



Scottish Transport Statistics



No. 36
2017 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:

Mr Andrew Knight
Transport Analytical Services
Transport Scotland
Victoria Quay
EDINBURGH EH6 6QQ

Telephone: 0131 244 7256

E-mail: Transtat@transport.gov.scot

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 2016	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 2017 edition of *Scottish Transport Statistics*, and is the thirty sixth 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:

Transport Analytical Services
Transport Scotland
Victoria Quay
Edinburgh
EH6 6QQ
Tel: 0131 244 7256
Transtat@transport.gov.scot

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 2016, by Council and taxation group	41
1.4	Taxi and private hire cars and drivers licensed by local authority area, 2017 (*)	42
1.5	Vehicles licensed at 31 December 2016, 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, 2017 (*)	45
1.11	The 20 most popular new cars sold in Scotland, 2016 (*)	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 2016-17 (*)	47
1.16	People who hold a full car driving licence by age and sex, annual net household income and urban/rural classification, 2016	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, 2016	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 far passes issued to older and disable people	68
2.14	Concessionary fare passes issued to older and disabled people, Nov 2017	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, 2016	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, 2016	74
3.5	Goods lifted or moved by UK HGVs, for journeys within the UK with a Scottish origin or destination, by commodity, 2016	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, 2016	76
3.7	Goods lifted or moved by UK HGVs, for journeys entering or leaving the UK, by commodity, 2016	76
3.8	Average freight lifted by UK HGVs per year (2012-2016): 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, 2016-17	80
4.3	Trunk road constructed/re-surfaced etc	81
4.4	Trunk road constructed/re-surfaced etc, by unit: (a) 2015-16, and (b) 2016-17	81
4.5	Trunk road network: residual life (years)	82
4.6	Local authority road network condition, 2016-17	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, 2016(*)	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, 2016(*)	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: 2016	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, 2016	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, 2015-16	114
7.5	Distances travelled by passengers to Aberdeen, Edinburgh and Glasgow, 2015-16	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, 2015-16	116
7.7	Passenger journeys, to or from the main stations in Scotland, 2016-17	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, 2015-16	123
7.17	Strathclyde Passenger Transport Executive – Glasgow Subway	123
7.18	Railway accidents.	124
7.19	Railway fatalities by local authority and category, 2016	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	132
8.4	Passenger traffic on selected international routes, to and from Scotland's main airports, 2016	133
8.5	The 10 international airports with the largest numbers of passenger journeys for flights directly to and from Scotland's main airports, 2016	134
8.6	Terminal passenger traffic by origin/destination, 2016	134
8.7	Terminal air passengers by airport, international/domestic and type of service, 2016	134
8.8	Punctuality of flights at Edinburgh and Glasgow airports	135
8.9	Aircraft movements, by airport and type of movement, 2016	136
8.10	Air transport movements by airport, type of service and operator, 2016	136
8.11	Air transport movements	137
8.12	Total aircraft movements, by airport	137
8.13	Freight carried by airport	138
8.14	Characteristics of terminal passengers, 2013	139
8.15	Mode of surface transport used to arrive at the airport	139
8.16	Origins/destinations of terminating passengers, 2013	139
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)	151

	only)	
9.6	Foreign and domestic freight traffic at the major ports by type of traffic (a) 2015 (b) 2016	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, 2016	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, 2015-16 (*)	176
10.3	Net revenue expenditure on roads and transport (excluding loan charges) by Councils, by type, 2016-17	176
10.4	Service breakdown of local authority gross capital expenditure 2016-17	177
10.5	Gross capital account expenditure on local authority roads and transport by Councils and Boards, by type, 2016-17	177
10.6	Petrol and diesel prices and duties per litre (June), GB	178
10.7	Transport components of the Retail Prices Index (2006=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+, 2016	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: 2016	191
11.18	Employed adults (16+) not working from home – usual method of travel to work: 2016	193
11.19	Usual main method of travel to school, 2016	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, 2016	196
11.25	Scottish residents' visits abroad by means of leaving the UK and area visited, 2016	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: 2017	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 2016	226
13.10	Number of licensed vehicles by body type and propulsion type as at 31 December 2016	226
Figure	Maps	
3.1	Goods lifted by road; entering / leaving Scotland to / from rest of GB 2016	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, 2006 and 2016	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

524 million public transport journeys were made by bus, rail, air and ferry in 2016-17:

- 75% of these journeys were by bus,
- 18% by rail,
- 5% by air, and
- 2% by ferry

2/3 of commuters said that they travelled to work by car or van in 2016, 12 per cent walked, 10 per cent went by bus, 5 per cent took a train and 3 per cent cycled.

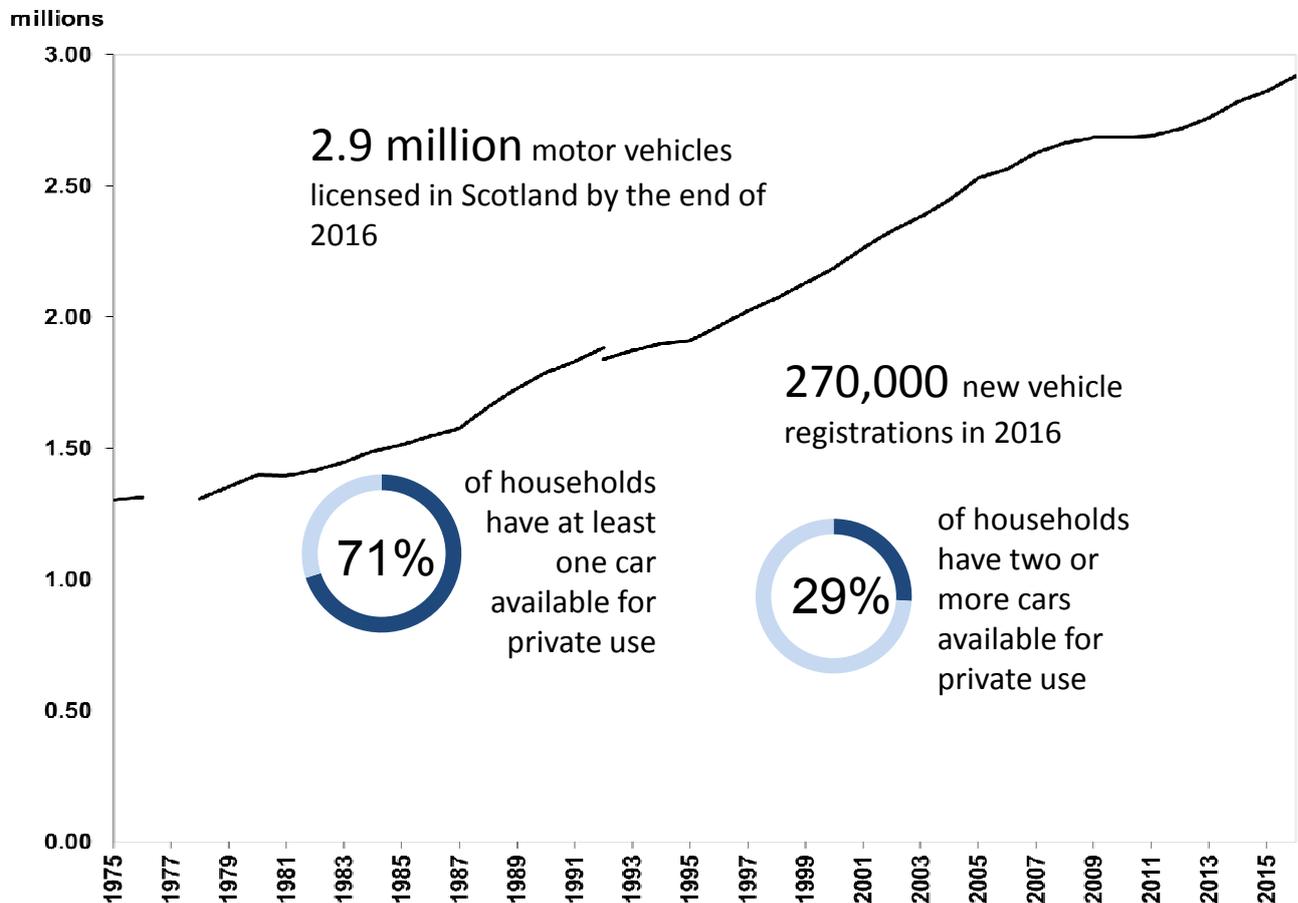
Over the last five years, there have been increases in car, air, rail and ferry passenger numbers and distance cycled, while there has been a fall in bus passengers.

	2011-12	2016-17	Change over 1 year	Change over 5 years
Car Traffic (m/veh km) on all roads	33,578	35,362	2.0%	5.3%
Pedal Cycles (m/veh km) on all roads	305	352	2.9%	15.4%
ScotRail Passengers (millions)	81.0	94.2	1.1%	16.2%
Bus Passengers (millions)	436	393	-3.4%	-9.7%
Air Passengers (millions)	22.1	26.9	5.6%	22.0%
Ferry Passengers (millions)	9.6	10.1	5.5%	4.6%
<i>Source: STS 2017, 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.</i>				

4. Motor vehicles, traffic and road casualties

4.1 Motor vehicles

Figure 1: Motor vehicles licensed in Scotland



2.9 million motor vehicles licensed in Scotland in 2016, increasing to its highest ever level. This was 14% higher than in 2006 and up from 0.9 million in 1964.

1% increase in new vehicle registrations in 2016 compared to 2015; 268,000 in 2015, 270,000 in 2016. This was the highest number of new registrations in a single year since the peak of 263,000 in 2004).

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 (54 compared to 58 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.

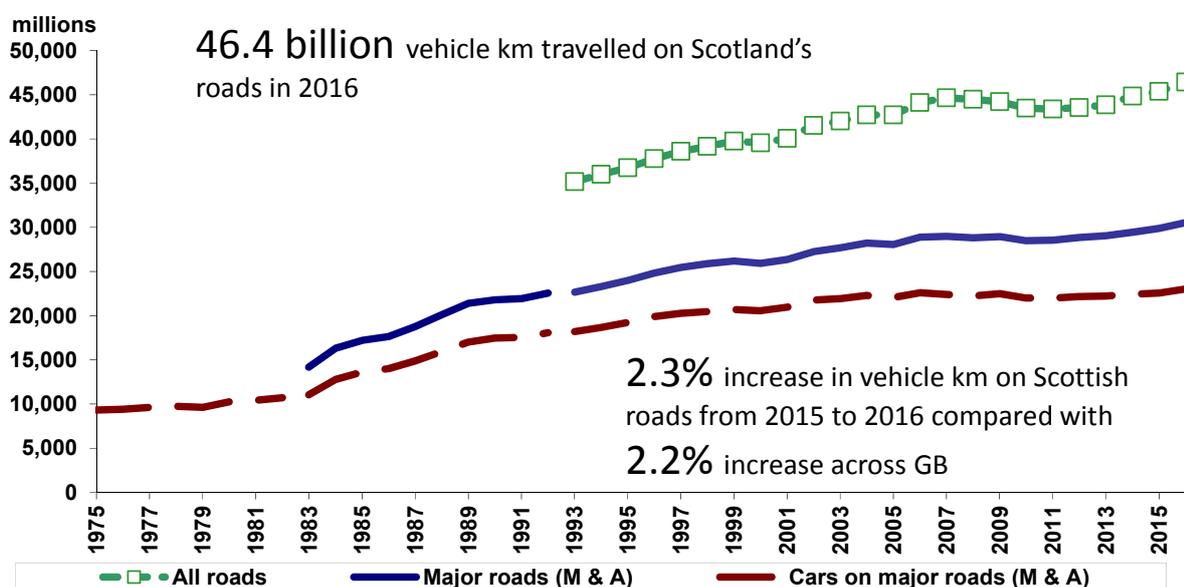
4.2 The road network

56,250 kilometres of public road in Scotland in 2016, 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)



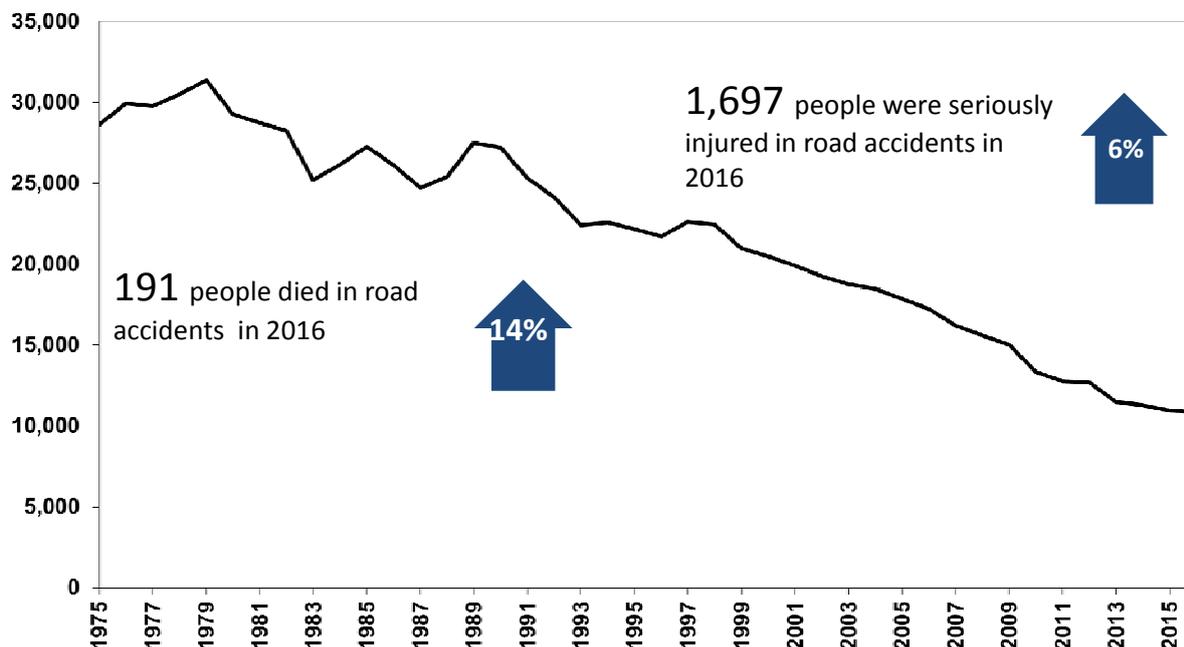
46.4 billion vehicle kilometres were travelled on Scotland's roads in 2016— an increase of 2% over the year, 5% more than in 2006 and the highest recorded level.

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.

11.7% of journeys were perceived to have been delayed due to traffic congestion in 2016, a reduction of 1% since 2006. This is 3% lower than the peak of 14.4% in 2007.

4.4 Road casualties

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



191 people were killed and 1,697 seriously injured in road accidents in 2016.

The total number of casualties on Scottish roads has fallen by 1% between 2015 and 2016 and are at their lowest level since records began over 50 years ago.

37% 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 2006 and 2014 over this period.

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

0.35 people were killed or seriously injured per thousand population for Scotland compared to **0.41** for Great Britain in 2016.

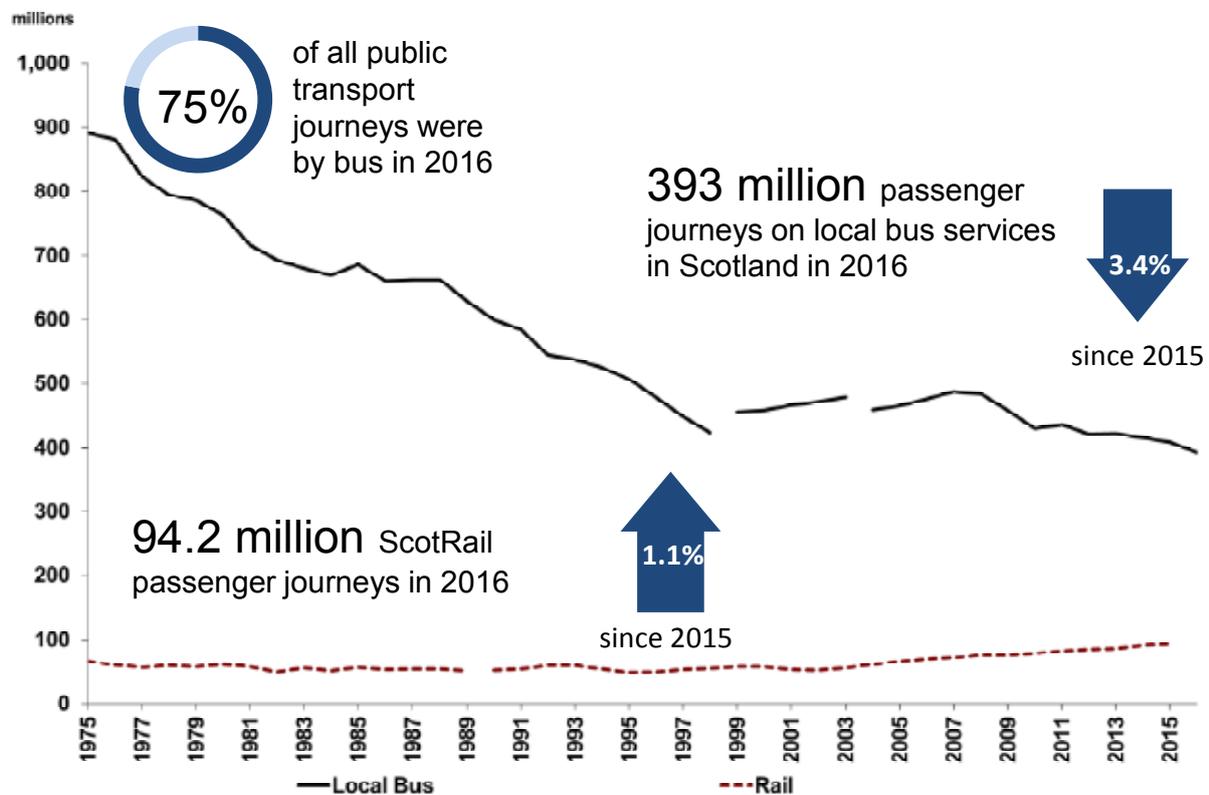
Road accident casualties by mode of transport:

Mode of Transport	Share of all road casualties	Yearly change in number of casualties
	61%	-0.2%
	15%	-2%
	7%	-3%
	7%	-1%

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

393 million bus passenger journeys in 2016-17, a decrease of 3.4% on the previous year. One in three of bus journeys in 2016/17 were made under the National Concessionary Travel scheme.

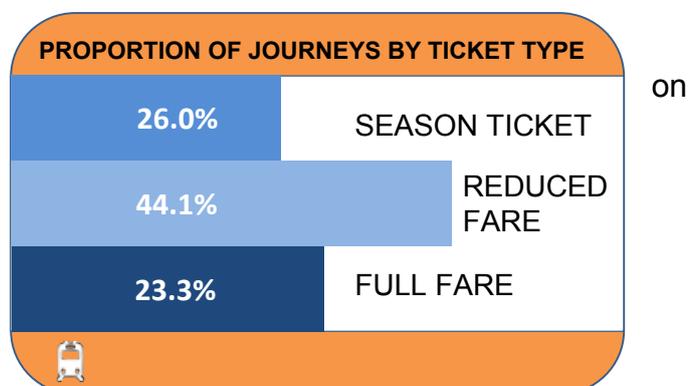
Bus passenger journeys have generally been falling in the long-term, almost halving between 1960 and 1975 and roughly halving again since then.

Rail

94.2 million ScotRail passenger journeys in 2016-17 - a rise of 1.1% the previous year.

32% increase in journey numbers since 2006-07.

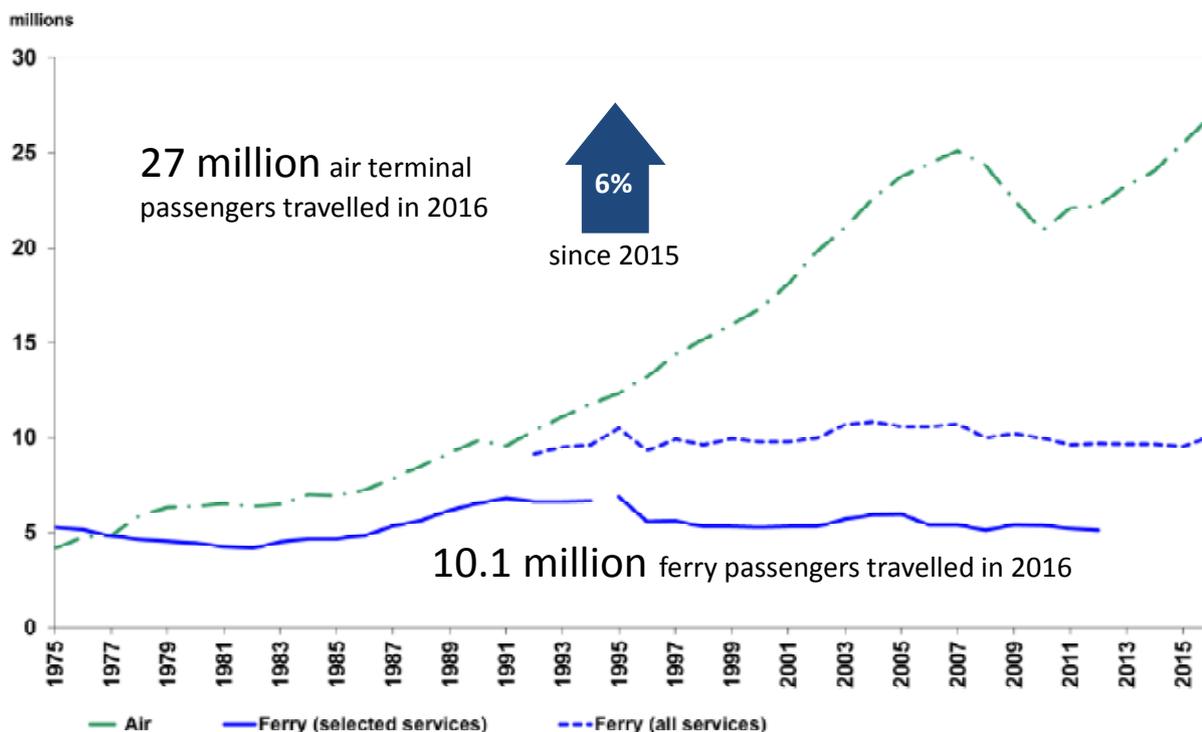
Rail patronage has been steadily rising since 1994-95.



Based on ORR data for 2015-16

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

27 million air terminal passenger numbers in 2015, up 6% over the year and slightly 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

10.1 million passengers travelled by ferry (including traffic within Scotland and to and from Northern Ireland) in 2016 – a 5% increase on the previous year.

3.4 million vehicles were carried on all ferry routes in 2016 (including traffic between Scotland and Northern Ireland, between Scotland and Europe and within Scotland), a 7% 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	13%
Glasgow	14 minutes	13%

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

69% of people aged 17 or over had a full driving licence in 2016. The proportion of men aged 17+ holding a licence was higher than women (75% compared to 63%) however, the proportion of women with a license has been slowly increasing over time.

42% of people drove every day in 2016. 4 per cent fewer people reported driving every day in 2016 than five years ago. Car ownership has remained fairly stable over this period, with around 71% of households having access to at least one car.

Figure 6: Main modes of travel to work and school

Main mode of travel to work:		Main mode of travel to school:	
Car (driver) 	61.7%	Walk 	51.8%
Walk 	12.3%	Car/Van 	25.6%
Bus 	10.4%	Bus 	19.3%
Car(passenger) 	5.3%	Other	1.5%
Rail 	5.2%	Cycle 	1.4%
Cycle 	2.6%	Rail 	0.5%
Other	2.4%		

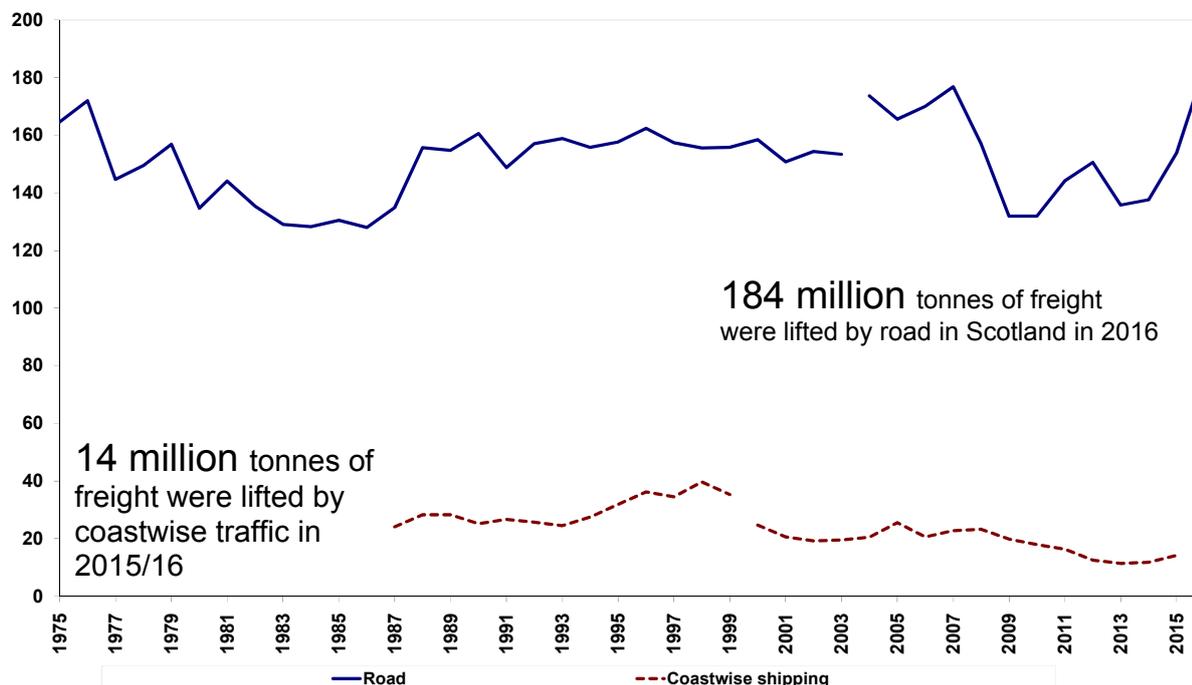
31% of journeys to work were by public or active travel in 2016, the same as 2006. Public and active travel to work has remained at around 30% since 2006, with cycling retaining a low modal share but showing increases in share of work travel in the cities (the proportion of Edinburgh residents cycling as their main mode of travel to work has increased from 3% to 5.8% over the last 10 years)

72% of people were very or fairly satisfied with public transport in 2016, a decrease on 2015 (74%). Satisfaction levels have been at around 70% for the last ten years.

7. Freight

Figure 7: Freight lifted in tonnes

million tonnes



184 million tonnes of road freight was lifted in Scotland in 2016.

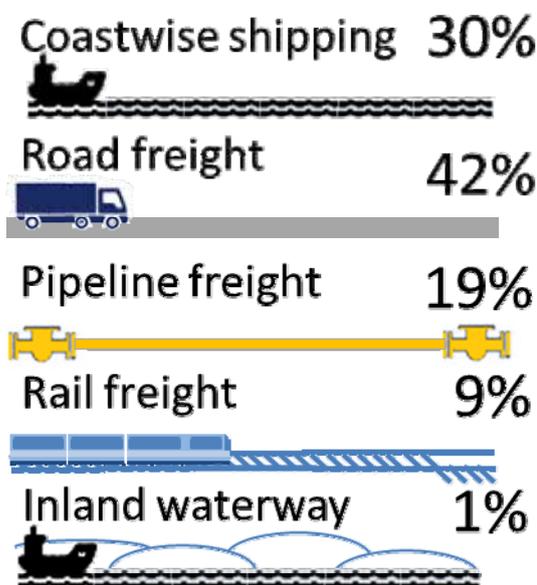
By weight, much more freight is carried by road than by any other mode of transport. Before 2011, more tonne-kilometres of freight were moved by coastwise shipping than any other mode of transport. However, since then more freight is now moved by road.

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:



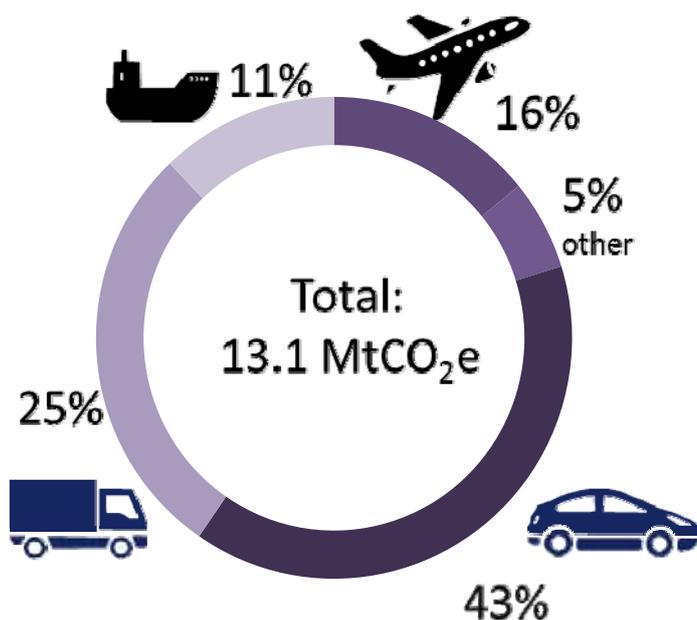
8. Cross-border transport

13 million air and ferry passenger journeys were made to other parts of the UK in 2016, an increase of 0.9% since 2015.

12.77 million passenger journeys were made to and from other countries by air in 2016, an increase of 5% since 2015.

9. Environment and emissions

Figure 9: Share of greenhouse gas emissions by mode in 2015



27% of Scotland's greenhouse gas emissions are accounted for by transport.

8.2% 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 27% over the last ten years and by 1.2% in the last year.

Change in emissions by key transport mode 2014-2015



There has been an 8 fold increase in the numbers of ultra-low emission vehicles registered in Scotland between 2013 Q1 and 2017 Q3, albeit from a low base. The biggest increase has been in Plug-in-Grant Eligible cars which now account for 85 per cent of all Ultra Low Emission Vehicles and almost 90 per cent of newly registered Ultra Low Emission Vehicles in 2016.

