Trends, which includes a section on regional usage providing data at Scotland level (some of which is replicated in this chapter). There is also a Data Portal available through the ORR website.

Non Official Statistics sources include rail service providers.

Chapter 8 - Air Transport

8. Notes and Definitions

8.1 **Aircraft Movement:** an aircraft take-off or landing at an airport: one arrival and one departure are counted as two movements. Air transport movements are landings or take-offs of aircraft engaged in the transport of passengers or cargo on commercial terms. All scheduled service movements, whether loaded, empty or positioning; and charter movements transporting passengers or cargo and air taxi movements are included.

8.2 **Types of passenger:** a *terminal passenger* is one who joins or leaves an aircraft at the reporting airport, excluding passengers carried on air taxi charter services. A passenger travelling between two reporting airports is counted twice, once at each airport. There are two types of terminal passenger: *terminating passengers*, who arrive or depart at the airport by a surface means of transport; and *transfer passengers*, who change aircraft at the airport. A *transit passenger* is one who arrives at and departs from a reporting airport on the same aircraft which is transiting the airport. Each transit passenger is counted once only.

8.3 **Freight:** the weight of property carried out on an aircraft including, for example the weight of vehicles, excess baggage, and diplomatic bags, but excluding mail and passengers' and crews' permitted luggage. Freight carried on air taxi services and in transit through the airport on the same aircraft is excluded.

8.4 **International Services:** Services to and from Scotland from places outside the UK, Isle of Man and Channel Islands.

8.5 **International and Domestic Destinations:** the figures in Tables 8.2 to 8.7 are based on the origin and destination of passengers as reported to UK airport authorities by the airport handling agent. Operators are required to report in respect of each service operated, the point of uplift and discharge of each passenger. The figures may not reflect a passenger's entire air journey: the point at which a passenger disembarks from a particular service may not represent his ultimate destination. In some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e. the aircraft's origin or ultimate destination. The figures include all passengers carried on scheduled and chartered services excluding those charter passengers carried on air taxi service and passengers carried on aircraft chartered by Government Departments. In Tables 8.3 and 8.4, international traffic figures are given for each country for which scheduled traffic was reported until and including 2004 data. In cases where charter only routes carried fewer than 5,000 passengers, the countries concerned may not appear separately in Table 8.3, and may be shown under "Other international traffic" in Table 8.4. All non-air taxi is recorded individually.

8.6 Air punctuality statistics

8.6.1 These statistics cover both arrivals and departures. They relate solely to punctuality at the specified airport. For example, the information which is used about flights from Edinburgh relates only to the punctuality of their departure, so the

NOTES & DEFINITIONS - AIR TRANSPORT

statistics take no account of any subsequent delays before landing at, say, London. Similarly, the information which is used about arrivals at Edinburgh relates only to the time of arrival (no allowance is made for whether or not the flight departed on time from the airport of origin).

8.6.2 The calculations cover those flights for which information about the planned and the actual times of operation has been matched - for example, cancelled flights, and flights which are diverted to or from another airport, are excluded (the numbers of such flights are included in the figures which are given for unmatched flights).

8.6.3 The percentages early to 15 minutes late would probably be lower, and the average delays would probably be higher, if these statistics were calculated in the same way as the rail punctuality statistics (the latter are based on the time of arrival at the destination, and take account of cancellations).

8.6.4 All cargo and air taxi services are excluded.

8.6.5 **Unmatched actual flights** are air transport movements which actually took place at the airport, but for which no corresponding planned flight was found. There may be a number of reasons for this, such as:

- the flight was a diversion from another airport;
- the flight was a short-haul flight more than one hour before the planned time;
- the flight was planned to take place in the previous month;
- errors in, or omissions from, the records of Airport Coordination Ltd (ACL) or the airport.

8.6.6 **Unmatched planned flights** are those which were reported in data supplied by ACL, but for which no corresponding air transport movement return has been found. There may be a number of reasons for this, such as:

- the flight was diverted to another airport;
- the flight was cancelled;
- the planned time was for a short-haul flight more than one hour after the flight;
- the flight took place in the following month;
- errors in, or omissions from, the records of ACL or the airport.

8.6.7 **Average delays:** the averages relate to all flights – not just to the ones which were delayed. With effect from January 2000, flights which are early are counted as zero delay; prior to that they were counted as a negative delay. As a result, the average delays for 2000 onwards are not directly comparable with the figures for 1999 and earlier years. This accounts for the whole of the apparent increase in the averages for Glasgow for 2000: when the Civil Aviation Authority (CAA) recalculated the averages for 1999 on the current basis, it found that they would be two minutes more than when calculated on the original basis. A similar recalculation using the data for Edinburgh for 1999 suggested that the change had no effect on its averages, when these were rounded to the nearest whole minute.

8.6.8 **Taxi-ing time:** the CAA changed its assumption for the taxi-ing time for Edinburgh airport departures from 5 minutes to 10 minutes with effect from the start of 2001. As a result, the punctuality and average delay figures for Edinburgh for 2001 onwards are not on the same basis as the figures for 2000 and earlier years.

However, when the CAA recalculated the figures for Edinburgh for 2000 on the current basis, it appeared that this change did not affect the averages or the percentage early or within 15 minutes, when these were rounded to the nearest whole number.

8.7 Route Development Fund

8.7.1 The Route Development Fund (RDF) formally ended on 31 May 2007 and has not been replaced. It has not proved possible to introduce a replacement route development scheme within the constraints imposed by the European Commission. However, the Scottish Government continues to work with airlines and airport operators on the development of new international air routes which improve business connectivity, encourage inward investment and make Scotland more accessible for inbound tourism. As Table 8.16 that was included in previous publications can no longer be updated it has been removed. Versions of the table and information about the RDF can be found in previous editions including STS 2011.

8.8 Survey of passenger characteristics

8.8.1 **International and domestic passengers:** a passenger is classified as domestic if his/her flight is between two points which are within the UK or the Channel Islands).

8.8.2 **Business and leisure journeys:** the business category includes purposes such as meetings with customers, conferences, trade fares, armed services and airline staff, studies paid for by an employer, overseas employment, etc. The leisure category includes holidays, visiting friends or relatives, migration, culture, sport, study (not paid for by an employer), etc.

8.8.3 **UK and Foreign passengers:** a passenger is classified as a UK resident if the UK is the country in which he/she has lived for most of the last twelve months.

8.8.4 **Mode of transport:** this is the mode of surface transport that was used to arrive at the airport - so, in cases where the journey involved the use of more than one mode of transport, it may not be the mode used for the majority of the journey.

8.8.5 **Origins and destinations of terminating passengers:** when analysing the results of the survey, the CAA used the former Regions for Scottish origins and destinations. The interviewer asks where did you start your journey to catch this flight?. In cases where the answer is *not* the person's home, the interviewer asks whether it was a transit stop - i.e. somewhere the traveller chose to break the journey to the airport (e.g. an airport hotel prior to an early morning flight, calling in on or staying with relatives, stopping somewhere to rest or for a meal, etc) - and, if it was a transit stop, asks for the proper origin of the journey.

Sources

8.9 Tables 8.1 to 8.13 are compiled from information supplied by the Civil Aviation Authority (CAA).

8.10 Air punctuality statistics

8.10.1 These statistics are prepared by the CAA with the co-operation of the airport operators and Airport Coordination Ltd (ACL). They are produced for Edinburgh, Glasgow and some other UK airports. The first year for which information is available varies from airport to airport: for example, figures for Edinburgh are only available from April 1996, so it is not possible to provide figures for Edinburgh for 1996 as a whole, or for any earlier years.

8.10.2 The actual times of flights' wheels on/off the runway are derived from flight air transport movement returns made by airports to the CAA. The planned times, which relate to arrival/departure from the stand, and include changes made up to 24 hours beforehand, are supplied by ACL. The CAA also uses assumptions about taxi-ing time - currently these are:

- Edinburgh: arrivals - 5 minutes; departures - 10 minutes;
- Glasgow: arrivals - 5 minutes; departures - 10 minutes

The CAA matches the two sets of data and resolves any obvious mismatches. For example, if an airline appears to operate a series of flights significantly off slot, the CAA will substitute information from published timetables, where these are available, in place of the ACL slot. The statistics are then calculated from the information for those flights for which the data have been matched - so cancelled flights, and flights which are diverted to or from another airport, are excluded from the calculations.

8.11 Survey of passengers

8.11.1 Tables 8.14 to 8.16 were prepared using figures from the Civil Aviation Authority's Passenger Survey reports.

8.11.2 The survey only includes Scottish airports in some years: most recently 2013, and prior to that 2009. Only departing passengers are interviewed, as previous surveys found no significant differences between the characteristics of arriving and departing passengers. The information collected includes: the purpose, origin, destination and type of ticket used for the journey; the age-group, income band, job title and other details needed to determine the socio-economic group of the passenger; the number of people in the party, whether the traveller was accompanied to the airport, and whether the person has flown before; etc.

8.11.3 Each month's sample is weighted, using information on routes and destinations, to gross up the results to the actual level of traffic. The weighting factors therefore vary, but generally, a single survey interview will be weighted in such a way as to represent around 1,000 actual passengers.

8.12 Further Information

8.12.1 Further information on UK civil aviation is available from the Civil Aviation Authority's regular publications, from Mrs D McLean of the CAA Data Unit (tel: 0207 453 6258 or e-mail aduoutput@caaerg.org.uk), and from the CAA Economic Regulation Group's website:

<http://www.caa.co.uk/default.aspx?catid=80&pagetype=90>. For example, the CAA website includes:

- a wide range of tables of monthly and annual statistics about airports, including the kinds of figures which appear in Tables 8.1 to 8.13 and much other information besides;
- detailed tables of punctuality statistics, which give figures separately for each operator on each route, for each month and for each year as a whole, for Edinburgh, Glasgow and some other UK airports;
- detailed reports of the results of the surveys of passengers, which include tables analysing them by purpose of journey, type of service, type of passenger, origin/destination, age-group, income band, socio-economic group, type of business, etc

8.12 Other data sources

Within Scottish Transport Statistics:

Chapter 3 – Freight includes comparison across freight modes.

Chapter 11 - Personal Travel chapter includes data on visits abroad

Department for Transport produce a number of related publications but most come from the Civil Aviation Authority, see section 5.

Chapter 9 - Water Transport

9. Notes and Definitions

9.1 *The change in the Department for Transport's method of compiling statistics of port traffic with effect from 2000*

9.1.1 A new data collection system for maritime traffic was introduced with effect from 2000. As a result, some data for 2000 onwards are not directly comparable with previous years. The reason for the change was to comply with a new EC Maritime Statistics Directive (Council Directive 95/64/EC on statistical returns in respect of the carriage of goods and passengers by sea).

9.1.2 One of the effects of this change is that some data for 2000, principally coastwise and one-port crude oil traffic, and the inland waters penetration of such traffic, are not directly comparable with information for previous years. However, the overall totals are unaffected.

9.1.3 Previously, all freight information was collected from ports annually. Major ports (generally those with cargo volumes of at least 2 million tonnes a year) were asked for detailed information on weight of traffic in and out of their ports, identifying cargo categories (eg liquid bulks, dry bulks, containers, Roll-on-Roll-off etc), and whether they were foreign, coastwise or one port cargoes. Other (minor) ports were required to provide only total weight of cargo inwards and outwards.

9.1.4 In the new collection system, most of the detailed freight information is collected from shipping lines, operators or shipping agents, which are required to supply detailed returns of their inwards and outwards traffic at each major port for each ship, on each route. Major ports (now defined as those with at least 1 million tonnes of cargo a year) are only required to supply summary information (for use as control totals) while other (minor) ports continue to provide just the total weight of cargo inwards and outwards.

9.1.5 One difference between the data from 2000 and previous years affects *both* coastwise and one-port crude oil estimates from 2000. The new collection arrangements produce much more reliable data on origins and destinations and (when aggregated) coastwise, one-port and foreign traffic summaries. Previously, this information was estimated by ports, with varying degrees of accuracy, particularly for crude oil traffic, which means that origins and destinations for crude oil data in 1999 and earlier years are approximate only, e.g. ports or refinery operators would not necessarily have been able to tell if crude oil was shipped directly from the UK offshore installation, or piped to a land terminal such as Sullom Voe and then shipped out from the land terminal, or if it was imported from a North Sea country or another foreign crude oil producer. As a consequence, it is likely that pre-2000, coastwise crude oil estimates were overestimated and one-port traffic correspondingly underestimated. This leads to the figures for coastwise traffic lifted in Scotland falling substantially in 2000 compared with 1999.

Definitions

9.2 **Coastwise traffic:** traffic between ports of the United Kingdom, *excluding* traffic between a UK port and either the sea bed or an off-shore installation. It should be noted that Table 9.1(a) covers only freight *lifted* in Scotland, and therefore its figures for coastwise traffic *exclude* cargoes arriving from other UK ports; Table 9.1(b) covers freight *discharged* in Scotland, so includes cargoes arriving from other UK ports (including those elsewhere in Scotland).

9.3 **One port traffic:** traffic between the sea bed or an offshore installation and a UK port. For example, it includes traffic to and from offshore installations, materials shipped for dumping at sea, and dredged sand and gravel etc landed at a port for commercial purposes. The disappearance of the sea dumped traffic is due to the end of sewage dumping at sea. It should be noted that Table 9.1(a) covers only freight *lifted* in Scotland: Table 9.1(b) contains figures for the one port traffic arriving from offshore installations and any incoming sea dredged aggregates. The reason for the increase in one-port oil traffic is due to increased number of crude oil shipments into Sullom Voe and Flotta, particularly from the newer Atlantic fields west of the Shetlands, Schiehallion and Foinaven.

9.4 **Domestic traffic:** in the statistics of traffic through the ports, domestic traffic comprises coastwise traffic plus one port traffic.

9.5 **Foreign traffic:** traffic between ports in the United Kingdom and other countries.

9.6 **Inland waterways:** in general, waterways bounded by the furthest point downstream which is fewer than both 3 km wide at low tide and 5 km wide at high tide (spring). However, this definition is not applied strictly: for example, the definition is relaxed, where necessary, in order *not* to count, as inland waterway traffic, short-haul shipping movements of foreign and coastwise traffic, such as all sea-going traffic to or from major seaboard ports.

9.7 **Inland waters traffic:** subdivides into coastwise, one port and foreign (in each case, that part of the traffic that is carried upstream of the inland waters boundary, excluding short haul inland movements of sea-going traffic) and internal (i.e. not sea-going) traffic. All passenger and passenger vehicle ferry services are *excluded*, such as crossing movements (e.g. Gourock-Dunoon) and coastwise ferries entering sheltered waters (e.g. Loch Ryan, on services between Stranraer or Cairnryan and Northern Ireland).