Table S1 Summary of Transport in Scotland
Numbers

SUMMARY

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Vehicles Licensed											<i>thousands</i>
Private and Light Goods ¹	2,259	2,313	2,347	2,362	2,364	2,369	2,395	2,436	2,496	2,537	2,594
All Vehicles ¹	2,564	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863	2,919
New Registrations	243	251	215	216	209	202	216	241	262	268	270
Local Bus Services²											<i>millions</i>
Passenger Journeys (boardings) ³	476	487	484	458	430	436	420	421	414	407	393
Vehicle Kilometres ³	384	397	386	377	346	338	327	332	328	331	327
Passenger Revenue at latest year's prices ³	662	687	712	712	679	685	695	685	668	679	688
											<i>£ million</i>
Freight Lifted											<i>million tonnes</i>
Road ^{4,9}	170.0	176.8	157.0	131.9	131.9	144.2	150.6	135.8	137.6	153.9	183.5
Rail ²	12.96	11.35	10.36	9.69	8.33	9.87	8.43	..	..	..	..
Coastwise traffic	20.6	22.8	23.3	19.8	18.0	16.3	12.5	11.4	11.8	14.2	..
One Port traffic	1.48	1.83	1.75	3.59	1.88	2.42	2.57	2.10	2.19	..	..
Inland waterway traffic	10.16	10.50	12.19	10.10	10.89	10.70	10.79	10.69	9.41	10.14	10.42
Pipelines ⁵	27.8	27.5	27.6	27.6	27.6	27.8	28.2	..	..	..	..
Total	243.0	250.8	232.2	202.7	198.6	211.3	213.1	..	..	..	..
Public Road Lengths											<i>kilometres</i>
Trunk (A and M) ¹⁰	3,518	3,505	3,505	3,520	3,518	3,536	3,566	3,565	3,637	3,638	3,669
Other Major (A and M)	7,424	7,381	7,421	7,421	7,414	7,467	7,473	7,473	7,406	7,414	7,418
Minor Roads	44,026	44,300	44,418	44,591	44,694	44,769	44,873	44,938	45,011	45,100	45,163
All Roads ¹⁰	54,968	55,186	55,344	55,532	55,626	55,772	55,912	55,975	56,054	56,152	56,250
Road Traffic											<i>million vehicle-kilometres</i>
Motorways ¹¹	6,433	6,577	6,683	6,633	6,503	6,570	7,140	7,262	7,421	7,477	7,757
A roads	22,465	22,408	22,126	22,327	21,992	21,996	21,712	21,786	22,025	22,395	22,796
All roads (incl. B, C, uncl.)	44,119	44,666	44,470	44,219	43,488	43,390	43,549	43,840	44,839	45,374	46,437
Reported Road Accident Casualties											
Killed	314	281	270	216	208	185	176	172	203	168	191
Killed and Serious	2,949	2,666	2,845	2,503	2,177	2,065	2,157	1,843	1,906	1,768	1,888
All (Killed, Serious, Slight)	17,269	16,239	15,592	15,043	13,338	12,786	12,712	11,502	11,308	10,973	10,901
Passenger Rail ^{2,6}											<i>millions</i>
ScotRail passenger journeys ⁶	71.6	74.5	76.4	76.9	78.3	81	83.3	86.3	92.7	93.2	94.2
ORR data:											
Rail journeys in/from Scotland ⁷	69.8	72.7	76.3	76.5	79.4	83.3	85.8	86.7	91.7	93.4	..
Passenger receipts (2015 £mill)	324.2	369.1	370.6	407.1	421.9	432.4	449.3	462.6	486.4	504.31	..
Air Transport											<i>thousands</i>
Terminal Passengers	24,437	25,132	24,348	22,496	20,907	22,065	22,207	23,250	24,076	25,507	26,924
Transport Movements	420.6	428.2	417.1	382.7	354.4	366.3	372.1	376.4	376.2	376.4	376.0
Freight	83.3	66.1	50.2	50.9	47.5	45.2	52.2	54.2	59.9	56.4	55.4
											<i>thousand tonnes</i>
Ferries ⁸											<i>thousands</i>
Passengers	10,589	10,671	10,014	10,219	9,990	9,631	9,698	9,662	9,680	9,555	10,076
Vehicles	3,113	3,246	3,056	3,135	3,072	3,071	3,076	2,972	3,074	3,146	3,372
of which on routes within Scotland											
Passengers	8,453	8,466	8,001	8,272	8,016	7,773	7,888	7,831	7,885	7,825	8,322
Vehicles	2,610	2,713	2,569	2,648	2,554	2,551	2,628	2,577	2,625	2,704	2,931

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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Vehicles Licensed											
										<i>Index 2006=100</i>	
Private and Light Goods ¹	100.0	102.4	103.9	104.6	104.7	104.9	106.0	107.9	110.5	112.3	114.9
All Vehicles ¹	100.0	102.4	103.9	104.7	104.7	104.9	106.0	107.6	110.0	111.6	113.8
New Registrations	100.0	103.3	88.5	88.9	85.9	83.3	89.1	99.4	107.9	110.1	111.2
Local Bus Services²											
Passenger Journeys (boardings) ³	100.0	102.4	101.6	96.2	90.4	91.6	88.3	88.5	87.1	85.6	82.6
Vehicle Kilometres ³	100.0	103.2	100.3	98.0	90.0	87.9	85.1	86.3	85.4	86.0	85.2
Passenger Revenue at latest year's prices ³	100.0	103.9	107.5	107.6	102.6	103.6	105.0	103.5	100.9	102.6	104.0
Freight Lifted											
Road ^{4,9}	100.0	104.0	92.4	77.6	77.6	84.8	88.6	79.9	80.9	90.5	107.9
Rail ²	100.0	87.6	79.9	74.8	64.3	76.2	65.0	..	..	..	..
Coastwise traffic	100.0	110.7	113.1	96.4	87.2	79.3	60.9	55.3	57.4	69.0	..
One Port traffic	100.0	123.6	118.2	242.6	127.0	163.5	173.6	141.9	148.0	..	..
Inland waterway traffic	100.0	103.3	120.0	99.4	107.2	105.3	106.2	105.2	92.6	99.9	102.6
Pipelines ⁵	100.0	98.9	99.3	99.3	99.3	100.0	101.4	..	..	..	..
Total	100.0	103.2	95.6	83.4	81.7	87.0	87.7	..	..	..	..
Public Road Lengths											
Trunk (A and M) ¹⁰	100.0	99.6	99.6	100.1	100.0	100.5	101.4	101.3	103.4	103.4	104.3
Other Major (A and M)	100.0	99.4	100.0	100.0	99.9	100.6	100.7	100.7	99.8	99.9	99.9
Minor Roads	100.0	100.6	100.9	101.3	101.5	101.7	101.9	102.1	102.2	102.4	102.6
All Roads ¹⁰	100.0	100.4	100.7	101.0	101.2	101.5	101.7	101.8	102.0	102.2	102.3
Road Traffic											
Motorways	100.0	102.2	103.9	103.1	101.1	102.1	111.0	112.9	115.4	116.2	120.6
A roads	100.0	99.7	98.5	99.4	97.9	97.9	96.6	97.0	98.0	99.7	101.5
All roads (incl. B, C, uncl.)	100.0	101.2	100.8	100.2	98.6	98.3	98.7	99.4	101.6	102.8	105.3
Reported Road Accident Casualties											
Killed	100.0	89.5	86.0	68.8	66.2	58.9	56.1	54.8	64.6	53.5	60.8
Killed and Serious	100.0	90.4	96.5	84.9	73.8	70.0	73.1	62.5	64.6	60.0	64.0
All (Killed, Serious, Slight)	100.0	94.0	90.3	87.1	77.2	74.0	73.6	66.6	65.5	63.5	63.1
Passenger Rail ^{2,6}											
ScotRail passenger journeys ⁶	100.0	104.0	106.8	107.5	109.4	113.3	116.3	120.6	129.5	130.2	131.6
Rail journeys in/from Scotland ⁷	..	..	100.0	100.3	104.2	109.3	112.5	113.7	120.3	122.5	..
Passenger receipts (£2014 mill)	..	..	100.0	109.9	113.9	116.7	121.2	124.8	131.3	136.1	..
Air Transport											
Terminal Passengers	100.0	102.8	99.6	92.1	85.6	90.3	90.9	95.1	98.5	104.4	110.2
Transport Movements	100.0	101.8	99.2	91.0	84.3	87.1	88.5	89.5	89.5	89.5	89.4
Freight	100.0	79.4	60.3	61.1	57.1	54.2	62.7	65.1	71.9	67.8	66.5
Ferries ⁸											
Passengers	100.0	100.8	94.6	96.5	94.4	91.0	91.6	91.3	91.4	90.2	95.2
Vehicles	100.0	104.3	98.2	100.7	98.7	98.7	98.8	95.5	98.7	101.0	108.3
of which on routes within Scotland											
Passengers	100.0	100.2	94.7	97.9	94.8	92.0	93.3	92.6	93.3	92.6	98.5
Vehicles	100.0	103.9	98.4	101.4	97.8	97.7	100.7	98.7	100.6	103.6	112.3

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 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 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.

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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	<i>column percentages</i>										
Modal share of all journeys ³											
Walking	13.6	22.0	22.2	21.8	22.0	22.1	26.0	23.3	25.0	21.6	23.5
Driver car/van	54.5	50.2	49.8	51.0	51.1	49.9	48.3	50.0	48.1	49.7	50.6
Passenger car/van	15.4	13.4	13.8	13.3	14.3	13.1	12.7	13.6	13.0	13.3	13.1
Bicycle	0.9	0.7	1.0	0.9	0.8	1.3	1.2	1.0	1.4	1.2	1.2
Bus	11.2	9.3	9.1	8.6	8.7	9.1	8.1	8.5	8.6	9.5	7.7
Taxi/minicab	1.6	1.5	1.5	1.4	0.8	1.3	1.3	1.6	1.2	1.3	0.9
Rail	1.8	1.7	1.6	1.9	1.4	2.0	1.8	1.7	2.1	1.7	2.2
Other	0.9	1.1	1.0	1.0	1.0	1.2	0.7	0.3	0.6	0.6	0.7
Sample size (=100%)	25,220	20,520	20,450	18,680	16,300	17,590	19,740	20,180	19,930	18,710	19,050
Place of work											
Works from home	10.7	11.2	10.0	11.4	10.1	10.6	13.2	13.3	13.1	14.1	14.5
Does not work from home	89.3	88.8	90.0	88.6	89.9	89.4	86.8	86.7	86.9	85.9	85.5
Sample size (=100%)	6,850	5,890	6,090	6,100	5,860	6,190	4,730	4,850	4,810	4,670	4,720
Travel to work ²											
Walking	13.8	11.9	12.5	12.3	13.4	12.9	13.6	12.9	12.9	13.6	12.3
Car or Van	66.8	68.0	66.0	67.0	67.3	66.6	67.3	66.2	67.7	65.9	67.0
Driver	59.8	61.3	59.9	60.7	61.0	59.1	61.4	60.6	61.6	60.3	61.7
Passenger	7.0	6.7	6.1	6.4	6.3	7.5	6.0	5.6	6.0	5.6	5.3
Bicycle	2.0	1.7	2.3	2.4	2.3	2.0	2.0	2.5	2.6	2.2	2.6
Bus	11.8	12.7	12.1	12.1	10.8	12.0	10.1	11.3	10.2	11.2	10.4
Rail, including underground	3.6	3.5	4.3	3.9	3.6	3.9	4.3	4.0	4.2	4.4	5.2
Other	2.0	2.3	2.7	2.3	2.7	2.6	2.6	3.1	2.5	2.7	2.4
Sample size (=100%)	6,070	5,180	5,440	5,370	5,220	5,510	4,100	4,160	4,130	3,950	3,970
% Public and Active Travel (National Indicator 48)	31.2	29.7	31.2	30.7	30.1	30.8	30.1	30.7	29.8	31.4	30.6
Travel to school											
Walking	51.1	52.8	48.8	50.0	49.7	50.6	51.4	51.7	51.2	48.8	51.8
Car or Van	21.7	21.9	23.6	24.4	23.0	23.4	24.1	24.4	24.5	25.8	25.6
Bicycle	0.9	0.8	1.5	1.0	1.4	1.4	0.8	1.2	1.7	1.2	1.4
Bus (school or service)	23.7	21.9	23.9	22.0	23.9	21.7	21.1	19.9	20.3	21.0	19.3
School bus	17.0	14.8	16.5	16.0	16.1	15.1	14.9	14.5	14.5	15.3	12.9
Service bus	6.7	7.1	7.3	5.9	7.8	6.6	6.2	5.4	5.8	5.7	6.4
Rail, including underground	1.2	0.9	0.7	0.7	0.3	0.7	0.4	0.6	0.7	1.1	0.5
Other	1.3	1.7	1.5	1.8	1.7	2.2	2.2	2.2	1.7	2.1	1.5
Sample size (=100%)	3,240	2,520	2,750	2,880	2,680	2,720	1,920	1,980	1,980	1,880	1,890
Household access to car⁴ / bike											
No car	32.0	30.3	30.2	30.7	30.3	30.1	31.0	30.2	30.8	30.0	29.3
One car	43.7	44.3	43.9	43.7	44.0	44.5	43.0	44.0	43.3	43.3	42.1
Two Cars	20.5	21.4	21.9	21.5	21.6	21.0	21.3	21.3	21.1	21.7	23.0
Three or more cars	3.8	4.0	4.0	4.2	4.1	4.4	4.7	4.6	4.7	5.1	5.6
One or more cars	68.0	69.7	69.8	69.3	69.7	69.9	69.0	69.8	69.2	70.1	70.7
Two or more cars	24.4	25.3	25.8	25.6	25.7	25.4	26.0	25.8	25.9	26.8	28.5
1+ Bicycles which can be used by adults	35.3	36.9	36.8	35.5	34.3	35.1	35.0	34.3	34.4	35.1	33.8
Sample size	15,620	13,410	13,820	14,190	14,210	14,360	10,640	10,650	10,630	10,330	10,470
Driving (aged 17+)											
Those with a full driving licence											
Male	75.5	75.8	76.0	76.2	75.6	75.6	75.6	76	75.8	73.4	75.4
Female	58.0	59.2	59.9	60.6	60.2	59.8	61.6	61.4	61.8	63.1	63.1
All	66.4	67.0	67.6	68.0	67.6	67.3	68.3	68.4	68.5	68.0	69.0
Frequency of driving											
Every day	40.9	45.2	44.9	43.4	41.4	40.7	42.0	41.9	40.9	40.9	42.2
At least three times a week	11.6	10.0	10.4	11.9	12.8	13.3	13.1	13.3	13.9	14.5	14.3
Once or twice a week	6.7	5.1	5.6	5.6	6.0	6.2	6.0	5.6	5.9	5.9	6.0
At least 2-3 times a month	1.0	0.9	1.0	0.9	0.9	0.9	0.8	1.0	0.9	0.8	1.0
At least once a month	0.5	0.6	0.4	0.4	0.4	0.4	0.3	0.5	0.7	0.5	0.5
Less than once a month	1.4	1.7	1.3	1.6	1.8	1.7	1.7	1.6	1.8	1.4	1.6
Holds full licence, never drives	4.4	3.5	4.0	4.2	4.3	4.1	4.5	4.5	4.3	4.0	3.4
Does not have a full driving licence	33.6	33.0	32.4	32.0	32.4	32.7	31.7	31.6	31.5	32.0	31.0
Sample size (=100%)	14,080	12,150	12,260	12,450	12,360	12,800	9,830	9,840	9,720	9,340	9,570
Percentage of car / van stages delayed by traffic congestion											
National Indicator ⁴	12.7	14.4	13.1	11.0	10.5	11.2	9.9	9.69	11.7	12.47	11.7
Sample size (=100%)	14,010	9,260	9,320	8,680	7,580	8,310	9,830	10,200	9,820	9,315	9,790
Frequency of use of local bus/train service (aged 16+)											
Bus service											
Every day or almost every day	12.0	12.3	12.6	11.3	11.0	11.1	9.3	11.3	9.7	11.7	9.3
2 or 3 times per week	11.7	11.7	12.2	11.8	11.7	12.5	11.0	11.4	11.3	11.6	10.6
About once a week	7.9	7.7	7.8	8.4	7.7	7.8	7.8	7.8	7.6	8.1	7.7
Once or twice a month	12.2	13.9	13.9	14.1	13.5	14.2	13.7	14.1	13.6	14.3	13.2
Not used in the past month	56.2	54.4	53.6	54.5	56.1	54.3	58.2	55.4	57.7	54.2	59.2
Train service											
Every day or almost every day	2.0	2.0	2.3	2.1	1.9	2.0	2.5	2.2	2.2	2.1	2.3
2 or 3 times per week	1.6	1.8	2.0	2.1	1.9	2.2	2.4	2.5	2.1	2.5	2.1
About once a week	2.8	3.2	3.2	3.7	3.5	3.7	4.2	4.0	5.0	4.4	4.2
Once or twice a month	13.7	16.3	16.4	15.9	17.3	17.9	19.1	19.5	21.2	20.7	20.8
Not used in the past month	79.8	76.6	76.1	76.2	75.5	74.2	71.8	71.8	69.5	70.2	70.5
Sample size (=100%)	14,180	12,120	12,300	12,520	12,420	12,890	9,890	9,920	9,800	9,410	9,640

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

Table S4 Summary of cross-border transport

SUMMARY

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Passenger journeys											<i>millions</i>
to / from other parts of UK											
Rail	5.58	5.81	6.13	6.64	7.33	7.59	7.74	7.98	8.67	8.41	..
Air ¹	12.96	12.87	12.07	10.89	9.83	10.12	10.05	10.30	10.57	11.15	11.25
Ferry ²	2.02	2.09	1.94	1.92	1.92	1.86	1.81	1.83	1.79	1.73	1.75
Total these modes	20.55	20.77	20.13	19.45	19.08	19.57	19.60	20.11	21.03	21.28	..
to / from other countries											
Air ³	9.67	10.35	10.35	9.74	9.27	10.06	10.21	10.86	11.25	12.19	12.77
Ferry ⁴	0.12	0.11	0.08	0.03	0.05	0.001	0.001	0.001	0.001	0.000	0.001
Total these modes	9.79	10.47	10.43	9.77	9.32	10.06	10.21	10.86	11.25	12.19	12.77
Total cross-border passengers											
Rail	5.58	5.81	6.13	6.64	7.33	7.59	7.74	7.98	8.67	8.41	..
Air	22.63	23.23	22.42	20.63	19.10	20.18	20.26	21.16	21.81	23.34	24.02
Ferry	2.14	2.21	2.01	1.95	1.97	1.86	1.81	1.83	1.79	1.73	1.75
Total these modes	30.34	31.24	30.56	29.22	28.41	29.63	29.82	30.97	32.27	33.47	..
Freight											
to other parts of UK											
Road ⁵	14.2	16.4	12.3	12.6	14.8	13.6	13.7	13.2	13.9	17.0	16.4
Rail	7.1	4.6	3.8	3.3	3.1	4.5	2.9	..	..	..	..
Water	17.9	19.7	21.0	17.6	16.6	16.6	8.8	10.7	10.7	..	..
Total these modes	39.3	40.6	37.1	33.4	34.5	34.7	25.4	..	..	..	..
from other parts of UK											
Road ⁵	18.9	21.9	17.7	16.0	17.9	17.5	19.8	16.4	18.4	20.4	20.4
Rail	2.1	2.0	2.0	1.3	1.6	3.3	1.7	..	..	..	..
Water	5.6	5.5	5.1	4.9	5.5	4.9	2.1	4.8	5.3	..	..
Total these modes	26.6	29.4	24.8	22.1	25.0	25.8	23.5	..	..	..	..
Total to / from other parts of UK											
Road ⁵	33.1	38.3	30.0	28.6	32.7	31.1	33.5	29.6	32.3	37.4	36.8
Rail	9.2	6.6	5.9	4.5	4.7	7.8	4.6	..	..	..	..
Water	23.6	25.2	26.1	22.4	22.1	21.6	10.8	15.5	16.0	..	..
Total these modes	65.9	70.0	61.9	55.6	59.5	60.5	48.9	..	..	..	..
to other countries											
Road ⁵	0.4	0.6	0.5	0.5	0.4	0.3	0.3	0.3	0.2	0.2	0.2
Rail ⁶	0.5	0.5	0.4	0.4	0.4	0.4	0.4	..	..	..	..
Water ⁷	44.0	45.6	42.4	38.3	39.9	33.4	32.1	31.6	30.8	30.3	33.0
Total these modes	44.9	46.7	43.3	39.2	40.7	34.0	32.8	..	..	..	..
from other countries											
Road ⁵	0.2	0.3	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.2	0.1
Rail ⁸	0.5	0.4	0.5	0.4	0.4	0.4	0.4	..	..	..	..
Water ⁷	17.9	14.6	16.1	13.5	13.2	14.2	16.3	16.5	16.6	13.5	9.5
Total these modes	18.6	15.3	16.9	14.2	13.8	14.7	16.8	..	..	..	..
Total to / from other countries											
Road ⁵	0.6	0.9	0.8	0.7	0.6	0.4	0.4	0.4	0.3	0.4	0.3
Rail	1.0	0.9	0.9	0.8	0.8	0.8	0.8	..	..	..	..
Water	61.9	60.2	58.5	51.9	53.1	47.6	48.3	48.1	47.4	43.7	42.5
Total	63.5	62.0	60.2	53.3	54.4	48.8	49.5	..	..	..	..
Total cross-border freight											
Road ⁵	33.7	39.2	30.8	29.3	33.3	31.5	33.9	30.0	32.6	37.8	37.1
Rail	10.2	7.5	6.7	5.3	5.5	8.6	5.4	..	..	..	..
Water	85.5	85.4	84.6	74.3	75.2	69.2	59.1	63.6	63.4	..	..
Total these modes	129.3	132.0	122.1	108.9	114.0	109.2	98.4	..	..	..	..

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 ferries

3 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
Numbers

SUMMARY

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Vehicles Licensed (all vehicles)											
											<i>thousand</i>
Scotland	2,564	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863	2,919
GB	33,070	33,651	33,883	33,958	34,120	34,229	34,522	35,034	35,633	36,467	37,257
Households with a Car ¹ (National Travel Survey)											
											<i>percent</i>
Scotland	..	70	..	70	..	70	..	..	..	..	..
GB	..	75	..	75	..	72	..	..	..	..	..
Public Road Lengths (all roads)											
											<i>thousand kilometres</i>
Scotland	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.0	56.1	56.2	56.2
GB ²	398.4	398.9	394.5	394.4	394.3	394.3	394.9	395.5	395.6	395.7	396.7
Road Traffic											
											<i>billion vehicle kilometres</i>
Motorway											
Scotland	6.43	6.58	6.68	6.63	6.50	6.57	7.14	7.26	7.42	7.48	7.76
GB	99.5	100.6	100.1	99.5	98.2	99.5	100.4	101.9	104.3	107.0	109.2
A roads											
Scotland	22.5	22.4	22.1	22.3	22.0	22.0	21.7	21.8	22.0	22.4	22.8
GB ³	226.1	224.9	222.8	222.4	219.5	220.4	218.5	218.6	222.9	226.9	231.6
All roads (incl. B, C, unclassified)											
Scotland	44.1	44.7	44.5	44.2	43.5	43.4	43.5	43.8	44.8	45.4	46.4
GB ³	501.1	505.4	500.6	495.8	487.9	488.9	487.1	488.8	501.5	509.7	520.9
Reported Road Accident Casualties: Killed or Seriously Injured											
											<i>thousand</i>
Scotland ¹²	2.95	2.67	2.85	2.50	2.18	2.07	2.16	1.84	1.91	1.77	1.89
GB	31.8	30.7	28.6	26.9	24.5	25.0	24.8	23.4	24.6	23.9	25.9
Local bus passenger journeys ^{2,4}											
											<i>million</i>
Scotland	476	487	484	458	430	436	420	421	414	407	393
GB	4,893	5,142	5,250	5,188	5,165	5,192	5,099	5,201	5,143	5,016	4,931
Rail passenger journeys ^{4,5,6}											
											<i>million</i>
Scotland	69.8	72.7	76.3	76.5	79.4	83.3	85.8	86.7	91.7	93.4	..
GB ^{10,11}	984	1,018	1,074	1,065	1,160	1,228	1,269	1,333	1,393	1,464	..
Air terminal passengers											
Scotland	24.4	25.1	24.3	22.5	20.9	22.1	22.2	23.3	24.1	25.5	26.9
UK	235.2	240.7	235.4	218.1	210.7	219.3	220.6	228.4	238.4	251.5	268.4
Freight Lifted											
											<i>million tonnes</i>
Road ^{8,9}											
Scotland	170	177	157	132	132	144	151	136	138	154	184
UK	1,776	1,822	1,668	1,356	1,489	1,559	1,587	1,475	1,490	1,647	1,887
Rail ⁴											
Scotland	12.96	11.35	10.36	9.69	8.33	9.87	8.43	..	..	..	..
GB	108	102	103	87	90	102	113	117	111	86	79
Coastwise traffic											
Scotland	20.6	22.8	23.3	19.8	18.0	16.3	12.5	11.4	11.8	14.2	..
UK	56.7	57.6	58.1	54.6	50.5	49.3	42.8	37.9	39.5	42.6	39.7
Pipelines ⁷											
Scotland	27.8	27.5	27.6	27.6	27.6	27.8	28.2	..	..	..	..
GB	54.5	53.1	53.3	53.6	53.5	53.7	54.3	..	..	..	..
Travel to Work (Autumn: Labour Force Survey)											
											<i>percent</i>
Car (or van, minibus, works van)											
Scotland	69	69	69	70	71	68	68	69	69	70	71
GB	70	69	70	70	70	68	69	68	69	68	68
Public transport (bus, rail, underground)											
Scotland	17	16	17	15	14	16	15	16	15	15	14
GB	15	16	15	15	15	16	16	16	16	17	17

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 zone card 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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Vehicles Licensed (all vehicles)										<i>Index 2006=100</i>	
Scotland	100.0	102.4	103.9	104.7	104.7	104.9	106.0	107.6	110.0	111.6	113.8
GB	100.0	101.8	102.5	102.7	103.2	103.5	104.4	105.9	107.7	110.3	112.7
Public Road Lengths (all roads)											
Scotland	100.0	100.4	100.7	101.0	101.2	101.5	101.7	101.8	102.0	102.2	102.3
GB ¹	100.0	100.1	99.0	99.0	99.0	99.0	99.1	99.3	99.3	99.3	99.6
Road Traffic											
Motorway											
Scotland	100.0	102.2	103.9	103.1	101.1	102.1	111.0	112.9	115.4	116.2	120.6
GB	100.0	101.1	100.6	100.0	98.7	100.0	100.9	102.4	104.8	107.5	109.7
A roads											
Scotland	100.0	99.7	98.5	99.4	97.9	97.9	96.6	97.0	98.0	99.7	101.5
GB ²	100.0	99.5	98.5	98.4	97.1	97.5	96.6	96.7	98.6	100.4	102.4
All roads (incl. B, C, unclassified)											
Scotland	100.0	101.2	100.8	100.2	98.6	98.3	98.7	99.4	101.6	102.8	105.3
GB ²	100.0	100.9	99.9	98.9	97.4	97.6	97.2	97.5	100.1	101.7	104.0
Reported Road Accident Casualties: Killed or Seriously Injured											
Scotland	100.0	90.4	96.5	84.9	73.8	70.0	73.1	62.5	64.6	60.0	64.0
GB	100.0	96.4	89.7	84.5	77.0	78.6	77.9	73.4	77.2	75.0	81.3
Local bus passenger journeys ^{2,4}											
Scotland	100.0	102.4	101.6	96.2	90.4	91.6	88.3	88.5	87.1	85.6	82.6
GB	100.0	105.1	107.3	106.0	105.6	106.1	104.2	106.3	105.1	102.5	100.8
Rail passenger journeys ^{4,5,6}											
Scotland	100.0	104.2	109.3	109.6	113.8	119.4	122.9	124.2	131.4	133.8	..
GB	100.0	103.5	109.2	108.3	117.9	124.8	129.0	135.4	141.5	148.8	..
Air terminal passengers											
Scotland	100.0	102.8	99.6	92.1	85.6	90.3	90.9	95.1	98.5	104.4	110.2
UK	100.0	102.3	100.1	92.7	89.6	93.2	93.8	97.1	101.4	106.9	114.1
Freight Lifted											
Road ^{6,8}											
Scotland	100.0	104.0	92.4	77.6	77.6	84.8	88.6	79.9	80.9	90.5	107.9
UK	100.0	102.6	93.9	76.4	83.8	87.8	89.4	83.1	83.9	92.7	106.3
Rail ³											
Scotland	100.0	87.6	79.9	74.8	64.3	76.2	65.0	..	..	..	..
GB	100.0	94.5	94.7	80.4	82.9	93.8	104.3	107.5	101.9	79.4	73.2
Coastwise traffic											
Scotland	100.0	110.7	113.1	96.4	87.2	79.3	60.9	55.3	57.4	69.0	..
UK	100.0	101.6	102.6	96.3	89.1	87.0	75.6	66.9	69.7	75.2	70.0
Pipelines ⁷											
Scotland	100.0	98.9	99.3	99.3	99.3	100.0	101.4	..	..	..	..
GB	100.0	97.4	97.8	98.3	98.2	98.5	99.6	..	..	..	..

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 zone card 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 Glasg

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

SUMMARY

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Vehicles Licensed (all vehicles)											
										<i>per 100 population</i>	
Scotland	50	51	51	51	51	51	51	52	53	53	54
GB	56	57	56	56	56	56	56	56	57	58	58
Public Road Lengths (all roads)											
										<i>kilometres per 1,000 population</i>	
Scotland	10.7	10.7	10.6	10.6	10.6	10.5	10.5	10.5	10.5	10.5	10.4
GB	6.7	6.7	6.6	6.5	6.5	6.4	6.4	6.4	6.3	6.3	6.2
Road Traffic											
										<i>vehicle kilometres per head</i>	
Motorway											
Scotland	1,253	1,272	1,284	1,268	1,236	1,240	1,344	1,363	1,388	1,392	1,435
GB	1,684	1,689	1,667	1,646	1,611	1,619	1,622	1,636	1,662	1,691	1,712
A Roads											
Scotland	4,376	4,334	4,253	4,267	4,179	4,150	4,086	4,089	4,119	4,168	4,218
GB ¹	3,827	3,776	3,711	3,678	3,601	3,585	3,531	3,510	3,552	3,587	3,631
All roads (incl. B, C and unclassified)											
Scotland	8,595	8,639	8,547	8,452	8,264	8,187	8,196	8,229	8,385	8,445	8,592
GB ¹	8,481	8,486	8,337	8,199	8,004	7,953	7,872	7,849	7,991	8,057	8,166
Reported Road Accident Casualties: Killed or Seriously Injured											
										<i>per 1,000 population</i>	
Scotland	0.57	0.52	0.55	0.48	0.41	0.39	0.41	0.35	0.36	0.33	0.35
GB	0.54	0.52	0.48	0.45	0.40	0.41	0.40	0.38	0.39	0.38	0.41
Local bus passenger journeys^{2,4}											
										<i>per head</i>	
Scotland	93	94	93	88	82	82	79	79	77	76	73
GB	83	86	87	86	85	84	82	84	82	79	77
Rail passenger journeys^{4,5,6}											
										<i>per head</i>	
Scotland	13.6	14.1	14.7	14.6	15.1	15.7	16.1	16.3	17.1	17.4	..
GB	16.7	17.1	17.9	17.6	19.0	20.0	20.5	21.4	22.2	23.1	..
Air terminal passengers											
										<i>per head</i>	
Scotland	4.8	4.9	4.7	4.3	4.0	4.2	4.2	4.4	4.5	4.7	5.0
UK	3.9	3.9	3.8	3.5	3.4	3.5	3.5	3.6	3.7	3.9	4.1
Freight Lifted											
										<i>tonnes per head</i>	
Road											
Scotland	33.1	34.2	30.2	25.2	25.1	27.2	28.3	25.5	25.7	28.6	34.0
UK	29.2	29.7	27.0	21.8	23.7	24.6	24.9	23.0	23.1	25.3	28.7
Rail³											
Scotland	2.5	2.2	2.0	1.9	1.6	1.9	1.6	..	..	..	..
GB	1.8	1.7	1.7	1.4	1.5	1.7	1.8	1.9	1.8	1.4	1.2
Coastwise traffic											
Scotland	4.0	4.4	4.5	3.8	3.4	3.1	2.4	2.1	2.2	2.6	..
UK	1.0	1.0	1.0	0.9	0.8	0.8	0.7	0.6	0.6	0.7	0.6
Pipelines⁵											
Scotland	5.4	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	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 years

5 Total passenger figures are produced by the ORR and have not been adjusted to reflect ScotRail's revised zone card 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 originating 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>				<i>Index, 1985 = 100</i>	
1960	..	1,664	64.9	1.20	..	..	..	242	114	17	..
1961	..	1,633	63.4	1.41	..	..	..	238	111	20	..
1962	..	1,579	72.3	1.59	..	..	..	230	127	23	..
1963	..	1,561	71.7	1.82	..	..	..	227	126	26	..
1964	..	1,506	73.0	2.07	..	..	..	219	128	30	..
1965	..	1,417	71.0	2.29	..	..	..	206	124	33	..
1966	..	1,344	65.8	2.56	..	..	..	196	115	37	..
1967	..	1,297	65.9	2.76	..	..	..	189	115	40	..
1968	..	1,220	67.0	2.69	..	..	..	178	117	39	..
1969	..	1,169	68.4	2.91	..	..	..	170	120	42	..
1970	..	1,057	70.7	3.10	..	..	..	154	124	45	..
1971	..	1,019	66.5	3.20	..	..	..	148	116	46	..
1972	..	998	61.2	3.64	..	..	..	145	107	52	..
1973	..	975	60.5	4.07	..	4.82	..	142	106	59	103
1974	..	896	69.1	4.00	..	4.96	..	131	121	58	106
1975	9,318	891	66.2	4.18	..	5.28	68	130	116	60	113
1976	9,438	881	60.1	4.78	..	5.17	69	128	105	69	111
1977	9,622	824	56.8	4.85	..	4.82	71	120	99	70	103
1978	9,749	794	59.7	5.90	..	4.64	72	116	105	85	99
1979	9,643	786	57.6	6.33	..	4.56	71	114	101	91	98
1980	10,262	763	61.5	6.37	..	4.48	75	111	108	92	96
1981	10,418	716	57.8	6.50	..	4.27	77	104	101	94	91
1982	10,733	694	49.5	6.37	..	4.19	79	101	87	92	90
1983	11,043	680	55.7	6.48	..	4.51	81	99	98	93	97
1984	12,794	669	51.3	6.99	..	4.67	94	97	90	101	100
1985	13,606	687	57.1	6.94	..	4.67	100	100	100	100	100
1986	14,012	660	53.1	7.24	..	4.85	103	96	93	104	104
1987	14,881	662	54.1	7.81	..	5.35	109	96	95	112	115
1988	15,946	662	54.0	8.51	..	5.66	117	96	95	123	121
1989	17,027	628	51.8	9.23	..	6.18	125	91	91	133	132
1990	17,476	600	52.8	9.86	..	6.54	128	87	92	142	140
1991	17,553	585	54.5	9.57	..	6.80	129	85	95	138	146
1992	18,068	545	59.3	10.38	9.16	6.63	133	79	104	150	142
1993	18,211	538	59.1	11.12	9.53	6.63	134	78	104	160	142
1994	18,683	526	54.4	11.79	9.64	6.65	137	77	95	170	142
1995	19,226	506	48.9	12.31	10.49	6.86	141	74	86	177	147
1996	19,888	478	49.8	13.21	9.33	5.59	146	70	87	190	120
1997	20,266	448	53.1	14.39	9.92	5.63	149	65	93	207	121
1998	20,456	424	55.1	15.19	9.64	5.33	150	62	96	219	114
1999	20,700	455	57.6	15.94	9.96	5.33	152	66	101	230	114
2000	20,566	458	57.3	16.79	9.80	5.29	151	67	100	242	113
2001	20,977	466	53.0	18.08	9.79	5.30	154	68	93	260	114
2002	21,760	471	52.4	19.78	9.97	5.33	160	69	92	285	114
2003	21,922	478	55.9	21.08	10.67	5.71	161	70	98	304	122
2004	22,308	459	61.3	22.55	10.84	5.92	164	67	107	325	127
2005	22,060	465	66.7	23.80	10.57	5.97	162	68	117	343	128
2006	22,610	476	69.8	24.44	10.59	5.40	166	69	122	352	116
2007	22,392	487	72.7	25.13	10.72	5.40	165	71	127	362	116
2008	22,221	484	76.3	24.35	10.01	5.15	163	70	134	351	110
2009	22,496	458	76.5	22.50	10.22	5.40	165	67	134	324	116
2010	21,998	430	79.4	20.91	9.99	5.37	162	63	139	301	115
2011	21,986	436	83.3	22.07	9.63	5.22	162	63	146	318	112
2012	22,170	420	85.8	22.21	9.70	5.15	163	61	150	320	110
2013	22,217	421	86.7	23.25	9.66	..	163	61	152	335	..
2014	22,418	414	91.7	24.08	9.68	..	165	60	..	347	..
2015	22,573	407	93.4	25.51	9.55	..	166	59	..	367	..
2016	23,032	393	..	26.92	10.08	..	169	57	..	388	..