9.8 **Tonne-kilometres:** where part of a voyage is on an inland waters and part is at sea, account is taken of the inland waterway boundary, so that, in the case of traffic involving inland ports, there is no double-counting of tonne-kilometres between the figures for inland waters and the figures for coastwise, one port and foreign traffic. (This is in contrast to the double-counting of some of the figures for tonnage - for example, if a voyage to another UK port starts on a Scottish inland waterway in

NOTES & DEFINITIONS - WATER TRANSPORT

Scotland, the tonnage would be counted in the figures for both inland waters and coastwise traffic.)

9.9 **Container and roll-on traffic:** includes all traffic carried on special container and roll-on vessels, as well as the container traffic carried on conventional services.

9.10 **Main Freight Units** comprise containers, road goods vehicles, unaccompanied trailers, rail wagons, shipborne port to port trailers and shipborne barges only.

9.11 **Ferry Routes within Scotland.** The Scottish Government subsidises the principal operators of the Clyde and Hebrides ferry services (operated by CalMac Ferries Ltd), the Gourock – Dunoon passenger ferry service (operated by Argyll Ferries Ltd) and the Northern Isles (Orkney and Shetland) ferry services (operated by Serco NorthLink Ferries and Shetland Line 1984 Ltd). The companies providing most of the services, CalMac Ferries Ltd and Argyll Ferries Ltd, are part of the David MacBrayne Limited group. The following Local Authorities fund a number of ferry services: Orkney Islands Council, Shetland Islands Council, Highland Council and Argyll & Bute Council. Other services are privately operated.

9.12 **Road Equivalent Tariff (RET):** The Road Equivalent Tariff (RET) scheme involves setting ferry fares on the basis of the cost of travelling an equivalent distance by road - Ministers have announced the Scottish Government's intention to:

- continue RET as a permanent feature on the Western Isles, Coll and Tiree for passengers and cars, including small commercial vehicles and coaches
- replace RET for larger commercial vehicles on the Western Isles, Coll and Tiree, with an enhanced pre-RET discount scheme
- roll out a further RET pilot for passenger and cars including small commercial vehicles and coaches to Colonsay, Islay and Gigha from October 2012
- roll out a further RET pilot for passenger and cars including small commercial vehicles and coaches to Arran from October 2014
- roll out RET to other West Coast and Clyde islands within the term of this Parliament.

RET was introduced in the following routes in 2008: Oban-Castlebay-Lochboisdale; Oban-Coll/Tiree; Oban-Coll/Tiree/Castlebay; Uig-Tarbert-Lochmaddy; and Ullapool-Stornaway. RET was introduced to the following routes in 2012: Kennacraig-Isleay, Kennacraig- Isleay/Colonsay/Oban; Oban-Colonsay; and Tayinloan-Gigha.

9.13 **Persons assisted:** Coastguard statistics relating to persons given assistance do not include people who are rescued.

Sources

9.14 Most of the data in this section is supplied by the Department for Transport (DfT). The Scottish Government obtains shipping service information from Caledonian MacBrayne, Western Ferries, Northlink Ferries, Orkney Ferries, Shetland Island Council and some of the other operators of shipping and ferry services.

9.15 Waterborne Freight Lifted in Scotland (Table 9.1)

9.15.1 Statistics of waterborne freight (coastwise traffic, one port traffic and inland waters traffic) are compiled by MDS-Transmodal Ltd under contract to the Department for Transport.

9.15.2 A number of data sources are used to determine the level of *coastwise* traffic, including the tonnage of goods reported in the port traffic statistics, (see below) and other surveys, and information about vessel movements. (The vessel movement data include the Northern Ireland, Orkney and Shetland ferry services, but exclude ferries operated by Caledonian MacBrayne and others in and around the Western Isles.) The pattern of coastwise shipping flows, by port and commodity group, is represented by origin and destination matrices, and combined with Admiralty information about the distances between ports. Where appropriate, account is taken of the inland waters boundary, so that there is no double-counting of tonne-kilometres between inland waters and coastwise shipping, in the case of traffic involving inland ports. The method which is used to derive the statistics of coastwise shipping involves some adjustments and reclassifications. As a result, the totals that it produces do not match the port traffic statistics for reasons which are described in the DfT Statistical Bulletin *Waterborne Freight in the United Kingdom*.

9.15.3 The principal sources for the statistics of *one-port* traffic are the port statistics (see section 9.16 below) and information about the distances between the ports and the at sea origins and destinations of the traffic, such as offshore installations and dumping grounds.

9.15.4 The sources of the *inland* waterway statistics are described in section 9.17 below.

9.16 Traffic at Scottish Ports (Tables 9.2 to 9.9)

9.16.1 A new system for collecting detailed port traffic statistics was introduced in 2000 to comply with the requirements of an EC Maritime Statistics Directive. Annual traffic returns are made by shipping lines or their agents and port authorities. This information has been used to derive data on coastal and one-port traffic, and on the inland waters penetration of such traffic. From 1 January 2000, shipping lines or their agents are required to supply detailed statistics of foreign, coastwise and one-port traffic for all cargoes loaded or unloaded at major UK ports. Major ports are now defined as those ports with cargo volumes of at least one million tonnes in the previous year, plus a few smaller ports. The major ports handled 97 per cent of total port traffic in 2000. In addition, port authorities at the major ports are required to supply inwards and outwards control totals for each cargo category. For all other ports, the port authorities are required to supply just two figures: total inwards and total outwards traffic. The lack of detailed statistics for these minor ports means that a degree of approximation is required in the statistics for their traffic. For more details about the new data collection system, see DfT's publication '*Maritime Statistics*'

9.16.2 For 1999 and earlier years, the port traffic statistics were produced, for the most part, from the records made by each port authority of the dues levied on goods passing through the port (supplemented, in some cases, by figures supplied by others).

9.16.3 From 1995 to 1999, the smaller ports (then defined as, generally, those with fewer than 2 million tonnes of traffic per year) were not required to supply detailed statistics - they provided only two figures, their inwards and outwards traffic. Full details of freight traffic were collected only for those ports with at least 2 million tonnes of cargo in the previous year (and for a few ports with less traffic): these were called the 'major' ports. In the 1995 and 1996 surveys, there were seven 'major' ports in Scotland: Aberdeen, Clyde, Cromarty Firth, Forth, Glensanda (on Loch Linnhe, south-west of Fort William, which exports crushed granite, which is classified in the statistics as crude minerals), Orkney, and Sullom Voe. In the 1997 and 1998 surveys, there were eight: these seven plus Cairnryan, which was counted as a major port because its 1996 return of its inwards and outwards totals had shown that its traffic exceeded 2 million tonnes in 1996. In 1999 the number of 'major' ports increased from eight to nine, since total traffic at Peterhead had exceeded 2 million tonnes in 1998. In 2000, with the introduction of the new definition of a major port (at least 1 million tonnes), Stranraer and Dundee became major ports, bringing the total in Scotland to 11.

9.17 Inland Waterways (Tables 9.10 and 9.11)

9.17.1 Statistics for internal traffic (ie traffic which is wholly within inland waters) are collected directly by DfT's contractor, MDS-Transmodal, from all known operators using personal interviews and postal questionnaires, supplemented by statistics from British Waterways collected primarily for toll levying purposes. Some information is also drawn from Maritime Statistics Directive returns where traffic is classified as internal movements and these traffic movements are then excluded from other traffic estimates to avoid duplication. For traffic moving to and from the open sea, the figures for inland waterway tonne-kilometres are calculated using information about the distances from each inland waterway boundary to the ports and wharves which are upstream of the boundary.

9.18 Shipping Services (Tables 9.12 to 9.17)

9.18.1 Transport Scotland obtains shipping service information from DfT (in respect of the services between Scotland and Northern Ireland, the Rosyth/Zeebrugge and Lerwick/Europe routes). Transport Scotland writes directly to Caledonian MacBrayne, Western Ferries, Northlink Ferries, Orkney Ferries, Shetland Island Council and the other major ferry operators in Scotland for the required information.

9.19 HM Coastguard Statistics (Table 9.18)

9.19.1 Statistics on search and rescue operations are obtained from the Maritime and Coastguard Agency.

9.20 Further Information

9.20.1 UK water transport statistics can be found in the annual DfT publications *Maritime Statistics*, *Waterborne Freight in the UK* and *Transport Statistics Great Britain*.

NOTES & DEFINITIONS - WATER TRANSPORT

9.20.2 Water freight transport statistics, and figures for Scotland/Northern Ireland, the Rosyth/Zeebrugge and Lerwick/Europe routes - Maritime Statistics Branch of DfT (maritime.stats@dft.gsi.gov.uk Tel: 0207 944 4131).

9.20.3 Passengers and vehicles carried on ferry services within Scotland - Andrew Knight, Transport Scotland Transport Statistics Branch (tel: 0131 244 7256).

9.20.4 Punctuality of lifeline ferry services - Transport Scotland Transport Group: Bob Davie (CalMac figures) on 0131 244 7243 and Paul Linhart-macaskill (NorthLink figures) on 0131 244 5312.

9.20.5 HM Coastguard statistics - Wendy Wood, Maritime and Coastguard Agency (tel: 023 8032 9416)

9.21 Other data sources

Within Scottish Transport Statistics:

Chapter 3 - Freight,
Chapter 12 – International Comparisons (including water freight)

Other Transport Scotland Publications:

A relatively small number of ferry journeys compared to other modes means little data is available from the SHS.

Department for Transport produce a number of related publications, including:

Port statistics

Non Official Statistics sources

Transport Scotland – Scottish Ferry Services: Ferries Plan (2013-2022)
Ferry operators

Chapter 10 - Finance

10. Notes and Definitions

10.1 Following local government reorganisation on 1 April 1996, the management and maintenance of motorways and other trunk roads was sub-divided into 8 operating units. These applied for the years from 1996-97 to 2000-01 inclusive. New arrangements were introduced with effect from 2001-02 which resulted in 4 Operating Companies maintaining the trunk road network. The introduction of 3rd Generation Contracts for Trunk Road Maintenance in April 2006 and 2007 means there are now 3 Operating Companies. Details of the areas covered by each of these companies can be found in the Annex.

10.2 **Local authority trading services:** Those services of a commercial nature which are, or could be, substantially financed by charges made to recipients of the services.

10.3 In a few cases, negative figures are shown in the net expenditure tables. This is due to income/receipts exceeding the expenditure in a particular category.

10.4 **Retail Prices Index:** Rail fares are 5 parts per 1,000 (or 0.5%) of the Retail Prices Index. Bus and coach fares are also 5 parts per 1,000 (or 0.5%). 'Motoring costs' accounts for 14.6% of the Retail Prices Index. This breaks down into:

- 6.2% Purchase of vehicles (CHBK)
- 2.2% Maintenance of motor vehicles (DOCT)
- 3.8% Petrol and Oil (DOCU)
- 2.4% Tax and Insurance.(DOCV)

Car parking charges are included under 'Maintenance of motor vehicles'.

10.5 **Resource Accounting and Budgeting (also known as Accruals):** Under resource accounting income is shown when it is earned, and costs are shown when they are incurred, the timing of the cash movement is irrelevant. The costs of a capital asset are spread ('depreciated') evenly over its useful life. A capital charge was also made against the value of capital assets until 2009-10.

10.6 **Cash Accounting:** Income is shown when money is received, and costs are shown when payment is made. All receipts and payments made in a financial year are included in the cash accounts for that period. The whole cost of a capital asset is recorded when it is bought.

Sources & Further Information

10.7 The statistics in this chapter come from the following sources:

- Table 10.1(upper half) - *Building a Better Scotland: Spending Proposals 2003-2006* and *Scotland's Budget Documents 2006-07: Budget (Scotland) (No.3) Bill Supporting Document* – roads contact

Ross Williamson, Transport Scotland (tel: 0141 272 7932) and rail contact Mary Docherty, Transport Scotland (tel: 0141 272 7455)

- Tables 10.1(lower), 10.3 to 10.5 - from returns by Councils and boards to The Scottish Government - contact Euan Smith (tel:0131 244 7033) or email: lgfstats@scotland.gsi.gov.uk .
- Tables 10.2 - Transport Scotland Trunk Roads Network Management. Contact Ross Williamson, Transport Scotland (tel: 0141 272 7932)
- Tables 10.6 - The Department of Energy and Climate Change. Contact Susan Lomas (tel: 0300 068 5047).
- Table 10.7 - <http://www.ons.gov.uk/ons/rel/cpi/consumer-price-indices/index.html> Table 42. - (tel: 0207 533 5845)
- Table 10.8 - The Office for National Statistics Family Spending publication, <http://www.ons.gov.uk/ons/rel/family-spending/family-spending/family-spending-2011-edition/index.html> table A35 – (tel: 0207 533 5756).

10.8 Other data sources

As well as the data sources listed above, data on spend by UK Government can be found on the [HM Treasury](#) web pages.

Chapter 11 - Personal and Cross-Modal Travel

11. Notes and Definitions

11.1 Scottish Household Survey (SHS)

11.1.1 Annual net household income: this is the *net* income (i.e. after taxation and other deductions) which is brought into the household by the highest income householder and/or his/her spouse or partner, if there is one. It includes any contributions to the household finances made by other members of the household (eg dig money). In the case of households for which any of the main components of income were not known (for example, because of refusal to answer a question), the SHS contractors imputed the missing amounts, using information that was obtained from other households that appeared similar.

11.1.2 SHS urban / rural classification: the urban / rural classification shown in some tables was developed for use in analysing the results of the SHS. It is based on settlement size, and (for the less-populated areas) the estimated time that would be taken to drive to a settlement with a population of 10,000 or more. Each postcode in Scotland was classed as either urban or non-urban, then clumps of adjacent urban postcodes, which together contained more than a certain total number of addresses, were grouped together to form settlements. Six categories were then defined:

- **Large urban areas** - settlements with populations of 125,000 or more. These are around - but not the same as - Aberdeen, Dundee, Edinburgh and Glasgow. This category may (a) include areas outwith the boundaries of these four cities, in cases where a settlement extends into a neighbouring local authority, and (b) exclude some non-urban areas within the boundaries of these four cities.
- **Other urban areas** - other settlements of population 10,000 or more.
- **Accessible small towns** - settlements of between 3,000 and 9,999 people, which are within 30 minutes' drive of a settlement of 10,000+ people.
- **Remote small towns** - settlements of between 3,000 and 9,999 people, which are *not* within 30 minutes' drive of a settlement of 10,000+ people.
- **Accessible rural areas** - settlements of fewer than 3,000 people, which are within 30 minutes' drive of a settlement of 10,000+ people.
- **Remote rural areas** - settlements of fewer than 3,000 people, which are *not* within 30 minutes' drive of a settlement of 10,000+ people.

11.1.3 Full driving licence and frequency of driving: the SHS asks whether the person currently holds a full driving licence (car or motorcycle). For those who are said to hold a licence, the SHS asks how often the person drives nowadays. The interviewer records whichever of the categories shown in the table is the most appropriate, in the light of the answer. Prior to April 2003, these questions were asked of the head of the household, or his or her spouse/partner, about each adult member of the household. Since April 2003, these questions have been asked of a randomly-selected adult member of the household about themselves. Hence, results for previous years may not be entirely comparable with results for 2003 onwards.

11.1.4 Frequency of walking: the SHS asks on how many of the last seven days the person made a trip of more than quarter of a mile by foot. The interviewer asks about walking for the purpose of going somewhere, such as work, shopping or to visit friends. The interviewer then asks about walking just for the pleasure of walking or to keep fit or to walk the dog.

11.1.5 Frequency of cycling: the SHS asks on how many of the last seven days the person made a trip of more than quarter of a mile by bicycle. The interviewer asks about cycling for the purpose of going somewhere, such as work, shopping or to visit friends. The interviewer then asks about cycling just for the pleasure or to keep fit.

11.1.6 Sampling variability: as with the NTS, the SHS is a sample survey so results will be subject to sampling variability. More information including a look up table to calculate confidence intervals can be found in the background section of the Transport and Travel in Scotland or SHS: Travel Diary publications.

11.2 International Passenger Survey

11.2.1 The International Passenger Survey is designed to be representative of all people travelling in and out of the UK in terms of: the usage of air, sea and tunnel; UK residents going abroad and foreign residents coming to the UK; different types of traveller (e.g. holiday, business, etc); and travel to and from different parts of the world. However, it is not designed to produce results which are representative for different regions of residence within the UK. While the survey's procedures should not lead to any major bias in the estimates for Scottish residents, the sample-based nature of the survey may result in their being over-represented in the survey in some years, and under-represented in other years.

11.2.2 Visits abroad: The figures include all tourists who make trips which last no more than a year, those travelling to Eire have been included in the IPS since 1999.

11.2.3 Miscellaneous and other purposes: includes visits for study, to attend sporting events, for shopping, health, religious or other purposes, and multi-purpose visits for which no one purpose predominates.

11.2.4 Area visited: in cases where two or more countries are visited, a person is counted on the basis of the one country in which he or she stayed for the longest time.

11.3 Inter-zonal trips made on an average weekday - the Transport Model for Scotland (TMfS)

11.3.1 These are the estimated annual average numbers of trips made per weekday between or within the areas shown, using the specified modes of transport (for example, they do *not* include trips made by foot, by bicycle, or by motorcycle). The figures represent the estimated total flows over the whole 24 hours of an average weekday. A return journey, from A to B and back again, on the same day, would be counted as two trips: one from A to B and one from B to A.

11.3.2 The figures are estimates of the numbers of *inter-zonal trips* - i.e. trips which cross the boundary of at least one of the zones used in the Transport Model for Scotland (TMfS). The zones used in the model are constructed by amalgamating Population Census output areas. The model's zones vary in size from area to area, depending on factors such as the size and density of the population and the nature of the transport network that the model must represent. As a result, there is no simple definition of a zone. Some Council areas have many zones (e.g. there are 180 in Edinburgh, and 239 in Glasgow); others have only a few (e.g. there are 10 in East Lothian, 11 in Midlothian and 21 in West Lothian). It follows that a trip of a particular length will be more likely to be counted as an inter-zonal trip if it is in (say) Edinburgh than if it is in (say) East Lothian.

11.3.4 Person trips relate to the number of people travelling by the specified modes of transport, and **vehicle trips** to the numbers of vehicles going between the specified areas. Thus, for example, if a car containing two people goes from A to B, it is counted as two person trips and one vehicle trip.

11.3.5 The areas identified in the table are sectors within TMfS. These correspond broadly (but not necessarily exactly) to the Strategic Development Planning areas or current Councils. Some of these sectors do not contain many TMfS zones - for example, the Borders sector contains 11 zones, and the Perth & Kinross sector contains 23 zones. All else being equal, the larger the zones are within a sector, the smaller the proportion of the trips within the sector that will be treated as inter-zonal trips - and, hence, the smaller the proportion that will be represented within the model.

11.3.6 Elsewhere in Scotland refers to those parts of Scotland not identified in other sectors: broadly, Argyll & Bute, Eilean Siar, Highland, Moray, Orkney Islands, and Shetland Islands.

11.3.7 The estimated average number of trips originating in an area usually differs from the estimated number with a destination in that area - for example, compare the estimates of 111,000 person trips with a destination in Dumfries & Galloway and 112,000 trips originating in Dumfries and Galloway. This is because the estimation process (which is described in section 11.8) is mainly based upon survey data covering the 7 a.m. to 7 p.m. period, and cannot take full account of trips which involve returning later in the evening. Therefore, the TMfS-based estimates indicate broadly the levels of flows within Scotland, but do not provide precise measures.

11.3.8 The model's estimates of the number of cross-border trips by bus and train may not be particularly reliable, because of the way that they are produced.

Sources

11.4 Scottish Household Survey - Frequencies of driving, walking and cycling; and usual main methods of travel to school and travel to work (Tables 11.10 to 11.13 and 11.17 to 11.19 and 11.21 to 11.23)

NOTES & DEFINITIONS - PERSONAL AND CROSS-MODAL TRAVEL

11.4.1 Information on these and some other transport-related topics is collected by the **Scottish Household Survey**, which started in February 1999. The SHS collects information on a wide range of topics, to allow exploration of the relationships between different sets of variables. Interviewing takes place throughout the year.

11.4.2 The SHS is a survey of private households. For the purposes of the survey, a household is defined as one person or a group of people living in accommodation as their only or main residence and *either* sharing at least one meal a day *or* sharing the living accommodation. A student's term-time address is taken as his/her main residence, in order that he/she is counted where he/she lives for most of the year. The sample was drawn from the Small User file of the Postcode Address File (PAF) which does not include many nurses' homes, student halls of residence, hostels for the homeless, other communal establishments, mobile homes, and sites for travelling people.

11.4.3 Each year, SHS interviews are conducted with a randomly-chosen sample of (on average) over 15,000 households across Scotland. Within each Council area, the sample is stratified using a geo-demographic indicator in order that it will be representative across that Council's area. A higher sampling fraction is used in the areas of the Councils with the smallest populations, in order that (in each two-year period) there is a minimum of 550 household interviews per Council. The results are then reweighted so that they will be representative of Scotland as a whole.

11.4.4 The SHS interview is conducted in two parts. The first part is with the highest income householder, or his/her spouse/partner (if any), who answers questions about the household and its members. This provides household members' age and gender, and the annual net household income. Prior to April 2003, it included questions about the type of driving licence (if any) held by each adult member of the household, and the frequency of driving. Main method of travel to school was also collected (for one randomly-chosen schoolchild member of the household). As the information is collected for one schoolchild per household, proportionately greater weight is given to cases with greater numbers of schoolchildren in the household.

11.4.5 The second part of the SHS aims to obtain results which are representative of Scottish adults by interviewing a randomly-chosen adult (aged 16+) member of the household (who may happen to be the person who answered the questions in the first part of the interview - for example, this is always the case for single pensioner households). This part has fewer respondents as not all randomly-chosen adults are available. Information on the frequency of walking, place of work, usual method of travel to work etc are collected. Questions are also asked about journeys made on the previous day (the Travel Diary). These include the start and end times of each stage of the journey, the mode of transport used, the purpose of the journey, and experiences of congestion. As one adult is interviewed per household, proportionately greater weight is given to cases with greater numbers of adults in the household. For the Travel Diary questions, further weighting is given according to the day of the week and the economic status of the adult.

11.4.6 Although the SHS's sample is chosen at random, respondents will not necessarily be a representative cross-section of the people of Scotland. E.g. the

sample could include disproportionate numbers of certain types of people, in which case the survey's results would be affected. In general, the smaller the sample from which an estimate is produced, the greater the likelihood that the estimate could be misleading. SHS publications (see sections 11.10 and 11.11) provide examples of the 95% confidence limits for estimates of a range of percentages calculated from sub-samples of a range of sizes.

11.4.7 The above information relates only to sampling variability. The survey's results could also be affected by non-contact / non-response bias: the characteristics of the (roughly) one-third of households who should have been in the survey but who could not be contacted, or who refused to take part, could differ markedly from those of the people who were interviewed. If that is the case, the SHS's results will not be representative of the whole population. Without knowing the true values (for the population as a whole) of some quantities, one cannot be sure about the extent of any such biases in the SHS. However, comparison of SHS results with information from other sources suggests that they are broadly representative of the overall Scottish population, and therefore that any non-contact or non-response biases are not large overall. Of course, such biases could be more significant for certain sub-groups of the population. In addition, because it is a survey of private households, the SHS does not cover some sections of the population - for example, it does not collect information about many students in halls of residence. The SHS technical reports (see section 11.11) provide more information on these matters.

11.5 Travel to work (Tables 11.14 to 11.16)

11.5.1 The information about the usual means of travel to work and the time taken to travel to the usual place of work shown in tables 11.14 and 11.15 is obtained from the **Labour Force Survey** using questions which have been included in those survey interviews which have been conducted in the Autumn each year since 1992. The tables include the self-employed, those on Government training schemes and unpaid family workers as well as employees, but exclude those working at home, and those whose workplace or mode of transport to work was not known. The LFS is a household survey covering 60,000 households each quarter in GB, and about 6,000 households per quarter in Scotland.

11.5.2

Scotland's Census took place on Sunday 27 March 2011 with the chief purpose of providing an accurate population count as well as collecting data on key characteristics of individuals in Scotland, including their travel to work. Some individuals are missed in the Census, and this under-counting does not usually occur uniformly across all geographical areas or across other sub-groups (for example, by age and sex) of the population.

11.5.3 To fill the gap, the National Records for Scotland (NRS) implemented a coverage assessment process to estimate the population that was missed, also identifying and adjusting for the people who were counted more than once or who were counted in the wrong place. Carrying out this work allowed a census estimate of the entire population to be obtained.

NOTES & DEFINITIONS - PERSONAL AND CROSS-MODAL TRAVEL

11.5.4 The methods were largely based on those developed by the Office for National Statistics (ONS). The ONS systems were also implemented although adapted as necessary to cope with Scotland specific data. ONS have produced a full suite of methodology papers detailing the statistical theory and practical application of the methodology. They can be found here: <http://www.ons.gov.uk/ons/guide-method/census/2011/census-data/2011-census-user-guide/quality-and-methods/methods/coverage-assessment-and-adjustment-methods/index.html>

11.5.6 It was not always practical or appropriate to replicate exactly what was done for the rest of the UK due to differences in fieldwork processes, data capture and processing and also the availability of comparator data sources. The ONS documentation should be read bearing in mind there were small differences between Scotland and the rest of the UK

11.5.7 Table 11.16 provides some **Census** of Population information about travel to work. Information about travel to work has been collected in population censuses since 1966. There have been some changes in the categories used – for example, the 1966 Census had a category described as none which was included in the 1971 Census under its On foot and none category; the 1971 Census had a category described as Public Transport which was separate from the categories for Train and Bus; and the 1966 and 1971 Census travel to work figures did not identify separately those who were working at home, so they are included in the figures for those years. However, the effect of such differences on the statistics will be small compared to the scale of the changes in the shares of the main modes of travel .

11.5.8 Information about travel to work is also collected by the SHS (see section 11.4 above), which is the source for tables 11.17 and 11.18.

11.6 Hands Up Scotland Survey (Table 11.23a)

11.6.1 Established in 2008, the Hands Up Scotland Survey is the largest national dataset to look at travel to school across Scotland. The project is funded by Transport Scotland and is a joint survey between Sustrans and Scottish local authorities.

11.6.2 Schools across Scotland complete the survey by asking their pupils 'How do you normally travel to school?' The responses are then sent to local authority officers who collate the data and return it to Sustrans' Research and Monitoring Unit for overall collation, analysis and reporting.

11.6.3 A Parliamentary Order was passed designating Sustrans as Official Statistics Providers in the production of Hands Up Scotland on 1st June 2012. Sustrans is currently looking to acquire National Statistics status for the survey.

11.6.4 The Hands Up Scotland 2015 survey took place between 7th and 11th September 2015 – with results due to be published in May 2016.

11.7 International Passenger Survey - Scottish residents' visits abroad (Tables 11.24 to 11.26)

11.7.1 This information is collected by the International Passenger Survey (IPS), from a sample of passengers returning to the UK by the principal air, sea and tunnel routes (excluding some routes which are too small in volume or which are too expensive to be covered). Travellers passing through passport control during the day are randomly selected for interview (interviewing is suspended at night). A weighting procedure takes account of the non-sampled routes and time periods. For example, the figures for certain airports are uplifted to take account of the passenger numbers at the other UK airports which are not covered by the survey. Prior to 2005, Edinburgh and Glasgow were the only Scottish airports at which interviewing took place. Prestwick airport was added to the survey in 2005 and Aberdeen has been collected since 2009. These are uplifted to take account of the non sampled airports. Rosyth was included in quarters 2, 3 and 4 of 2007 and quarters 2 & 3 of 2008.

11.7.2 The figures in the tables are based on interviews with Scottish residents who returned to the UK. This is the Office for National Statistics' standard practice for producing such estimates, as it can then also analyse other information that is collected in the interviews (such as the amount that people say that they spent while on holiday).

11.7.3 The survey covers both adults and children, and is voluntary - for example, the response rate was 80% in 2003, and the results reported in these tables for that year are based upon interviews with about 2,000 Scottish residents.

11.7.4 The IPS data used in the tables are adjusted to take account of the fact that not all people respond to questions regarding area of residence. This means that tables produced by area of residence will not always exactly match other published data regarding trips abroad by UK residents.

11.8 Transport Model for Scotland - Trips made on an average weekday (Table 11.27)

11.8.1 These figures were provided using the **Transport Model for Scotland** 2012. This model covers the Scottish Strategic Mainland Transport Network, and also includes representation of travel patterns between Scotland and England.

11.8.2 The area covered by the model is divided into 720 zones. The model uses planning data for each zone (e.g. population, number of households, car ownership, employment, number of employed residents) to calculate the number of trips that would be expected to be generated. It also uses information collected by traffic counts, roadside interviews and surveys of passengers on public transport. The information collected and used to develop the model started in 2002 and continued through to 2012, which is the base year. TMfS also uses information from other sources, such as 'donor' models (such as the Strathclyde Integrated Transport Model), the 2001 Census of Population and the Scottish Household Survey (which has been conducted continuously since February 1999). Data collected in other years were factored to represent the base year. The quality and coverage of the

data that are held within the TMfS vary between different areas and different parts of the transport network. This is the result of the historical interest in the movement of people and goods between various points on the transport network, and the resultant availability of data. However, the base information used to develop TMfS12 is more robust and comprehensive than that used in former versions of the national model.