- 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)
- 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
- 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.
- 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.
- 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	
		<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>see notes</i>	<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>see notes</i>		<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>see notes</i>	<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>see notes</i>	
	<i>millions of tonnes lifted</i>								<i>Index, 1985 = 100</i>							
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	33.2	..	7.3	24.1	..	110	102	97	..	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	21.3	256.7	119	78	95	..	97	..	71	
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	41.3	35.3	9.5	28.0	278.1	119	69	120	..	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	153.4	8.3	24.4	19.5	10.1	27.7	243.5	118	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	144.2	9.9	22.6	16.3	10.7	27.8	231.6	110	82	66	..	100	..	93	
2012	0.05	150.6	8.4	11.3	12.5	10.8	28.2	221.9	115	70	33	..	101	..	95	
2013	0.05	135.8	..	16.6	11.4	10.7	..	..	104	..	48	..	100	..	..
2014	0.06	137.6	..	17.1	11.8	9.4	..	..	105	..	50	..	88	..	..
2015	0.06	153.9	..	..	14.2	10.3	..	..	118	..	..	..	96	..	..
2016	0.06	183.5	..	..	..	..	..	..	141	..	..	..	..	..	..

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	14,233	4,195	14,491	249	5,715
2007	15,349	3,601	16,909	268	5,726
2008	13,936	3,281	17,890	312	5,725
2009	12,348	2,912	15,321	244	5,725
2010	12,695	3,077	13,557	280	5,725
2011	13,126	2,637	13,011	270	5,752
2012	12,694	2,607	9,051	269	5,836
2013	12,442	..	7,452	262	..
2014	12,563	..	8,031	234	..
2015	14,438	..	11,414	236	..
2016	16,864	..	..	..	..

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	million vehicle kilometres					index 1985=100				
	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
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	7,757	22,796	30,553	15,883	46,437	369	151	177	..	..

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 all severities	Vehicles licensed	New registrations of vehicles	Reported road casualties
	<i>thousand</i>	<i>thousand</i>	<i>number</i>		<i>index 1985=100</i>	
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	12,786	178	112	47
2012	2,717	216	12,712	179	120	47
2013	2,759	241	11,502	182	133	42
2014	2,821	262	11,308	186	145	41
2015	2,863	268	10,974	189	148	40
2016	2,919	270	10,881	193	150	40

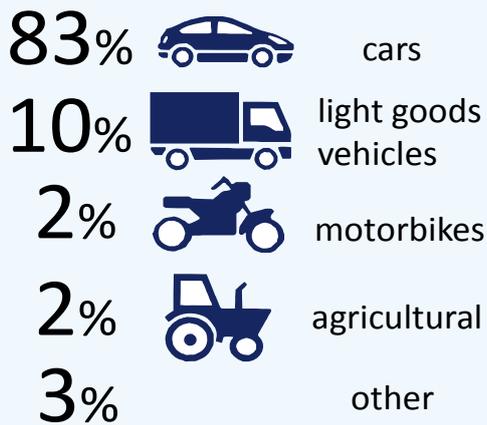
1. The figures for vehicles licensed for 1974 to 1978 are on different bases, due to the effect on the annual "census" of the transfer of licensing records from local offices to the then DVLC
2. For years up to 1992 estimates are taken from the DVLA annual vehicle census, from 1993 onwards estimates 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

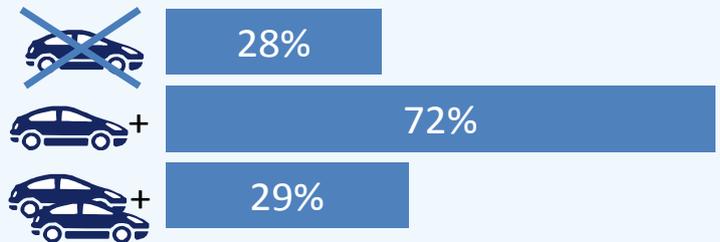
- Road transport vehicles
- Driving license possession
- Car ownership
- Motor vehicle offences
- Blue Badge Scheme members.

2.9 million

Vehicles licensed for road use in Scotland in 2016



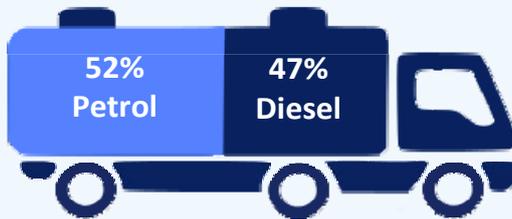
Car ownership in Scotland is increasing; most households (72%) had one or more cars available for private use in 2016



Households with:

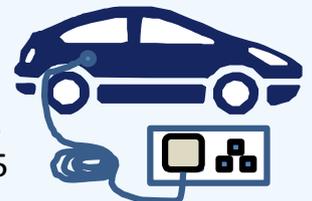
- more people 
 - a higher net income **££££**
 - a more rural/remote location 
- were likely to own more cars.

More than 99% of road vehicles in Scotland ran on **petrol or diesel** in 2016.



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

4,800 new electric and hybrid registrations in 2016, 7% more than in 2015



Driving licence possession has increased by 4% in the last ten years (2006-2016)



75% of men 63% of women owned a full driving license in 2016



License ownership tended to increase with household income

Drunk driving offences by year:



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



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 2.9 million vehicles licensed for use on the roads in Scotland in 2016, of which 83 per cent were cars.**
- **Over two thirds (69%) of the adult population (17+) held a full driving licence in 2016.**
- **Seventy one per cent of households had access to one or more cars or vans in 2016; 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 2016 was around 270,200, 1% more than in 2015 and 11% more than 2006. (*Table 1.1*)

2.2 New registrations of cars in 2016 accounted for around 222,100 of these, around 300 (0.1%) more than in 2015, and 25,600 (13%) more than 2006. Of all new registered vehicles in 2016, 128,300 (47%) were petrol-propelled, and 137,000 (51%) were diesel-propelled. The remaining new vehicles registered in 2016 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 2016 by body type and propulsion is included in Chapter 13. (*Table 1.1*)

2.3 The total number of vehicles licensed was 2.9 million in 2016, 2 per cent higher than 2015 and 14% higher than in 2006. The number of private and light goods vehicles in 2016 was 2.6 million, 2% more than 2015 and 15% higher than 2006. (*Table 1.2*)

2.4 Glasgow had the largest number of vehicles licensed as at the end of 2016 (225,700), followed by Fife (205,200) and Edinburgh (196,200) - 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 508 vehicles for every 1,000 people aged 17+, Glasgow was lowest at 442. Vehicle ownership per head was much higher in rural areas - Orkney had 919 vehicles per 1,000 people aged 17+, Renfrewshire had 916 and Shetland had 903, the three areas in Scotland with the highest vehicle ownership by population. The Scotland average was 659 per thousand. The pattern for car registrations was similar with Glasgow lowest, but Renfrewshire had the highest figure per thousand population at 778, followed by Stirling at 724. 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 10,393 taxis and 12,959 private hire cars licensed in Scotland based on figures provided by Scottish local licensing authorities during October-November 2017. These show that licensed taxis have fallen by 143 and private hire cars have risen by 837 compared with figures for 2016. Latest figures show that of the 10,393 licensed taxis, 4,903 (47%) are wheelchair accessible, the same proportion and slight decrease 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 2016 was 6.6 years, the same as last year, and continuing a trend of increasing average age since 2006. The average age of private and light goods vehicles continued to be lower in Scotland than for Great Britain as a whole. In 2016 the average age of these vehicles in Great Britain was 7.8 years. (*Table 1.6*)

2.7 There were 6,032 licensed operators of heavy goods vehicles in Scotland in December 2017 and 876 public service vehicle licence holders. Most HGV operators had few (if any) vehicles specified on the licence: 2,848 had 0-2 vehicles, 1,480 had 3-5 vehicles and 840 had 6-10 vehicles. Only 93 operators had between 51 and 100 vehicles specified on the licence as at December 2017. (*Table 1.10*)

2.8 The most popular new car sold in Scotland in 2016 was the Vauxhall Corsa with a market share of 4.6%. The top 5 most popular models had a total market share of 16% and the top 10, 25%. (*Table 1.11*)

MOTs & Driving Tests

2.9 In 2016/17, about 39% of cars tested in the Road Vehicle Testing Scheme (MOT) were unsatisfactory, as were 14% of motor cycles. About 17% of cars tested had unsatisfactory lights or signalling, 17% had unsatisfactory suspension and 15% had unsatisfactory brakes (a vehicle with more than one type of fault is counted against each of them). 8% 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 140,000 driving licence practical tests conducted in 2016, and increase of 14% on 2015. The pass rate was 2% higher at 50%. The test centre at the Golspie had the highest pass rate (82%), though only 56 tests were conducted, Rothesay had the highest pass rate for centres where at least 100 tests were conducted (72%), while the lowest was at Glasgow Shieldhall (40%). (*Tables 1.13 & 1.14*)

2.11 The Scottish Household Survey results for 2016 showed that 69% of adults over the age of 17 held a full driving licence. Although men were more likely to hold a full driving licence than women in all age groups, the difference between the proportions increased with age. For the 17-19 age group in 2016, the difference was 10 percentage points. For 70-79 year olds there was a difference of 31 percentage points (men: 81%, women: 50%), which increased to 37 percentage points for those aged 80+ (men: 65%; women: 28%). (*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 2016, 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 46% 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 2016, 62% of adults aged 17+ living in large urban areas held a full driving licence compared with 82% 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 71 per cent of households had access to one or more cars in 2016, 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 2016, family (small or large) and large adult households were most likely to have access to at least one car (large family: 91%, small family: 89%, large adult: 90%). (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 (43%). The SHS also showed that 30% of large adult and 13% of large family households had 3 or more cars available for private use in 2016. (*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 41% of households whose net annual income was up to £10,000 had one or more cars available for private use, compared with at least 87% of households whose annual net income were above £25,000. 60% of households in large urban areas had cars, compared with 85-88% 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 231,422 Blue Badges on issue in Scotland at the end of March 2017. 119,425 were issued to recipients of allowances or grants which provide an automatic entitlement to a Blue Badge, 109,254 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 2,743 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.

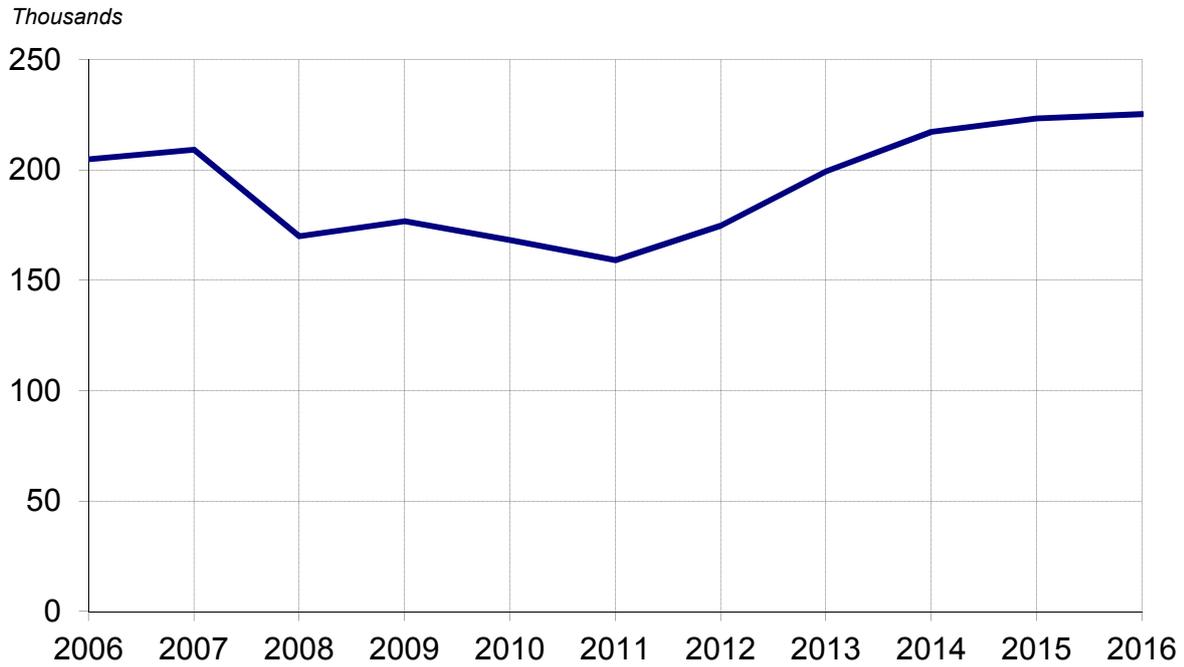
2.21 This exercise identified a number of anomalies affecting comparability of the time series resulting in breaks in the series. Further information about these discontinuities can be found in the Technical report, entitled Recorded Crime: Comparability of Police Scotland and Legacy Force Data, available from <http://www.gov.scot/Topics/Statistics/Browse/Crime-Justice/PubRecordedCrime/TechnicalReport>.

2.20 The total number of motor vehicle offences recorded in 2016-17 was 138,168 (Table 1.22).

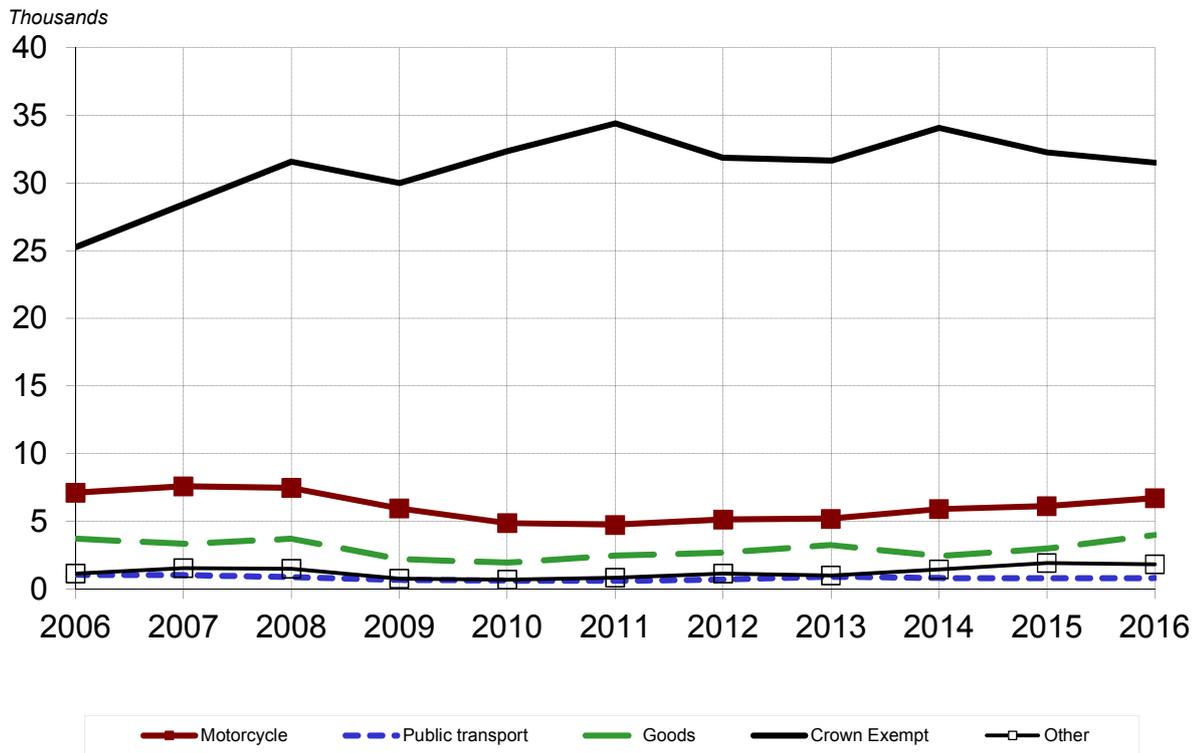
2.21 The total number of motor vehicle offences recorded decreased by 19% between 2015-16 and 2016-17; changes in these figures may arise because of changes in the level of enforcement or police deployment. The largest decreases were for Lighting offences (55% decrease from 5,029 to 2,264) and Traffic direction offences (47% decrease from 11,253 to 5,981). The largest increases were for Vehicle excise licence offences (51% increase from 3,098 to 4,664) and Driving while disqualified (18% increase from 1,162 to 1,371) (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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	<i>thousand</i>										
by type of vehicle (taxation group)											
Private and light goods	204.9	209.3	170.0	176.8	168.3	159.2	174.9	199.3	217.4	223.5	225.2
Motorcycles	7.1	7.6	7.5	6.0	4.9	4.8	5.1	5.2	5.9	6.1	6.7
Public transport ¹	1.1	1.0	0.9	0.7	0.7	0.6	0.7	0.9	0.8	0.8	0.8
Goods	3.7	3.3	3.7	2.2	2.0	2.5	2.7	3.3	2.5	3.0	4.0
Crown and exempt ²	25.3	28.4	31.6	30.0	32.4	34.4	31.9	31.6	34.1	32.3	31.5
Other vehicles ²	1.2	1.6	1.5	0.8	0.7	0.9	1.2	1.0	1.5	1.9	1.8
Total	243.2	251.2	215.3	216.4	208.8	202.3	216.4	241.4	262.2	267.6	270.2
by body type											
Cars	196.5	202.5	172.7	186.2	177.2	167.8	182.5	205.2	222.4	221.8	222.1
Taxis	0.6	0.6	0.3	0.2	0.4	0.4	0.4	0.3	0.5	0.5	0.4
Motorcycles	7.2	7.8	7.7	6.1	5.0	4.8	5.2	5.3	6.1	6.4	6.9
Three wheelers	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Light goods ³	28.2	28.8	22.8	14.4	17.8	19.6	17.7	20.2	23.4	28.3	29.4
Goods ³	4.2	3.8	4.2	3.0	2.3	2.8	3.2	3.8	3.2	3.8	4.9
Buses and coaches	1.5	1.3	1.1	0.8	0.8	0.8	0.8	1.0	0.9	0.9	0.9
Agricultural vehicles etc	2.9	3.3	3.5	3.1	3.0	3.2	3.0	2.6	2.8	2.8	2.8
Other vehicles	2.1	3.0	2.9	2.5	2.3	2.9	3.6	2.9	2.9	3.1	2.7
All vehicles	243.2	251.2	215.3	216.4	208.8	202.3	216.4	241.4	262.2	267.6	270.2
by method of propulsion											
Petrol	137.4	143.3	117.3	123.9	107.8	98.4	110.0	118.8	125.3	125.3	128.3
Diesel	105.3	106.9	96.7	91.2	99.0	101.9	104.4	120.2	133.3	137.7	137.0
Hybrid Electric	0.4	0.6	0.7	0.8	1.3	1.1	1.1	1.4	2.0	3.1	3.3
Electricity	0.0	0.4	0.5	0.6	0.6	0.8	0.9	1.0	1.6	1.4	1.5
Gas Bi-Fuel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gas Or Petrol/Gas	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other ⁴	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	243.2	251.2	215.3	216.4	208.8	202.3	216.4	241.4	262.2	267.6	270.2

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 2016 by body type and method of propulsion.

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

	2006 ³	2007 ³	2008 ³	2009 ³	2010	2011	2012	2013	2014	2015	2016
	<i>thousand</i>										
by type of vehicle (taxation group)											
Private and light goods	2,259	2,313	2,347	2,362	2,364	2,369	2,395	2,436	2,496	2,537	2,594
Motorcycles	59	63	66	66	63	60	60	59	61	62	63
Public transport ¹	12	12	12	12	12	12	12	12	12	12	12
Goods	33	33	32	31	30	29	29	29	29	30	30
Crown and exempt ²	191	195	198	203	206	211	212	213	214	211	208
Other vehicles ²	11	11	9	9	9	9	10	10	10	11	11
All vehicles	2,564	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863	2,919
by body type											
Cars	2,157	2,201	2,233	2,249	2,255	2,264	2,285	2,319	2,369	2,394	2,433
Taxis	4	4	4	4	3	4	4	4	4	4	4
Motorcycles	65	69	71	72	69	66	66	66	67	68	70
Three wheelers	1	1	1	1	1	1	1	1	1	1	1
Light goods	221	234	240	242	240	238	241	247	256	269	283
Goods	38	38	38	37	36	36	35	36	36	37	38
Buses and coaches	18	18	17	17	16	16	16	15	15	15	15
Agricultural vehicles etc	42	43	44	45	45	47	48	48	49	50	50
Other vehicles	19	19	18	18	19	20	22	23	24	25	25
All vehicles	2,564	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863	2,919
by method of propulsion											
Petrol	1,748	1,747	1,735	1,701	1,656	1,619	1,592	1,567	1,552	1,522	1,509
Diesel	812	874	923	974	1,018	1,061	1,113	1,178	1,252	1,321	1,386
Hybrid Electric	1	1	2	3	4	5	6	8	9	11	14
Electricity	0	1	1	2	2	2	3	4	5	6	7
Gas Bi-Fuel	2	2	2	2	2	2	2	2	2	1	1
Gas or petrol/gas	2	2	2	2	2	1	1	1	1	1	1
Steam	0	0	0	0	0	0	0	0	0	0	0
Others	0	0	0	0	0	0	0	0	0	0	0
Total	2,564	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863	2,919

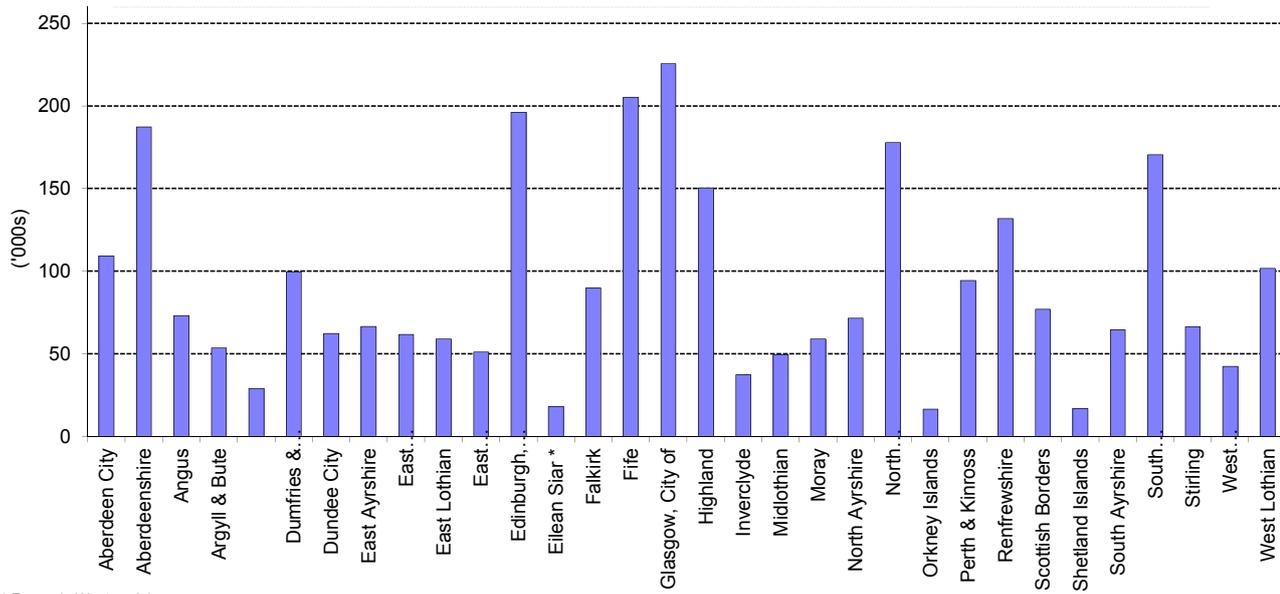
1. Estimates include only those vehicles with more than 8 seats.

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>

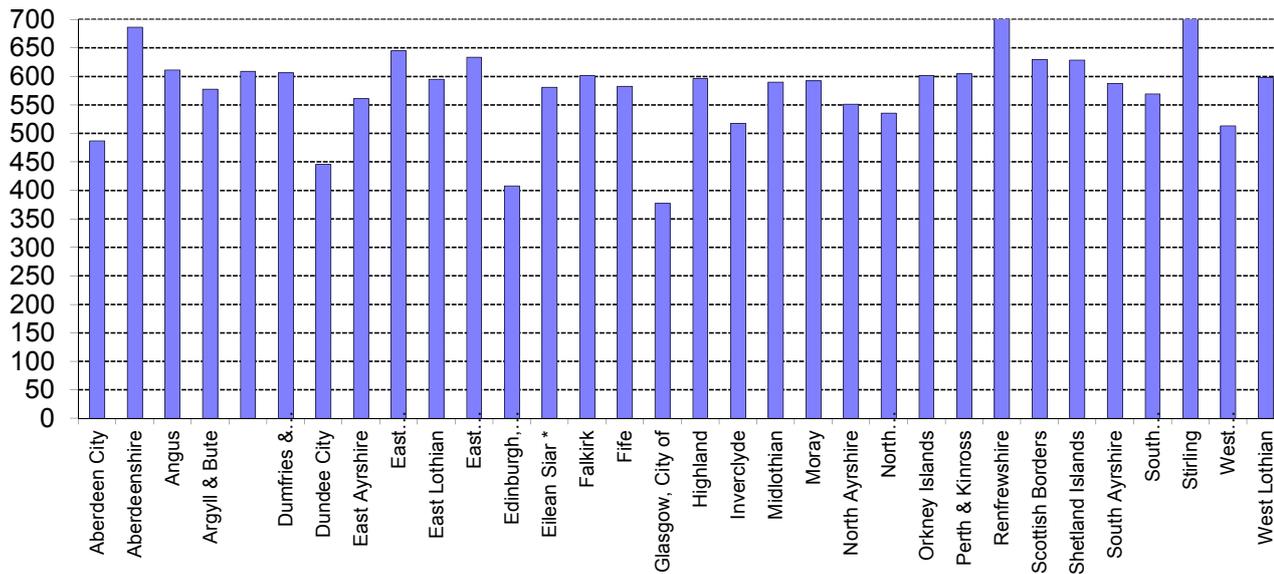
Note: Table 13.10 in Chapter 13 shows vehicles licensed in 2016 by body type and method of propulsion.

Figure 1.2 Vehicles licensed at 31 December 2016 by Council



* Formerly Western Isles

Figure 1.3 Private cars licensed at 31 December 2016 per thousand population aged 17+



* Formerly Western Isles

ROAD TRANSPORT VEHICLES

Table 1.3 Vehicles licensed at 31 December 2016 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 2016)	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	of which company cars			
	<i>thousand</i>												
Aberdeen City	91.4	8.9	2.8	0.6	0.9	4.2	0.4	109.3	94.4	4.8	193,760	564	487
Aberdeenshire	139.8	21.1	4.9	0.6	2.1	17.5	1.3	187.3	144.4	5.7	210,306	891	687
Angus	56.1	7.4	1.9	0.1	0.9	6.5	0.3	73.2	58.6	2.7	95,774	764	612
Argyll & Bute	40.3	7.1	1.1	0.3	0.6	4.0	0.3	53.7	42.2	1.8	73,008	736	578
Clackmannanshire	23.9	2.2	0.8	0.1	0.2	1.9	0.0	29.1	25.4	1.2	41,714	697	609
Dumfries & Galloway	71.4	12.2	2.7	0.2	1.5	11.4	0.3	99.7	75.5	4.2	124,391	802	607
Dundee City	51.6	4.3	1.3	0.3	0.5	4.5	0.1	62.4	54.8	3.5	122,989	508	446
East Ayrshire	52.6	6.0	1.5	0.2	0.8	5.4	0.2	66.6	55.9	3.0	99,604	669	561
East Dunbartonshire	54.4	3.6	1.0	0.1	0.2	2.5	0.1	61.8	56.4	3.5	87,492	706	645
East Lothian	47.7	5.3	1.6	0.1	0.3	4.0	0.1	59.2	50.0	2.2	83,909	705	595
East Renfrewshire	45.2	2.6	0.8	0.1	0.2	2.1	0.1	51.1	46.9	1.8	73,931	691	634
Edinburgh, City of	167.1	13.0	4.3	1.1	0.6	9.9	0.2	196.2	173.7	8.4	425,521	461	408
Eilean Siar ⁴	12.4	3.2	0.4	0.2	0.2	1.6	0.1	18.1	13.0	0.5	22,329	810	581
Falkirk	73.9	7.2	2.1	0.1	1.3	5.2	0.3	90.1	77.8	3.7	129,306	697	602
Fife	167.2	16.9	5.0	0.9	1.2	13.5	0.5	205.2	176.2	7.9	302,164	679	583
Glasgow, City of	177.0	20.6	3.1	1.4	1.6	20.2	1.8	225.7	192.9	19.5	510,760	442	378
Highland	109.8	21.1	3.8	0.6	1.4	12.9	1.0	150.5	114.7	5.6	192,253	783	596
Inverclyde	31.8	2.0	0.7	0.5	0.1	2.4	0.0	37.5	33.9	1.6	65,453	573	518
Midlothian	39.5	4.8	1.5	0.1	0.4	3.1	0.1	49.5	41.8	2.1	70,700	700	591
Moray	44.6	6.8	1.8	0.1	0.7	4.8	0.3	59.1	46.5	2.1	78,423	753	593
North Ayrshire	57.7	5.9	1.7	0.2	0.7	5.0	0.2	71.5	61.4	4.0	111,273	643	551
North Lanarkshire	135.6	22.8	2.7	0.6	4.0	11.7	0.4	177.8	145.9	9.5	272,208	653	536
Orkney Islands	10.4	2.7	0.5	0.1	0.2	2.7	0.2	16.6	10.9	0.5	18,114	919	602
Perth & Kinross	72.5	10.1	2.1	0.2	0.8	7.7	1.1	94.5	75.3	3.8	124,368	760	605
Renfrewshire	107.2	15.0	1.7	0.5	1.3	6.0	0.2	132.0	112.1	38.5	144,043	916	778
Scottish Borders	57.1	8.8	1.7	0.5	1.4	7.2	0.3	77.0	59.4	3.1	94,265	817	630
Shetland Islands	11.4	3.1	0.5	0.1	0.3	1.3	0.2	16.9	11.8	0.9	18,675	903	629
South Ayrshire	52.4	5.3	1.5	0.5	0.3	4.5	0.2	64.6	55.0	2.8	93,510	691	588
South Lanarkshire	138.7	13.9	3.0	0.6	2.3	11.6	0.5	170.6	147.4	8.4	258,638	660	570
Stirling	53.8	7.3	1.0	0.1	0.6	3.5	0.1	66.4	55.8	13.5	77,143	861	724
West Dunbartonshire	35.0	3.3	0.8	0.1	0.2	2.9	0.1	42.4	37.5	2.2	73,127	580	513
West Lothian	80.7	9.3	2.4	0.4	2.5	6.1	0.5	101.9	85.4	4.6	142,769	713	598
Council Unknown	0.4	0.1	0.0	0.0	0.0	0.6	0.0	1.1	0.6	0.1			
Scotland	2,310.6	283.7	62.7	11.8	30.3	208.4	11.3	2,918.9	2,433.1	177.7	4,431,920	659	549

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, 2017

Council	Taxi vehicles	Private hire cars	Total	Taxi driver licenses	Private hire licences	Total	Wheelchair accessible taxis	Wheelchair accessible private hire cars
Aberdeen City	930	265	1,195	1,407	105	1,512	451	
Aberdeenshire	487	309	796	1,854	138	1,992	57	36
Angus	122	65	187	214	108	322	3	3
Argyll & Bute	190	64	254	375	65	440		
Clackmannanshire	56	36	92	164	7	171	4	1
Dumfries & Galloway	215	117	332	523	32	555	5	2
Dundee City	530	214	744	1,087	62	1,149	325	
East Ayrshire	125	79	204	421	24	445	23	7
East Dunbartonshire	319	324	643	645	82	727	24	
East Lothian ¹	127	127	254	372		372	127	
East Renfrewshire	65	481	546	80	580	660	4	3
Edinburgh, City of	1,316	1,772	3,088	3,166	2,447	5,613	1,316	
Eilean Siar	95	20	115	181	15	196	2	2
Falkirk	428	145	573	507	184	691	84	12
Fife ¹	481	343	824	1,823		1,823	36	57
Glasgow, City of	1,420	3,414	4,834	2,600	4,492	7,092	1,420	29
Highland	593	193	786	790	278	1,068	19	14
Inverclyde	244	52	296	689		689	23	
Midlothian	52	135	187	87	279	366	52	
Moray	196	27	223	346	1	347	7	6
North Ayrshire	217	71	288	599	2	601	34	
North Lanarkshire	493	1,322	1,815	1,230	982	2,212	173	2
Orkney Islands	32	16	48	99	9	108	1	1
Perth & Kinross ¹	107	179	286	643		643	7	15
Renfrewshire	235	819	1,054	462	978	1,440	230	8
Scottish Borders	219	72	291	356	36	392	19	14
Shetland Islands	99	59	158	284	49	333	2	1
South Ayrshire	130	165	295	550	79	629	130	
South Lanarkshire	337	1,467	1,804	629	1,769	2,398	12	23
Stirling	75	130	205	400	18	418	19	7
West Dunbartonshire ¹	336	68	404	517		517	172	3
West Lothian	122	409	531	223	665	888	122	48
Scotland	10,393	12,959	23,352	23,323	13,486	36,809	4,903	294

Source: Scottish Government - Not National Statistics

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

ROAD TRANSPORT VEHICLES

Table 1.5 Vehicles licensed at 31 December 2016, by taxation group, and by year of first registration