11.8.3 The pattern of travel movements is held in a series of trip matrices covering the morning peak period, the evening peak period and the intervening off-peak period. Taken together, these matrices can be combined to provide a matrix reflecting trip movements during the period 7 a.m. to 7 p.m. on a typical weekday. Daily, monthly and annual averages can then be derived by grossing-up these figures using time series data sources. The resulting expected flows around the transport network are then calibrated and validated for each modelled time period using information about the actual numbers of trips that were made on particular routes.

11.8.4 Applying the calibration and validation process to the expected numbers of generated trips calculated by the model produces estimates of the numbers of trips which are consistent with the observed traffic counts and the results of surveys and interviews. The estimated numbers of trips for the areas shown in the table were then produced by aggregating the estimated numbers of trips for the relevant zones.

11.8.5 The model's estimates of the numbers of people travelling by bus and train across the border with England are less reliable because it uses its standard set of public transport factors to gross up the cross-border passenger numbers obtained (e.g.) from surveys and passenger counts which were carried out at certain times on certain days. Because local bus services account for the vast majority of public transport in Scotland, the model's standard public transport grossing-up factors mainly reflect the pattern of local bus passenger usage - so applying these factors to the data for cross-border bus and train traffic may not take proper account of the different patterns of such traffic.

11.9 Passenger journeys made under concessionary fare schemes (Table 11.29)

11.9.1 The figures for the Strathclyde Concessionary Travel scheme were supplied by Strathclyde Partnership for Transport (SPT); the figures for other schemes were collected from Transport Scotland (national schemes) and from local authorities using the Local Financial Returns form LFR5.

11.9.2 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 is administered by Transport Scotland and replaced any local bus schemes. The Young People's Concessionary bus Travel Scheme started in 8 January 2007, aimed at 16 to 18 year olds (inclusive) and full time volunteers (aged under 26).

11.9.3 Local authorities were asked to provide numbers of passenger journeys on the same basis as the expenditure on concessionary fares that they report in the

NOTES & DEFINITIONS - PERSONAL AND CROSS-MODAL TRAVEL

LFR5. This relates to concessionary fares for elderly people, for people with visual or other disabilities, and for children (but exclude school transport).

11.9.4 SPT was able to provide passenger numbers from its records for the Strathclyde Concessionary Travel scheme for several years; figures for the passenger numbers for other schemes are only available for 2000-01 onwards because that was the first year for which that information was requested from local authorities using the LFR forms.

11.10 Further Information

11.10.1 Labour Force Survey - lfs.dataservice@ons.gsi.gov.uk

11.10.2 There are a number of transport specific publications on the Scottish Household Survey available at:

www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/Publications

11.10.3 SHS publications include *Scotland's People*, a detailed Annual Report and can be accessed at: www.scotland.gov.uk/Topics/Statistics/16002/Publications
General Enquiries regarding the Scottish Household Survey should be directed to the SHS Project Manager: Nic Krzyzanowski (tel: 0131 244 0824). Enquiries relating to SHS Transport and Travel data should be directed to Transtat@transportscotland.gsi.gov.uk.

11.10.4 Enquiries regarding the International Passenger Survey should be directed to Luke Thwaites of the Office for National Statistics (tel: 01633 45 6032).

11.10.5 Further information or guidance on the detailed application of the Transport Model for Scotland can be obtained from Alison Irvine, Transport Scotland Strategy and Investment (tel: 0141 272 7571). See also <https://www.transport.gov.scot/our-approach/industry-guidance/land-use-and-transport-integrations-in-scotland-latis/#>

11.10.6 Further information about the numbers of passenger journeys made under concessionary fare schemes can be obtained from Maureen Fisher in Transport Scotland (tel: 0131 272 7533).

11.10.7 Further information about the number of telephone calls and Web site hits for Traveline Scotland can be obtained from Claire Cameron, Travel Information Manager, Trunk Roads and Network Management, Transport Scotland, (tel: 0141 272 7425).

11.11 Other data sources

Official Statistics data sources

Within Scottish Transport Statistics:

Chapter 1 - Road vehicles,

Chapter 5 – Road Traffic (including congestion)

Chapter 12 - International Travel (includes modal share comparisons)

Other Transport Scotland Publications:

NOTES & DEFINITIONS - PERSONAL AND CROSS-MODAL TRAVEL

Transport and Travel in Scotland – includes more detailed analysis of SHS data, in particular:

Table 11 – car sharing

Table 16 and 17 – Reasons for choice of travel to school mode

Table 18a – bicycle access

Table 21 – Park and ride

Table 28 – Frequency of bus and train use

Tables 31 and 32 – Concessionary pass use

Scottish Household Survey Travel Diary – includes detailed tables using the Travel Diary dataset, in particular:

Table 2 – journeys by mode of transport

Table 2a&b – journey and stage distance by mode of transport

Table 3 – Purpose of travel

Table 4a & 5a – mode of transport by journey distance

SHS Local Authority Results – provides breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

Table 1& 2 - Travel to work and school by mode of transport

Table 11 - Frequency of bus and train use

Table 12 – Convenience of public transport

Table 15 – Concessionary pass use

Table 16 – journeys by mode of transport

Table 17 – purpose of travel.

Non Official Statistics sources

Transport Scotland

On the Move: Car, rail and bus travel trends in Scotland (Charilaos Latinopoulos, Scott Le Vine, Peter Jones & John Polak)

Non Transport Scotland data sources:

On The Move (Scott Le Vine and Peter Jones), provides analysis of NTS data on personal travel in GB

Eurostat statistics on modal share (See chapter 12 for further detail)

Chapter 12 – International Comparisons

12. Notes & Sources: EU countries

12.1 Most EU country statistics originate from the 2018 *EU Energy and Transport in Figures*, produced annually by the EC Directorate General for Energy and Transport with the assistance of Eurostat. The publication contains a range of detailed statistics and only a summary are presented in this chapter. Email tif@cec.eu.int or available at https://ec.europa.eu/transport/facts-fundings/statistics/pocketbook-2018_en

Notes & Sources: Scotland, UK & GB

12.2 In general, notes on and definitions of the figures for Scotland (and, by implication, the figures on the same basis for the UK or GB as a whole) appear in the relevant chapters. Therefore, this section covers only matters which are *not* dealt with there.

12.3 *Population, area and population density:*

12.3.1 The population figures for GB and UK are mid-2017 estimates (NB: the EU publication's figures are for 1 January 2017) based on Office for National Statistics release (published in June 2017), available at <https://bit.ly/2KXOxkd> Scottish figures are taken directly from the General Registry Office of Scotland.

12.3.2 Areas figures relate to 2008 (no year is specified for the EU publication's figures) taken from Table 1.1 of the 2010 edition of the *Annual Abstract of Statistics*. Population densities were calculated by the Scottish Government using these area estimates.

12.4 **Motorways:** the figures for Scotland and for GB are for 2016 (the same year as most of the EU figures). They were taken from Table RDL0201 of *DfT's road lengths statistics publication*. The DfT's figure for Scotland was used in this table. As explained in paragraph 5.5 below the methodology used by DfT means that the figure for the length of motorways in Scotland (excluding slip roads) differs slightly from Table 12.5.1).

12.5 **All roads:**

12.5.1 The figures for Scotland and for GB relate to 2016 (the same year as most of the EU figures), taken from Table RDL0201 of *DfT's road lengths statistics*. The DfT's figure for Scotland was used in this table which differs from the road length figure in Table 4.1, due to the DfT using a Geographical Information System (GIS) and Ordnance Survey data to produce estimates. Whereas (as explained in the notes to Chapter 4), most of the figures in Table 4.1 are produced from annual returns made by local authorities.

NOTES & DEFINITIONS - INTERNATIONAL COMPARISONS

12.5.2 Some countries (Bulgaria, Denmark, Germany, Italy, Luxembourg, Portugal and Romania) did not have information for 'other roads' in the latest EU publication. Therefore the total road length figure for all countries excludes 'other roads'. In the case of Scotland and the UK, 'Unclassified roads' have been excluded.

12.6 **Railways**: the figures are for the route length at the end of the financial year 2015/16 (the EU figures are for 2016). The figure for Scotland is from Table 7.14 of this publication; the GB figure was taken from Table TSGB0601 of *TSGB 2017*.

12.7 **Passenger cars**: passenger cars figures for Scotland and GB are for 2016 (most EU figures are for 2016). They are taken from Table TSGB0903 of DfT's *Transport Statistics Great Britain 2017 edition*.

12.8 **Powered two wheelers**: the figures for Scotland and GB are for 2016 (the same year as most of the EU figures). They are taken from Table TSGB0903 of DfT's *Transport Statistics Great Britain 2017 edition*, which includes figures for motorcycles, scooters and mopeds and based on numbers of vehicles licensed at 31st December. The EU publication's figure (for the UK) is lower than the DfT figure for GB due to different methodologies. EU figures are based on national sources and definitions may vary.

12.9 **Goods vehicles**: the figures for Scotland and GB are for 2017 (the same year as most of the EU figures). The Scottish figure is taken from Table 1.2 of this publication, and the GB figure is taken from Table TSGB0903 of DfT's *Transport Statistics Great Britain 2017 edition*. They are the totals of the figures for the body types light goods and goods (the latter being heavy goods vehicles). The result of using the body type figures is slightly different from that which would have been obtained had taxation group figures been used.

12.10 **New registrations of passenger cars**: the GB and Scotland figures are for new registrations of all vehicles and are for 2016 (the same year as most of the EU figures). They are taken from Table VEH0152 of DfT's *Vehicle Licensing Statistics*.

12.11 **Passenger transport - distance travelled and modal shares**

12.11.1 The figures for Scotland and GB are for the two year period 2011/2012 (the EU figures are for 2016). Following the increase in its sample size with effect from 2002, the National Travel Survey can provide some figures for a single year for Scotland, but figures for the two year period should be less susceptible to sampling fluctuations. The figures for Scotland are taken from STS 2013 Table 11.2 and converted from miles into kilometres. The GB figures for 2011/2012 were calculated by simply averaging the figures from 2011 and 2012 for each relevant mode of transport shown in Table NTS0305 of DfT's *National Travel Survey: 2012 bulletin*, and converting the result from miles into kilometres.

12.11.2 The NTS figures relate to the mode of travel, *not* to the main mode that is used in some other analyses of NTS figures and use detailed mode breakdowns of NTS results as opposed to aggregate groupings. Also passenger cars category consists of car only - driver, car only - passenger and taxi / minicab; the buses and coaches category covers private hire bus, bus in London, local bus and non-local

NOTES & DEFINITIONS - INTERNATIONAL COMPARISONS

bus; and the tram / metro category relates only to the London Underground (the Glasgow Underground is not identified in the results of the NTS).

12.11.3 The NTS average for the total distance travelled per person in GB (covering all modes of transport) is 6,826 miles, or 10,985 kilometres in 2011/12. For the modes of transport shown in the table (which excludes, for example, air and ferry) the NTS average is 10,556 kilometres. This difference between the UK and GB figures arises because the two sets of figures are on different bases:

- the NTS figures relate only to *personal* travel within GB, and are produced from the results of a survey of households across GB;
- the EU publication's figures have been derived by dividing estimates of the total volume of travel (passenger-kilometres) within the country by the total population of the country.

The kinds of travel which would be counted using the latter approach (but *not* by the NTS) include

- travel within GB by foreign tourists and other non-residents;
- travel for business purposes (e.g. to and from meetings);
- and, possibly, some travel in the course of their work by the likes of lorry drivers, postmen and bus drivers.

Therefore, estimates produced using the latter approach will be greater than the NTS estimates, which cover only *personal* travel by *residents*.

12.11.4 There are no official estimates of the total passenger-kilometres travelled within Scotland: the only Scottish estimates of the average distance travelled per head of population are NTS ones, which cover only *personal* travel by *residents*.

12.11.5 Although the two methods produce markedly different average distances, they produce quite similar modal shares - e.g. the modal share for passenger cars is: NTS – 82.3%; shown in *EU Energy and Transport in Figures* – 85.6% (NB: in both cases, the modal shares are calculated excluding powered two-wheelers, walking and cycling, for consistency with the figures in the relevant table of the EU publication). Therefore, the modal shares for Scotland, calculated from the NTS results, should be comparable to the modal shares for the EU countries.

12.12 International air passengers (traffic between EU countries): the figures for Scotland and the UK are both for 2016 (the same year as the EU figures). The Scottish figure is taken from the Total EU countries in Table 8.3(a) of this publication. It is the number of passengers to and from the EU-28 countries for the main Scottish international airports (Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick). The table shows figures for 21 of the EU member states: these are the countries for which the international air passenger route analysis table on the Civil Aviation Authority's Web site (from which the figures for Table 8.3(a) were obtained) shows passengers to/from Scottish airports (for example, the CAA table does *not* show any passengers between, say, Luxembourg and any Scottish airport in 2005). These figures will underestimate slightly the total number of international passengers between Scotland and EU countries because they do *not* include (a) passengers on charter only routes in cases where fewer than 5,000 passengers were carried between an airport and a particular country, nor (b) any passengers to and from EU countries at other airports in Scotland. The UK figure is taken from Table AVI0105 of DfT's Aviation Statistics publication, using the figures for EU-28.

12.13 Road fatalities: the figures for Scotland and GB are both for 2016 (as are most of the EU figures). The Scottish figure is taken from Table 2 of *Reported Road Casualties Scotland 2016*, and the GB figure is taken from Table RAS30003 of *Reported Road Casualties Great Britain 2016*.

12.14 Freight transport - modal shares

12.14.1 Both Scotland and GB relate to 2016 (as do the EU figures). The Scottish figures are derived from the tonne-kilometre figures for each mode of transport which appear in Table H2(b) of this publication. The GB figures are derived from the tonne-kilometre figures for each mode of transport which appear in Table TSGB0403 of *TSGB 2016*.

12.14.2 The figures for Scotland are based on the tonnage of goods lifted in Scotland and the distance on which they are carried on that journey, be it within Scotland or from Scotland to (say) England. For example, the tonne-kilometres for goods taken from Edinburgh to London would be calculated using the full distance between Edinburgh and London (over 660 Kilometres) *not* just the distance between Edinburgh and the border (under 160 kilometres). Therefore, the figures do *not* represent the modal shares for freight transport *within* Scotland: they include tonne-kilometres outwith Scotland on journeys which started in Scotland, and they exclude tonne-kilometres within Scotland on journeys which started elsewhere.

12.15 Other data sources

Eurostat collect a range of Transport data for European countries and publish it on their website. It can be accessed at:

<http://ec.europa.eu/eurostat/web/main>

United Nations Economic Commission for Europe also publish European Transport data:

<http://w3.unece.org/pxweb/>

World Health Organisation collect data on road accidents from around the world and publish a comparison:

http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html

Chapter 13 - Environment and Emissions

13. Notes and Definitions

13.1 Pollutants

13.1.1 The atmospheric pollutants listed in Table 13.1 have been selected because they are considered to be a threat to human health, and transport is understood to be a significant contributor to emissions of these pollutants. The Air Quality Strategy for England, Scotland, Wales and Northern Ireland contains air quality objectives for nine pollutants (benzene, carbon monoxide, lead, nitrogen dioxide, ozone, particulates (PM₁₀ and PM_{2.5}), sulphur dioxide, 1,3-butadiene and polycyclic aromatic hydrocarbons (PAHs)). The objectives are policy targets expressed as a maximum ambient concentration to be achieved, either without exception or with a permitted number of exceedences, within a specified timescale. The table below sets out the agreed air quality objectives (for pollutants which transport is understood to contribute to significantly). PM₁₀ are small particulates less than 10 microns in diameter.

13.1 AIR QUALITY OBJECTIVES FOR SCOTLAND

Pollutant	Objective		Date to be achieved by
	Concentration	Measured as:	
Benzene	3.25µg/m ³	running annual mean	31 Dec 2010
Nitrogen dioxide ²	40µg/m ³ 200µg/m ³	annual mean hourly mean not to be exceeded more than 18 times a year	31 Dec 2005 31 Dec 2005
Particles (PM ₁₀) ³	40µg/m ³ 50µg/m ³ 18µg/m ³ 50µg/m ³	annual mean 24-hour mean not to be exceeded more than 35 times a year annual mean 24-hour mean not to be exceeded more than 7 times a year	31 Dec 2004 31 Dec 2004 31 Dec 2010 31 Dec 2010
Particles (PM _{2.5})	10µg/m ³	annual mean	2020
Ozone	100µg/m ³	daily maximum (measured as an 8 hour running mean) not to be exceeded more than 10 times a year	31 Dec 2005

13.2 Emissions.

13.2.1 CAT is the Carbon Account for Transport. The Carbon Account for Transport (CAT) fulfils a requirement of the National Transport Strategy to develop a carbon balance sheet for transport. It is published on an annual cycle and contains:

NOTES & DEFINITIONS - ENVIRONMENT AND EMISSIONS

Detailed analysis of officially reported transport emissions

Emissions efficiency estimates for passenger vehicles

Key forward looking transport indicators

Scottish transport infrastructure projects likely to have a significant impact upon emissions

13.2.2 The Climate Change (Scotland) Act 2009 requires Scottish Ministers to lay a report in Parliament setting out their proposals and policies for meeting annual emissions reduction targets. The Climate Change Plan, published February 2018, is the Scottish Government's third report on proposals and policies for meeting its climate change targets. It sets out how Scotland can deliver its target of 66% emissions reductions, relative to the baseline, for the period 2018–2032.

13.2.3 While the UK emissions return to the UN does not include emissions from international aviation and shipping (IAS), the Climate Change Scotland Act 2009 explicitly includes this category of emissions in its calculation of total Scottish emissions and the required reduction in emissions to fulfil the terms of the Act. International aviation and shipping emissions are shown in the national emissions Inventory as an additional, outside scope, item.

13.2.4 Ultra Low Emission Vehicles (ULEV) - An ULEV emits extremely low levels of carbon dioxide (CO₂) compared to conventional vehicles fuelled by petrol/diesel. They typically also have much lower or virtually nil emissions of air pollutants and lower noise levels. Since 2009, the Office for Low Emission Vehicles has considered ULEVs as new cars or vans that emit less than 75 grams of CO₂ from the tailpipe per kilometre driven, based on the current European type approval test.

13.2.5 Plug - in - Grant - Since January 2011, UK motorists purchasing a qualifying ultra-low emission car have been able to receive a grant of 25% towards the cost of the vehicle, up to a maximum of £5,000. The Plug-in Car Grant has been designed to help make the whole-life costs of a qualifying car more comparable with petrol or diesel equivalents. The terms of this scheme were modified in early 2016.¹

Sources

13.3 Pollutants and air quality objectives

13.3.1 The information on air pollutant emissions is taken from the publication *Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 1990 – 2015*, published on the National Atmospheric Emissions Inventory website. Emissions estimates are modelled and revisions may be made to the whole time series each year. Separate information on emissions resulting from the use of petrol and diesel in passenger cars and light goods vehicles is provided for the first time.

13.3.2 A sensitive parameter in the emission calculations for petrol cars is the assumption made about the proportion of the fleet with catalyst systems that have failed, for example due to mechanical damage or failure of the lambda sensor. Following discussions with DfT, it is assumed that the failure rate is 5% per annum

¹ [Revised terms of Plug-in-Grant scheme](#)

NOTES & DEFINITIONS - ENVIRONMENT AND EMISSIONS

Following discussions with DfT, it is assumed that the failure rate is 5% per annum for all Euro standards, and that up to 2008 only 20% of failed catalysts were rectified properly, but those that were rectified were done so within a year of failing. The revisions are based on evidence on fitting of replacement catalysts. According to DfT there is evidence that a high proportion of replacement catalysts were not Type Approved and do not restore the emission performance of the vehicle to its original level (DfT 2009). This is being addressed through the Regulations Controlling Sale and Installation of Replacement Catalytic Converters and Particle Filters for Light Duty Vehicles (LDVs) for Euro 3 (or above) LDVs after June 2009. Therefore a change in the repair rate is taken into account for Euro 3 and above petrol LDVs from mid-2009, assuming all failed vehicles are rectified properly.

13.3.3 The methodology for estimating emissions from shipping was revised in the latest inventory *Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 1990-2016* (http://naei.beis.gov.uk/reports/reports?report_id=970). Full details of the revision are given in the report. As a result of the revision there has been a large apparent increase in emissions from shipping compared with the previous inventory which particularly affects the NOx figures. The percentage of NOx emissions allocated to transport in 2015 increased from 45% in the 2017 inventory to 53% in the 2018 inventory.

13.3.4 Detailed information on all sites in the Scotland Air Quality Database are available from the data section of the "Air Quality in Scotland" website (<http://www.scottishairquality.co.uk>). The air quality objectives are taken from *The Air Quality Strategy for England, Scotland, Wales and Northern Ireland: Addendum*. Summary statistics for all sites are available from the "Scottish Environment Statistics Online" website (<http://www.gov.scot/seso/Datasets.aspx?TID=2>). Please note that this website is no longer being updated as of 30 September 2017.

13.4 Emissions of greenhouse gases from transport allocated to Scotland

13.4.1 The majority of the Scottish emissions tables shown here are based on emissions estimates reported in *Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland: 1990-2016*, compiled by Aether/Ricardo-AEA under contract to the Department for Business, Energy and Industrial Strategy, the Scottish Government, the Welsh Government and the Northern Ireland Department of Environment. In this inventory:

- the figures are classified on the basis of the source of the emissions - so, for example, the Transport figures do *not* include a share of the emissions from the power stations that produce the electricity used by electric trains.

The all sources figures given in Table 13.2 take account of removals of carbon dioxide as a result of Land Use, Land Use Change and Forestry (LULUCF).

13.4.2 The way in which emissions are allocated to the different countries within the UK are described in the *Greenhouse Gas Inventories* report. In summary, the bases of the different estimates are:

- *road transport* - the estimated volume of traffic on the roads within each country. The estimates for carbon dioxide are constrained so that the total for the four countries agrees with the internationally-reported overall total for the UK as a whole (which was calculated from the total volume of fuel sold within the UK);

NOTES & DEFINITIONS - ENVIRONMENT AND EMISSIONS

- *railways* - emissions from railway locomotives in Great Britain are disaggregated based on diesel oil consumption data for passenger services and National Atmospheric Emissions Inventory (NAEI) estimates for freight services. The data used in the 2006 inventory was reported for each railway company, whose area of operation can in most cases be allocated to one of the four constituent countries;
- *civil aviation* - estimates of emissions from domestic aviation are calculated based on aircraft movement data from the UK's major airports. The total number of domestic flights from each of the devolved administration areas has been calculated, and based on this, a fraction of the total UK emission has been allocated to each constituent country. This approach is also used to allocate emissions from aircraft support vehicles;
- *national navigation* - the disaggregation of emissions from navigation and coastal shipping has been derived in a similar way to the approach used for aviation, based on port movements in each constituent country;

13.4.3 Road transport carbon dioxide (CO₂) emissions are estimated using vehicle kilometre data constrained so the sum of the UK areas equate to the total for the UK inventory (where 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). A criticism of this method is that the presentation of results does not always provide a CO₂ emission trend that is directly consistent with the vehicle kilometre trend data, as the fluctuations in UK fuel data have a more significant impact on the resultant emission trends. As an alternative, road transport CO₂ emissions from the constituent countries of the UK may be estimated solely by vehicle kilometre data unconstrained to the UK total derived from fuel consumption data.

13.4.4 The difference in results between the constrained and unconstrained methods at Devolved Administration level largely reflects the difference in the results at UK level between bottom-up calculated fuel consumption using vehicle km data and fuel consumption factors and the fuel sales data in the Digest of UK Energy Statistics (DUKES). The reason for a disparity has previously been attributed to cross-border fuel sales ("fuel tourism") although model uncertainty was always emphasised as an additional, and probably a major explanation for the differences.

13.4.5 Any change in the methodologies or the factors used to calculate fuel consumption will affect the magnitude of the difference between calculated fuel consumption at national level and sales figures from DUKES and so, in turn, it will affect the disparity between the Devolved Administration CO₂ emissions from the constrained and unconstrained approaches.

13.5 ***Carbon dioxide emissions per passenger-kilometre***

13.5.1 The figures are taken from the new Greenhouse Gas Conversion Factor Repository created for Defra

<https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2017>

NOTES & DEFINITIONS - ENVIRONMENT AND EMISSIONS

13.5.2 Figures are consistent with the factors used in the compilation of the UK's National Atmospheric Emissions Inventory (NAEI) and in the Greenhouse Gas Emissions Inventory compiled for Scotland and other constituent countries in the UK by Ricardo - AEA.

13.5.3 Figures within the repository are estimated using data for GB/UK as a whole and so do not relate specifically to Scotland. There are no estimates of emissions per passenger-kilometre for Scotland alone. The basis of each estimate is as follows:

- **Road Transport** - The factors used are estimated values for the average petrol and diesel car fleet travelling on average trips in the UK. This has been divided by an average car occupancy rate of 1.50 passengers to calculate average emissions per passenger kilometre.
- **Rail** - the national rail estimate refers to an average emission factor for diesel and electric trains. The light rail and tram factors are based on an average of the annual electricity consumption and passenger kilometre data provided by network operators, and a CO₂ emission factor for electricity generation on the national grid from the UK Greenhouse Gas Inventory.
- **Air** - the emission factor is an aggregate representation of typical CO₂ emissions from illustrative types of aircraft for the three types of air services – domestic, short haul and long haul. Broadly speaking the definition of domestic flights, are those within the UK, short-haul are those within Europe and long-haul are outside of Europe. In keeping with evidence from the IPCC, a 8% uplift factor has been applied to allow for sub-optimal routing and stacking at airports during periods of heavy congestion.

13.6 Vehicle Licensing data

13.6.1 Data used in tables 13.6 to 13.10 is provided by the Department for Transport Vehicle Licensing team. More information can be found in Chapter 1 of STS or on the DfT website.

13.7 Further Information

13.7.1 Carbon dioxide and other greenhouse gases emissions allocated to Scotland - see Official Statistics publication *Scottish Greenhouse Gas Emissions* <http://www.gov.scot/Publications/2017/06/9986> or Claire McFadden of The Scottish Government, Climate Change Statistics (0131 244 7626).

13.7.2 Carbon dioxide emissions per passenger-kilometre is available from <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2017>

13.7.3 Air Pollutants and Air Quality - see *Scottish Environment Statistics Online* <http://www.gov.scot/seso/Datasets.aspx?TID=2> or John Landrock of The Scottish Government, Environment Statistics branch (0131 244 0441).

13.8 Other data sources

NOTES & DEFINITIONS - ENVIRONMENT AND EMISSIONS

Within Scottish Transport Statistics:

- Chapter 1 – Road vehicles
- Chapter 5 – Road Traffic
- Chapter 11 – Personal and Cross Modal Travel

Other Transport Scotland Statistics Publications:

Transport and Travel in Scotland – includes more detailed analysis of the SHS data, in particular:

- Table 2 – Fuel costs
- Table 7 – Mode of transport for travel to work
- Table 11 – Car sharing
- Table 18b – Car Access
- Table 20 – Frequency of driving.
- Table 28 – Frequency of train use

Scottish Household Survey Travel Diary – includes detailed tables using the Travel Diary dataset, in particular:

- Table 2 – journeys by mode of transport
- Table 2a – journey distance by mode of transport
- Table 4a – mode of transport by journey distance
- Table 5a – distance summary statistics by mode of transport

SHS Local Authority Results – provides breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

- Table 1 – Travel to work by mode of transport
- Table 2 – Travel to school by mode of transport
- Table 16 – Journeys by mode of transport.

Department for Transport produce a number of related publications mostly at GB level, including:

- Traffic estimates
- Vehicle registrations.