Taxation group	Pre-2002	2002-2006	2007-2011	2012-2016	Total	Total stock	Average age of vehicles
	<i>percentage of total</i>					<i>thousands</i>	<i>years</i>
Private and light goods	4.0	20.1	31.4	44.5	100.0	2,594	6.6
<i>of which body type cars</i>	3.8	19.9	31.5	44.8	100.0	2,311	6.5
Motorcycles ¹	24.2	19.4	22.0	34.3	100.0	63	9.9
Public transport	11.2	26.1	27.9	34.9	100.0	12	8.3
Goods	5.4	16.1	28.1	50.4	100.0	30	6.1
Crown and exempt	21.9	11.7	16.4	50.0	100.0	208	12.3
Other vehicles	14.0	14.2	21.4	50.5	100.0	11	7.3
All vehicles	5.8	19.4	30.1	44.7	100.0	2,919	7.1
<i>of which body type cars</i>	4.2	19.5	30.6	45.7	100.0	2,433	6.6

1. Includes all two wheeled motor vehicles.

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

Type of vehicle	2006 ⁵	2007 ⁵	2008 ⁵	2009 ⁵	2010	2011	2012	2013	2014	2015	2016
(a) Scotland											<i>years</i>
Private and light goods	5.7	5.7	5.8	6.0	6.1	6.3	6.5	6.5	6.6	6.6	6.6
Motorcycles ²	6.9	7.1	7.3	7.8	8.2	8.6	9.0	9.4	9.6	9.8	9.9
Public transport ³	7.9	7.9	7.8	8.0	8.1	8.4	8.4	8.3	8.3	8.3	8.3
Goods	5.4	5.5	5.5	5.8	6.1	6.2	6.3	6.2	6.3	6.3	6.1
Crown and exempt ⁴	10.3	10.4	10.3	10.4	10.6	10.7	10.9	11.3	11.5	11.9	12.3
Other vehicles ⁴	6.9	6.8	7.2	7.5	7.7	7.8	7.8	7.9	7.8	7.5	7.3
All vehicles	6.1	6.1	6.2	6.4	6.5	6.7	6.9	7.0	7.0	7.0	7.1
(b) Great Britain											
Private and light goods	6.4	6.5	6.7	6.9	7.1	7.3	7.5	7.6	7.7	7.8	7.8
Motorcycles ²	6.7	6.9	7.2	7.7	8.1	8.5	8.9	9.2	9.5	9.6	9.6
Public transport ³	7.9	7.9	7.9	8.0	8.2	8.4	8.4	8.4	8.5	8.5	8.5
Goods	5.6	5.8	5.7	6.0	6.4	6.4	6.4	6.3	6.4	6.4	6.4
Crown and exempt ⁴	14.6	14.4	14.3	14.4	14.2	14.5	14.7	15.2	15.6	16.0	16.5
Other vehicles ⁴	8.6	8.5	8.5	9.0	9.2	9.3	9.3	9.3	9.1	8.8	8.9
All vehicles	6.9	7.0	7.2	7.4	7.6	7.8	8.0	8.2	8.3	8.3	8.3

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	2006 ¹	2007 ¹	2008 ¹	2009 ¹	2010	2011	2012	2013	2014	2015	2016
	<i>percentage of year total</i>										
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	4.1	3.9	3.8	3.8	3.8	3.8	4.0	4.5	5.2	5.9	6.7
1,001 to 1,200 cc	7.8	7.4	7.0	6.6	6.5	6.5	6.4	6.4	6.5	6.5	6.5
1,201 to 1,500 cc	24.1	24.1	24.4	24.7	25.3	25.7	26.0	26.2	26.2	26.3	26.5
1,501 to 1,800 cc	25.8	25.4	25.2	24.8	24.6	24.7	24.7	24.8	24.6	24.3	23.7
1,801 to 2,000 cc	22.6	22.8	23.0	23.2	22.9	22.5	22.0	21.4	20.9	20.4	20.1
2,001 to 2,500 cc	10.1	10.6	10.7	10.8	10.8	10.8	10.9	11.0	11.0	11.2	11.1
2,501 to 3,000 cc	3.4	3.7	3.9	4.0	4.1	4.1	4.0	4.0	3.9	3.9	3.8
3,000 cc and over	1.8	1.9	1.9	1.9	1.9	1.8	1.8	1.7	1.7	1.6	1.5
cc not known	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	100	100	100	100	100	100	100	100	100	100	100.0
	<i>thousand</i>										
Total	2,259	2,313	2,347	2,362	2,364	2,369	2,395	2,436	2495.6	2537.3	2594.3

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)	2006 ²	2007 ²	2008 ²	2009 ²	2010	2011	2012	2013	2014	2015	2016
	<i>percentage of year total</i>										
3.5 to 7.5	30.0	29.7	29.6	29.1	29.2	28.8	28.3	26.9	26.2	25.2	24.2
7.51 to 12	2.4	2.4	2.4	2.4	2.4	2.4	2.5	2.7	2.7	2.8	3.2
12.1 to 16	4.1	4.2	4.3	4.1	4.0	3.7	3.6	3.7	3.6	3.6	3.4
16.1 to 20	14.4	14.2	14.1	14.1	14.4	14.2	14.1	14.1	13.8	13.4	13.1
20.1 to 24	3.9	3.7	3.7	3.4	3.2	2.7	2.4	2.1	2.0	2.0	2.1
24.1 to 28	12.6	12.6	12.6	13.0	13.3	13.8	14.1	14.6	14.4	14.4	14.2
28.1 to 32	7.8	8.5	9.0	9.0	8.9	9.1	9.0	9.2	9.8	10.1	10.5
32.1 to 38	3.3	2.9	2.7	2.7	2.4	1.9	2.2	2.0	1.9	1.8	1.7
over 38	21.5	21.7	21.7	22.3	22.2	23.3	23.8	24.8	25.6	26.7	27.8
Total	100	100	100	100	100	100	100	100	100	100	100.0
	<i>thousand</i>										
Total ¹	33.0	32.7	32.2	31.2	30.4	29.4	28.9	28.9	29.4	29.7	30.25

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	2006 ¹	2007 ¹	2008 ¹	2009 ¹	2010	2011	2012	2013	2014	2015	2016
9-15	1,646	1,751	1,825	1,766	1,795	1,753	1,721	1,701	1,666	1,636	1,615
16-32	3,921	3,937	3,871	3,920	3,912	3,795	3,836	3,916	3,995	4,013	4,094
33-40	1,238	1,301	1,266	1,186	1,117	1,082	1,003	948	1,008	975	975
41-48	1,290	1,322	1,370	1,383	1,379	1,415	1,458	1,507	1,528	1,529	1,418
49-56	1,957	1,937	1,859	1,757	1,667	1,580	1,449	1,384	1,388	1,380	1,306
57-64	209	207	217	270	274	319	397	413	443	463	472
65-72	521	546	523	525	583	539	553	513	510	513	487
73 and over	1,317	1,406	1,418	1,411	1,384	1,446	1,417	1,374	1,375	1,423	1,466
Total	12,099	12,407	12,349	12,218	12,111	11,929	11,834	11,756	11,913	11,932	11,833

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			
	Restricted	Standard National	Standard International	Total licence holders	Restricted	Standard National	Standard International	Total licence holders
0-2	1,821	874	153	2,848	309	103	23	435
3-5	637	702	141	1,480	-	113	21	134
6-10	289	456	95	840	-	104	34	138
11-20	100	263	50	413	-	67	29	96
21-50	48	185	51	284	-	20	26	46
51-100	14	66	13	93	-	5	7	12
101-200	7	33	11	51	-	3	1	4
200+	1	17	5	23	-	5	6	11
Total	2,917	2,596	519	6,032	309	420	147	876

1. As at December 2017

Source: Figures in previous versions of this table were obtained from VOSA. These figures are 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, 2016

Position	Make	Range	Number of cars sold	Market share percent
1	VAUXHALL	CORSA	10,095	4.6
2	FORD	FIESTA	8,551	3.9
3	VOLKSWAGEN	POLO	5,358	2.4
4	FORD	FOCUS	5,309	2.4
5	VAUXHALL	ASTRA	5,260	2.4
6	RENAULT	CLIO	4,937	2.2
7	VOLKSWAGEN	GOLF	4,444	2.0
8	FIAT	500	4,426	2.0
9	MINI	MINI	3,914	1.8
10	VAUXHALL	MOKKA	3,843	1.7
11	RENAULT	CAPTUR	3,802	1.7
12	DACIA	SANDERO	3,576	1.6
13	AUDI	A3	3,271	1.5
14	NISSAN	QASHQAI	3,271	1.5
15	RENAULT	KADJAR	2,980	1.3
16	HYUNDAI	TUCSON	2,806	1.3
17	FORD	KUGA	2,770	1.3
18	KIA	SPORTAGE	2,711	1.2
19	TOYOTA	YARIS	2,694	1.2
20	PEUGEOT	208	2,487	1.1
		Total top 20 cars	86,505	39.2
		Total all other cars	134,401	60.8
		Total cars sold	220,906	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.

ROAD TRANSPORT VEHICLES

Table 1.12 Road vehicle testing scheme (MOT) ¹

	2014	2015 ⁸	2016		2014	2015 ⁸	2016
Cars ²				<i>thousands</i>			
Total Tests	2,128.5	2,157.6	2,204.4				
Pass with Rectification at Station	134.7	125.1	124.7				
Fail	890.9	865.0	856.3				
Initial Failure Rate ⁴	41.9%	40.1%	38.8%				
Final Failure Rate ⁵	35.5%	34.3%	33.2%				
Percentage of vehicles with one or more fail or PRS ³ type RfRs ⁶ in defect category				<i>percent</i>			
Body and structure	1.7	1.6	1.5				
Brakes	16.3	15.5	15.1				
Drivers view of the road	7.5	7.3	7.1				
Driving controls	0.0	0.0	0.0				
Fuel and exhaust	5.9	5.5	5.2				
Lighting and signalling	19.6	18.0	17.0				
Motor tricycles and quadricycles	0.0	0.0	0.0				
Reg plates and vin	0.9	0.8	0.8				
Road wheels	0.4	0.4	0.4				
Seat belts	2.2	1.9	1.7				
Steering	4.4	4.0	3.8				
Suspension	18.1	18.0	17.0				
Towbars	0.1	0.0	0.0				
Tyres	8.1	7.7	7.6				
Items not tested	0.6	0.3	0.0				
Defect Items per Initial Test Failure	3.38	3.32	3.25				
Motor cycles				<i>thousands</i>			
Total Tests	61.1	61.3	61.5				
Pass with Rectification at Station	3.4	3.2	3.0				
Fail	9.9	9.2	8.7				
Initial Failure Rate ⁴	16.2%	15.1%	14.1%				
Final Failure Rate ⁵	10.6%	9.9%	9.3%				
Percentage of vehicles with one or more fail or PRS ³ type RfRs ⁶ in defect category				<i>percent</i>			
Body and structure	0.8	0.6	0.5				
Brakes	4.2	3.8	3.7				
Drive system	1.4	1.3	1.3				
Driving controls	0.5	0.4	0.3				
Fuel and exhaust	0.9	0.8	0.7				
Lighting and signalling	8.8	8.2	7.5				
Registration plates and vin	1.0	1.0	1.0				
Sidecar	0.0	0.0	0.0				
Steering and suspension	3.7	3.3	3.1				
Tyres and wheels	3.0	2.9	2.5				
Items not tested	0.1	0.0	0.0				
Defect Items per Initial Test Failure	2.00	1.95	1.89				
Private Passenger (over 12 seats)				<i>thousands</i>			
Total Tests	4.1	4.1	4.3				
Pass with Rectification at Station	0.2	0.2	0.2				
Fail	1.3	1.3	1.4				
Initial Failure Rate ⁴	31.5%	30.7%	31.3%				
Final Failure Rate ⁵	26.3%	25.1%	26.4%				
Percentage of vehicles with one or more fail or PRS ³ type RfRs ⁶ in defect category				<i>percent</i>			
Body and structure	7.9	6.4	6.5				
Brakes	15.4	14.8	15.2				
Drivers view of the road	5.3	4.5	5.1				
Driving controls	1.0	0.6	0.9				
Fuel and exhaust	3.8	3.3	3.3				
Lighting and signalling	16.3	16.1	16.6				
Reg plates and vin	0.6	0.4	0.5				
Road wheels	0.1	0.1	0.2				
Seat belts	4.5	4.2	5.1				
Steering	4.6	3.6	3.3				
Suspension	7.7	7.9	8.4				
T Towbars	0.2	0.2	0.2				
It Tyres	3.0	3.0	3.4				
Items not tested	0.3	0.0	0.0				
Defect Items per Initial Test Failure	3.87	3.95	3.99				
Light goods vehicles ⁷				<i>thousands</i>			
Total Tests	47.3	49.9	52.5				
Pass with Rectification at Station	3.0	3.1	3.2				
Fail	24.8	25.3	25.5				
Initial Failure Rate ⁴	52.4%	50.7%	48.6%				
Final Failure Rate ⁵	46.0%	44.5%	42.6%				
Percentage of vehicles with one or more fail or PRS ³ type RfRs ⁶ in defect category				<i>percent</i>			
Body and structure	6.2	5.8	5.6				
Brakes	30.6	29.3	27.8				
Drivers view of the road	11.8	11.8	11.3				
Fuel and exhaust	6.0	5.5	5.2				
Lighting and signalling	34.6	32.9	31.3				
Reg plates and vin	1.7	1.5	1.3				
Road wheels	0.3	0.3	0.3				
Seat belts	4.4	4.1	3.8				
Steering	10.1	8.9	8.0				
Suspension	22.3	22.0	20.8				
T Towbars	0.3	0.3	0.3				
It Tyres	7.6	7.0	6.8				
Items not tested	0.8	0.2	0.0				
Defect Items per Initial Test Failure	5.12	5.02	4.88				

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 receipts ¹

	2008	2009	2010	2011	2012	2013	2014	2015	2016
Theory ⁴									<i>thousand</i>
Applications received	..	..	..	..	..	..	..	..	..
Theory tests conducted	100	105	99	103	99	122	129	190	147
Theory test passes	68	69	65	66	61	67	69	94	76
Theory test pass rate	67	66	66	64	62	54	54	49	52
Practical ^{2,4}									<i>thousand</i>
Applications received	137	132	132	130	119	126	127	136	143
Driving tests concluded	130	120	126	125	113	124	123	123	140
Passes	61	56	58	59	54	58	59	60	69
Pass rate	47	46	47	47	47	47	48	48	50
DVLA receipts									<i>£ million</i>
Vehicle licences ³	446.0	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 2016-17

	Male			Female			Overall		
	Conducted	Pass	Pass rate	Conducted	Pass	Pass rate	Conducted	Pass	Pass rate
Aberdeen North (Bridge of Don) (M)	1,679	922	54.9%	2,085	951	45.6%	3,764	1,873	49.8%
Aberdeen South (Cove) (M)	2,024	1,216	60.1%	2,521	1,231	48.8%	4,545	2,447	53.8%
Aberfeldy (R)	44	29	65.9%	50	22	44.0%	94	51	54.3%
Airdrie (M)	2,414	1,207	50.0%	2,885	1,245	43.2%	5,299	2,452	46.3%
Alness (R)	486	308	63.4%	474	275	58.0%	960	583	60.7%
Arbroath (R)	344	230	66.9%	464	252	54.3%	808	482	59.7%
Ayr (M)	1,561	714	45.7%	1,386	579	41.8%	2,947	1,293	43.9%
Ballachulish (R) Closed 22/3/17	..	..	..	..	..	..	..	..	..
Ballater (R)	101	76	75.2%	116	78	67.2%	217	154	71.0%
Banff (R)	184	113	61.4%	209	103	49.3%	393	216	55.0%
Barra (R)	15	12	80	20	12	60	35	24	69
Benbecula Island (R)	60	28	47	40	23	58	100	51	51
Bishopbriggs (M)	3,359	1,807	53.8%	3,673	1,707	46.5%	7,032	3,514	50.0%
Brodick (Isle of Arran) (R)	41	25	61.0%	37	20	54.1%	78	45	57.7%
Buckie (R)	229	124	54.1%	199	100	50.3%	428	224	52.3%
Callander (O)	228	112	49.1%	301	138	45.8%	529	250	47.3%
Campbeltown (R)	..	..	..	..	..	..	..	..	..
Castle Douglas (R)	162	89	54.9%	207	110	53.1%	369	199	53.9%
Crieff (R)	116	84	72.4%	105	70	66.7%	221	154	69.7%
Cumnock (T)	427	249	58.3%	657	323	49.2%	1,084	572	52.8%
Dumbarton (M)	1,066	545	51.1%	1,213	557	45.9%	2,279	1,102	48.4%
Dumfries (M)	965	490	50.8%	936	460	49.1%	1,901	950	50.0%
Dundee (M)	2,313	1,391	60.1%	2,785	1,500	53.9%	5,098	2,891	56.7%
Dunfermline (M)	1,648	824	50.0%	1,680	801	47.7%	3,328	1,625	48.8%
Dunoon (R)	77	55	71.4%	126	80	63.5%	203	135	66.5%
Duns (R)	46	36	78.3%	53	33	62.3%	99	69	69.7%
East Kilbride (T)	123	66	53.7%	218	93	42.7%	341	159	46.6%
Edinburgh (Currie) (M)	3,621	1,847	51.0%	3,855	1,842	47.8%	7,476	3,689	49.3%
Edinburgh (Musselburgh) (M)	3,443	1,890	54.9%	3,864	1,836	47.5%	7,307	3,726	51.0%
Elgin (M)	983	578	58.8%	1,156	580	50.2%	2,139	1,158	54.1%
Forfar (R)	313	190	60.7%	347	199	57.3%	660	389	58.9%
Fort William (R)	237	147	62.0%	219	131	59.8%	456	278	61.0%
Fraserburgh (O)	249	164	65.9%	281	147	52.3%	530	311	58.7%
Gairloch (R)	18	12	66.7%	23	17	73.9%	41	29	70.7%
Galashiels (M)	434	282	65.0%	419	256	61.1%	853	538	63.1%
Girvan (T)	127	87	68.5%	148	90	60.8%	275	177	64.4%
Glasgow (Annie'sland) (M)	3,873	1,693	43.7%	4,009	1,643	41.0%	7,882	3,336	42.3%
Glasgow (Baillieston) (M)	3,857	1,835	47.6%	4,707	1,952	41.5%	8,564	3,787	44.2%
Glasgow (Knightswood)	443	199	44.9%	455	180	39.6%	898	379	42.2%
Glasgow (Shieldhall) (M)	3,428	1,414	41.2%	3,471	1,323	38.1%	6,899	2,737	39.7%
Golspie (R)	25	23	92.0%	31	23	74.2%	56	46	82.1%
Grangemouth (M)	1,923	1,066	55.4%	2,298	1,098	47.8%	4,221	2,164	51.3%
Grantown-On-Spey (R)	79	40	50.6%	97	60	61.9%	176	100	56.8%
Greenock (M)	1,248	602	48.2%	1,301	575	44.2%	2,549	1,177	46.2%
Haddington (R)	551	368	66.8%	699	388	55.5%	1,250	756	60.5%
Hamilton (M)	2,576	1,317	51.1%	3,160	1,404	44.4%	5,736	2,721	47.4%
Hawick (R)	124	84	67.7%	189	105	55.6%	313	189	60.4%
Huntly (R)	204	119	58.3%	256	129	50.4%	460	248	53.9%
Inveraray (R)	..	..	..	..	..	..	..	..	..
Inverness (Cradlehall Business Park) (M)	1,233	690	56.0%	1,274	643	50.5%	2,507	1,333	53.2%
Inverurie (R)	313	202	64.5%	425	230	54.1%	738	432	58.5%
Inverurie (M)	2,151	1,223	56.8%	2,677	1,287	48.1%	4,828	2,510	52.0%
Islay Island (R)	..	..	..	..	..	..	..	..	..
Isle of Mull (R)	..	..	70.0%	..	..	57.1%	17	11	64.7%
Isle of Skye (Broadford) (R)	15	12	80.0%	17	9	52.9%	32	21	65.6%
Isle of Skye (Portree) (R)	54	36	66.7%	63	40	63.5%	117	76	65.0%
Kelso (R)	106	69	65.1%	143	82	57.3%	249	151	60.6%
Kingussie (R)	71	34	47.9%	56	35	62.5%	127	69	54.3%
Kirkcaldy (M)	2,410	1,347	55.9%	2,570	1,274	49.6%	4,980	2,621	52.6%
Kyle of Lochalsh (R)	32	23	71.9%	18	13	72.2%	50	36	72.0%
Lairg (R)	20	13	65.0%	28	17	60.7%	48	30	62.5%
Lanark (R)	796	452	56.8%	1,195	589	49.3%	1,991	1,041	52.3%
Lerwick (R)	231	163	70.6%	238	149	62.6%	469	312	66.5%
Livingston (M)	2,168	1,153	53.2%	2,674	1,216	45.5%	4,842	2,369	48.9%
Lochgilthead (R)	..	..	..	..	..	..	..	..	..
Mallaig (R)	8	6	75.0%	10	8	80.0%	18	14	77.8%
Montrose (R)	349	245	70.2%	348	229	65.8%	697	474	68.0%
Newton Stewart (R)	89	48	53.9%	106	54	50.9%	195	102	52.3%
Oban (R)	160	95	59.4%	212	111	52.4%	372	206	55.4%
Orkney (R)	212	159	75.0%	178	119	66.9%	390	278	71.3%
Paisley (M)	3,103	1,473	47.5%	3,634	1,477	40.6%	6,737	2,950	43.8%
Peebles (R)	92	68	73.9%	153	95	62.1%	245	163	66.5%
Perth (M)	1,256	699	55.7%	1,268	643	50.7%	2,524	1,342	53.2%
Peterhead (M)	428	289	67.5%	505	308	61.0%	933	597	64.0%
Pitlochry (R)	53	37	69.8%	50	34	68.0%	103	71	68.9%
Rothsay (R)	66	47	71.2%	51	37	72.5%	117	84	71.8%
Stirling (M)	1,819	836	46.0%	2,040	839	41.1%	3,859	1,675	43.4%
Stornoway (R)	163	103	63.2%	184	124	67.4%	347	227	65.4%
Stranraer (R)	136	82	60.3%	148	100	67.6%	284	182	64.1%
Thurso (R)	102	74	72.5%	134	95	70.9%	236	169	71.6%
Ullapool (R)	20	16	80.0%	27	19	70.4%	47	35	74.5%
Wick (M)	104	61	58.7%	136	87	64.0%	240	148	61.7%
Scotland	65,445	34,619	52.9%	74,230	34,847	46.9%	139,675	69,466	49.7%

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 2016

	Age group								All	Sample size
	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+	17 +	
	<i>percentage of the relevant sub-group¹</i>									<i>number</i>
All people:	30	55	73	81	81	76	63	43	69	9,570
by sex:										
Men	36	58	78	82	85	83	81	65	75	4,360
Women	26	53	69	80	77	68	50	28	63	5,210
by annual net household income:										
up to £ 10,000 p.a.	35	37	32	55	61	53	46	34	46	1,150
over £ 10,000, up to £ 15,000	13	32	44	48	56	62	54	38	47	1,610
over £ 15,000, up to £ 20,000	21	48	59	67	67	68	58	42	58	1,420
over £ 20,000, up to £ 25,000	3	54	68	78	77	77	73	52	68	1,160
over £ 25,000, up to £ 30,000	23	60	66	82	90	82	79	**	75	890
over £ 30,000, up to £ 40,000	47	72	80	85	86	92	82	**	81	1,260
over £40,000	41	74	91	97	94	93	96	**	89	1,740
by Scottish Index of Multiple Deprivation:										
1 - Most Deprived	**	47	54	60	53	47	39	19	49	1,790
2	**	48	66	73	74	68	53	36	61	1,960
3	**	61	79	84	89	77	61	41	72	2,100
4	**	63	85	92	92	86	74	57	81	2,030
5 - Least Deprived	**	65	87	95	93	91	81	55	82	1,690
by urban / rural classification:										
Large urban areas	29	51	69	73	73	69	51	35	62	2,870
Other urban areas	32	54	71	80	78	71	62	41	67	3,260
Accessible small towns	19	64	79	87	86	86	71	44	76	920
Remote small towns	**	49	88	81	84	77	62	**	73	550
Accessible rural areas	**	74	85	92	95	89	78	62	85	1,040
Remote rural areas	44	76	86	92	93	85	75	58	82	950
Sample size (age group)	190	1,100	1,370	1,510	1,620	1,700	1,370	710	9,570	

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.

ROAD TRANSPORT VEHICLES

Table 1.17 People who hold a full driving licence, 2006-2016

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
All people	<i>percent of population</i> ¹										
Age group											
17-19	30	28	32	25	27	26	28	26	29	26	30
20-29	59	58	56	58	58	54	58	56	56	54	55
30-39	76	78	78	77	76	77	75	74	73	72	73
40-49	79	80	83	80	81	80	80	80	82	82	81
50-59	76	76	78	78	78	78	79	80	79	78	81
60-69	68	69	70	75	72	74	73	74	74	76	76
70-79	51	55	53	55	54	57	59	60	61	62	63
80+	29	35	31	37	37	35	37	41	40	43	43
All aged 17+	66	67	68	68	68	67	68	68	69	68	69
Sample size	14,075	12,152	12,267	12,447	12,361	12,801	9,828	9,838	9,720	9,340	9,570
Men											
Age group											
17-19	32	27	32	28	28	33	35	24	32	28	36
20-29	61	61	62	61	64	58	59	60	59	55	58
30-39	81	82	81	81	80	81	78	78	77	73	78
40-49	85	86	87	86	86	84	86	84	85	85	82
50-59	85	87	84	85	85	87	85	88	85	84	85
60-69	84	83	84	86	84	86	83	86	85	83	83
70-79	73	76	77	78	74	79	79	76	80	76	81
80+	56	61	55	60	59	60	63	64	66	67	65
All aged 17+	76	76	76	76	76	76	76	76	76	73	75
Sample size	6,056	5,211	5,289	5,400	5,450	5,515	4,377	4,405	4,410	4,210	4,360
Women											
Age group											
17-19	28	29	33	21	25	17	19	29	27	23	26
20-29	56	54	50	56	51	51	57	52	54	53	53
30-39	72	75	76	73	73	73	71	71	69	71	69
40-49	74	75	78	74	76	77	74	76	80	79	80
50-59	68	66	73	71	72	70	75	72	73	72	77
60-69	55	57	57	64	62	63	65	64	65	68	68
70-79	33	40	37	38	40	43	43	48	46	52	50
80+	14	21	16	22	21	19	22	26	23	27	28
All aged 17+	58	59	60	61	60	60	62	61	62	63	63
Sample size	8,019	6,941	6,978	7,047	6,911	7,286	5,451	5,433	5,320	5,130	5,210

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.

ROAD TRANSPORT VEHICLES

Table 1.19 Households with a car available for private use¹, 2006-2016²

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Cars available for private use:	<i>percent of households</i>										
None	32.0	30.3	30.2	30.7	30.3	30.1	31.0	30.2	30.8	30.0	29.3
1	43.6	44.3	43.9	43.7	44.0	44.5	43.0	44.0	43.3	43.3	42.1
2	20.5	21.4	21.8	21.5	21.6	21.0	21.3	21.3	21.1	21.7	23.0
3+	3.8	4.0	4.0	4.2	4.1	4.4	4.6	4.6	4.7	5.1	5.6
1+	68.0	69.7	69.8	69.3	69.7	69.9	69.0	69.8	69.2	70.1	70.7
2+	24.4	25.3	25.8	25.6	25.7	25.4	26.0	25.8	25.9	26.8	28.5
Sample size	15,616	13,414	13,821	14,190	14,214	14,358	10,644	10,652	10,630	10,330	10,470

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, 2016

	Number of cars or vans available for private use						Sample size (=100%)
	None	1	2	3 +	1+	2 +	
All households:	29.3	42.1	23.0	5.6	70.7	28.5	10,470
<i>percent of households</i>							
by household type:							
Single adult	49.2	44.1	5.1	1.6	50.8	6.7	1,870
Small adult	18.3	38.5	37.8	5.4	81.7	43.2	1,620
Single parent	47.8	46.9	4.7	0.7	52.2	5.4	600
Small family	10.8	41.9	43.6	3.7	89.2	47.3	1,300
Large family	9.1	33.9	44.3	12.7	90.9	56.9	530
Large adult	10.0	25.9	34.5	29.6	90.0	64.1	880
Older smaller	14.4	55.7	26.9	3.0	85.6	29.9	1,830
Single pensioner	56.9	40.6	2.1	0.4	43.1	2.5	1,850
by annual net household income:							
up to £10,000 p.a.	59.3	34.1	5.2	1.4	40.7	6.6	1,210
over £ 10,000, up to £ 15,000	54.2	38.2	6.2	1.4	45.8	7.6	1,710
over £ 15,000, up to £ 20,000	40.4	49.0	8.4	2.2	59.6	10.7	1,510
over £ 20,000, up to £ 25,000	26.1	53.9	17.0	3.0	73.9	20.0	1,260
over £ 25,000, up to £ 30,000	12.9	58.9	22.8	5.4	87.1	28.2	990
over £ 30,000, up to £ 40,000	8.6	46.0	37.0	8.5	91.4	45.4	1,440
over £40,000	2.8	28.0	55.0	14.2	97.2	69.2	1,970
by Scottish Index of Multiple Deprivation:							
1 - Most Deprived	50.0	36.5	11.3	2.2	50.0	13.5	1,970
2	36.8	43.1	16.4	3.6	63.2	20.1	2,130
3	26.0	43.1	25.1	5.8	74.0	30.9	2,270
4	16.8	43.5	31.2	8.5	83.2	39.7	2,260
5 - Least Deprived	14.7	44.8	32.3	8.2	85.3	40.5	1,840
by urban / rural classification:							
Large urban areas	39.6	40.4	16.8	3.2	60.4	20.0	3,140
Other urban areas	29.5	41.7	23.4	5.4	70.5	28.8	3,560
Accessible small towns	19.5	46.1	27.7	6.7	80.5	34.4	1,000
Remote small towns	26.8	47.5	22.0	3.8	73.2	25.7	590
Accessible rural areas	11.9	41.4	35.5	11.2	88.1	46.7	1,150
Remote rural areas	14.7	46.8	28.3	10.2	85.3	38.5	1,030

1. Source : Scottish Household Survey.

Table 1.21 Number of blue badges¹ on issue, time series and 2017 breakdown

Council	Time series ² (Totals) as at 31st March								Badges on issue as at 31st March 2017:		
	2010	2011	2012	2013	2014	2015	2016	2017	Organisations	Individuals - Automatic ³	Individuals - Discretionary ⁴
Aberdeen City	8,313	8,044	8,032	7,887	5,183	6,552	6,643	6,908	88	3,302	3,518
Aberdeenshire ⁵	15,601	16,288	13,358	12,166	8,155	10,685	10,210	9,838	142	4,669	5,027
Angus	5,991	5,969	5,581	4,892	5,451	4,982	4,845	5,018	97	2,321	2,600
Argyll & Bute	4,828	4,438	4,314	3,867	3,433	3,934	4,114	4,213	101	1,928	2,184
Clackmannanshire	2,439	2,511	2,518	2,377	2,572	2,128	2,161	2,233	20	1,271	942
Dumfries & Galloway	3,606	2,922	3,369	3,212	3,096	9,236	9,337	8,857	76	4,230	4,551
Dundee City	6,086	6,199	6,766	5,776	5,252	5,292	5,452	5,619	87	3,089	2,443
East Ayrshire	6,976	6,819	6,787	6,098	5,735	6,595	6,427	6,617	63	3,613	2,941
East Dunbartonshire	5,421	4,738	5,175	2,905	4,847	4,473	4,661	4,730	63	2,007	2,660
East Lothian	5,059	5,059	4,328	5,131	5,293	4,680	4,712	4,855	9	2,141	2,705
East Renfrewshire	4,269	4,318	5,756	4,375	4,020	4,307	4,322	4,581	38	1,695	2,848
Edinburgh, City of ¹⁰	22,093	22,921	23,470	17,502	16,922	15,264	14,868	14,444	362	6,526	7,556
Eilean Siar	813	969	918	961	922	863	902	939	9	465	465
Falkirk	9,156	9,821	8,108	8,256	7,332	6,877	6,899	7,104	69	3,765	3,270
Fife	22,045	21,574	21,021	19,750	18,877	18,646	17,299	17,931	104	10,137	7,690
Glasgow, City of ⁶	29,522	24,761	27,317	23,692	19,350	21,784	21,642	21,161	291	12,506	8,364
Highland ⁷	11,282	7,445	12,967	9,938	10,855	9,164	9,215	9,371	117	4,241	5,013
Inverclyde	5,123	5,312	5,183	5,099	4,955	4,439	4,283	4,282	101	1,962	2,219
Midlothian	4,677	4,654	4,673	3,164	4,716	4,416	4,332	4,237	41	2,096	2,100
Moray	4,628	4,849	4,485	4,033	3,687	3,608	3,669	3,699	15	1,782	1,902
North Ayrshire	8,263	8,531	7,379	6,040	6,157	7,086	7,196	7,343	57	3,814	3,472
North Lanarkshire	19,804	19,019	18,013	16,957	18,352	16,453	15,741	16,537	78	9,923	6,536
Orkney Islands ⁸	1,216	1,143	1,281	1,108	1,050	1,119	1,096	1,100	26	414	660
Perth & Kinross	5,603	5,551	6,169	5,975	6,814	6,542	6,651	6,831	116	2,737	3,978
Renfrewshire	8,761	8,569	8,358	7,873	8,326	7,730	7,838	8,205	94	4,735	3,376
Scottish Borders ⁹	...	...	6,987	6,456	5,980	4,961	4,889	5,062	48	2,206	2,808
Shetland Islands	340	383	381	800	953	878	892	974	17	387	570
South Ayrshire	5,857	5,958	6,356	5,212	5,475	5,537	5,703	5,785	64	2,717	3,004
South Lanarkshire	18,217	19,245	15,274	15,602	15,826	16,218	16,218	15,796	95	8,587	7,114
Stirling	5,034	4,649	4,273	4,374	4,082	3,918	3,892	3,859	53	1,795	2,011
West Dunbartonshire	4,781	4,730	4,625	4,221	4,936	4,548	4,546	4,652	67	2,871	1,714
West Lothian	9,506	9,691	9,823	9,529	9,615	8,912	8,873	8,641	135	5,493	3,013
Total⁹	265,310	257,080	263,045	245,035	228,219	231,827	229,528	231,422	2,743	119,425	109,254

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

ROAD TRANSPORT VEHICLES

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	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Serious Driving Offences										
Dangerous driving	2,898	2,780	2,567	2,387	2,422	2,476	2,957	2,428	2,881	2,875
Careless driving	10,066	8,739	8,506	7,452	7,431	8,054	8,567	8,345	9,176	8,818
Drunk Driving of which:	10,697	9,800	8,504	7,563	7,445	6,433	6,079	5,218	5,458	5,917
<i>Driving while unfit through drink/drugs</i>	651	547	488	502	584	459	490	450	540	653
<i>In charge while unfit through drink/drugs</i>	107	88	78	59	63	52	92	54	71	123
<i>Driving with excess blood alcohol</i>	7,177	6,774	5,840	4,979	4,889	4,223	3,819	3,161	3,239	3,465
<i>In charge with excess blood alcohol</i>	640	566	471	484	433	445	419	390	364	331
<i>Failing to provide breath specimen at the roadside</i>	931	779	643	633	577	495	517	477	509	569
<i>Failing to provide breath, blood or urine specimen at a police station</i>	1,191	1,046	984	906	899	759	742	686	735	776
Failing to stop after accident	6,769	6,881	6,552	6,586	5,955	6,804	5,921	5,574	7,660	8,705
Driving while disqualified	3,075	2,659	2,048	1,640	1,466	1,311	1,208	898	1,162	1,371
Speeding Offences										
Speeding in restricted areas	65,420	52,146	50,788	50,890	53,068	62,188	38,400	29,316	23,145	13,395
Other speeding offences ^{2,3}	72,956	65,984	63,438	63,948	73,078	62,079	44,350	31,937	31,593	21,360
Signal and Direction Offences										
Traffic direction offences	24,477	26,995	31,281	34,195	31,786	34,404	26,539	16,307	11,253	5,981
Pedestrian crossing offences	3,120	3,499	4,137	3,944	4,317	4,537	3,776	2,268	1,644	1,181
Lighting, Construction & Use Offences										
Lighting offences ²	9,009	11,638	12,791	8,910	10,120	10,934	9,284	7,043	5,029	2,264
Construction & use regulations ²	13,319	13,642	13,452	12,271	12,681	11,884	11,639	8,550	8,041	6,121
Documentation Offences										
Vehicle excise licence offences	17,954	15,654	14,688	11,673	12,710	11,812	6,601	2,634	3,098	4,664
No test certificate ²	10,264	11,640	11,836	10,788	11,650	12,380	18,546	15,528	14,609	14,725
Driving licence offences ²	12,205	10,895	9,051	7,424	7,264	7,474	9,492	6,396	6,555	7,018
Third party insurance offences ²	24,093	23,171	20,610	17,860	17,407	17,228	18,998	13,747	14,407	16,806
Registration/identification offences	6,064	5,222	5,397	4,520	3,879	3,375	2,934	1,652	1,639	1,394
Other Offences										
Failure to provide information to identify driver ²	1,088	1,082	1,069	1,206	1,230	971	1,528	1,394	1,474	1,536
Tachograph etc offences	3,954	5,440	3,779	2,437	1,972	2,025	1,635	1,560	1,682	1,268
Seat belt offences ²	26,917	26,225	29,324	29,171	31,505	33,047	37,880	15,619	8,059	4,502
Mobile phone offences	18,218	23,957	26,146	27,736	29,110	30,875	35,764	17,978	10,085	6,709
Parking offences	328	298	332	171	177	158	143	105	163	99
Other offences	3,024	2,651	2,787	2,403	2,528	2,048	1,850	1,488	1,484	1,459
Total offences¹	345,915	330,998	329,083	315,175	329,201	332,497	294,091	195,985	170,297	138,168

Source: Recorded Crime, Scottish Government

- Notes:
- 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>
 - 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.
 - 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

	percent of people in households			Total Number (=100%)
	None	1	2+	
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

	percent of households			Total Number (=100%)
	None	1	2+	
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

	percent of people in households			Total Number (=100%)
	None	1	2+	
All people in households:	23	40	37	5,196,386
by disability:				
Day-to-day activities limited a lot	46	40	14	472,795
Day-to-day activities limited a little	34	42	23	523,272
Day-to-day activities 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

393 million

journeys made by bus in 2016/17 in Scotland



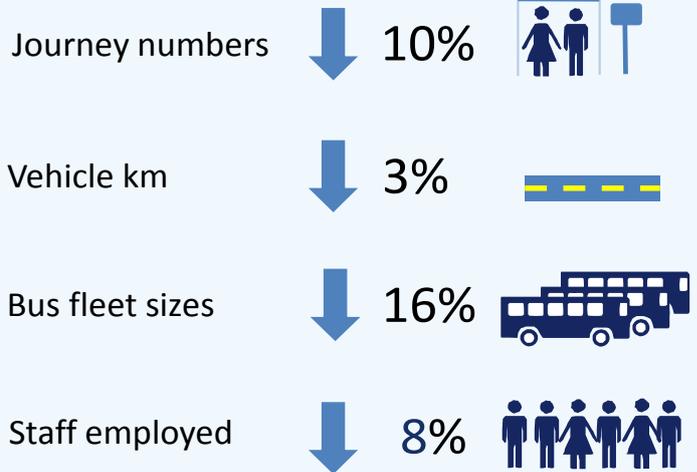
were made under the National Concessionary Travel Scheme

1.3 million people have National Concessionary Travel Scheme cards in Scotland



Bus use is changing in Scotland:

In the last five years:



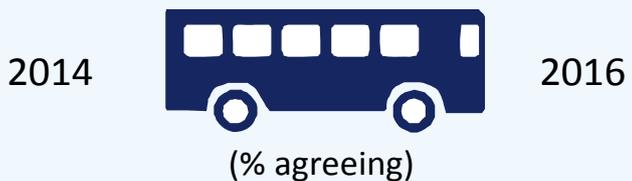
£695 million bus operator revenue in 2016/17 in Scotland

57% (£396m) from passenger revenue



43% (£298m) from Local or Central Government support

Passenger satisfaction has tended to increase in the last three years



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 2016

Average bus journey length (straight line) **7km**



41% of people used a bus at least once a month
 28% used a bus at least once a week
 9% used a bus most days

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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

- **393 million journeys were made by bus in 2016-17. More than a third of these were made under the National Concessionary Travel Scheme.**
- **There were 1.3 million people with National Concessionary Travel cards in Scotland in 2017.**
- **The bus industry received £298 million in funding from Local or Central Government in 2016-17. Passenger revenue in 2016-17 stood at £396 million in Scotland.**

2. Main Points

Vehicles & Passengers

2.1 Around 393 million passenger journeys were made by bus in Scotland in 2016-17. This is a decrease of 3 per cent on 2015-16 and a 19 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 (36%). (*Table 2.2a*)

2.2 Similarly, vehicle kilometres have fallen by 3 per cent over the past five years, with the distance covered falling in six of the last eight years. The fall has been similar in both commercial and subsidised services. (*Table 2.3a*)

2.3 There is further evidence of contraction in the industry with the number of buses in operators' fleets falling by 16 per cent over the past five years, and an 8 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 10%. Great Britain vehicle kilometres fell by 7% compared to a 3% fall 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 82 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 55 per cent of those who used the bus the previous day lived in large urban areas compared to one per cent of users living in remote rural areas. (This compares to population estimates of 35% living in large urban areas and 6% living in remote rural areas.) These figures are supported by the results of the more general question on bus use included in the Transport and Travel in Scotland publication which shows 56 per cent of respondents in large urban areas had used the bus in the last month compared to 19 per cent of those in remote rural areas. (*Table 2.10*)

Operator revenue

2.8 Bus operators in Scotland received £695 million in revenue in 2016-17, an increase of 4 per cent on the previous year and a 9 per cent increase over the last 5 years. Adjusting for the effects of inflation total passenger revenue was similar to 5 years ago. (*Table 2.8*)

2.9 Almost half (£298 million, 43%) 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 57 per cent of operators' revenue (£396 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 8 per cent lower than five years ago and overall passenger revenue is similar to 5 years ago. When looking at these figures it is necessary to consider the passenger number figures in Table 2.2a and the fares data in Table 2.5. Passenger revenue over the last five years has not increased due to a 10 per cent decrease in passengers, although fares have increased by 5 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 5 per cent in real terms (adjusting for the effects of inflation) over the past five years, while the increase for Great Britain was 3 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 15 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 5 per cent in real terms. Operating costs per journey

have risen by 3 per cent from £1.49 per passenger journey to £1.53. Although these increases are higher than those seen in the rest of GB (excluding London), operating costs per vehicle km remain higher in GB (£1.84 in Scotland, compared to £2.00 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. Just under 150,000 young people were eligible to access the travel concessions available through their Young Scot card in 2017. 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 nine per cent of all adults (16+) had a concessionary fare pass under the Scheme in 2016, 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 (87%) 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, 75% 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 58% of operating costs, with fuel accounting for 17%. 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 24 cases of action taken at public inquiry for non-compliance (under the Public Passenger Vehicles Act 1981) in Scotland in 2015-16, five less than in 2014-15.

Figure 2.1 Vehicle stock by type of vehicle

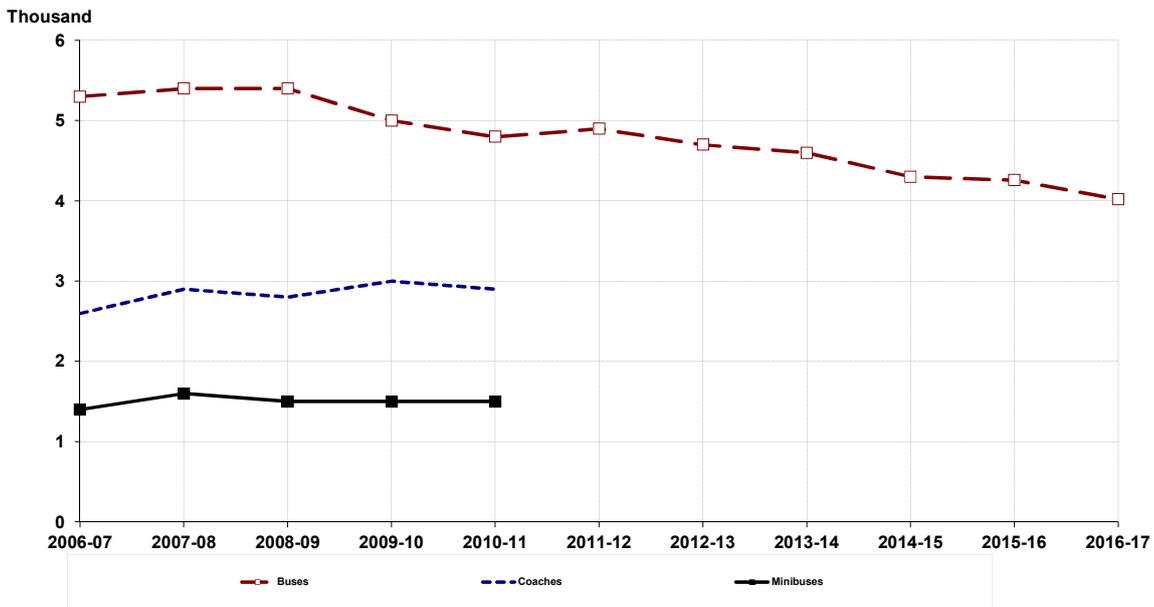
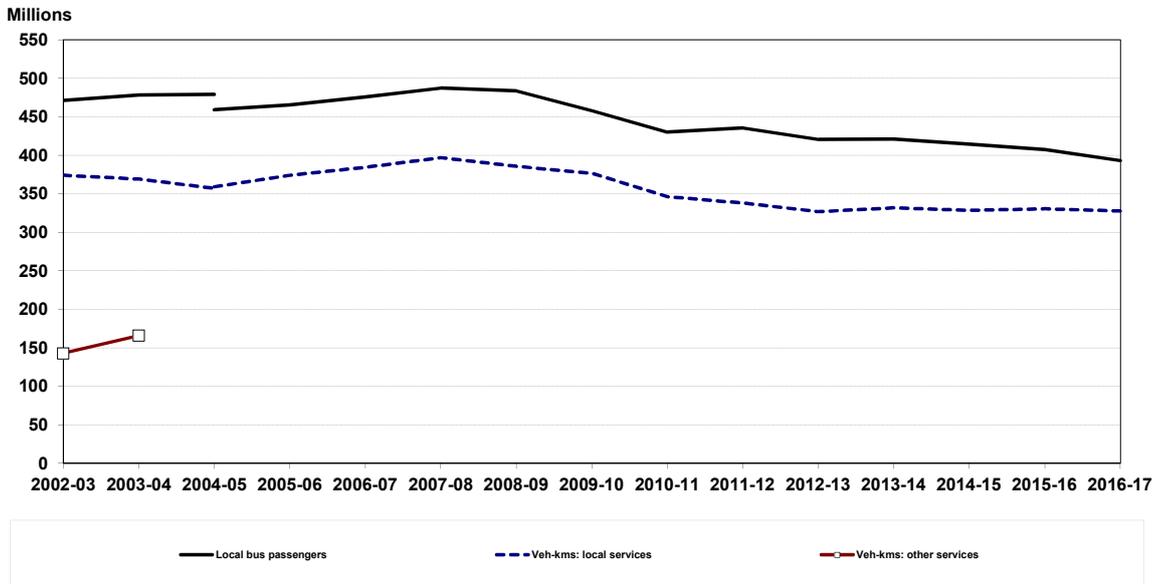


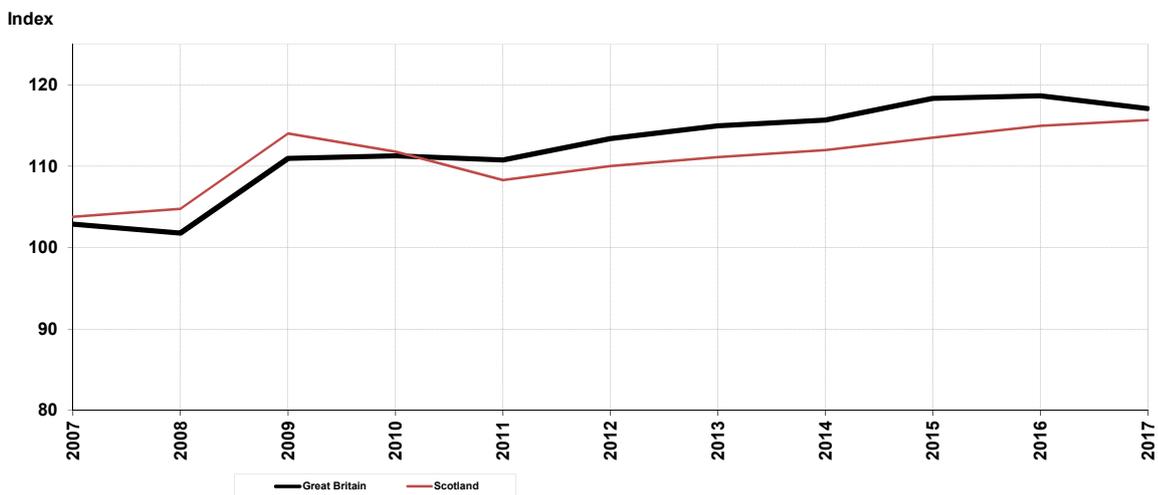
Figure 2.2 Passenger journeys (boardings) and vehicle-kilometres



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

Figure 2.3 Local bus fare indices

(constant prices, 2005=100)



BUS AND COACH TRAVEL

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

	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	% change over		
										1 year	5 years	
Number of buses used as Public Service Vehicles	<i>thousands</i>											
Scotland	5.4	5.0	4.8	4.8	4.6	4.6	4.3	4.3	4.0	4.0	-6	-16
Great Britain	42.8	42.7	42.4	42.3	42.0	42.1	41.7	40.7	40.3	40.3	-1	-5
Average age of the bus fleet												
Scotland	8.3	7.8	7.8	8.5	8.2	8.3	8.1	8.0	8.0	8.0	0	-6
Great Britain	7.8	7.6	7.8	7.8	7.7	7.8	7.8	7.6	7.6	7.6	0	-2
Percentage of buses with CCTV				%								
Scotland ³	45.1	51.6	54.0	58.5	64.6	66.8	71.8	78.1	81.5	81.5	4	39
Great Britain	60.1	67.2	69.6	71.7	76.8	80.1	83.7	86.8	89.9	89.9	4	25
Percentage of bus fleet with automatic vehicle location (AVL)				%								
Scotland	44	45	57	76	81	90	86	86	94	94	9	23
Great Britain	52	56	66	73	86	91	93	94	96	96	2	31
Percentage of buses with live ITSO Smart-card read				%								
Scotland	...	...	86	89	89	89	92	84	91	91	8	2
Great Britain (outwith London)	...	...	37	60	81	86	89	90	91	91	2	52

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.

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

³ Previous figures have been revised.

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

	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	% change over		
										1 year	5 years	
Buses with accessibility certificate²												
Number (thousands)	2.2	2.6	2.8	3.0	3.3	3.5	3.7	3.9	3.9	3.9	0	31
Percentage of all buses	41	51	59	62	71	76	87	92	97	97		
Buses with low floor access³												
Number (thousands)	1.6	1.4	1.1	1.1	0.7	0.6	0.3	0.2	0.0	0.0	-70	-95
Percentage of all buses	29	27	23	22	16	13	7	4	1	1		
Total accessible or low-floor buses												
Number (thousands)	3.8	3.9	3.9	4.0	4.0	4.1	4.0	4.1	3.9	3.9	-3	-2
Percentage of all buses	70	78	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.

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

³ Buses 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}

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	% change over	
	<i>million</i>											1 year	5 years
Scotland	476	487	484	458	430	436	420	421	414	407	393	-3	-10
Great Britain	4,893	5,142	5,250	5,188	5,165	5,192	5,099	5,201	5,143	5,016	4,931	-2	-5
Of which concessionary passengers													
Scotland ^{3,4}	156	154	155	153	147	149	146	149	146	143	142	-1	-5
Great Britain ⁵	...	1,643	1,740	1,772	1,772	1,803	1,764	1,794	1,759	1,714	1,693	-1	-6
Percentage Concessionary passengers													
Scotland	33%	32%	32%	33%	34%	34%	35%	35%	35%	35%	36%		
Great Britain		32%	33%	34%	34%	35%	35%	35%	34%	34%	34%		
Annual growth rates													
Scotland	2%	2%	-1%	-5%	-6%	1%	-4%	0%	-2%	-2%	-3%		
Great Britain	4%	5%	2%	-1%	0%	1%	-2%	2%	-1%	-2%	-2%		
Concessionary passengers													
Scotland		-1%	1%	-1%	-4%	2%	-2%	2%	-2%	-2%	-1%		
Great Britain		...	6%	2%	0%	2%	-2%	2%	-2%	-3%	-1%		

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 2.7% different from Scotland level estimates calculated from DfT survey data.

⁵ Estimated from DfT survey data; this will not be directly comparable with administrative data for Scotland.

 Table 2.2b: Passenger journeys by region for local bus services^{1,2}

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	% change over	
	<i>million passenger journeys</i>											1 year	5 years
North East, Tayside and Central ³	65	68	66	64	61	63	61	62	63	60	59	-2	-6
Highlands, Islands and Shetland ⁴	15	14	14	14	14	13	14	13	12	14	13	-10	-3
South East ⁵	174	174	170	162	162	166	162	164	164	164	160	-3	-4
South West and Strathclyde ⁶	223	232	234	219	193	194	184	182	175	169	162	-4	-17
Scotland	476	487	484	458	430	436	420	421	414	407	393	-3	-10

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 City

⁴ Eilean Siar, Highland, Moray, Orkney Islands, Shetland Islands, Argyll & Bute

⁵ Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders, Edinburgh City, West Lothian

⁶ 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}

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	% change over	
	million vehicle kilometres											1 year	5 years
Scotland³	384	397	386	377	346	338	327	332	328	331	327	-1	-3
Commercial	307	315	311	302	279	278	263	267	266	276	266	-3	-4
Subsidised	78	82	75	74	67	60	64	65	63	55	61	11	2
Subsidised % of total	20.2%	20.6%	19.3%	19.7%	19.3%	17.8%	19.6%	19.7%	19.1%	16.7%	18.7%		
Annual growth rate	3%	3%	-3%	-2%	-8%	-2%	-3%	1%	-1%	1%	-1%		
GB outwith London	2,165	2,185	2,177	2,141	2,110	2,072	2,043	2,036	2,005	1,963	1,930	-2	-7
Commercial	1,669	1,681	1,667	1,627	1,609	1,625	1,627	1,645	1,649	1,650	1,646	0	1
Subsidised	496	504	510	514	501	447	417	391	356	313	284	-9	-37
Subsidised % of total	22.9%	23.1%	23.4%	24.0%	23.7%	21.6%	20.4%	19.2%	17.7%	15.9%	14.7%		
Great Britain	2,630	2,650	2,651	2,620	2,591	2,557	2,529	2,522	2,490	2,451	2,420	-1	-5

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}

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	% change over		
	thousands											1 year	5 years	
Population														
Scotland	5,117	5,144	5,169	5,194	5,222	5,255	5,314	5,328	5,348	5,373	5,405	1	3	
Great Britain	58,843	59,227	59,263	60,003	60,462	61,426	61,881	62,276	62,756	65,110	63,786	-2	4	
Vehicle kilometres per head of population														
Scotland	75.1	77.2	74.6	72.5	66.3	64.3	61.5	62.3	61.4	61.6	60.6	-2	-6	
Great Britain	44.7	44.7	44.7	43.7	42.9	41.6	40.9	40.5	39.7	37.6	37.9	1	-9	
Ratio Scotland/GB	1.68	1.72	1.67	1.66	1.55	1.55	1.51	1.54	1.55	1.64	1.60	-2	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.

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

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	% change over	
	million vehicle kilometres											1 year	5 years
North East, Tayside & Central ³	56	51	55	58	55	55	54	56	57	57	56	-3	1
Highlands, Islands & Shetland ⁴	39	32	27	38	37	33	33	32	32	34	30	-12	-10
South East ⁵	111	117	118	106	104	102	101	104	100	103	103	0	1
South West & Strathclyde ⁶	178	189	186	175	151	148	139	141	140	137	139	1	-6
Scotland	384	389	386	377	346	338	327	332	328	331	327	-1	-3

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 City

⁴ Eilean Siar, Highland, Moray, Orkney Islands, Shetland Islands, Argyll & Bute

⁵ Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders, Edinburgh City, West Lothian

⁶ 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}

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	% change over	
												1 year	5 years
	<i>thousand</i>												
Platform s	10.8	11.5	11.4	11.1	10.7	10.6	10.1	10.4	10.5	10.4	10.0	-3	-6
Maintenance and other staff ³													
Mainten:	2.2	2.4	2.2	2.4	2.2	2.3	2.2	2.2	2.1	2.2	1.8	-15	-19
Other	1.5	1.6	1.6	1.1	1.1	1.4	1.4	1.4	1.5	1.4	1.3	-3	-6
Total	3.7	4.0	3.8	3.5	3.3	3.7	3.6	3.6	3.6	3.6	3.2	-10	-14
All staff	14.5	15.5	15.2	14.6	14.0	14.3	13.8	14.0	14.0	13.9	13.2	-5	-8

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

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	% change over		
												1 year	5 years	
At current prices														
Scotland	111.4	116.7	126.5	129.5	132.2	139.1	145.1	149.8	153.2	157.6	163.6	4	18	
Great Brit:	110.4	113.4	123.1	129.0	135.2	143.4	150.1	154.7	159.7	162.6	165.6	2	15	
At constant prices²														
Scotland	103.8	104.8	114.0	111.8	108.3	110.1	111.2	112.0	113.5	115.0	115.7	1	5	
Great Brit:	102.9	101.8	111.0	111.3	110.8	113.4	115.0	115.7	118.3	118.7	117.1	-1	3	

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}

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	% change over		
											1 year	5 years	
At 2016-17 Prices (including depreciation)													
	<i>Pence per Vehicle Kilometre</i>												
Scotland		148	164	168	174	193	192	189	189	183	184	1	-5
GB outwith London ³		177	183	189	188	196	196	198	200	201	200	-1	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}

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	% change over		
											1 year	5 years	
At 2016-17 Prices (including depreciation)													
	<i>Pence per passenger journey</i>												
Scotland		121	131	138	140	149	149	148	149	148	153	3	3
GB outwith London ³		129	132	137	137	142	144	143	144	146	143	-2	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

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	% change over		
	£ Million											1 year	5 years	
Current prices														
Passenger revenue														
Scotland ³	298	320	337	331	329	340	351	363	357	370	396	7	17	
Great Britain ⁵	2,858	2,974	3,071	3,158	3,301	3,444	3,575	3,705	3,763	3,737	3,691	-1	7	
Government support⁴														
Scotland	262	276	296	312	295	299	311 ⁶	299 ⁶	298	301	298	-1	0	
Total passenger revenue⁴														
Scotland	559	597	633	643	623	640	661 ⁶	662 ⁶	655	671	695	4	9	
2015-16 Prices (Adjusted for general inflation using the GDP market price deflator.)														
Passenger revenue														
Scotland	356	373	383	371	362	368	373	379	367	378	396	5	8	
Great Britain	3,415	3,467	3,489	3,537	3,631	3,735	3,798	3,870	3,874	3,822	3,691	-3	-1	
Government support⁴														
Scotland	313	322	336	349	324	324	330 ⁶	312 ⁶	307	308	298	-3	-8	
Total passenger revenue⁴														
Scotland	669	694	719	720	686	693	702 ⁶	692 ⁶	674	686	695	1	0	

Source: DfT Bus Statistics

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. 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.

HMT GDP deflator (Taken from HMT website on 14/12/2016) 83.699 85.777 88.008 89.287 90.918 92.228 94.144 95.752 97.14 97.794 100

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

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	% change over		
	£ Million											1 year	5 years	
Current Prices														
Local Authority bus support²														
Scotland ¹¹	48	53	53	61	57	58	59	59	57	59	52	-13	-11	
Great Britain ⁸	1,160	1,217	1,342	1,318	1,145	1,084	1,038	1,094	1,071	1,069	1,119	5	3	
GB outwith London ⁸	543	555	617	626	581	565	538	538	484	448	460	3	-19	
Concessionary fares														
Scotland (bus) ³	155	163	180	187	175	181	199 ¹⁰	190 ¹⁰	190	189	194	3	7	
Scotland (all modes) ⁴	166	173	193	202	183	188	204 ¹⁰	195 ¹⁰	198	196	196	0	4	
Great Britain (bus) ^{5,6,8}	931	1,027	1,172	1,224	1,246	1,248	1,282	1,304	1,313	1,309	1,297	-1	4	
GB outwith London (bus) ^{5,6,8}	769	851	991	1,041	1,055	1,038	1,062	1,070	1,074	1,071	1,062	-1	2	
Great Britain (all modes) ^{5,6,8}	942	1,037	1,185	1,239	1,254	1,254	1,284	1,306	1,321	1,316	1,299	-1	4	
GB outwith London (all modes) ^{5,6,8}	780	861	1,004	1,056	1,063	1,045	1,064	1,072	1,082	1,078	1,064	-1	2	
Bus Service Operators Grant⁷														
Scotland	59	60	63	64	63	60	53 ¹⁰	50	51	53	53	0	-12	
Great Britain ¹²	441	472	504	515	505	512	415	348	..	..	..	..	..
GB outwith London ¹²	344	369	391	403	397	401	327	306	302	306	304	-1	-24	
All government support⁹														
Scotland (bus)	262	276	296	312	295	299	311 ¹⁰	299 ¹⁰	298	301	298	-1	0	
Scotland (all modes)	273	286	309	327	303	306	316 ¹⁰	304 ¹⁰	306	308	300	-2	-2	
Great Britain (bus) ^{6,8,12}	2,531	2,716	3,017	3,056	2,896	2,843	2,739	2,735	2,686	2,685	2,720	1	..	
GB outwith London (bus) ^{6,8,12}	1,655	1,775	1,998	2,069	2,033	2,004	1,929	1,907	1,918	1,885	1,877	0	-6	
Great Britain (all modes) ^{6,8,12}	2,542	2,725	3,030	3,071	2,904	2,851	2,730	2,748	2,694	2,692	2,722	1	..	
GB outwith London (all modes) ^{6,8,12}	1,667	1,784	2,011	2,084	2,041	2,011	1,920	1,920	1,868	1,832	1,828	0	-9	
2015-16 Prices (Adjusted for general inflation using the GDP market price deflator)														
Local Authority bus support²														
Scotland	57	62	61	69	63	63	62	62	59	61	52	-15	-18	
Great Britain ⁸	1,385	1,419	1,525	1,476	1,260	1,176	1,103	1,142	1,103	1,094	1,119	2	-5	
GB outwith London ⁸	649	647	701	701	639	613	571	562	498	458	460	0	-25	
Concessionary fares														
Scotland (bus) ³	185	190	205	209	193	196	211 ¹⁰	198 ¹⁰	196	193	194	0	-1	
Scotland (all modes) ⁴	198	202	219	226	201	204	217 ¹⁰	204 ¹⁰	204	200	196	-2	-4	
Great Britain (bus) ^{5,6,8}	1,112	1,197	1,332	1,371	1,371	1,353	1,362	1,362	1,352	1,338	1,297	-3	-4	
GB outwith London (bus) ^{5,6,8}	919	992	1,126	1,166	1,160	1,125	1,128	1,117	1,106	1,095	1,062	-3	-6	
Great Britain (all modes) ^{5,6,8}	1,125	1,209	1,346	1,387	1,379	1,360	1,364	1,364	1,360	1,345	1,299	-3	-5	
GB outwith London (all modes) ^{5,6,8}	932	1,004	1,141	1,182	1,169	1,133	1,130	1,119	1,114	1,102	1,064	-3	-6	
Bus Service Operators Grant⁷														
Scotland	71	70	72	72	69	65	56 ¹⁰	52	52	54	53	-2	-19	
Great Britain ¹²	527	551	573	577	555	555	440	364	..	..	..	..	..
GB outwith London ¹²	411	431	445	452	437	435	348	320	311	313	304	-3	-30	
All government support⁹														
Scotland (bus)	313	322	336	349	324	324	330 ¹⁰	312 ¹⁰	307	308	298	-3	-8	
Scotland (all modes)	326	333	351	366	333	332	335 ¹⁰	317 ¹⁰	315	315	300	-5	-10	
Great Britain (bus) ^{6,8,12}	3,024	3,167	3,428	3,423	3,185	3,083	2,909	2,856	2,765	2,745	2,720	-1	..	
GB outwith London (bus) ^{6,8,12}	1,977	2,069	2,270	2,317	2,236	2,173	2,049	1,991	1,974	1,927	1,877	-3	-14	
Great Britain (all modes) ^{6,8,12}	3,038	3,177	3,443	3,440	3,194	3,091	2,900	2,870	2,774	2,752	2,722	-1	..	
GB outwith London (all modes) ^{6,8,12}	1,992	2,080	2,285	2,334	2,244	2,181	2,040	2,005	1,923	1,874	1,828	-2	-16	

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 to 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 and 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

	2006	2007 ^{1,2}	2008	2009	2010	2011	2012	2013	2014	2015	2016
by gender:											
Male	4	39	41	43	38	41	40	42	46	45	39
Female	59	61	59	57	62	59	60	58	54	55	61
										<i>column percentages</i>	
by age:											
16-19	10	10	13	9	13	11	13	12	10	11	9
20-29	20	24	20	23	18	21	20	20	22	21	19
30-39	16	15	9	15	13	14	14	12	14	13	12
40-49	11	12	13	12	14	12	13	12	14	13	11
50-59	13	11	14	13	12	12	13	14	11	14	13
60-69	14	14	13	13	14	13	16	13	14	14	18
70-79	12	9	13	10	13	11	10	11	11	11	12
80 and over	4	5	5	5	3	6	3	6	4	4	5
by current status:											
Self employed	1	2	1	1	1	2	2	2	1	1	2
Employed full time	29	34	34	34	29	34	29	28	32	32	31
Employed part time	12	10	10	11	10	10	15	14	12	12	12
Looking after the home or family	6	7	5	5	4	3	3	4	4	5	5
Permanently retired from work	27	24	27	24	27	26	25	26	23	24	27
Unemployed and seeking work	5	3	6	6	7	4	6	7	8	6	4
At school	3	3	2	2	4	2	5	2	4	2	4
In further/higher education	9	10	8	9	14	12	8	11	11	13	8
Gov't work or training scheme	1	0	0	1	0	0	1	1	0	0	0
Permanently sick or disabled	7	6	4	6	4	6	5	4	4	4	4
Unable to work because of short-term illness or injury	1	2	2	1	1	0	1	1	1	1.1	1
by journey purpose²:											
Commuting	28	29	28	29	28	27	30	28	24	24	30
Education	6	8	7	6	8	11	7	7	10	9	6
Shopping	26	29	29	26	28	21	25	25	29	30	27
Visit hospital or other health	5	4	5	4	4	3	4	2	3	2	4
On other personal business	9	6	5	8	4	7	4	6	5	4	4
Visiting friends or relatives	9	8	11	9	8	12	11	12	7	9	10
Sport/Entertainment	4	3	5	6	8	6	2	2	3	2	3
Go home	1	4	3	4	2	4	9	...	9		9
Other purpose	13	10	8	9	9	10	9	18	11	19	8
by annual net household income:											
up to £10,000 p.a.	27	21	21	20	19	22	14	13	16	13	12
£10,000 - £15,000	25	24	24	24	22	23	23	25	21	18	21
£15,000 - £20,000	16	17	15	12	18	17	16	15	16	19	17
£20,000 - £25,000	8	14	12	10	13	13	14	12	11	13	14
£25,000 - £30,000	7	7	7	11	5	7	11	9	10	8	8
£30,000 - £40,000	10	9	11	12	8	8	10	13	9	11	12
over £40,000 p.a.	4	6	7	6	12	7	8	10	13	13	12
by urban/rural classification:											
Large urban areas	59	60	62	61	58	62	61	61	57	56	55
Other urban	24	25	24	23	26	23	23	25	24	30	30
Small accessible towns	7	6	6	6	6	6	5	7	8	5	6
Small remote towns	2	1	2	2	1	2	2	1	2	1	1
Accessible rural	7	7	5	7	8	7	6	4	7	6	6
Remote rural	2	1	1	2	2	1	3	2	2	2	1
by frequency of driving:											
Every day	6	7	5	7	6	7	8	7	8	7	8
At least three times a week	5	6	7	5	5	5	7	5	6	7	6
Once or twice a week	4	4	6	5	6	6	5	4	5	4	6
Less often	4	6	4	5	4	5	3	4	6	4	5
Never, but holds full driving licence	8	9	7	10	7	9	10	9	8	7	8
Does not hold a full driving licence	73	68	70	69	72	67	67	72	67	71	68
by whether or not respondent has concessionary travel pass³:											
Yes	36	29	33	33	34	35	33	33	33	33	40
No	64	71	67	67	66	65	67	67	67	67	60
Sample size (=100%)	2,889	1,854	1,893	1,615	1,438	1,565	1,536	1,685	1,632	1,690	1,480

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. 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 transport	69	71	71	73	76	75	75	76
Bus fares are good value	63	58	57	59	59	55	60	61
<i>Sample Size</i>	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 month

² 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 added

⁴ 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 is now asked every 2 years and has been updated this year.