BEIS

Digest of UK Energy Statistics (DUKES)

Scottish Government

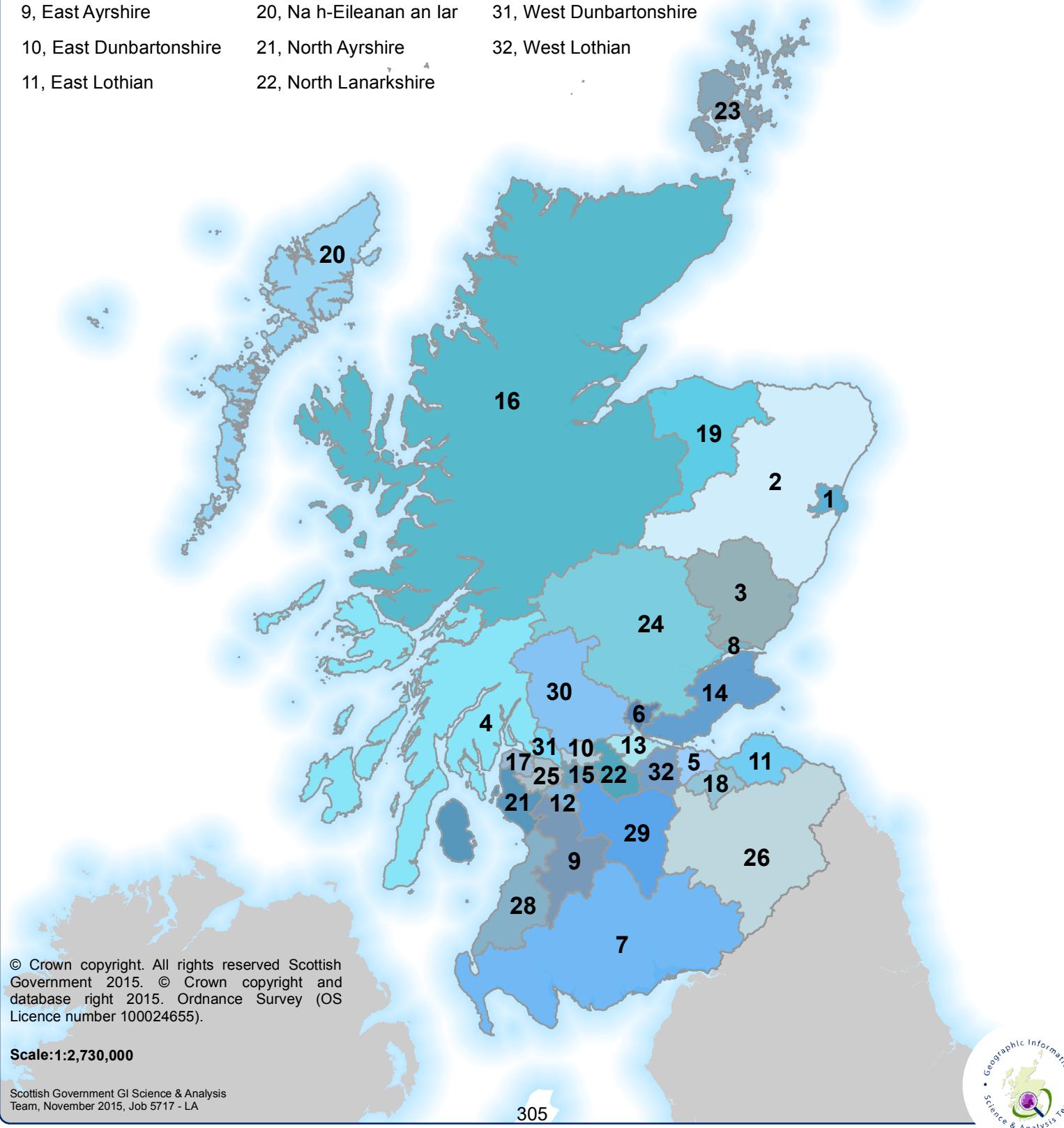
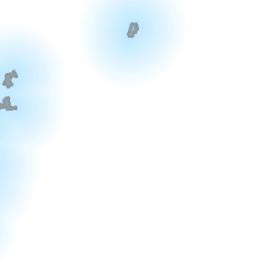
Scottish Greenhouse Gas Emissions, 2016 – Official Statistics bulletin

Some non-Official Statistics sources

- Transport Scotland – Report on Proposals and Policies
- Transport Scotland - Carbon Account for Transport

Local Authority Boundaries

1, Aberdeen City	12, East Renfrewshire	23, Orkney Islands
2, Aberdeenshire	13, Falkirk	24, Perth and Kinross
3, Angus	14, Fife	25, Renfrewshire
4, Argyll and Bute	15, Glasgow City	26, Scottish Borders
5, City of Edinburgh	16, Highland	27, Shetland Islands
6, Clackmannanshire	17, Inverclyde	28, South Ayrshire
7, Dumfries and Galloway	18, Midlothian	29, South Lanarkshire
8, Dundee City	19, Moray	30, Stirling
9, East Ayrshire	20, Na h-Eileanan an Iar	31, West Dunbartonshire
10, East Dunbartonshire	21, North Ayrshire	32, West Lothian
11, East Lothian	22, North Lanarkshire	



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Scale: 1:2,730,000

Mid-year population estimates for 2017 by local authority area

Area	Population
Aberdeen City	228,800
Aberdeenshire	261,800
Angus	116,280
Argyll & Bute	86,810
Clackmannanshire	51,450
Dumfries & Galloway	149,200
Dundee City	148,710
East Ayrshire	121,940
East Dunbartonshire	108,130
East Lothian	104,840
East Renfrewshire	94,760
Edinburgh, City of	513,210
Eilean Siar	26,950
Falkirk	160,130
Fife	371,410
Glasgow City	621,020
Highland	235,180
Inverclyde	78,760
Midlothian	90,090
Moray	95,780
North Ayrshire	135,790
North Lanarkshire	339,960
Orkney Islands	22,000
Perth & Kinross	151,100
Renfrewshire	176,830
Scottish Borders	115,020
Shetland Islands	23,080
South Ayrshire	112,680
South Lanarkshire	318,170
Stirling	94,000
West Dunbartonshire	89,610
West Lothian	181,310
Scotland	5,424,800

LIST OF AREAS COVERED BY OPERATING COMPANIES.

Since 2001-02, the management of the Trunk Road network has been performed by 5 Operating Companies. The following lists Councils whose areas include parts of the routes that were managed by each of the Operating Companies from 1 April 2001. Because routes managed by different companies may have run into the area of the same council, some council names appear within more than one company. (NB: In addition, part of the motorway network in South West Scotland is managed by Autolink.)

1. Operating Companies

1.1 Connect	1.4 South East Operating Company
East Ayrshire Council	Edinburgh City Council
East Renfrewshire Council	East Lothian Council
1.2 South West Operating Company	Falkirk Council
East Ayrshire Council	Fife Council
East Renfrewshire Council	Midlothian Council
Glasgow City Council	North Lanarkshire Council
Inverclyde Council	Scottish Borders Council
North Lanarkshire Council	Stirling Council
Renfrewshire Council	West Lothian Council
South Ayrshire Council	Dumfries and Galloway Council
South Lanarkshire Council	South Lanarkshire Council
West Dunbartonshire Council	
Dumfries and Galloway Council	
North Ayrshire Council	
1.3 North East Operating Company	1.5 North West Operating Company
Aberdeen City Council	Argyll and Bute Council
Aberdeenshire Council	Perth and Kinross Council
Angus Council	Stirling Council
Clackmannanshire Council	West Dunbartonshire Council
Dundee City Council	
Fife Council	Highland Council
Perth and Kinross Council	
Stirling Council	
Highland Council	
Moray Council	

ERRORS IN THE PREVIOUS EDITION

This list covers errors which occurred in the preparation of the tables or the commentary in *Scottish Transport Statistics*. It does *not* include cases where statistics now differ from those in the previous edition, due to revisions by the supplier. Such revisions could occur following more information becoming available, or an improvement in estimation methodology, or the correction of errors in the supplier's own systems. In such cases, the revisions may be mentioned in the text or a footnote to the relevant table, if they are large enough to warrant this.

We apologise for the following error, which we have found in the previous edition.

Table S4, page 23 The figure for air passengers to/from other countries should have been 13.84 million rather than 12.77 million.

Table 2.14, page 68 the figures shown for the councils from Dumfries and Galloway down to Eilean Siar were shown in the wrong order. A corrected version of the table is shown in the Excel spreadsheet here <https://www.transport.gov.scot/media/41862/chapter02-bus-coach.xls>

Table 8.13, page 138 the figure for Scatsta is missing. It should have been 456 tonnes making the total 55,848 tonnes

Key points, page 172 text in first bullet point should have read 'Local Authorities spent a further £860 million.'

The tables in this edition include corrected figures, (if they are time-series tables that include years for which the previous edition's figures were wrong).

Any problems or inconveniences resulting from these errors are regretted.

RECENT SOCIAL AND ECONOMIC RESEARCH REPORTS

Research reports published since the previous edition of “*Scottish Transport Statistics*” are listed below.

Title	Borders Railway Year 2 Evaluation
Publication date	February 2018
Contractor	Peter Brett Associates
Purpose of research	Building on the findings of the Stage 1 Evaluation, the research further develops understanding of the extent to which the Borders Railway is on track to meet its investment objectives.
Main findings	<ul style="list-style-type: none"> In Year 2, overall travel on the line has increased by 9.5%. As in Year 1, the majority of patronage on the line is towards Edinburgh with Tweedbank accounting for the biggest component of demand and Edinburgh Waverley the most frequent destination. Compared to Year 1, there has been an increase in inbound and outbound travel at all the Midlothian stations while the number of people travelling to Galashiels and Tweedbank has fallen with the latter likely a reflection of the novelty impact of the line. Based on the frequency with which respondents indicated they made their current trip, it is estimated that approximately 35,900 (35%) of the estimated annual single trips recorded via the sample were ‘new trips’. In terms of tourists, 71% said that the re-opening of the line had been a factor in choosing to make their trip and 25% stated that they would not have made the trip had the line not been in place. Commuting is the most common journey purpose. In comparison to the Year 1 Survey, there is a higher proportion of commuting and leisure trips and a smaller proportion of educational trips. In total, 60% of respondents to the User Survey reported that the purpose of their trip was either a tourist day trip or an overnight stay. Of these, 25% were travelling to Midlothian and / or the Scottish Borders. The re-opening of the Borders Railway has resulted in significant modal shift from the car to public transport with 61% of respondents stating that they previously made their journey by another mode. Of these, 64% reported that they previously drove all their way to their destination resulting in approximately 35,800 saved single car trips. There has also been a shift from bus to rail with 25% of those who formerly travelled by another method reporting that they took the bus, equating to a reduction in approximately 14,100 annual single trips.
Link to report	https://www.transport.gov.scot/media/41659/sct02189915561.pdf

Title	Bus Services in Scotland - Improving the Framework for Delivery - Analysis of Responses to the Consultation
Publication date	March 2018
Contractor	Dialogue by Design
Purpose of research	This report analyses and summarises responses that were received through a Scottish Government consultation on the shape of the regulatory framework for bus services in Scotland.
Main findings	<ul style="list-style-type: none"> A total of 316 responses were received to this consultation. This included 61 responses submitted by organisations, 254 responses submitted by individual members of the public, and one set of 1,725 campaign responses using standard text developed by Friends of the Earth (FoE) Scotland. Responses to the consultation were, in the main, supportive of Transport Scotland’s proposals for improving the framework for

	<p>delivering bus services. Open data in particular received strong support with organisations supporting this unanimously.</p> <ul style="list-style-type: none"> • The majority of concerns and suggestions focused on the details of how these proposals may be implemented. For example, while most respondents supported replacing the current statutory Quality Partnerships, there was not a consensus on whether Service Improvement Partnerships provided a sufficient improvement. • Partnership working legislation, local franchising and transport authority-led bus services received majority support, except from transport operators on the grounds of distorting competition. Operators were more supportive of the proposals for arm's length bus companies than for direct running. • In terms of impacts, respondents often stated that the proposals' potential impacts on Scotland's people, environment and economy would be dependent on the proposals' ability to improve bus services.
Link to report	https://www.transport.gov.scot/media/41827/bus-services-in-scotland-analysis-of-responses-march-2018.pdf

Title	The Future Of Smart Ticketing In Scotland - Analysis of Responses to the Consultation
Publication date	March 2018
Contractor	Dialogue By Design
Purpose of research	<p>This report analyses and summarises responses that were received through a Scottish Government consultation on the future of smart ticketing in Scotland.</p> <p>The consultation sought to gather the views of stakeholders and individuals with an interest in the implementation of nation-wide multi-modal smart ticketing.</p>
Main findings	<ul style="list-style-type: none"> • A total of 148 responses were received to this consultation with responses received from members of the public, local authorities, transport operators, regional transport partnerships, public bodies and other organisations. A total of 98 responses were received from individual respondents with the remaining 50 coming from organisations. • The majority of respondents thought that a consistent smart payment option available across Scotland and on all main public transport modes would promote use of public transport in Scotland. • Many respondents highlighted the potential benefits of this scheme, including the convenience of not having to use cash and the ability to seamlessly switch between modes using the same payment method. Some respondents referred to existing successful smart ticketing schemes around the world including the London Oyster Card. • Several respondents provided caveats for their support of the proposals, including that smart ticketing would only promote use of public transport if implemented alongside other measures such as fare capping or integrated travel networks. • A smaller number of respondents were concerned about the proposals, highlighting issues such as those who can only pay in cash and the

	<p>difficulty to implement such a scheme nationally.</p> <ul style="list-style-type: none"> Another point that respondents raised was that contactless credit or debit card payments should either be added to or replace the e-purse in order to future proof it.
Link to report	https://www.transport.gov.scot/media/41821/smart-ticketing-analysis-of-responses-march-2018.pdf

Title	Analysis Report - Consultation on Building Scotland's Low Emission Zones
Publication date	March 2018
Contractor	Ch2M
Purpose of research	This report is an analysis of responses to the Building Scotland's Low Emission Zones Consultation which sought feedback on the Scottish Government's proposals to introduce Low Emission Zones (LEZs) in Scotland.
Main findings	<ul style="list-style-type: none"> In total, 967 responses were received – 225 substantive responses, 732 Campaign responses and 10 Campaign Plus responses. The 225 substantive consultation responses were received from 101 organisations and 124 individuals. There was a high level of consensus among respondents with 95.5% supporting the principle of LEZs to help improve air quality in Scotland. Some 62.3% of respondents agreed with the proposed minimum mandatory Euro emission criteria for Scottish LEZs. Respondents were asked whether they supported the principle of adopting a road access restriction scheme for LEZs across different classes of vehicle. Views were very mixed with people both in favour and against the proposal. The views provided showed that the most popular suggestion was for LEZs to operate 24 hours, 7 days a week.
Link to report	https://www.transport.gov.scot/publication/analysis-report-consultation-on-building-scotland-s-low-emission-zones/

Title	Analysis of Responses from the Consultation - March 2018 - Raising Standards and Improving the Quality of Road Works in Scotland
Publication date	March 2018
Contractor	KSO Research
Purpose of research	This report summarises the responses received to the Consultation on Raising Standards and Improving the Quality of Road Works in Scotland. The consultation followed an earlier independent review of the office and functions of the Scottish Road Works Commissioner (SRWC), which resulted in a number of accepted recommendations to improve the regulation of road works in Scotland. Those recommendations formed the basis of the consultation document.
Main findings	<ul style="list-style-type: none"> A total of 88 responses were received. Most came from roads authority representatives, utilities representatives and contractors. There was overall support for the introduction of quality plans, and the review of their effectiveness over time, potentially removing the need for the latent defect process. While some felt that making information more accessible and available in a shorter time would assist with the planning and co-ordination of works and traffic movement, others felt that the proposals were too demanding and would be administratively

	<p>challenging to implement.</p> <ul style="list-style-type: none"> • There was clear support for introducing consistency into Codes of Conduct for those working at sites, as well as for making the requirements for safety related qualifications more stringent across the board there was reasonable support for both strengthening the role of the SRWC in respect of enforcement powers and changes to the fixed penalty notices scheme, with a widespread recognition that both would potentially lead to better compliance with existing road works rules and regulations. • Proposals to enhance the role of the SRWC attracted the most support, overall.
Link to report	https://www.transport.gov.scot/media/41833/analysis-of-responses-march-2018-road-works-consultation.pdf