Table 2.12: Possession of concessionary fare pass¹ for all adults aged 16+

	2006**	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
All adults aged 16+	27	28	25	26	27	27	27	26	27	28	29
All adults aged 60+	84	82	84	87	87	87	88	86	87	87	87
Age band										<i>cell percentages</i>	
16 - 39		1	1	2	1	2	2	1	2	2	3
40 - 49		2	2	4	3	3	3	3	3	3	4
50 - 59		5	4	6	6	5	5	4	5	6	5
60 - 64		75	75	78	79	80	81	75	75	74	75
65 - 69		83	88	89	90	88	91	90	91	90	90
70 - 74		85	89	92	91	93	92	92	91	93	93
75 - 79		86	89	92	93	91	94	90	93	92	93
80 +		81	85	87	87	90	88	89	91	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, 2010-2017^{1,2,3}

	2010	2011	2012	2013 ⁴	2014	2015	2016	2017
Card type								
60+	1,018,941	1,049,490	1,074,616	1,141,214	1,142,923	1,170,709	1,146,751	1,156,063
Disabled	59,470	60,866	61,660	43,979	44,381	43,590	41,348	39,384
Disabled + companion	100,613	105,325	109,680	93,619	96,253	106,078	111,486	118,217
Visually impaired	4,782	4,790	4,751	4,188	4,092	4,041	3,921	3,826
Visually impaired + companion	11,269	11,373	11,554	10,223	10,102	10,099	9,745	9,592
All cards	1,195,075	1,231,844	1,262,261	1,293,223	1,297,751	1,334,517	1,313,251	1,327,082
Young persons scheme (16-18)				131,210	152,626	152,473	151,767	149,790

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 23⁴The 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 October 2017**¹

	Disabled	Disabled + companion	Visually impaired	Visually impaired + companion	60+	All card holders
All Scotland						
Aberdeen City	2,128	3,587	262	255	42,322	48,554
Aberdeenshire	1,436	2,622	202	337	55,931	60,528
Angus	842	1,709	84	153	28,907	31,695
Argyll and Bute	547	1,557	69	218	24,979	27,370
Clackmannanshire	379	926	17	65	11,000	12,387
Dumfries and Galloway	683	2,441	93	215	37,748	41,180
Dundee City	1,100	4,733	174	351	31,064	37,422
East Ayrshire	952	3,300	74	249	26,924	31,499
East Dunbartonshire	458	1,455	89	155	27,406	29,563
East Lothian	620	1,723	55	146	24,968	27,512
East Renfrewshire	408	1,269	65	135	21,203	23,080
Edinburgh	4,200	9,823	263	689	100,253	115,228
Eilean Siar	118	234	11	18	7,804	8,185
Falkirk	1,342	2,733	95	252	32,173	36,595
Fife	2,288	10,716	291	717	86,640	100,652
Glasgow	6,733	22,171	416	1,337	96,518	127,175
Highland	1,428	3,506	52	404	56,583	61,973
Inverclyde	655	2,907	82	230	18,120	21,994
Midlothian	618	2,042	42	143	19,770	22,615
Moray	613	1,151	79	122	21,845	23,810
North Ayrshire	998	3,565	134	391	34,087	39,175
North Lanarkshire	2,294	8,155	184	640	63,350	74,623
Orkney Islands	135	504	4	36	5,890	6,569
Perth and Kinross	762	2,180	193	277	36,591	40,003
Renfrewshire	1,444	4,151	137	397	37,850	43,979
Scottish Borders	775	1,443	94	193	29,728	32,233
Shetland Islands	154	409	4	16	5,530	6,113
South Ayrshire	755	2,591	107	250	30,978	34,681
South Lanarkshire	1,953	7,007	247	609	68,058	77,874
Stirling	543	1,332	68	126	18,642	20,711
West Dunbartonshire	910	2,577	68	192	19,312	23,059
West Lothian	1,113	3,698	71	274	33,889	39,045

Source: Transport Scotland

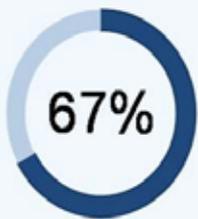
¹This table provides the most up to date figure for the number of concessionary passes on issue at Local Authority and national level.

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

16.9 billion

Tonne-kilometres of freight originating in Scotland was transported to all destinations in 2016



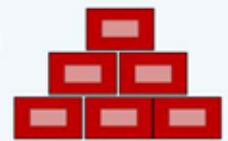
(11.4 billion tonne-km) remained within Scotland

166.9 million tonnes

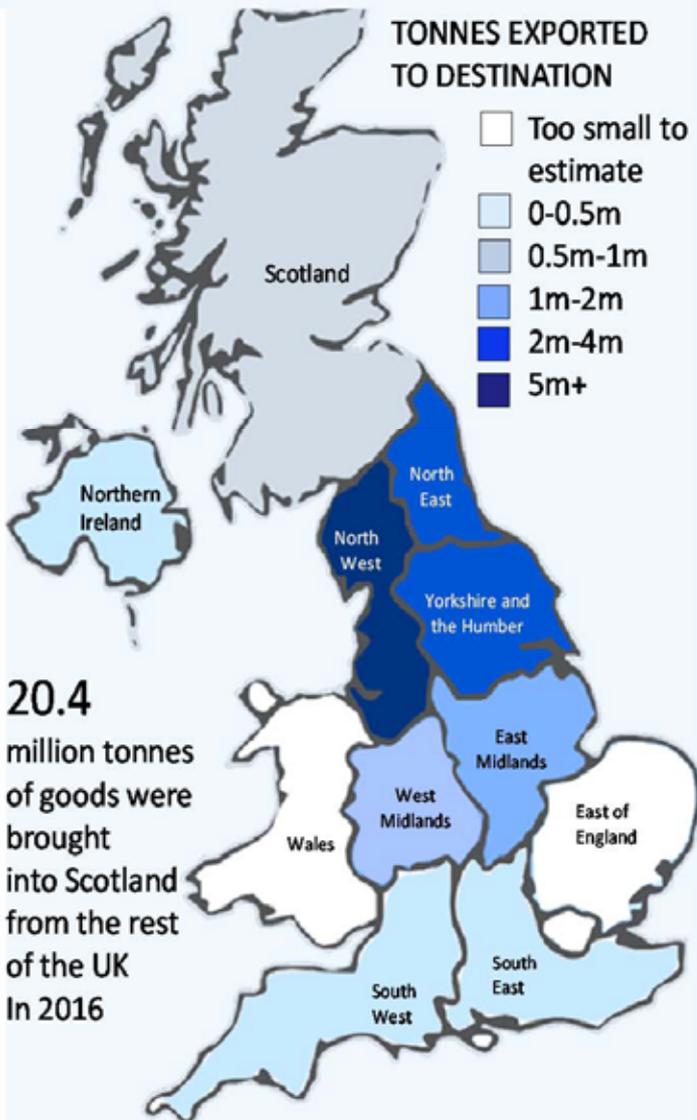


of goods were lifted in Scotland with a destination in Scotland in 2016

The most common type of freight lifted in Scotland and remaining in Scotland in 2016 was metal ore and other mining and quarrying – 44 million tonnes



16.4 million tonnes of goods from Scotland were delivered to the rest of the UK, in 2016



20.4 million tonnes of goods were brought into Scotland from the rest of the UK in 2016

The volume of Scottish international (non-UK) road freight is small – less than 1 million tonnes entering and leaving in 2016

203 thousand tonnes of goods left Scotland by road for non-UK countries in 2016



went to France



went to Germany

128 thousand tonnes of goods entered Scotland by road from non-UK countries in 2016

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



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.

2. Main Points

Good Lifted & Distance

2.1 In 2016, an estimated 166.9 million tonnes of goods were lifted within Scotland by UK HGVs and transported to destinations within Scotland. About 16 million tonnes of goods from Scotland were delivered to destinations elsewhere in the UK, and around 20 million tonnes were brought into Scotland from elsewhere in the UK. In comparison, the volume of international road freight by UK HGVs travelling to and from Scotland is very small: less than 1 million tonnes in 2016. (*Table 3.1*)

2.2 Most road freight journeys are 50 kilometres or less in length: 23% of tonnes lifted by road in Scotland in 2015 were carried a distance of no more than 25 kilometres, and 28% 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 91 km. (*Table 3.2*)

Originating in Scotland

2.3 Goods moved on journeys originating in Scotland with a destination in Scotland accounted for around 11.4 billion tonne-kilometres in 2016. The overall total, including journeys with destinations elsewhere in the UK and abroad, was around 16.9 billion tonne-kms, an increase of 16% on 2015.

Entering Scotland

2.4 In 2016, 20.4 million tonnes of goods entered Scotland on UK HGVs from the rest of the UK. 97% of these came from England. Around three quarters of the goods entering came from the North West (40%), Yorkshire and Humber (14%) and North East (17%) regions of England. Fewer goods leave Scotland for other UK countries (16 million tonnes) than enter from them but the proportions going to and coming from different areas are similar (*Table 3.6*).

2.5 In 2016, 'metal ore and other mining and quarrying' was the largest single category of goods lifted in Scotland, which remained in Scotland, accounting for 44.1 million tonnes out of the total of 166.9 million tonnes. (*Table 3.4*)

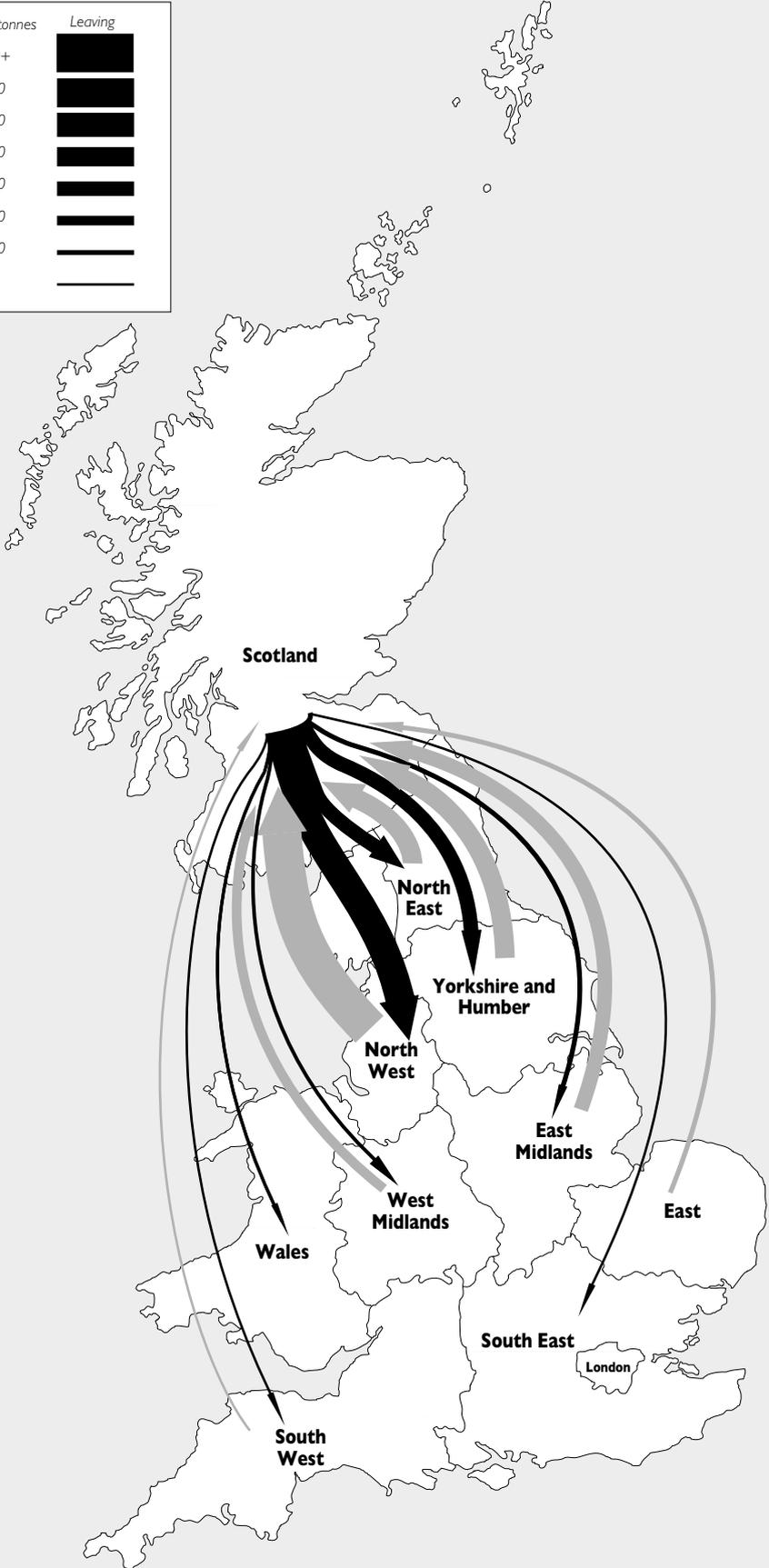
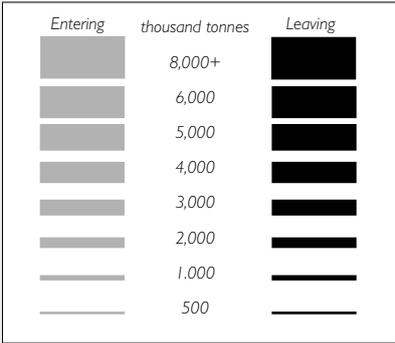
Destination

2.6 In 2016, UK-registered HGVs carried an estimated 203 thousand tonnes of goods from Scotland to countries outwith the UK, and 128 thousand tonnes from foreign countries into Scotland. Of goods leaving Scotland for abroad, carried by UK road hauliers, 32% went to France and 12% to Germany. (*Table 3.7*)

2.7 In 2016, around 3% of goods leaving the UK lifted by UK HGVs originated in Scotland. However, Scotland provided 10% of food products leaving the UK (*Table 3.5*)

2.8 Generally in the period from 2012 to 2016, 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 137 million tonnes on journeys within Scotland and 45 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, 2016



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Table 3.1 Goods lifted by UK HGVs by origin and destination of journey²

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	<i>million tonnes</i>										
a) On journeys originating in Scotland											
<i>by destination:</i>											
Scotland	155.5	159.8	144.2	118.8	116.8	130.3	136.6	122.4	123.4	136.7	166.9
Elsewhere in UK											
England	13.2	15.8	11.4	12.2	13.9	12.9	12.7	12.8	13.6	16.0	15.9
Wales	0.6	0.5	0.6	*	0.8	*	*	*	*	*	*
Northern Ireland	0.4	*	0.3	0.2	0.1	*	0.7	0.2	0.1	0.5	0.4
Total elsewhere in UK	14.2	16.4	12.3	12.6	14.8	13.6	13.7	13.2	13.9	17	16.4
Outwith UK ^{1,3}	0.4	0.6	0.5	0.5	0.4	0.3	0.3	0.3	0.2	0.2	0.2
Total	170.0	176.8	157.0	131.9	131.9	144.2	150.6	135.8	137.6	153.9	183.5
b) On journeys with Scottish destinations											
<i>by origin of journey:</i>											
Scotland	155.5	159.8	144.2	118.8	116.8	130.3	136.6	122.4	123.4	136.7	166.9
Elsewhere in UK											
England	18.6	21.2	17.1	15.5	17.3	16.8	19.0	16.0	17.9	19.8	20.0
Wales	0.2	0.6	0.3	*	0.4	*	*	*	*	*	*
Northern Ireland	0.1	*	0.3	0.4	0.2	0.3	0.5	*	0.2	0.5	0.2
Total elsewhere in UK	18.9	21.9	17.7	16.0	17.9	17.5	19.8	16.4	18.4	20.4	20.4
Outwith UK ^{1,3}	0.2	0.3	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.2	0.1
Total	174.6	182.0	162.2	134.9	134.9	147.9	156.6	138.9	141.9	157.3	187.5

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.

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, 2016

	Length of haul (kilometres)									All
	>0- 25	>25- 50	> 50- 100	>100- 150	>150- 200	>200- 300	>300- 400	>400- 500	>500	
Tonnes										
<i>millions</i>	42.3	52.0	39.9	16.6	9.6	12.2	6.0	2.2	2.5	183.3
<i>percentage</i>	23	28	22	9	5	7	3	1	1	100
Tonne-kilometres										
<i>millions</i>	630	1,881	2,818	2,052	1,649	3,034	2,067	990	1,519	16,639
<i>percentage</i>	4	11	17	12	10	18	12	6	9	100

Source: DfT Road Freight Statistics

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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	<i>million tonne-kilometres</i>										
a) On journeys originating in Scotland											
<i>by destination:</i>											
Scotland	8,282	8,402	8,321	6,788	7,173	8,360	8,139	7,773	7,700	8,476	11,351
Elsewhere in UK											
England	4,859	5,654	4,208	4,199	4,708	4,087	3,854	4,246	4,507	5,428	5,177
Wales	317	207	273	*	351	*	*	*	*	*	*
Northern Ireland	87	*	49	30	18	*	130	25	36	77	73
Total elsewhere in UK	5,263	5,880	4,530	4,345	5,077	4,396	4,190	4,357	4,588	5,723	5,288
Outwith UK ²	412	668	533	519	445	370	366	312	276	240	225
Total	13,957	14,950	13,384	11,652	12,695	13,126	12,694	12,442	12,563	14,438	16,864
b) On journeys with Scottish destinations											
<i>by origin of journey:</i>											
Scotland	8,282	8,402	8,321	6,788	7,173	8,360	8,139	7,773	7,700	8,476	11,351
Elsewhere in UK											
England	6,804	7,156	5,801	5,393	5,888	5,348	5,570	5,392	6,026	6,616	6,636
Wales	142	329	201	*	212	*	*	*	*	*	*
Northern Ireland	16	*	77	32	32	65	101	*	58	107	49
Total elsewhere in UK	6,962	7,509	6,080	5,460	6,132	5,563	5,854	5,553	6,207	6,809	6,780
Outwith UK ²	181	290	233	176	170	119	130	124	103	186	134
Total	15,425	16,201	14,634	12,424	13,475	14,042	14,123	13,451	14,009	15,470	18,265
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	<i>million tonne-kilometres</i>										
volume	13,957	14,950	13,384	11,652	12,695	13,126	12,694	12,442	12,563	14,438	16,864
Index: 2006 = 100	100.0	107.1	95.9	83.5	91.0	94.0	91.0	89.1	90.0	103.4	120.8
index, 2006 = 100											
Scottish Gross Domestic Product (Gross Value Added for all industries ¹)	<i>index, 2006 = 100</i>										
Index: 2006=100	100.0	100.6	100.3	98.0	98.3	99.3	99.3	101.5	104.2	106.5	106.9
Road freight intensity	<i>index, 2006 = 100</i>										
Index: 2006 = 100	100.0	106.5	95.6	85.2	92.6	94.7	91.6	87.8	86.3	97.2	113.1

Source: DfT Road Freight Statistics

1. Scottish GDP figures are as published 5 July 2017.

* = Sample too small for a reliable estimate

Note: GDP figures available table 5 here <http://www.scotland.gov.uk/Topics/Statistics/Browse/Economy/GDP/Findings>

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.

Methodology note

Table 3.4 Goods lifted or moved by UK HGVs, for journeys within the UK with a Scottish origin or destination, by commodity, 2016

	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	13,963	1,691	2,100
Coal and lignite	*	-	167
Metal ore and other mining and quarrying	44,127	484	1,128
Subtotal	58,765	2,175	3,396
Food products, including beverages and tobacco			
Food products	24,835	8,309	4,895
Textile, leather and wood products			
Textiles and textile products; leather and leather products	1,734	316	192
Wood products	4,507	723	1,328
Subtotal	6,241	1,039	1,520
Metal, mineral and chemical products			
Coke and refined petroleum products	10,483	300	452
Chemical products	2,618	791	149
Glass, cement and other non-metallic mineral products	9,128	1,318	466
Metal products	3,685	937	198
Subtotal	25,914	3,346	1,265
Machinery and equipment, consumer durables			
Machinery and equipment	5,855	550	188
Transport equipment	2,344	650	390
Furniture	914	245	70
Subtotal	9,113	1,446	648
Other products			
Waste related products	17,986	650	892
Mail, parcels	2,091	822	803
Empty containers, pallets and other packaging	4,117	365	548
Household and office removals	2,762	354	386
Grouped goods	11,799	1,638	1,765
Unidentifiable goods	3,215	302	240
Other goods	*	*	*
Subtotal	42,011	4,131	4,663
Total all commodities	166,879	20,447	16,387
			<i>million tonne kms</i>
Products of agriculture, forestry, raw materials			
Agricultural products	1,218	618	558
Coal and lignite	*	-	71
Metal ore and other mining and quarrying	2,066	157	318
Subtotal	3,343	775	947
Food products, including beverages and tobacco			
Food products	2,673	2,483	1,770
Textile, leather and wood products			
Textiles and textile products; leather and leather products	121	87	58
Wood products	331	271	446
Subtotal	452	359	504
Metal, mineral and chemical products			
Coke and refined petroleum products	987	115	96
Chemical products	254	333	66
Glass, cement and other non-metallic mineral products	416	376	143
Metal products	365	346	47
Subtotal	2,023	1,170	353
Machinery and equipment, consumer durables			
Machinery and equipment	295	214	82
Transport equipment	155	219	150
Furniture	70	97	23
Subtotal	519	530	255
Other products			
Waste related products	667	219	269
Mail, parcels	174	305	297
Empty containers, pallets and other packaging	208	147	189
Household and office removals	162	118	113
Grouped goods	872	575	511
Unidentifiable goods	257	99	76
Other goods	*	*	*
Subtotal	2,341	1,463	1,459
Total all commodities	11,351	6,780	5,288

* = Sample too small for a reliable estimate

Table 3.5 Goods lifted or moved by UK HGVs, for journeys entering or leaving the UK by commodity, 2016 ¹

ROAD FREIGHT

	Goods entering UK		Goods leaving UK	
	Total entering UK	of which: entering Scotland	Total leaving UK	of which: leaving Scotland
				<i>thousand tonnes</i>
Products of agriculture, forestry, raw materials				
Agricultural products	570	*	542	*
Coal and lignite	*	*	*	*
Metal ore and other mining and quarrying	228	*	351	*
Subtotal	838	*	931	*
Food products, including beverages and tobacco				
Food products	1,296	*	957	97
Textile, leather and wood products				
Textiles and textile products; leather and leather products	*	*	51	*
Wood products	232	*	257	*
Subtotal	255	*	308	*
Metal, mineral and chemical products				
Coke and refined petroleum products	80	*	*	*
Chemical products	380	*	515	*
Glass, cement and other non-metallic mineral products	637	*	1,019	*
Metal products	143	*	155	*
Subtotal	1,241	*	1,726	*
Machinery and equipment, consumer durables				
Machinery and equipment	271	*	335	*
Transport equipment	280	*	209	*
Furniture	52	*	92	*
Subtotal	603	*	636	*
Other products				
Waste related products	461	*	214	*
Mail, parcels	125	*	188	*
Empty containers, pallets and other packaging	144	*	100	*
Household and office removals	103	*	105	*
Grouped goods	1,364	*	1,187	*
Unidentifiable goods	120	*	72	*
Other goods	*	*	*	*
Subtotal	2,355	*	1,886	*
Total for journeys outwith UK	6,588	128	6,445	203
				<i>million tonne kms</i>
Products of agriculture, forestry, raw materials				
Agricultural products	281	*	234	*
Coal and lignite	*	*	*	*
Metal ore and other mining and quarrying	75	*	71	*
Subtotal	366	*	329	*
Food products, including beverages and tobacco				
Food products	649	*	515	111
Textile, leather and wood products				
Textiles and textile products; leather and leather products	*	*	35	*
Wood products	76	*	81	*
Subtotal	89	*	116	*
Metal, mineral and chemical products				
Coke and refined petroleum products	33	*	*	*
Chemical products	212	*	328	*
Glass, cement and other non-metallic mineral products	148	*	234	*
Metal products	72	*	80	*
Subtotal	465	*	659	*
Machinery and equipment, consumer durables				
Machinery and equipment	182	*	223	*
Transport equipment	192	*	165	*
Furniture	43	*	58	*
Subtotal	418	*	446	*
Other products				
Waste related products	84	*	69	*
Mail, parcels	41	*	83	*
Empty containers, pallets and other packaging	63	*	67	*
Household and office removals	80	*	101	*
Grouped goods	602	*	530	*
Unidentifiable goods	112	*	47	*
Other goods	*	*	*	*
Subtotal	1,000	*	916	*
Total for journeys outwith UK	2,986	134	2,981	225

1. These figures include vehicles travelling between Northern Ireland and Ireland, so are higher than those appearing in DfT's Road Freight Statistics

* = Sample too small for a reliable estimate

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, 2016

Origin / destination of journey	Goods entering Scotland	Goods leaving Scotland	Goods entering Scotland	Goods leaving Scotland
	<i>thousand tonnes</i>	<i>thousand tonnes</i>	<i>million tonne kms</i>	<i>million tonne kms</i>
England				
North East	3,654	2,838	648	584
North West	8,198	6,620	2,195	1,699
Yorkshire & the Humber	3,036	2,604	1,176	869
East Midlands	2,073	1,408	1,021	670
West Midlands	1,313	925	552	422
East	620	*	365	*
London	*	*	*	*
South East	*	400	*	261
South West	445	407	265	246
Total England	20,009	15,941	6,636	5,177
Wales	*	*	*	*
Northern Ireland	222	351	49	73
Total elsewhere in UK	20,447	16,387	6,780	5,288

* = 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, 2016

Origin / destination of journey	Goods entering Scotland	Goods leaving Scotland	Goods entering Scotland	Goods leaving Scotland
	<i>thousand tonnes</i>	<i>thousand tonnes</i>	<i>thousand tonne kms</i>	<i>thousand tonne kms</i>
EU countries				
Austria	*	*	*	*
Belgium & Luxembourg	*	*	*	*
Bulgaria	*	*	*	*
Croatia	*	*	*	*
Cyprus	*	*	*	*
Czech Republic	*	*	*	*
Denmark	*	*	*	*
Estonia	*	*	*	*
Finland	*	*	*	*
France	*	64	*	61,748
Germany	*	24	*	27,817
Greece	*	*	*	*
Hungary	*	*	*	*
Ireland	*	*	*	*
Italy	*	*	*	*
Latvia	*	*	*	*
Lithuania	*	*	*	*
Malta	*	*	*	*
Netherlands	*	*	*	*
Poland	*	*	*	*
Portugal	*	*	*	*
Romania	*	*	*	*
Slovakia	*	*	*	*
Slovenia	*	*	*	*
Spain	*	*	*	*
Sweden	*	*	*	*
Total EU countries	127	186	133,347	204,824
Other countries	*	*	*	*
Total outwith UK	128	203	134,276	225,376

* = Sample too small for a reliable estimate

Table 3.8 Average Freight lifted by UK HGVs per year (2012-2016): 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		
ZetTrans	852	*	-	-	-	-	-	873	-	873
HITRANS	*	16,341	606	516	426	1,027	158	19,117	420	19,537
NESTRANS	-	683	13,802	928	456	726	50	16,646	479	17,125
TACTRAN	-	713	956	7,046	1,804	1,282	213	12,015	1,418	13,434
SESTRAN	-	799	1,275	2,486	25,850	6,008	647	37,064	4,061	41,126
SPT	-	1,183	851	965	5,727	34,559	1,465	44,749	5,574	50,323
SWestrans	-	67	*	268	440	1,354	4,505	6,736	2,873	9,609
SCOTLAND	893	19,808	17,592	12,208	34,704	44,957	7,039	137,200	14,826	152,027
Elsewhere in UK	-	353	570	1,100	6,554	7,476	3,043	19,097	1,504,063	1,523,160
TOTAL	893	20,161	18,163	13,308	41,258	52,433	10,082	156,297	1,518,889	1,675,186

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

56,250

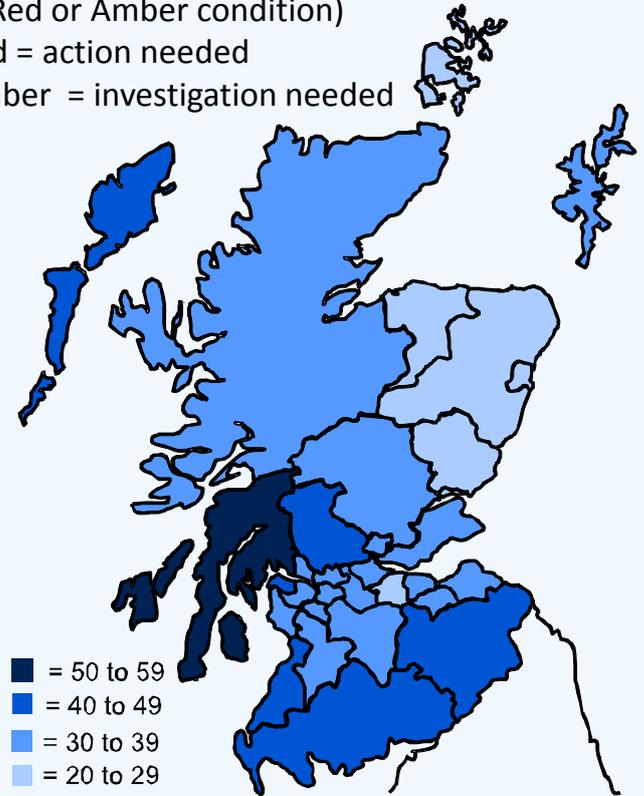
kilometres of road network in Scotland in 2016



Road network condition in 2016 (% of roads in Red or Amber condition)

Red = action needed

Amber = investigation needed



The length of the **motorway network** increased by 1% between April 2016 and April 2017
1/3 of **Scotland's road network** is accounted for by Highland Council, Aberdeenshire Council and Dumfries and Galloway Council roads

632 km of motorways in Scotland in 2016

776 km of dual carriageway in Scotland in 2016

27,675 km of single carriageway in Scotland in 2016

10.4 km of road per 1,000 people in Scotland compared to 6.2 km in GB in 2016



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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 56,250 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 56,250 kilometres of public road in Scotland at 31 March 2017. 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 1% between April 2016 and April 2017. (*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 9% in the amount of trunk road that was newly constructed, reconstructed, strengthened or surface dressed in 2016-17 compared to the previous year. (*Table 4.3*)

2.5 In 2016-17, 16.9% of the motorway network, 10.7% of the dual carriageway and 11.5% of the single carriageway trunk road network required close monitoring of the state of the road surface. (*Table 4.5 (b)*)

2.6 In 2016-17 the National Road Condition Indicator (RCI) showed 29% of the local authority A road network may, following more detailed examination, require some kind of maintenance (see the Notes and Definitions section, page 247). For the whole of the local authority network (all road categories), about 36% may similarly require some kind of maintenance. (*Table 4.6*)

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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Trunk roads ^{3,6}											
Motorways											<i>Kilometres</i>
Excluding slip roads	392	392	392	390	389	396	420	420	420	420	440
Including slip roads	546	547	547	546	544	558	599	599	600	601	632
A roads											
Dual carriageway	531	521	521	523	523	511	500	500	504	504	505
Single carriageway	2,330	2,323	2,323	2,332	2,327	2,282	2,279	2,274	2,326	2,326	2,327
Other inc slips/roundabout	111	114	114	119	123	185	188	191	208	208	204
Total	2,972	2,958	2,958	2,974	2,974	2,978	2,968	2,966	3,037	3,037	3,036
by speed limit:											
up to 40 mph	232	229	229	226	233	235	237	237	243	243	245
over 40 mph	2,740	2,730	2,730	2,748	2,740	3,302	3,330	3,328	3,395	3,395	3,424
All trunk roads ^{3,4}	3,518	3,505	3,505	3,520	3,518	3,536	3,566	3,565	3,637	3,638	3,669
Local Authority major roads ⁷											
Motorways											
Excluding slip roads	-	-	-	-	-	-	-	-	-	-	-
Including slip roads	-	-	-	-	-	-	-	-	-	-	-
A roads											
Dual carriageway ⁵	242	242	243	243	229	232	268	270	272	272	272
Single carriageway ⁵	7,182	7,139	7,178	7,178	7,185	7,235	7,204	7,203	7,134	7,142	7,146
Total	7,424	7,381	7,421	7,421	7,414	7,467	7,473	7,473	7,406	7,414	7,418
by speed limit:											
up to 40 mph	1,485	1,491	1,515	1,508	1,509	1,559	1,567	1,572	1,616	1,621	1,630
over 40 mph	5,939	5,889	5,906	5,913	5,905	5,907	5,906	5,901	5,791	5,792	5,788
All LA major roads ⁴	7,424	7,381	7,421	7,421	7,414	7,467	7,473	7,473	7,406	7,414	7,418
Local Authority minor roads ⁷											
B roads											
limit up to 40 mph	1,141	1,152	1,174	1,176	1,170	1,189	1,194	1,194	1,228	1,226	1,230
limit over 40 mph	6,318	6,349	6,292	6,318	6,311	6,310	6,309	6,305	6,270	6,276	6,268
Total	7,459	7,501	7,466	7,493	7,481	7,499	7,504	7,500	7,498	7,502	7,498
C roads											
limit up to 40 mph	1,353	1,266	1,576	1,556	1,555	1,582	1,586	1,593	1,621	1,653	1,658
limit over 40 mph	9,065	9,104	9,091	9,102	9,098	9,105	9,104	9,098	9,060	9,051	9,045
Total	10,419	10,371	10,667	10,658	10,653	10,687	10,690	10,691	10,681	10,703	10,703
Unclassified roads											
limit up to 40 mph	14,465	14,768	14,573	14,714	14,828	14,856	14,948	15,020	15,097	15,198	15,273
limit over 40 mph	11,683	11,661	11,712	11,726	11,732	11,727	11,732	11,728	11,735	11,696	11,688
Total	26,148	26,429	26,285	26,440	26,560	26,583	26,680	26,748	26,832	26,895	26,962
All LA minor roads	44,026	44,300	44,418	44,591	44,694	44,769	44,873	44,938	45,011	45,100	45,163
All roads (trunk and LA) ³											
Motorways											
Excluding slip roads	392	392	392	390	389	396	420	420	420	420	440
Including slip roads	546	547	547	546	544	558	599	599	600	601	632
A, B and C roads											
Dual carriageway ⁵	773	763	764	766	752	742	768	770	776	775	776
Single carriageway ⁵	27,390	27,333	27,634	27,661	27,646	27,703	27,677	27,667	27,639	27,674	27,675
Total	28,274	28,210	28,512	28,546	28,522	28,630	28,633	28,629	28,623	28,656	28,656
by speed limit:											
up to 40 mph	4,212	4,138	4,494	4,465	4,467	4,565	4,584	4,595	4,708	4,743	4,763
over 40 mph	24,062	24,073	24,019	24,081	24,054	24,624	24,648	24,632	24,515	24,515	24,525
Unclassified roads											
limit up to 40 mph	14,465	14,768	14,573	14,714	14,828	14,856	14,948	15,020	15,097	15,198	15,273
limit over 40 mph	11,683	11,661	11,712	11,726	11,732	11,727	11,732	11,728	11,735	11,696	11,688
Total	26,148	26,429	26,285	26,440	26,560	26,583	26,680	26,748	26,832	26,895	26,962
All roads ^{3,4}	54,968	55,186	55,344	55,532	55,626	55,772	55,912	55,975	56,054	56,152	56,250

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 result 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.

ROAD NETWORK

Table 4.2 Public road lengths by council area and class, 2016/17

Council	Trunk ³				Local Authority ^{2,5}					Total
	Motorway ¹	Motorway slips	A Roads	Total	A Roads	B Roads	C Roads	Unclassified	Total	
										<i>kilometres</i>
Aberdeen City	-	-	31	31	58	42	93	720	913	944
Aberdeenshire	-	-	192	192	687	799	1,540	2,494	5,520	5,712
Angus	-	-	53	53	193	255	489	876	1,812	1,865
Argyll & Bute	-	-	296	296	505	614	434	732	2,285	2,581
Clackmannanshire	-	-	3	3	49	34	28	177	288	291
Dumfries & Galloway	59	14	279	352	494	735	1,178	1,759	4,166	4,518
Dundee City	-	-	19	19	36	17	96	414	563	582
East Ayrshire	11	4	56	70	124	193	211	626	1,154	1,224
East Dunbartonshire	-	-	-	-	57	47	34	377	515	515
East Lothian	-	-	59	59	95	169	223	444	931	991
East Renfrewshire	9	3	10	22	31	50	83	311	474	497
Edinburgh, City of	15	12	34	60	135	51	119	1,111	1,417	1,477
Eilean Siar	-	-	-	-	340	177	189	486	1,191	1,191
Falkirk	39	13	5	58	114	96	118	646	974	1,032
Fife	16	6	96	118	322	326	352	1,418	2,417	2,535
Glasgow, City of	53	50	1	105	135	64	209	1,404	1,812	1,916
Highland	-	-	959	959	1,392	976	1,440	2,937	6,745	7,704
Inverclyde	-	-	28	28	24	23	54	269	369	397
Midlothian	-	-	39	39	93	100	101	389	683	721
Moray	-	-	98	98	157	296	366	736	1,555	1,654
North Ayrshire	-	-	68	68	101	155	207	573	1,036	1,104
North Lanarkshire ⁴	59	28	19	107	147	143	247	1,030	1,567	1,674
Orkney Islands	-	-	-	-	161	205	160	459	985	985
Perth & Kinross	39	13	209	261	435	367	638	1,050	2,490	2,751
Renfrewshire	18	10	26	55	65	62	140	554	821	876
Scottish Borders	-	-	167	167	459	599	769	1,148	2,974	3,141
Shetland Islands	-	-	-	-	225	162	199	464	1,049	1,049
South Ayrshire	-	-	93	93	108	209	232	623	1,172	1,264
South Lanarkshire	67	20	56	143	268	247	444	1,312	2,271	2,414
Stirling	21	6	116	143	212	161	170	473	1,017	1,160
West Dunbartonshire	-	-	23	23	46	8	27	295	376	399
West Lothian	33	13	-	46	152	117	116	654	1,040	1,086
Total	440	193	3,036	3,669	7,418	7,498	10,703	26,962	52,581	56,250
										<i>percentages</i>
Aberdeen City	-	-	1.0	0.8	0.8	0.6	0.9	2.7	1.7	1.7
Aberdeenshire	-	-	6.3	5.2	9.3	10.7	14.4	9.3	10.5	10.2
Angus	-	-	1.7	1.4	2.6	3.4	4.6	3.2	3.4	3.3
Argyll & Bute	-	-	9.8	8.1	6.8	8.2	4.1	2.7	4.3	4.6
Clackmannanshire	-	-	-	0.1	0.7	0.5	0.3	0.7	0.5	0.5
Dumfries & Galloway	13.4	7.4	9.2	9.6	6.7	9.8	11.0	6.5	7.9	8.0
Dundee City	-	-	0.6	0.5	0.5	0.2	0.9	1.5	1.1	1.0
East Ayrshire	2.4	1.9	1.8	1.9	1.7	2.6	2.0	2.3	2.2	2.2
East Dunbartonshire	-	-	-	0.0	0.8	0.6	0.3	1.4	1.0	0.9
East Lothian	-	-	2.0	1.6	1.3	2.3	2.1	1.6	1.8	1.8
East Renfrewshire	2.1	1.4	0.3	0.6	0.4	0.7	0.8	1.2	0.9	0.9
Edinburgh, City of	3.3	6.0	1.1	1.6	1.8	0.7	1.1	4.1	2.7	2.6
Eilean Siar	-	-	-	0.0	4.6	2.4	1.8	1.8	2.3	2.1
Falkirk	8.9	7.0	0.2	1.6	1.5	1.3	1.1	2.4	1.9	1.8
Fife	3.6	3.0	3.2	3.2	4.3	4.3	3.3	5.3	4.6	4.5
Glasgow, City of	12.2	25.9	0.0	2.8	1.8	0.8	2.0	5.2	3.4	3.4
Highland	-	-	31.6	26.1	18.8	13.0	13.5	10.9	12.8	13.7
Inverclyde	-	-	0.9	0.8	0.3	0.3	0.5	1.0	0.7	0.7
Midlothian	-	-	1.3	1.1	1.2	1.3	0.9	1.4	1.3	1.3
Moray	-	-	3.2	2.7	2.1	4.0	3.4	2.7	3.0	2.9
North Ayrshire	-	-	2.3	1.9	1.4	2.1	1.9	2.1	2.0	2.0
North Lanarkshire	13.5	14.8	0.6	2.9	2.0	1.9	2.3	3.8	3.0	3.0
Orkney Islands	-	-	-	0.0	2.2	2.7	1.5	1.7	1.9	1.8
Perth & Kinross	8.8	7.0	6.9	7.1	5.9	4.9	6.0	3.9	4.7	4.9
Renfrewshire	4.2	5.4	0.9	1.5	0.9	0.8	1.3	2.1	1.6	1.6
Scottish Borders	-	-	5.5	4.5	6.2	8.0	7.2	4.3	5.7	5.6
Shetland Islands	-	-	-	0.0	3.0	2.2	1.9	1.7	2.0	1.9
South Ayrshire	-	-	3.1	2.5	1.5	2.8	2.2	2.3	2.2	2.2
South Lanarkshire	15.2	10.3	1.9	3.9	3.6	3.3	4.1	4.9	4.3	4.3
Stirling	4.9	3.3	3.8	3.9	2.9	2.1	1.6	1.8	1.9	2.1
West Dunbartonshire	-	-	0.7	0.6	0.6	0.1	0.3	1.1	0.7	0.7
West Lothian	7.6	6.6	-	1.3	2.0	1.6	1.1	2.4	2.0	1.9
Total	100.0	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.

ROAD NETWORK

Table 4.3 Trunk road constructed/re-surfaced etc

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17 (prov)
<i>lane-kilometres (estimated)</i>											
Equivalent road lane length											
New roads											
constructed/opened	7	-	58	-	52	132	-	18	3	3	0.5
Reconstructed	114	80	56	51	27	57	1	9	7	-	1
Strengthened	324	170	194	213	239	168	338	360	365	367	381
Surface dressed	88	79	123	30	35	10	21	11	14	8	29
Total	533	329	431	294	353	367	360	398	389	378	412
<i>percentages</i>											
Percentages of total											
New roads											
constructed/opened	1	-	13	-	15	36	-	5	1	1	0
Reconstructed ¹	21	24	13	17	8	16	0	2	2	-	0
Strengthened	61	52	45	72	68	46	94	90	94	97	93
Surface dressed	17	24	29	10	10	3	6	3	4	2	7
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, 2015-16

Unit	New road constructed for traffic	Reconstructed	Strengthened	Surface Dressed	Total
<i>lane-kilometres (estimated)</i>					
Equivalent road lane length					
NW	-	0	141	1	142
NE	3	-	74	2	79
SW	-	0	65	4	69
SE	-	-	81	1	82
FBOC	-	-	6	-	6
Total	3	-	367	8	378
<i>percentages</i>					
Percentages of total					
NW	-	-	38	13	38
NE	100	-	20	25	21
SW	-	-	18	50	18
SE	-	-	22	13	22
FBOC	-	-	2	-	2
Total	100	-	100	100	100

Source: Transport Scotland - Not National Statistics

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

Unit	New road constructed for traffic	Reconstructed	Strengthened	Surface Dressed	Total
<i>lane-kilometres (estimated)</i>					
Equivalent road lane length					
NW	-	-	124	11	135
NE	0.5	1	54	3	58.647
SW ¹	-	-	64	5	69
SE ¹	-	-	136	10	146
FBOC	-	-	3	-	3
Total	0.5	1	381	29	411.647
<i>percentages</i>					
Percentages of total					
NW	-	-	33	38	33
NE	100	100	14	10	14
SW	-	-	17	17	17
SE	-	-	36	34	35
FBOC	-	-	1	-	1
Total	100	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
	<i>percentages</i>					
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
Operating Company Areas 2016-17⁴						
Forth Bridges Unit	17	10	9	10	17	37
North West Unit	10	7	8	8	13	53
North East Unit	13	10	10	10	12	45
South East Unit	9	10	11	9	11	50
South West Unit	17	8	8	8	12	47

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

	Motorways Requires close monitoring %	Dual carriageways Requires close monitoring %	Single carriageways 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
Operating Company Areas 2016-17⁴			
Forth Bridges Unit	20.3	8.01	-
North West Unit	-	10.1	10.2
North East Unit	16.2	7.99	19.6
South East Unit	11.4	6.65	7.33
South West Unit	22.7	19.9	12.4

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: 2016-17										
	<i>percentage</i>									
Aberdeen City	3	18	3	21	4	23	4	25	4	24
Aberdeenshire	3	22	2	20	2	17	6	24	4	21
Angus	2	20	3	30	4	24	8	27	6	26
Argyll & Bute	9	36	21	43	18	42	16	37	16	39
Clackmannanshire	2	20	3	24	3	25	8	33	6	29
Dumfries & Galloway	5	29	5	30	9	34	18	38	12	35
Dundee City	2	16	1	18	1	14	5	27	4	23
East Ayrshire	2	17	6	28	8	31	12	34	9	30
East Dunbartonshire	5	25	4	25	4	22	9	32	8	30
East Lothian	3	27	5	31	3	27	4	27	4	28
East Renfrewshire	2	14	3	27	8	25	10	34	9	31
Edinburgh, City of	4	21	3	17	4	21	7	30	6	28
Eilean Siar	7	30	7	32	7	43	7	38	7	36
Falkirk	3	26	6	34	5	33	5	30	5	30
Fife	4	24	5	28	3	26	5	30	4	28
Glasgow, City of	3	22	1	18	1	15	6	29	5	26
Highland	4	25	7	30	9	31	12	31	9	30
Inverclyde	3	26	7	31	9	35	9	32	9	32
Midlothian	3	18	4	25	3	26	5	30	4	27
Moray	3	23	2	21	3	19	5	26	3	23
North Ayrshire	9	27	5	31	12	39	6	29	7	31
North Lanarkshire	2	18	2	20	3	22	6	31	5	27
Orkney Islands	2	20	2	16	2	13	4	21	3	18
Perth & Kinross	7	33	6	34	6	32	7	28	7	30
Renfrewshire	2	20	3	24	8	29	8	29	7	28
Scottish Borders	5	29	7	36	8	35	14	41	10	37
Shetland Islands	2	18	6	27	3	28	13	37	8	30
South Ayrshire	6	32	8	36	8	32	10	33	9	33
South Lanarkshire	2	20	2	22	5	32	6	29	5	28
Stirling	4	27	8	34	9	33	16	35	11	33
West Dunbartonshire	3	24	2	19	5	25	6	30	5	28
West Lothian	2	17	3	24	7	35	4	26	4	26
Scotland	4	25	6	29	6	28	9	31	7	29
(b) for Scotland as a whole: 2005-06 to 2016-17 (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
(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 Statistics:

- From 2007-08 the basis of the statutory road performance indicator in Scotland changed to the UK Standard RC
- 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
- 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
- Information for 2002-03 is available only for A roads
- The SPI figures for Scotland in 2004-05 exclude Glasgow, as the survey in Glasgow was undertaken on a 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.

46.4 billion

vehicle kilometres driven in Scotland in 2016

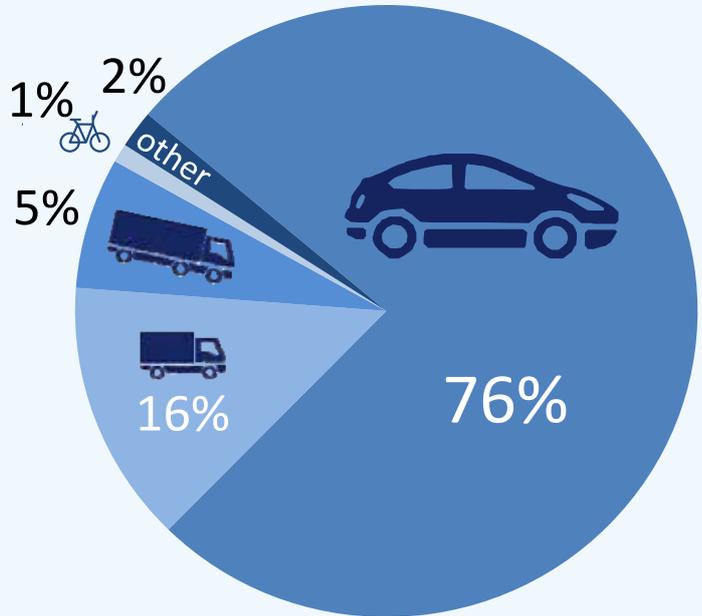


driven on trunk roads, which account for **7%** of the road network



was driven on rural roads

Cars were **76%** of traffic in 2016:



14% increase in pedal cycle traffic volume in the last five years



11.7% of driver journeys were **delayed by congestion** in 2016



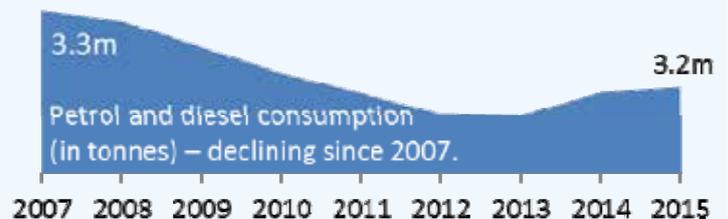
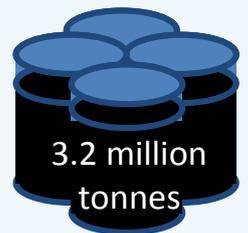
Some **types of journeys** were more likely to be **delayed by congestion**:

% journeys reported delayed in 2016:



15% Wednesday Sunday 5%

Traffic on Scottish roads consumed just over 3 million tonnes of **petrol and diesel** in 2015



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



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

- **46.4 billion vehicle km were driven in 2016**
- **38% of distance travelled is on Trunk roads, which account for only 7% of the road network.**
- **11.7% of driver journeys were delayed by congestion in 2016.**

2 Main Points

Major & Minor Roads

2.1 The estimated volume of traffic on Scotland's roads in 2016 was around 46.4 billion (thousand million) vehicle km: 2.3% more than 2015. There have been slight increases in the last three 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 2016 was estimated to be 31 billion vehicle-km. Traffic on Motorways accounted for 7.8 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 12.8 billion on non-trunk A roads (28%). Three quarters of A road traffic was in rural areas: 17.3 billion out of the A roads total of 22.8 billion vehicle km. (*Table 5.1*)

2.3 Minor roads (B, C and unclassified roads) accounted for the remaining 34% of traffic in 2016: an estimated 15.9 billion vehicle km (*Table 5.1*)

2.5 The total volume of traffic on major roads (Motorways and A roads) in 2016 was 2% higher than in the previous year (Motorways increased by 4%). Minor road traffic was about 2% higher than in 2015. Traffic levels are around 5 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 in the last couple of years are now slightly (0.2%) 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 three years; now 2% 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% since and the total volume of traffic on all roads in Scotland was also estimated to have risen by 6% between 2003 and 2007, falling 1% since. (*Table 5.1*)

2.8 Cars account for over three quarters (76%) 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 16% and heavy goods vehicles for 5%. After increases in the previous seven years, pedal cycle traffic fell slightly in 2015 before rising again in 2016. However, with pedal cycle traffic volumes increasing by 47% since 2007, pedal cycles still account for less than one percent of estimated traffic volume. (*Table 5.2 & 5.3*)

2.9 In 2016, the volume of car traffic was 3 per cent higher than in 2006, light goods vehicle traffic 28 per cent higher, but heavy goods vehicle traffic 8% 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 (17%) of trunk A road traffic. The five local authorities with the highest traffic volumes (Glasgow, North Lanarkshire, Edinburgh, Fife and Aberdeenshire) account for 34% 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 A720 Dreghorn site was around 80,000 vehicles per day. In contrast, the average daily flow at the A835 Aultguish site was around 1,800 vehicles. Traffic levels also vary considerably depending on the month: e.g. the A87 Kyle of Lochalsh site in September averaged around 5,000 vehicles per day – compared to under 2,000 in February. (*Table 5.6 & 5.7*)

2.12 Some trunk road traffic flows are given in Table 5.7. The A720 Dreghorn was the busiest site from this sample, with an annual average of 79,650 vehicles per day in 2016. Its Monday-Friday average was 88,865 vehicles per day, and its Monday-Friday peak hourly flows were 4,869 vehicles in the morning and 4,962 vehicles in the evening. At the opposite end of the scale, the A835 Aultguish averaged 1,803 vehicles per day over the year as a whole and its Monday-Friday peak hourly flows were around 200. The A7 Langholm and the A75 Carsluith both had the highest percentage of heavy goods vehicle traffic in 2016 at 24% for the week, followed by the A80 Cumbenauld (19%). (*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). In 2016, 11.7% of journeys made as the driver of a car were said to be delayed due to traffic congestion. This figure is broadly comparable to the 2006 congestion level, with a peak of around 14% in 2007. Short delays were more common than longer ones - 4% of car drivers' journeys were delayed by around 5 minutes compared to almost 1% 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 (22% and 25-27% respectively). Fewer delays

2.15 These statistics underpin Scotland's National Indicator on driver congestion. 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 2015. 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*)

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

	2006	2007	2008	2009	2010	2011	2012	2013	2014 ¹	2015	2016
	<i>million vehicle kilometres</i>										
Major roads (M and A)											
Motorways	6,433	6,577	6,683	6,633	6,503	6,570	7,140	7,262	7,421	7,477	7,757
Trunk A roads											
Urban *	966	928	942	952	945	951	973	960	965	960	955
Rural *	8,976	9,042	8,878	8,960	8,773	8,793	8,678	8,766	8,726	8,905	9,020
Total	9,942	9,970	9,820	9,913	9,719	9,744	9,651	9,725	9,691	9,864	9,975
Non-trunk A roads											
Urban *	4,595	4,505	4,493	4,530	4,522	4,471	4,395	4,390	4,478	4,501	4,571
Rural *	7,928	7,933	7,813	7,885	7,752	7,781	7,666	7,670	7,856	8,029	8,250
Total	12,523	12,438	12,307	12,415	12,273	12,252	12,061	12,061	12,334	12,530	12,821
All A roads											
Urban *	5,561	5,433	5,435	5,482	5,467	5,422	5,368	5,350	5,443	5,461	5,526
Rural *	16,904	16,975	16,691	16,845	16,525	16,574	16,344	16,436	16,582	16,934	17,270
Total	22,465	22,408	22,126	22,327	21,992	21,996	21,712	21,786	22,025	22,395	22,796
All major roads	28,898	28,986	28,810	28,961	28,496	28,565	28,853	29,048	29,446	29,872	30,553
Minor roads (B, C and unclassified)											
B roads											
Urban *	1,312	1,335	1,315	1,283	1,246	1,250	1,254	1,235	1,263	1,261	1,289
Rural *	2,647	2,734	2,748	2,661	2,660	2,577	2,502	2,519	2,662	2,711	2,779
Total	3,959	4,069	4,063	3,944	3,906	3,827	3,756	3,754	3,925	3,972	4,068
C & Unclassified roads											
Urban *	6,957	7,133	7,079	6,942	6,732	6,767	6,813	6,725	6,891	6,890	7,071
Rural *	4,306	4,479	4,517	4,371	4,354	4,232	4,127	4,314	4,578	4,639	4,745
Total	11,263	11,611	11,596	11,314	11,086	10,998	10,941	11,038	11,469	11,530	11,816
All minor roads											
Urban *	8,269	8,468	8,394	8,225	7,978	8,016	8,067	7,960	8,154	8,151	8,360
Rural *	6,952	7,212	7,266	7,033	7,014	6,809	6,630	6,832	7,240	7,350	7,524
All minor roads	15,221	15,680	15,659	15,258	14,992	14,825	14,696	14,792	15,393	15,502	15,883
All roads											
Motorways	6,433	6,577	6,683	6,633	6,503	6,570	7,140	7,262	7,421	7,477	7,757
Urban *	13,830	13,901	13,829	13,708	13,445	13,438	13,434	13,310	13,597	13,612	13,886
Rural *	23,857	24,187	23,957	23,878	23,539	23,383	22,974	23,269	23,822	24,284	24,794
All roads	44,119	44,666	44,470	44,219	43,488	43,390	43,549	43,840	44,839	45,374	46,437

Source: Department for Transport - Not National Statistics

1. DfT have made some small revisions to 2014 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, 2016

	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	5,703	26	48	1,151	830	7,757	0	7,757	16.7
Trunk A roads - urban ²	730	4	8	151	61	954	1	955	2.1
Trunk A roads - rural ²	6,655	67	90	1,415	787	9,015	5	9,020	19.4
Non-trunk A roads - urban ²	3,696	17	103	606	129	4,551	20	4,571	9.8
Non-trunk A roads - rural ²	6,248	63	108	1,370	447	8,235	15	8,250	17.8
All major roads	23,032	177	357	4,693	2,254	30,512	41	30,553	65.8
Minor roads (B, C and unclassified)									
Urban roads ²	6,759	56	145	1,181	90	8,231	129	8,360	18.0
Rural roads ²	5,570	57	45	1,496	172	7,341	183	7,524	16.2
All minor roads	12,330	113	190	2,677	262	15,572	312	15,883	34.2
All roads									
Motorways	5,703	26	48	1,151	830	7,757	0	7,757	16.7
Urban roads ²	11,185	77	257	1,937	280	13,736	149	13,886	29.9
Rural roads ²	18,474	187	243	4,281	1,406	24,591	203	24,794	53.4
All roads	35,362	290	547	7,369	2,516	46,085	352	46,437	100.0
Percentage of all vehicles	76.2	0.6	1.2	15.9	5.4	99.2	0.8	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

	2006	2007	2008	2009	2010	2011	2012	2013	2014 ¹	2015	2016
<i>million vehicle kilometres</i>											
Major roads (M and A)											
Cars	22,610	22,392	22,221	22,496	21,998	21,986	22,170	22,217	22,418	22,573	23,032
Two wheeled motor vehicles	176	187	190	196	181	181	171	176	184	181	176
Buses	299	308	320	329	353	352	363	365	366	369	357
Light goods vehicles	3,459	3,689	3,690	3,684	3,701	3,816	3,906	4,032	4,242	4,481	4,693
Heavy goods vehicles	2,315	2,378	2,349	2,210	2,217	2,184	2,198	2,210	2,193	2,228	2,254
All motor vehicle traffic	28,859	28,953	28,770	28,917	28,450	28,519	28,807	29,001	29,404	29,831	30,513
Pedal cycles	39	32	40	45	46	47	45	47	42	41	40
All traffic on major roads	28,898	28,986	28,810	28,961	28,496	28,565	28,853	29,048	29,446	29,872	30,553
Minor roads (B, C and unclassified)											
Cars	11,857	12,153	12,136	11,895	11,593	11,592	11,606	11,594	11,997	12,096	12,330
Two wheeled motor vehicles	125	139	125	125	109	114	120	111	113	112	113
Buses	310	342	310	306	298	257	222	242	243	219	190
Light goods vehicles	2,303	2,436	2,455	2,343	2,406	2,306	2,216	2,287	2,434	2,499	2,677
Heavy goods vehicles	406	403	402	347	333	298	268	277	280	276	262
All motor vehicle traffic	15,000	15,473	15,427	15,016	14,740	14,567	14,432	14,510	15,066	15,201	15,572
Pedal cycles	221	207	232	243	253	258	264	282	327	300	312
All traffic on minor roads	15,221	15,680	15,659	15,258	14,992	14,825	14,696	14,792	15,393	15,502	15,883
All roads											
Cars	34,466	34,545	34,357	34,392	33,591	33,578	33,777	33,811	34,415	34,669	35,362
Two wheeled motor vehicles	302	326	315	322	290	295	290	286	297	293	290
Buses	609	650	630	635	650	609	585	607	610	588	547
Light goods vehicles	5,761	6,125	6,145	6,027	6,107	6,122	6,121	6,319	6,676	6,979	7,369
Heavy goods vehicles	2,721	2,781	2,751	2,557	2,550	2,482	2,466	2,487	2,473	2,504	2,516
All motor vehicle traffic	43,859	44,426	44,197	43,932	43,189	43,085	43,239	43,511	44,470	45,032	46,085
Pedal cycles	260	240	273	287	298	305	310	329	369	342	352
All traffic on all roads	44,119	44,666	44,470	44,219	43,488	43,390	43,549	43,840	44,839	45,374	46,437

Source: Department for Transport - Not National Statistics

1. DfT have made some small revisions to 2014 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, 2016 ¹

Council	All motorways 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
<i>million vehicle kilometres</i>								
Aberdeen City	-	154	111	261	92	618	742	1,360
Aberdeenshire	-	5	924	28	768	1,725	1,237	2,962
Angus	-	-	362	84	314	759	381	1,140
Argyll & Bute	-	-	387	27	336	750	202	952
Clackmannanshire	-	-	-	34	126	159	163	323
Dumfries & Galloway	715	11	644	52	339	1,760	351	2,111
Dundee City	-	163	4	169	9	346	533	879
East Ayrshire	114	-	236	36	289	676	382	1,058
East Dunbartonshire	-	-	-	113	89	202	355	557
East Lothian	-	-	383	33	191	608	303	910
East Renfrewshire	236	-	-	100	94	430	378	808
Edinburgh, City of	363	-	416	635	353	1,767	1,321	3,088
Eilean Siar	-	-	-	-	181	181	67	248
Falkirk	631	-	11	247	178	1,067	582	1,649
Fife	262	48	554	276	730	1,870	1,112	2,982
Glasgow, City of	1,544	-	-	732	31	2,307	1,321	3,628
Highland	-	66	1,585	8	555	2,214	574	2,788
Inverclyde	-	18	56	132	58	264	268	532
Midlothian	-	8	130	51	206	396	292	687
Moray	-	28	251	25	171	475	292	767
North Ayrshire	-	15	307	90	118	531	254	785
North Lanarkshire	840	298	63	377	252	1,830	1,282	3,113
Orkney Islands	-	-	-	-	86	86	61	147
Perth & Kinross	432	-	1,003	77	522	2,034	415	2,449
Renfrewshire	556	-	214	179	111	1,060	514	1,574
Scottish Borders	-	16	394	27	471	908	360	1,268
Shetland Islands	-	-	-	-	153	153	69	222
South Ayrshire	-	-	397	109	124	629	375	1,004
South Lanarkshire	1,052	110	134	252	477	2,025	608	2,633
Stirling	286	-	248	107	371	1,011	289	1,300
West Dunbartonshire	-	15	206	146	58	425	249	674
West Lothian	726	-	-	164	397	1,287	553	1,840
Scotland	7,757	955	9,020	4,571	8,250	30,553	15,883	46,437

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

	2006	2007	2008	2009	2010	2011	2012	2013	2014 ⁴	2015	2016
	<i>million vehicle kilometres</i>										
Trunk roads²											
Aberdeen City	286	265	264	253	255	258	263	260	264	263	264
Aberdeenshire	866	840	820	829	822	824	861	872	902	908	929
Angus ³	341	319	328	324	335	334	343	357	370	358	362
Argyll & Bute	360	358	356	359	352	353	351	355	362	376	387
Dumfries & Galloway	1,241	1,299	1,302	1,290	1,274	1,270	1,252	1,272	1,311	1,349	1,370
Dundee City	187	187	179	182	180	178	186	182	169	168	168
East Ayrshire ³	361	372	368	375	366	365	365	359	374	369	350
East Lothian	390	409	372	359	354	355	349	349	359	362	383
East Renfrewshire	154	177	175	181	172	208	205	209	214	230	236
Edinburgh, City of	682	714	686	725	677	712	700	719	715	755	779
Falkirk	560	571	567	550	531	537	577	580	581	608	642
Fife	870	889	868	879	848	839	820	833	842	841	864
Glasgow, City of ³	1,241	1,259	1,305	1,302	1,288	1,313	1,481	1,522	1,510	1,499	1,544
Highland	1,503	1,525	1,519	1,556	1,530	1,535	1,528	1,546	1,557	1,614	1,651
Inverclyde	80	78	76	75	72	72	71	71	72	73	73
Midlothian	142	142	140	141	135	136	140	138	143	136	138
Moray	270	277	272	269	263	264	265	266	270	274	280
North Ayrshire	319	326	330	326	318	317	309	308	316	320	322
North Lanarkshire	1,114	1,143	1,166	1,154	1,161	1,129	1,414	1,402	1,253	1,191	1,200
Perth & Kinross	1,381	1,379	1,345	1,332	1,299	1,324	1,296	1,322	1,363	1,381	1,435
Renfrewshire ³	717	710	725	711	693	699	689	703	732	758	770
Scottish Borders	400	400	383	390	382	388	386	387	394	406	410
South Ayrshire	387	393	379	381	384	384	379	379	387	395	397
South Lanarkshire ³	1,142	1,130	1,169	1,197	1,162	1,163	1,219	1,236	1,261	1,264	1,296
Stirling	501	513	505	499	481	478	470	468	485	500	533
West Dunbartonshire	199	189	191	209	204	205	206	206	213	220	221
West Lothian	682	688	711	700	682	675	671	688	693	724	726
Total trunk roads	16,375	16,548	16,504	16,546	16,222	16,313	16,791	16,987	17,112	17,342	17,732
Local authority roads											
Aberdeen City	1,141	1,126	1,115	1,075	1,053	1,039	1,040	1,041	1,067	1,075	1,096
Aberdeenshire	1,964	1,993	1,994	1,933	1,894	1,859	1,825	1,860	1,945	1,984	2,033
Angus	734	747	758	752	740	731	722	725	749	762	778
Argyll & Bute	551	552	548	541	532	526	516	525	542	551	565
Clackmannanshire ³	293	299	301	316	313	314	310	301	312	316	323
Dumfries & Galloway	711	723	719	708	700	693	676	684	709	724	741
Dundee City	698	719	722	703	687	688	685	676	693	695	711
East Ayrshire ³	704	688	684	674	668	662	647	656	679	691	708
East Dunbartonshire	545	556	547	547	534	533	529	525	542	544	557
East Lothian	499	509	508	503	501	498	484	488	508	516	527
East Renfrewshire ³	563	569	574	565	556	547	537	536	552	557	572
Edinburgh, City of	2,306	2,326	2,271	2,253	2,207	2,190	2,179	2,169	2,230	2,254	2,309
Eilean Siar	208	209	205	206	203	202	203	206	214	219	248
Falkirk	931	953	950	955	949	952	944	945	974	983	1,007
Fife	1,987	2,022	2,023	2,015	2,000	2,000	1,980	1,992	2,059	2,076	2,118
Glasgow, City of ³	2,119	2,147	2,124	2,089	2,042	2,027	2,011	2,014	2,056	2,039	2,084
Highland	1,053	1,070	1,078	1,067	1,055	1,044	1,024	1,044	1,086	1,105	1,137
Inverclyde	460	468	465	458	447	443	438	436	449	451	459
Midlothian	498	507	509	520	517	517	504	504	523	534	549
Moray	457	466	467	460	451	444	446	451	471	477	487
North Ayrshire	463	466	462	456	452	450	435	433	448	452	462
North Lanarkshire	1,869	1,906	1,894	1,871	1,840	1,829	1,822	1,819	1,867	1,875	1,912
Orkney Islands	136	137	137	137	135	133	131	133	139	142	147
Perth & Kinross	960	972	958	960	945	933	918	933	968	989	1,014
Renfrewshire ³	766	781	781	766	759	757	753	755	778	786	804
Scottish Borders	801	812	813	808	798	792	779	787	817	836	859
Shetland Islands	205	206	206	203	202	202	200	204	210	215	222
South Ayrshire	595	600	607	602	595	590	572	568	585	592	607
South Lanarkshire	1,311	1,333	1,298	1,294	1,282	1,273	1,258	1,254	1,296	1,311	1,337
Stirling ³	750	763	759	751	747	733	718	719	744	753	767
West Dunbartonshire	436	439	439	438	429	431	434	432	443	444	453
West Lothian	1,031	1,055	1,051	1,046	1,034	1,042	1,038	1,039	1,071	1,085	1,114
Total LA roads	27,745	28,118	27,966	27,673	27,266	27,077	26,757	26,853	27,727	28,032	28,704

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 estimates.