Title	Final report - Appraisal of options for specification of 2018 Northern Isles ferry services
Publication date	April 2018
Contractor	Peter Brett Associates
Purpose of research	A comprehensive transport appraisal, in line with the Scottish Transport Appraisal Guidance, which involves exploring and assessing potential options for the specification of the next Northern Isles Ferry Services contract.
Main findings	<ul style="list-style-type: none"> • The analysis undertaken has demonstrated that a reduction in fares of the scale considered here is likely to lead to significant problems of unmet demand on the North Sea routes (based on the best data available at present and subject to the caveats identified through the research). The primary constraint will be on cabin accommodation, but there will also be a major impact on the vehicle deck.
Link to report	https://www.transport.gov.scot/media/41903/final-report-appraisal-of-options-for-specification-of-2018-northern-isles-ferry-services-april-2018.pdf

Title	Improving Parking in Scotland - Consultation Analysis Report
Publication date	May 2018
Contractor	In-house
Purpose of research	A consultation analysis report on the Improving Parking in Scotland public consultation, which took place between March and June 2017. The report considers the views of stakeholders and individuals who answered a series of questions on how we can tackle issues, such as pavement parking and double parking.
Main findings	<ul style="list-style-type: none"> • In total, 663 responses were received, in which there was an overall consensus amongst respondents 83% that new legislation was required to resolve the issues surrounding inconsiderate parking. • The majority of the respondents (81%) agreed that parking is a problem, and that most (461) encountered this problem on a daily basis. • A substantial number of respondents (73%) agreed that any new

	<p>legislation should cover all roads and footways, including private roads. While there was general support for new legislation a number of respondents 62% (392) disagreed with the proposal that local authorities should carry out exemptions to specific streets or areas from the proposed national restrictions for pavement parking.</p> <ul style="list-style-type: none"> • Furthermore, 85% (548) respondents believed that parking enforcement should be applied consistently across Scotland. • Interestingly, of those that agreed consistency in enforcement of parking is needed there was a split in how this should be achieved, with 48% of those supporting the roll-out of Decriminalised Parking Enforcement (DPE) across the country. However, 23% believe it should be for Police Scotland to enforce, and the remainder presenting alternative proposals.
Link to report	https://www.transport.gov.scot/media/42239/improving-parking-in-scotland-may-2018.pdf

Title	Free Bus Travel for Older and Disabled People and Modern Apprentices - Analysis of Responses to the Consultation
Publication date	August 2018
Contractor	Craigforth
Purpose of research	The Scottish Government has committed to continuing to provide free bus travel for those who need it the most, and this consultation looked at options to ensure the longer-term sustainability of the Scheme. Also included were questions on a proposal to provide free bus travel to Modern Apprentices, and to provide free companion travel for eligible disabled children under five who are not currently covered by the Scheme.
Main findings	<ul style="list-style-type: none"> • In total, 2,947 responses were submitted. A substantial majority of responses came from individual members of the public. • The majority, 64%, think that the existing age eligibility criteria for the Scheme should be retained, while 36% think that it should not. • A substantial majority of respondents (73%) do not agree with raising age eligibility to female SPA in one step. A small majority, 55%, do not agree with eligibility being raised to female SPA gradually over time. • The majority of respondents, 68%, agree that free bus travel should be provided for Modern Apprentices. Respondents are evenly divided as to whether the proposed benefit should be targeted to Modern Apprentices under age 21. • A substantial majority of respondents, 81%, are in favour of providing a companion card for disabled under 5s where this is needed.
Link to report	https://www.transport.gov.scot/media/42573/free-bus-travel-analysis-of-responses-august-2018.pdf

Title	Carbon Account for Transport Volume 10
Publication date	November 2018
Contractor	In-house

Purpose of research	The Carbon Account for Transport presents detailed analysis of Scottish transport emissions to 2016, along with commentary on the emissions impact of policies and infrastructure plans.
Main findings	<ul style="list-style-type: none"> The latest emissions publication shows that Scottish transport emissions rose in 2015 and 2016 and now stand at 14.4 MtCO2e, 37% of all Scottish emissions. In 2015, transport overtook energy supply to become the largest sectorial contributor to Scotland's greenhouse gas emissions. However, emissions from transport remain below the 2007 peak. Between 2015 and 2016 the largest proportional rise in emissions was from aviation. The largest absolute rise was from road transport, of which the largest contributors to that rise were light goods vehicles. The planned, in progress and recently completed road transport infrastructure projects are each expected to generate very small increases in future transport emissions. Longer term, the Edinburgh Glasgow Improvement Project is expected to generate a small emissions saving.
Link to report	https://www.transport.gov.scot/publication/carbon-account-for-transport-no-10-2018-edition/

Title	Transporting Scotland's Trade
Publication date	December 2018
Contractor	In-house
Purpose of research	This report provides a summary of Scotland's key exports and imports, and how they are transported from, into and within Scotland. An overview of some of Scotland's key transport hubs is provided along with further details of some of its key trading partners.
Main findings	<ul style="list-style-type: none"> Scotland has strong trade links with 105 countries across nearly 100 different industries and sectors. Scotland traded nearly £53 billion worth of goods in 2017, with more than half (54%) being exports. Of the £28.7 billion worth of exports destined for international markets, nearly half (49%) went to the EU. The top 5 destinations for Scottish exports in 2017 were the Netherlands (£4.3 billion), the United States (£3.4 billion), Germany (£2.8 billion), China (£2.2 billion), and France (£1.8 billion) Scotland's key exports markets include Petroleum, petroleum products & related materials, Food & Drink and Power Generating machinery and equipment – with 38% of all exports in these goods, being sent to EU markets. In 2016, total freight (excluding pipeline and rail) lifted in Scotland was over 271 million tonnes. Road freight made up the largest proportion (204 million tonnes) followed by sea (67 million tonnes) and then air (55,000 tonnes). The vast majority of freight lifted in Scotland was carried by road and remained within Scotland. Although the amount of freight carried by road to mainland Europe is small, the road network is an essential way to transport Scotland's perishable goods to such markets in Europe. Forth Ports is Scotland's largest port with 27.5 million tonnes being handled by the port in 2017. Edinburgh Airport handles the most air freight in Scotland, and is also the country's busiest passenger airport and the sixth busiest in the UK.

	<ul style="list-style-type: none"> As well as being Scotland's largest commercial site, Eurocentral located next to the M8 and the rail network is one of Scotland's key transport logistic facilities. Cairnryan/Loch Ryan is Scotland's main port for carrying goods and passengers to Northern Ireland. Trunk road links to the port (A77 and A75) carry an estimated £67 million worth of goods per day. Scotland's number one international export destination is the Netherlands this is a result of the Dutch port of Rotterdam being an international shipping hub with goods exported to other global destinations from there. In 2017, the USA was Scotland's main non-EU export destination with whisky being a key export commodity. Although most high density freight to the USA is carried by ship, some direct flights which operate from some of Scotland's key airport also carry low volume freight. Both Northern Ireland and the Republic of Ireland remain core trading partners with Scotland. In 2017 nearly £1.3 billion of exports went to the Republic alone accounting for 4.5% of Scotland's total exports. A proportion of these goods would have been transported via the 13 daily sailings from Cairnryan / Loch Ryan. Since 2013, Scotland has imported more goods from Norway than any other nation. Over that time, imports from Norway have totalled more than £19.4 billion. As a result of both countries involvement in the North Sea oil and gas fields, the top commodities are related to
Link to report	https://www.transport.gov.scot/media/43733/sct11180880501.pdf

Index to tables in Chapters 1-12

Index entries are of the form:
chapter number.table number
e.g. 6.4 for Table 6.4

This index does not cover information in the Summary, Historical Series or International Comparison tables.

- accidents and casualties
 - rail 7.18, 7.19
 - road
 - built up/non-built up roads 6.1, 6.6
 - casualty rates by age 6.5
 - children 6.4, 6.5
 - costs 6.6
 - fatalities 6.1, 6.4
 - by police force area 6.2
 - pedestrians 6.5
 - by road type 6.1, 6.6
 - by severity 6.1, 6.4
 - slight casualty rate 6.4
 - by user/vehicle type 6.3, 6.5
 - water 9.18
- air transport
 - freight, by airport 8.13
 - income and expenditure
 - BAA 8.15
 - government spending 10.1
 - HIAL 8.14
 - movements, aircraft
 - air taxi 8.1, 8.10
 - commercial/non-commercial 8.9
 - domestic/international; 8.1
 - scheduled/charter 8.10
 - total, by airport. 8.12
 - transport, by airport 8.11
 - transport by type of service and operator 9.10
 - by type of movement 8.9
 - passengers
 - charter flight 8.4, 8.5, 8.7
 - domestic
 - by airport 8.2
 - by destination/origin 8.6, 8.7
 - internal (within Scotland) 8.2, 8.6
 - international
 - by airport 8.6
 - by country 8.3, 8.4
 - by foreign airport 8.5
 - scheduled flight 8.3(b), 8.4, 8.5, 8.7
 - terminal
 - by airport and airport group 8.1
 - by origin/destination 8.6
 - by type of service 8.7
 - transit 8.1
 - UK offshore 8.6
 - characteristics of terminal passengers 8.16
- mode of surface transport to airport 8.17
- origins/destinations of terminating pass 8.18
- punctuality 8.8
- Scottish residents' visits abroad 11.24 – 11.26
- summary 8.1
- bicycles
 - accidents and casualties 6.3, 6.5
 - average distance travelled 11.2, 11.3
 - road traffic 5.2, 5.3
 - travel to school 11.21, 11.22, 11.25
 - travel to work 11.14-11.16, 11.18, 11.22
 - trips, per person 11.1
- Blue badges 1.21
- breath test offences 1.20
- built up/non-built up roads – see accident and casualties, roads and road traffic
- bulk freight – see freight transport, waterborne
- buses (and coaches)
 - accidents and casualties 6.3, 6.5
 - bus stops, walking time to 2.7
 - passenger satisfaction 2.8
 - average distance travelled 11.2, 11.3
 - employment 2.4
 - fare indices (local bus) 2.6
 - frequency of service 2.7
 - fuel consumption 5.11
 - government revenue support 10.1
 - licensed
 - by seating capacity 1.9
 - by type 2.1
 - passenger journeys (boardings) 2.2
 - passenger receipts 2.5
 - travel to school 11.19, 11.20, 11.23
 - travel to work 11.14 – 11.18
 - trips by destination
 - within Scotland 11.27(a-d)
 - cross border 11.28(a-d)
 - trips per person 11.1
 - by type of service 2.2, 2.3, 2.5
 - vehicle kilometres 2.3, 6.2, 6.3
 - vehicle stock 1.1 - 1.3, 1.5, 1.9, 2.1
- cars
 - accidents and casualties 6.3, 6.5
 - average distance travelled 11.2, 11.3
 - Blue badge holders 1.21
 - company 1.3
 - congestion, driver survey 5.8
 - driving licence holders 1.15 - 1.17
 - driving tests 1.13, 1.14
 - ferry services 9.7, 9.12 - 9.16
 - frequency of driving 11.10, 11.13
 - fuel consumption 5.11
 - households with 1.18 - 1.20
 - journeys, by destination 11.27, 11.28(Transport Model for Scotland)
 - licensed 1.2, 1.5
 - by method of propulsion 1.1, 1.2

by council and taxation group 1.3
 MOT results 1.12
 new cars, twenty most popular 1.11
 ownership – see households above
 parking, government expenditure on 10.1, 10.3
 registrations 1.1
 travel to school 11.19, 11.20, 11.23
 travel to work 11.14 – 11.16, 11.21, 11.22
 trips per person 11.1, 11.9
 vehicle kilometres 5.2, 5.3
 carbon dioxide emissions 13.1, 13.2, 13.3, 13.4
 casualties - see accidents and casualties
 charter flights – see air transport
 Channel Tunnel 11.24 – 11.26
 coaches - see buses (and coaches)
 coastguard incident statistics 9.18
 company cars 1.3
 concessionary travel 11.29
 congestion – see road traffic
 Councils – see local authorities
 cross-border travel – see relevant mode of transport
 Crown and exempt vehicles 1.1 - 1.3, 1.5, 1.6
 cycles - see bicycles
 deaths
 marine 9.18
 railway 7.18, 7.19
 road 6.1, 6.4
 defects
 road conditions 4.5, 4.6
 vehicles in MOT tests 1.12
 depots, rail 7.15
 diesel – see petrol and diesel
 distance, average travelled 7.3, 7.5, 11.5, 11.6
 drinking and driving offences 1.20
 driving licenses and tests – see cars
 duties, on petrol and diesel 10.6
 emissions see pollutant emissions
 employment
 bus (and coach) staff 2.4
 Europe, travel to – see relevant mode of transport
 expenditure and income
 airports
 BAA 8.15
 Highlands and Island Airports Ltd 8.14
 buses (and coaches) 2.5, 2.6
 Councils, net revenue expenditure 10.3
 fuel duty and prices 10.6
 government 10.1
 household, on transport 10.8
 local authority, on transport 10.1, 10.4, 10.5
 local government trading services
 capital account 10.5
 revenue income and expenditure 10.3
 Operating companies, on trunk roads and motorways 10.2
 Retail Price Index, transport components 10.7
 subsidies, central government 10.1

exports
 by rail 7.12
 by sea 9.2, 9.6 – 9.8, 9.13(b)
 fares
 buses 2.6 (local bus fare indices)
 rail 7.1 – 7.2, 7.17
 Retail Prices Index 10.7
 ferry traffic 9.12 – 9.16, see also water transport
 finance – see expenditure
 freight transport
 air 8.13
 waterborne
 by appearance, commodity and port 9.5, 9.7
 bulk fuel and other, by port 9.4
 bulks, liquid & dry 9.1, 9.5, 9.7, 9.8, 9.11
 coastwise 9.1
 commercial vehicles 9.13 – 9.16
 one port 9.1
 at major Scottish ports 9.2, 9.5, 9.6, 9.8
 containerised 9.8, 9.9
 inland waterways traffic
 lifted and moved 9.10
 by mode of appearance 9.11
 inwards and outwards, by port 9.3
 international, by country 9.8
 lifted, discharged in Scotland, and moved, by type 9.1
 loose freight 9.14
 outward to Europe 9.8, 9.13(b)
 by port 9.3 – 9.6
 by country of origin or destination & cargo category 9.8
 roll-on-roll-off traffic 9.8, 9.9
 by type of traffic 9.6
 by pipeline – see Summary
 rail 7.12, 7.13, 7.15 (depots)
 road – see goods

fuel - see petrol and diesel
 taxes 10.6
 GDP, Scottish 3.3
 goods
 lifted by UK HGVs,
 average freight(UK), by Scottish region
 by origin and destination 3.1, 3.4(UK), 3.6 (EU)
 in Scotland, by length of haul 3.2
 by commodity 3.5 (UK), 3.7 (international)
 moved by UK HGVs, by destination 3.3
 road freight intensity and volume 3.3
 goods vehicles
 accidents and casualties 6.3, 6.5
 average age of 1.6
 freight transport – see goods
 fuel consumption 5.11
 licensed 1.2
 by Council 1.3
 by engine size 1.7
 by gross weight 1.8
 by year of first registration 1.5
 overseas travel by water 9.7
 operators, by licence type 1.10

new registrations 1.1
testing scheme (LGV only) 1.12
traffic flows 5.7a & b
vehicle kilometres 5.2, 5.3
government expenditure see expenditure
greenhouse gases see pollutant emissions
Gross Domestic Product 3.3
heavy goods vehicles – see goods vehicles and freight transport
Highlands and Islands Airports Ltd – see air transport
HM Coastguard Incident statistics 9.18
household
bus stop access time 2.7
car ownership 1.18 - 1.20
driving licence holders 1.16, 1.17
expenditure on transport 10.7
travel to school 11.19
travel to work 11.18
hydrocarbon emissions 5.12
imports
by rail 7.13
by sea 9.1, 9.2, 9.6 – 9.8, 9.13(b)
income – see also expenditure
breakdown by household 1.16, 1.20, 11.10 – 11.11, 11.18, 11.19
inland waterways – see freight transport, waterborne
internal (within Scotland) travel – see relevant mode of transport

international
passenger movements
by air 8.3 - 8.7, 8.10
by sea 9.13(b)
visits abroad by Scottish residents 11.24 - 11.26
road haulage 3.1, 3.3, 3.6, 3.7
investment, see expenditure
journeys, passenger
by air 8.1 – 8.7, 11.24 – 11.26
by bus 2.2
by car 11.1
by destination 11.25, 11.26, 11.27, 11.28
by distance 11.2, 11.3, 11.5
by duration 11.8
by ferry 9.12 – 9.16
by mode of transport 11.1 - 11.3
by purpose 11.4 - 11.6, 11.24, 11.26
by rail 7.1 - 7.8, 7.17
residents visits abroad 11.24 – 11.26
travel to school 11.19, 11.20, 11.23
travel to work 11.14 – 11.16, 11.18, 11.22
kilometres, passenger and vehicle – see relevant mode of transport
lead emissions 13.1
licensing 1.2, 1.3
average vehicle age 1.6
car driver license holders 1.15 - 1.17
company cars 1.3
by body type 1.1, 1.2
buses (and coaches), by type 2.1
by council 1.3
by engine size 1.7
goods vehicles 1.2, 1.7, 1.8
goods vehicle operators 1.10
by method of propulsion 1.2
public transport, by seating capacity 1.9
by taxation group 1.2, 1.3, 1.5, 1.6
taxis, private hire cars and their drivers 1.4
by year of first registration 1.5
light goods vehicles – see goods vehicles and freight transport
lighting, expenditure on 10.3
Local authority
Blue badges 1.21
expenditure on roads 10.3, 10.5
fuel consumption of road vehicles 5.11
populations Annex 1
practical driving tests 1.14
rail
fatalities 7.19
passenger journeys 7.6
stations 7.16
road conditions 4.6
road lengths 4.1, 4.2
road traffic 5.4, 5.5
rail stations 7.16
taxis and private hire cars 1.4
vehicle licensed 1.3
lorries see goods vehicles and freight transport
major roads – see roads and road traffic
marine accident casualties 9.18
miles, passenger 11.2, 11.3
minor roads – see roads and road traffic
minicabs see taxis
MOT testing 1.12
motor cars see cars
motorcycles
accidents and casualties 6.3, 6.5
average age 1.6
fuel consumption 5.11
licensed 1.2, 1.3, 1.5
MOT results 1.12
registered 1.1
travel to school 11.21, 11.22
travel to work 11.18
vehicle kilometres 5.2, 5.3
motoring offences see offences, motoring
motorways
cost of accidents 6.6
expenditure, on maintenance and construction 10.1
new construction 4.4
length 4.1, 4.2
repaired 4.4
requiring monitoring 4.5
traffic on 5.1 - 5.4, 5.6, 5.7a & b
movements, aircraft – see air transport
National Passenger Survey (rail) 7.11
new cars, most popular – see cars
nitrogen oxide emissions 13.1, 13.3
offences, motoring 1.20
overseas travel - see international

particulate emissions 13.1

passenger journeys see journeys, passenger; and under relevant mode of transport

pedestrians

- casualties 6.5
- average distance travelled 11.2, 11.3
- frequency of walking 11.11, 11.13
- travel to school 11.19, 11.20, 11.23
- travel to work 11.14 - 11.16, 11.18, 11.22
- trips, number of 11.1

personal and cross-modal travel

- by main mode, individual travel
 - distance per year, average 11.2
 - trip length, average 11.3
 - trips per year 11.1, 11.9 (by cars available)

place of work 11.14

by purpose, individual travel

- distance per year, average 11.5
- duration of trip, average 11.8
- hours per year per person 11.7
- trip length, average 11.6
- trips per year 11.4

by socio-economic status

- driving, frequency of 11.10
- school, travel to 11.19
- walking, frequency of 11.11
- work, travel to 11.18

Transport Model for Scotland

- within Scotland, by mode 11.27
- cross-border, by mode 11.28

Traveline Scotland, usage 11.30

travel to work

- average time taken 11.15
- usual mode of travel 11.14, 11.16, 11.18, 11.22

travel to school 11.19, 11.20, 11.23

visits abroad by Scottish residents 11.24 – 11.26

petrol and diesel

- deliveries 5.10
- duties 10.6
- motor vehicles registered and licensed by 1.1, 1.2
- prices 10.6
- consumption, by vehicle type/council area 5.11

pipelines – see Summary

place of work 11.17, 11.21

pollutant emissions 13.1, 13.2, 13.3, 13.4

population estimates, by local authority, Annex 1

ports

- exports/imports 9.1, 9.2, 9.6 – 9.8, 9.13(b)
- ferries
 - see also freight transport and water to Northern Ireland 9.13(a)
 - to Europe 9.13(b)
 - shipping services 9.13
 - Caledonian MacBrayne 9.15
 - other major routes 9.16
 - reliability of lifeline services 9.17
- foreign and domestic traffic by port 9.3
- vehicle and passenger ferry traffic 9.12 - 9.16

private motoring – see cars and motorcycles

public expenditure see expenditure, government

public transport – see individual transport mode headings e.g. buses

punctuality

- aircraft 8.8
- ferries 9.16
- passenger's views 2.8, 7.11
- rail 7.9 - 7.10
- road traffic delays 5.9, 5.10

rail

- accidents and casualties 7.18, 7.19
- average distance travelled 11.2, 11.3
- distances travelled by passengers to Aberdeen, Edinburgh and Glasgow 7.5
- expenditure 10.1, 10.4
- freight 7.12, 7.13
- Glasgow Subway 7.17
- household expenditure on 10.7
- passenger journeys
 - concessionary 11.29
 - cross-border 7.1, 7.2, 7.4 (by region)
 - by fare type 7.1, 7.2
 - internal (within Scotland) 7.1, 7.6 (by by origin/destination 7.4, 7.6 – 7.8
 - originating in Scotland 7.1
 - ScotRail and SPTE 7.3, 7.17
- passenger kilometres 7.3
- passenger revenue 7.1 – 7.2, 7.17
- passenger satisfaction survey 7.11
- punctuality and reliability 7.9, 7.10
- route length 7.14
- RPI component 10.7
- stations
 - freight 7.15
 - hundred busiest 7.7
 - new or re-opened (since 1970) 7.8
 - open 7.15, 7.16 (by local authority)

track (route kilometres) 7.14

train kilometres 7.12, 7.13, 7.17

Transport Model for Scotland, by destination 11.27, 11.28

travel to school 11.19, 11.23

travel to work 11.14 - 11.16, 11.18, 11.22

trips per person 11.1

receipts, passenger – see individual transport modes; also, fares

regional breakdowns – see topic of interest; also local authorities

registrations, vehicle 1.1, 2.1

reliability – see punctuality and reliability

Retail Prices Index

- and bus fares 2.6
- and Gross Domestic Product 2.5, 3.3
- transport components 10.7

revenue

- support, public transport 10.1, 10.3
- see also individual modes of transport

rivers

- freight traffic on major 9.10, 9.11

road accidents and casualties – see accidents and casualties

road class, for breakdown by - see appropriate topic heading

road freight – see freight transport, road; also, goods

road freight intensity and Scottish GDP 3.3

road traffic

see also under individual modes of transport

congestion, driver survey 5.8

by council/local authority area 5.4, 5.5

daily traffic flow at key points 5.1, 5.6, 5.7a & b

fuel consumption, by vehicle type and council area 5.11

fuel deliveries 5.10

pollutant emissions 13.1

by vehicle type 5.2, 5.3

by road type 5.1 – 5.5

roads

construction and repair (Trunk) 4.3, 4.4

dual carriageway 4.1, 4.5(c)

expenditure

 council 10.3 - 10.5

 government 10.1, 10.3 - 10.5

 Operating Companies 10.2

infrastructure 4.1, 4.2

length

 by class of road and council area 4.2

 by road type 4.1, 4.2

 by speed limit 4.1

motorway network 4.1, 4.2, 4.5(c)

motorway slips 4.1, 4.2

network condition 4.5, 5.6

roll-on roll-off ferry

traffic 9.8, 9.9

rural roads – see roads, road traffic, and accidents and casualties

scheduled flights – see air transport

school – see personal and cross-modal travel

ScotRail – see rail

speed limits

 breakdown by – see individual topic heading

 offences 1.20

staff - see employment

stations – see rail, stations

Strathclyde PTE – see rail

taxes and duties

 on petrol and diesel 10.6

taxis

concessionary travel 11.29

licensed 1.2, 1.4

passenger distance travelled 11.2, 11.3

registered 1.1

terminal passengers – see air transport

time lost 5.9, 5.10

time spent travelling per year 11.7

traffic see road traffic

trains see rail

transport components, Retail Prices Index 10.7

Transport Model for Scotland – see personal and cross-modal travel

Traveline Scotland 11.30

travel to school/work - see personal and cross-modal travel

trunk roads – see roads and road traffic

unleaded petrol – see petrol and diesel

urban roads – see roads, road traffic, and accidents and casualties

vehicles – see bicycles, buses, cars, goods vehicles, motorcycles

vehicle kilometres 2.3, 6.2, 6.3

vehicles licensed – see licensing

walking see pedestrians

water transport

 Caledonian MacBrayne

 traffic 9.15

 reliability and punctuality 9.17

 coastguard incident statistics 9.18

 European traffic 9.13(b)

 freight – see freight transport, waterborne

 Ireland 9.13(a)

 major ferry services (non-Cal Mac) 9.16

 operating companies 9.13

 reliability and punctuality 9.17

 traffic, car, bus and passenger 9.12 – 9.16

 user revenue and subsidies 9.13

weekday travel 11.27, 11.28

work - see personal and cross-modal travel

Transport Scotland Statistics publications

Transport and Travel in Scotland **Annual.** Summarises a broad range of transport statistics including road vehicles, traffic, casualties, bus and rail passengers, road and rail freight, air and water transport and personal travel. Further breakdowns of Scottish Household Survey transport data including households' access to cars and bikes, frequency of driving, modes of travel to work and school, use and opinions of public transport and access to services are also presented.

From the 2014 release onwards, this publication includes findings from the Scottish Household Survey Travel Diary.

Latest edition: provides figures up to 2017, published September 2018 **Web only**

SHS Transport: Local Area Analysis **Annual.** Provides SHS information for Local Authorities and Regional Transport Partnership areas.

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Key Reported Road Casualty Statistics **Annual.** Provisional figures on accidents, casualties by severity, casualties by type of road, casualties by mode of transport, and child casualties, including trends in recent years and progress towards the casualty reduction targets for the year 2020. Also figures by Police Force and local authority.

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Latest edition: provides figures up to 2017, published in October 2018

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Scottish Household Survey Travel Diary results

Discontinued: These results are now published within the Transport and Travel in Scotland publication.

Provides details of journeys made collected via the Travel Diary. Includes purposes for travel, distances, the times of day at which trips start, duration of journeys, days of the week and car occupancy levels.

Last release (webtables): 2012 figures, trends since 2002; published November 2013. **Web only**

Last detailed biennial data: figures to 2009/10, trends since 1999; published Nov 2011. **Web only**

National Travel Survey Scottish Results **Biennial.**

Discontinued: DfT no longer collect data for Scotland and this publication is no longer updated.

These web-tables provides trends on the average number of journeys and average distance travelled per person per year, including average journey length, main mode of travel, journey purpose.

Last edition: figures up to 2009/2010; published in March 2012 **Web only**

Bus and Coach Statistics **Annual.**

Discontinued: The bus chapter in Scottish Transport Statistics has now been expanded to include the findings from this publication.

Presents Department for Transport statistics on bus and coach operators, and some related Scottish Household Survey (SHS) results. Includes: vehicle kms, patronage levels, fare indices; passenger receipts; public transport support and concessionary fare reimbursement; adults' frequency of use of local bus services; views on aspects of bus services; travel to work by bus; reasons for not using buses; safety on buses; concessionary travel passes.

Last release (webtables): figures up to 2010-11; published February 2012 **Web only**

Transport Statistics publications produced by other administrations

The **Department for Transport** (DfT) produces many statistical publications, most of which provide detailed breakdowns of the figures for GB/UK as a whole. However, some contain statistics for Scotland.

DfT's annual **Regional Transport Statistics** bulletin gives figures on many topics for Scotland, Wales, Northern Ireland and each of the regions of England. It should be the "first port of call" for anyone who wishes to compare any figures for transport in Scotland with those for some or all of the other parts of GB/UK.

Other DfT publications include some figures for Scotland, such as *Transport Statistics Great Britain* (which, like *Scottish Transport Statistics*, contains figures on many different aspects of Transport), *Maritime Statistics*, *Public Transport Statistics*, and *Road Casualties Great Britain*. Further information about DfT Transport Statistics publications is available via: <http://tinyurl.com/nm8re6m>

The **Welsh Assembly Government** produces various publications which contain statistics on transport in Wales, in particular *Welsh Transport Statistics*. More information is available via: <http://new.wales.gov.uk>

The statistical publications produced in **Northern Ireland** include *Northern Ireland Transport Statistics*. More information is available via: www.drdni.gov.uk/index/statistics.htm

TRANSPORT STATISTICS USERS' GROUP

The Transport Statistics Users' Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the The Institute of Logistics and Transport (then known as The Chartered Institute of Transport).

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- to facilitate a network for sharing ideas, information and expertise.

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- The maintenance of a Website which TSUG Members can use to find out about and book on TSUG seminars, and access an information archive.

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