Totals may not equal sum of parts due to rounding.

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

	2006	2007	2008	2009	2010	2011	2012	2013	2014 ³	2015	2016
	<i>million vehicle kilometres</i>										
All roads											
Aberdeen City	1,427	1,391	1,379	1,329	1,308	1,297	1,303	1,301	1,331	1,338	1,360
Aberdeenshire	2,830	2,834	2,814	2,762	2,716	2,683	2,686	2,732	2,847	2,892	2,962
Angus ²	1,076	1,066	1,086	1,075	1,075	1,065	1,065	1,082	1,119	1,120	1,140
Argyll & Bute	911	910	904	900	884	879	866	879	904	927	952
Clackmannanshire ²	293	299	301	316	313	314	310	301	312	316	323
Dumfries & Galloway	1,952	2,021	2,021	1,998	1,974	1,963	1,927	1,956	2,020	2,073	2,111
Dundee City	885	906	902	885	867	865	871	858	862	863	879
East Ayrshire ²	1,064	1,059	1,052	1,050	1,033	1,027	1,012	1,015	1,053	1,060	1,058
East Dunbartonshire	545	556	547	547	534	533	529	525	542	544	557
East Lothian	889	918	880	862	855	852	833	836	868	877	910
East Renfrewshire ²	717	745	750	747	728	755	741	745	766	787	808
Edinburgh, City of	2,988	3,040	2,957	2,978	2,885	2,902	2,879	2,888	2,945	3,009	3,088
Eilean Siar	208	209	205	206	203	202	203	206	214	219	248
Falkirk	1,492	1,524	1,517	1,505	1,479	1,489	1,521	1,526	1,555	1,592	1,649
Fife	2,856	2,911	2,891	2,894	2,848	2,839	2,800	2,825	2,902	2,917	2,982
Glasgow, City of ²	3,360	3,406	3,429	3,390	3,329	3,341	3,492	3,537	3,566	3,537	3,628
Highland	2,556	2,595	2,597	2,623	2,586	2,580	2,552	2,590	2,643	2,719	2,788
Inverclyde	539	545	541	533	519	515	509	507	522	524	532
Midlothian	640	649	649	661	652	653	644	642	666	671	687
Moray	727	743	739	729	714	708	711	716	740	751	767
North Ayrshire	781	792	792	782	770	766	744	740	764	772	785
North Lanarkshire	2,983	3,049	3,060	3,025	3,001	2,959	3,235	3,222	3,120	3,066	3,113
Orkney Islands	136	137	137	137	135	133	131	133	139	142	147
Perth & Kinross	2,340	2,351	2,303	2,292	2,244	2,257	2,215	2,254	2,331	2,371	2,449
Renfrewshire ²	1,483	1,490	1,506	1,477	1,452	1,456	1,442	1,457	1,510	1,543	1,574
Scottish Borders	1,201	1,212	1,196	1,198	1,180	1,180	1,165	1,174	1,211	1,241	1,268
Shetland Islands	205	206	206	203	202	202	200	204	210	215	222
South Ayrshire	981	992	987	983	979	974	951	946	973	986	1,004
South Lanarkshire ²	2,453	2,462	2,468	2,491	2,444	2,436	2,476	2,490	2,557	2,575	2,633
Stirling ²	1,251	1,276	1,264	1,249	1,228	1,211	1,188	1,187	1,229	1,253	1,300
West Dunbartonshire	635	629	630	646	634	637	639	638	656	665	674
West Lothian	1,713	1,742	1,761	1,747	1,716	1,717	1,709	1,726	1,764	1,808	1,840
Total all roads	44,119	44,666	44,470	44,219	43,488	43,390	43,549	43,840	44,839	45,374	46,437

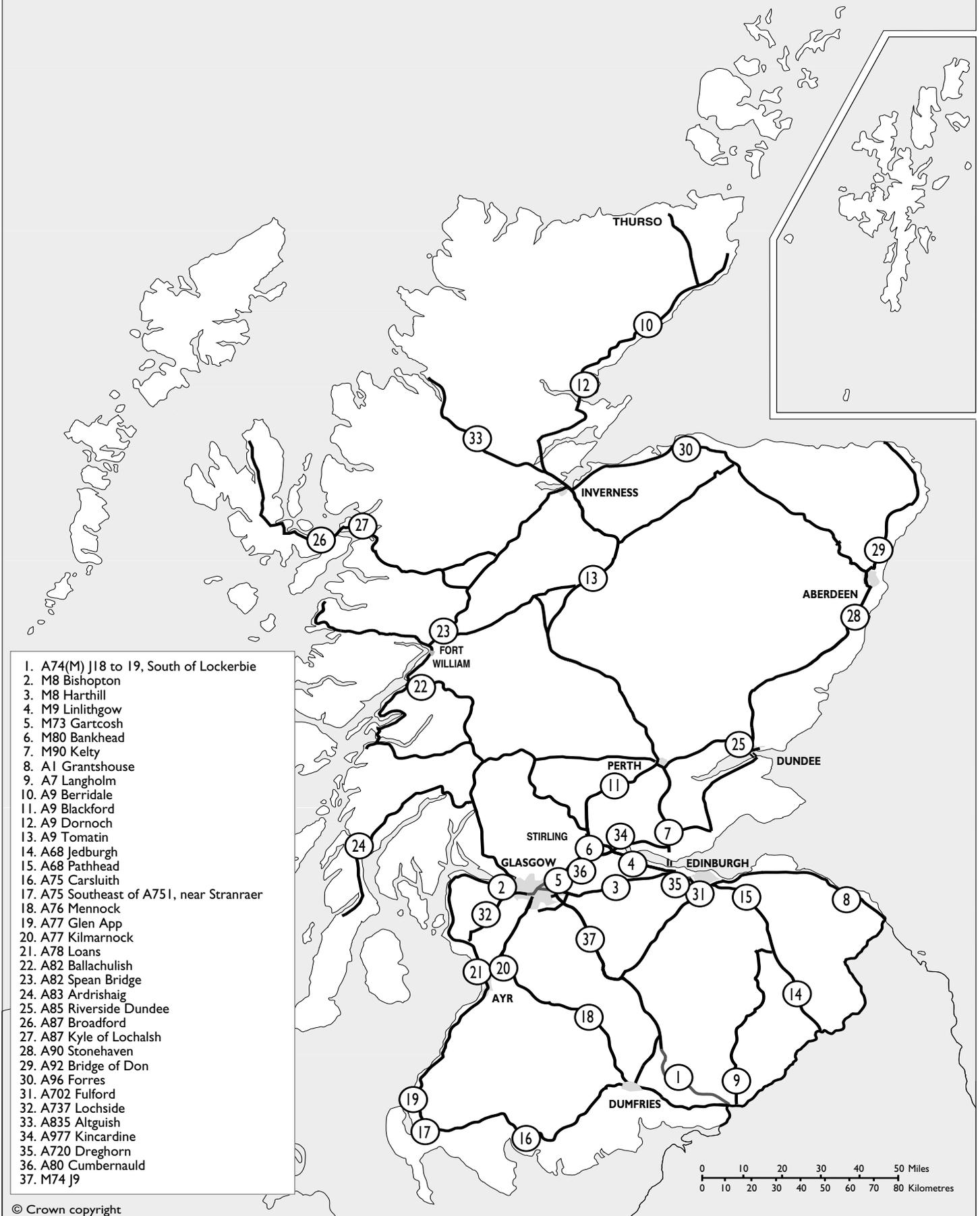
1. Source: Department for Transport - Not National Statistics. They provide only a rough estimate of the likely total volume of traffic on roads in each area. For further information, please see the notes on the traffic estimates in the text.

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 estimates.

Totals may not equal sum of parts due to rounding.

Fig. 5.2 Selected points used to show average daily traffic flows, peak hourly flows and percentages of HGVs (see Table 5.7)



1. A74(M) J18 to 19, South of Lockerbie
2. M8 Bishopton
3. M8 Harthill
4. M9 Linlithgow
5. M73 Gartcosh
6. M80 Bankhead
7. M90 Kelty
8. A1 Grantshouse
9. A7 Langholm
10. A9 Berridale
11. A9 Blackford
12. A9 Dornoch
13. A9 Tomatin
14. A68 Jedburgh
15. A68 Pathhead
16. A75 Carsluith
17. A75 Southeast of A751, near Stranraer
18. A76 Menzies
19. A77 Glen App
20. A77 Kilmarnock
21. A78 Loans
22. A82 Ballachulish
23. A82 Spean Bridge
24. A83 Ardrishaig
25. A85 Riverside Dundee
26. A87 Broadford
27. A87 Kyle of Lochalsh
28. A90 Stonehaven
29. A92 Bridge of Don
30. A96 Forres
31. A702 Fulford
32. A737 Lochside
33. A835 Altguish
34. A977 Kincardine
35. A720 Dreggorn
36. A80 Cumbernauld
37. M74 J9

Table 5.6 Average Daily Traffic Flows¹ at Selected Automated Traffic Classifier Sites² by Month, 2016

Description	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
A74(M) J18 to 19	26,831	31,170	32,501	34,408	35,261	37,125	40,783	40,961	37,558	37,150	31,935	30,934
M8 Bishopton	14,543	16,279	17,355	16,908	17,461	17,456	16,277	17,194	17,704	17,543	..	15,703
M8 Harthill	44,349	49,479	52,484	52,479	52,957	53,902	51,945	55,176	52,457	50,393	50,417	47,515
M9 Linlithgow	11,265	11,268	10,098	..	..	..	..	..	..	..	..	..
M73 Gartcosh	26,159	43,629	40,003	..	28,396	29,344	26,984	..	..	..	..	..
M74 J9	21,417	29,766	33,990	36,203	37,006	38,841	40,301	41,361	38,109	37,495	32,821	13,311
M80 Bankhead	..	35,259	36,799	36,023	37,529	39,408	39,498	40,767	37,912	38,287	37,859	-
M90 Kelty	24,227	28,412	31,342	31,818	31,219	33,530	32,584	34,151	34,075	32,727	30,358	28,855
A1 Grantshouse	..	..	..	..	..	..	..	..	..	..	..	..
A7 Langholm	3,114	3,528	3,700	3,784	3,866	4,002	3,813	4,035	4,088	3,835	3,701	3,559
A9 Berridale	..	..	..	..	..	..	..	..	..	..	..	..
A9 Blackford	11,107	13,483	13,117	13,738	14,222	15,127	16,571	14,914	13,677	13,546	12,629	11,242
A9 Dornoch	4,728	5,387	6,064	6,444	6,985	7,381	7,765	7,939	7,440	6,405	..	..
A9 Tomatin	7,142	8,212	9,170	9,934	10,561	11,082	11,715	..	..	..	..	..
A68 Jedburgh	4,433	5,026	5,536	5,606	6,157	6,227	..	..	..	..	..	..
A68 Pathhead	7,542	8,780	9,503	9,631	10,127	10,691	10,162	11,201	..	..	..	..
A75 Carsluith	3,715	4,282	4,659	4,816	5,144	5,272	5,239	6,080	..	..	..	4,530
A75 Southeast of A751	5,199	6,402	6,910	6,878	7,160	7,255	7,329	7,685	7,228	6,749	6,808	4,972
A76 Mennock	2,535	2,720	2,875	2,949	3,084	..	..	..	..	..	..	..
A77 Glen App	..	..	..	..	..	..	..	..	..	..	..	..
A77 Kilmarnock	23,393	26,515	22,021	24,033	28,489	29,875	31,069	31,491	29,844	29,012	27,590	25,315
A78 Loans	16,018	18,168	19,048	18,929	19,489	19,908	18,548	20,079	19,098	18,620	18,543	16,713
A80 Cumbernauld	63,486	71,924	75,248	75,614	76,536	78,812	75,878	80,404	78,208	..	74,778	66,626
A82 Ballachulish	3,016	3,904	4,484	5,166	6,414	6,959	7,292	6,602	6,105	5,576	..	3,366
A82 Spean Bridge	3,347	4,210	4,827	5,335	6,495	7,025	7,187	7,913	6,749	5,700	4,315	3,884
A83 Ardrishaig	2,181	2,555	2,715	2,846	3,167	3,145	..	..	..	..	..	2,244
A85 Riverside Dundee	14,358	16,035	16,797	17,006	18,348	17,646	17,502	18,550	..	..	..	..
A87 Broadford	3,300	3,828	4,474	5,282	6,595	6,954	7,175	7,875	6,448	..	3,947	3,663
A87 Kyle of Lochalsh	1,816	2,717	3,260	3,428	4,666	4,042	5,367	5,965	4,867	..	2,823	2,617
A90 Stonehaven	20,805	23,979	..	24,302	24,203	25,426	24,797	25,969	27,811	26,728	26,770	22,624
A90 Bridge of Don	22,341	22,856	23,429	..	..	..	..	..	..	..	..	..
A96 Forres	8,953	10,028	10,606	11,186	11,321	11,677	12,067	12,579	11,874	..	10,757	9,537
A702 Fulford	10,520	11,520	11,510	11,533	12,398	..	..	..	..	..	..	..
A720 Dregghorn	66,712	72,114	69,270	64,155	64,666	43,718	11,715	13	11	16	41,785	38,305
A737 Lochside	18,798	21,765	22,526	22,762	23,747	23,936	22,944	23,939	23,052	22,772	22,606	20,529
A835 Aultguish	..	1,191	1,475	1,703	2,037	2,215	2,398	2,705	..	1,758	1,335	1,208
A977 Kincardine	3,629	4,171	4,486	4,291	4,437	4,806	4,299	4,580	4,614	..	..	..

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: 2016 ^{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	34,718	40,961	36,953	32,107	..	..	2,518	2,585	2,774	2,858
M8 Bishopton	2	16,766	17,194	18,545	18,981	12	14	1,322	1,716	1,573	1,792
M8 Harthill	3	51,129	55,176	55,897	59,430	7	8	3,323	4,119	3,857	4,243
M9 Linlithgow	4	10,877	..	12,656	..	2	2	1,566	2,086	745	862
M73 Gartcosh	5	32,419	..	39,724	..	8	7	2,556	3,718	3,016	3,824
M74 J9	37	33,385	41,361	35,469	42,737			2,334	2,354	2,459	2,569
M80 Bankhead	6	37,934	40,767	39,989	42,453	15	17	2,494	2,938	3,055	3,220
M90 Kely	7	31,108	34,151	32,270	34,704	4	5	2,103	2,307	2,575	2,713
A1 Grantshouse	8	..	..	..	..	..	..	..	..	..	..
A7 Langholm	9	3,752	4,035	4,039	4,275	24	26	277	321	314	350
A9 Berridale	10	..	..	..	..	..	..	..	..	..	..
A9 Blackford	11	13,614	14,914	14,209	15,349	4	5	953	1,155	989	999
A9 Dornoch	12	6,654	7,939	7,010	8,253	9	11	507	530	587	619
A9 Tomatin	13	9,688	..	10,053	..	5	6	743	741	809	833
A68 Jedburgh	14	5,498	..	5,822	..	5	6	415	419	449	482
A68 Pathhead	15	9,705	11,201	10,267	11,633	5	6	688	745	798	843
A75 Carsluith	16	4,860	6,080	5,188	6,343	24	27	371	390	394	417
A75 Southeast of A751	17	6,715	7,685	7,251	8,141	..	..	489	518	584	616
A76 Mennock	18	2,833	..	3,118	..	4	5	199	231	240	266
A77 Glen App	19	..	..	..	..	..	..	..	..	..	..
A77 Kilmarnock	20	27,387	31,491	28,962	32,883	4	5	1,851	2,151	2,297	2,445
A78 Loans	21	18,597	20,079	20,434	21,603	3	4	1,520	1,910	1,658	1,886
A80 Cumbernauld	36	74,319	..	80,700	85,416	19	21	4,711	5,835	5,775	6,396
A82 Ballachulish	22	5,353	6,602	5,126	6,602	12	14	456	431	499	470
A82 Spean Bridge	23	5,582	7,913	5,783	8,033	6	7	451	456	483	491
A83 Ardrishaig	24	2,693	..	2,914	..	16	18	211	246	238	262
A85 Riverside Dundee	25	17,030	18,550	18,358	19,710	2	3	1,360	1,725	1,530	1,679
A87 Broadford	26	5,413	7,875	5,732	8,174	6	7	470	487	484	512
A87 Kyle of Lochalsh	27	3,779	5,965	3,970	6,073	3	4	331	341	351	366
A90 Stonehaven	28	24,856	25,969	28,133	28,518	..	..	1,727	2,151	2,597	3,107
A90 Bridge of Don	29	22,875	..	24,604	..	3	4	1,603	2,086	1,964	2,143
A96 Forres	30	10,962	12,579	11,470	13,038	5	6	783	841	958	1,021
A702 Fulford	31	11,496	..	12,576	..	4	5	814	1,068	1,042	1,198
A720 Dregghorn	35	79,650	..	88,865	..	4	5	3,899	4,869	4,759	4,962
A737 Lochside	32	22,448	23,939	23,938	25,253	4	5	1,540	1,954	1,911	2,065
A835 Aultguish	33	1,803	2,705	1,851	2,705	8	9	181	187	175	179
A977 Kincardine	34	4,368	4,580	4,656	4,888	7	8	286	318	389	427

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	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
A74(M) J18 to J19	1	33,066	31,870	31,910	31,047	31,164	30,902	31,410	32,906	33,313	34,718
M8 Bishopton	2	27,800	25,357	24,838	24,563	24,186	24,059	25,318	25,475	..	16,766
M8 Harthill	3	51,628	54,463	55,589	55,911	53,629	50,170	40,526	..	53,566	51,129
M9 Linlithgow	4	..	30,324	26,070	28,706	..	28,190	24,853	..	..	10,877
M73 Gartcosh	5	41,711	39,042	38,597	35,666	36,786	41,685	43,330	45,500	43,588	32,419
M74 J9	37	35,065	33,716	28,620	34,060	33,020	29,454	33,302	..	35,795	33,385
M80 Bankhead	6	..	..	..	..	..	33,758	35,386	..	..	37,934
M90 Kelty	7	..	30,787	32,832	32,304	29,572	31,286	31,117	32,224	31,787	31,108
A1 Grantshouse	8	8,989	8,659	8,845	8,616	8,446	8,284	8,427	7,063	8,047	..
A7 Langholm	9	3,573	3,456	3,336	3,434	3,434	3,426	3,487	3,576	3,614	3,752
A9 Berridale	10	2,193	1,947	2,089	1,938	1,603	1,806	1,714	..	..	..
A9 Blackford	11	26,888	25,901	24,690	23,671	24,098	24,672	25,667	24,456	26,338	13,614
A9 Dornoch	12	5,766	5,633	5,743	5,721	5,922	5,863	5,934	6,100	6,211	6,654
A9 Tomatin	13	9,110	9,043	8,987	8,850	8,725	8,453	8,749	10,314	9,307	9,688
A68 Jedburgh	14	7,139	5,845	5,860	5,530	5,668	5,882	5,574	5,493	5,437	5,498
A68 Pathhead	15	11,927	8,888	8,919	8,354	9,204	9,362	8,931	..	10,022	9,705
A75 Carsluith	16	4,924	4,771	4,849	4,724	4,658	4,598	4,244	5,302	4,714	4,860
A75 Southeast of A751	17	6,904	6,830	6,770	6,792	6,830	6,712	6,752	6,734	6,600	6,715
A76 Mennock	18	3,166	3,324	3,147	3,054	2,947	2,891	2,900	2,871	..	2,833
A77 Glen App	19	3,579	3,027	2,805	3,520	3,423	3,483	3,537	..	..	..
A77 Kilmarnock	20	27,984	27,520	27,069	26,763	26,172	25,876	25,062	26,843	27,340	27,387
A78 Loans	21	16,093	15,767	15,295	15,074	14,542	13,873	13,096	13,619	14,378	18,597
A80 Cumbernauld	36	65,409	64,885	63,830	..	..	67,416	69,314	71,242	71,740	74,319
A82 Ballachulish	22	4,696	4,609	4,772	4,625	4,504	4,461	4,631	6,426	5,208	5,353
A82 Spean Bridge	23	3,524	3,185	3,629	3,351	3,289	3,084	4,103	1,729	..	5,582
A83 Ardrishaig	24	2,792	..	..	..	..	2,638	2,629	..	2,857	2,693
A85 Riverside Dundee	25	18,854	18,299	17,581	16,129	16,992	15,430	15,279	..	..	17,030
A87 Broadford	26	1,610	2,188	3,417	3,227	3,235	3,148	2,083	..	..	5,413
A87 Kyle of Lochalsh	27	3,678	3,437	3,577	3,367	3,088	3,307	3,418	3,581	3,947	3,779
A90 Stonehaven	28	26,045	26,427	26,778	26,907	26,704	25,796	33,486	39,205	26,650	24,856
A90 Bridge of Don	29	17,686	17,339	17,308	17,860	16,875	17,143	17,412	17,773	18,157	22,875
A96 Forres	30	11,317	11,277	11,309	11,416	11,075	11,097	10,244	10,820	10,651	10,962
A702 Fulford	31	10,939	11,875	11,295	10,334	..	11,146	10,181	13,786	11,963	11,496
A720 Dreghorn	35	80,448	78,179	79,936	77,735	74,858	75,697	76,704	78,110	78,624	79,650
A737 Lochside	32	21,439	21,764	21,755	21,528	21,199	20,512	20,311	20,787	22,055	22,448
A835 Aultguish	33	1,623	1,545	1,628	1,246	1,788	1,749	1,048	1,767	1,694	1,803
A977 Kincardine	34	15,264	13,723	4,583	4,370	4,436	4,536	4,532	4,405	4,613	4,368

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: 2016

	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 (3-7)	about 10 mins (8-12)	about 15 mins (13-17)	20 to 30 mins ⁴ (18-32)	over half an hour (33+)	All delayed journeys	
		row percentages							n =
All car driver journeys	88.3	0.7	3.8	3.6	1.3	1.6	0.6	11.7	9,790
by purpose of journey:									
Commuting	79.0	0.7	4.4	7.6	3.4	3.8	1.1	21.0	2,610
Business	82.0	.	4.2	6.1	0.6	2.0	3	18.0	290
Education	87.8	1.5	5.6	4.3	**	**	.	12.2	480
Shopping	95.1	0.4	2.6	1.2	0.4	**	.	4.9	2,200
Visit hospital or other health	82.5	**	10.6	**	.	**	.	17.5	220
Other personal business	93.3	**	1.8	2	**	**	**	6.7	510
Visit friends or relatives	93.7	0.6	2.9	1.8	0.4	0.4	**	6.3	1,140
Eating / drinking	94.2	.	5	**	.	.	.	5.8	180
Entertainment	91.2	**	**	**	**	**	.	8.8	120
Sport	93.3	2	3.6	**	.	0.3	.	6.7	460
Holiday/day trip ⁴	89.8	.	**	**	.	**	**	10.2	130
Other	88.4	.	5.9	3.5	.	**	**	11.6	260
Escort	90.9	**	4.6	**	**	.	**	9.1	240
Go home	89.4	**	3.8	2.6	0.7	1.5	1.1	10.6	770
Just go for a walk	95.7	**	**	**	**	.	.	4.3	170
by day of the week:									
Monday	87.3	0.4	4.5	4.0	1.7	1.4	0.3	12.7	1,910
Tuesday	86.6	1.1	3.6	4.1	1.8	2.1	0.5	13.4	1,740
Wednesday	85.5	0.4	5.2	3.9	1.5	2.7	0.7	14.5	1,760
Thursday	86.1	0.6	4.4	4.2	1.3	2.5	0.9	13.9	1,310
Friday	85.8	1.1	3.5	5.4	1.7	1.4	1.2	14.2	1,170
Saturday	94.2	**	2.4	1.5	0.7	**	**	5.8	760
Sunday	95.2	0.5	2.2	1.5	**	0.2	**	4.8	1,150
Weekday journeys - by start time									
midnight to 6:59 a.m.	86.0	.	2.4	4.0	2.7	3.5	1.5	14.0	320
7:00 to 7:59 a.m.	78.5	**	3.3	8.6	3.1	4.2	**	21.5	510
8:00 to 8:59 a.m.	78.4	1.5	4.9	9.1	2.4	2.8	0.9	21.6	700
9:00 to 9:59 a.m.	88.8	**	7.2	2.0	**	**	.	11.2	460
10:00 to 10:59 a.m.	92.3	2.0	2.8	**	.	**	**	7.7	460
11:00 to 11:59 a.m.	94.9	**	2.2	**	**	**	**	5.1	530
noon to 12:59 p.m.	93.5	**	2.9	1.7	.	.	**	6.5	510
1:00 to 1:59 p.m.	90.3	**	3.6	4.0	**	**	.	9.7	450
2:00 to 2:59 p.m.	91.3	**	3.8	3.5	**	**	**	8.7	560
3:00 to 3:59 p.m.	85.9	**	5.6	3.3	1.4	2.6	**	14.1	610
4:00 to 4:59 p.m.	75.1	**	9.0	5.5	3.1	4.6	2.3	24.9	740
5:00 to 5:59 p.m.	73.5	1.4	6.4	10.1	3.5	4.5	**	26.5	690
6:00 to 6:59 p.m.	87.6	2	3.9	2.9	2.1	1.3	**	12.4	470
7:00 to 7:59 p.m.	97.9	**	**	**	**	**	**	2.1	330
8:00 to 8:59 p.m.	98.8	.	**	**	.	.	.	1.2	220
9:00 to 9:59 p.m.	99.3	.	**	.	.	.	.	0.7	170
10:00 to 11:59 p.m.	97.9	.	**	.	**	**	.	2.1	170
Weekend journeys - by start time:									
Before 9:30am	97	.	**	**	.	.	.	2.9	190
After 9:30am to before 12noon	95.8	**	2.4	**	.	**	.	4.2	400
12noon to 2 pm	93.6	**	2.1	2.6	**	**	.	6.4	480
After 2pm to before 4:30pm	91.9	.	4.1	2.1	**	**	**	8.1	360
4:30pm to before 6:30pm	93.4	**	**	**	**	**	**	6.6	250
6:30pm onwards	98.6	.	**	**	.	.	.	1.4	240
by type of area in which driver lives:									
Large urban areas	85	1	4	5	1	2	0.9	15.2	2,230
Other urban areas	87.8	0.7	4.0	3.9	1.6	1.4	0.5	12.2	3,190
"Accessible" small towns	89.1	0.7	2.8	3.1	1.5	2.3	**	10.9	930
"Remote" small towns	97.8	**	0.7	**	**	**	.	2.2	690
"Accessible" rural areas	88.1	0.3	4.7	2.8	1	2	0.5	11.9	1,420
"Remote" rural areas	96.2	**	1.8	1.0	.	**	**	3.8	1,340

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 Transtat@transportscotland.gsi.gov.uk

Table 5.9a: Percentage of car/van stages delayed by traffic congestion 2006-2016

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Driver congestion	12.7	14.4	13.1	11.0	10.5	11.2	9.9	9.7	11.7	12.4	11.7
Sample size (=100%)	14,010	9,260	9,320	8,680	7580	8,310	9,830	10,200	9,820	9,690	9,790

Table 5.9b Percentage of bus stages where passenger experienced delay 2006-2016

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Service Bus	8.9	12.5	14.4	9.9	12.3	10.5	11.1	10.2	10.7	9.9	10.0
Sample size (=100%)	2,726	1,674	1,724	1,456	1311	1,439	1,536	1,685	1,630	1,690	1,480

Table 5.10 Petrol and diesel consumption of road vehicles

	2006 ²	2007 ²	2008 ²	2009 ²	2010 ²	2011 ²	2012 ²	2013 ²	2014 ²	2015 ²
	<i>thousands of tonnes</i>									
by type of vehicle										
Buses	172.6	182.9	174.6	174.8	178.3	165.0	157.0	161.8	162.6	153.4
Diesel cars	622.6	676.4	748.2	764.3	768.3	804.0	834.5	869.8	890.2	921.6
Petrol cars	1,440.7	1,396.7	1,309.8	1,285.7	1,213.8	1,158.8	1,103.1	1,043.0	1,040.2	1,005.1
Motorcycles	12.3	13.2	12.6	12.9	11.5	11.6	11.2	11.0	11.3	11.3
Heavy Goods Vehicles	600.7	618.9	617.8	573.5	574.7	560.1	550.6	555.7	564.1	566.8
Diesel Light Goods Vehicles	412.8	440.5	446.3	442.5	449.3	453.2	450.9	463.9	491.3	514.4
Petrol Light Goods Vehicles	41.8	38.9	35.3	32.2	29.6	27.3	24.8	23.1	22.1	20.5
Total	3,303.5	3,367.3	3,344.6	3,285.9	3,225.6	3,180.0	3,132.0	3,128.4	3,181.8	3,193.0
by Council area¹										
Aberdeen City	103.4	101.9	101.3	96.8	95.1	93.3	92.4	92.0	93.6	92.9
Aberdeenshire	198.2	200.5	198.7	193.9	190.4	186.1	183.3	185.2	190.6	191.8
Angus	77.2	77.8	78.1	76.7	76.6	75.1	74.2	74.3	75.9	75.6
Argyll & Bute	62.3	62.9	62.4	61.0	60.1	59.3	58.6	59.0	60.3	62.1
Clackmannanshire	20.8	21.5	21.7	21.6	21.5	21.1	20.6	20.0	20.6	20.5
Dumfries & Galloway	168.1	175.8	174.1	166.9	165.6	163.9	161.2	162.5	165.3	170.5
Dundee City	67.2	69.0	69.1	67.6	66.0	65.1	64.4	63.1	63.4	62.4
East Ayrshire	79.4	79.6	78.6	78.0	76.3	75.1	72.9	72.9	74.7	74.7
East Dunbartonshire	42.9	44.1	43.7	43.5	42.3	41.5	40.4	39.8	40.8	40.1
East Lothian	64.6	66.9	64.7	62.5	61.5	60.7	58.7	58.4	60.0	60.3
East Renfrewshire	55.0	56.2	57.0	56.5	55.5	54.5	52.2	52.2	53.3	53.2
Edinburgh, City of	232.6	237.3	234.4	234.1	227.7	223.6	219.1	218.0	219.7	221.7
Eilean Siar	13.9	14.0	13.6	13.7	13.8	13.7	13.6	13.6	13.1	13.9
Falkirk	115.7	118.8	117.9	115.7	113.3	112.6	111.0	111.3	114.3	115.6
Fife	195.5	200.6	199.0	195.9	191.9	189.0	184.0	184.0	187.9	186.6
Glasgow, City of	269.2	273.5	273.4	267.5	262.1	261.0	260.8	260.6	261.5	257.3
Highland	179.0	182.6	181.3	182.3	180.2	178.8	176.6	178.3	180.6	185.2
Inverclyde	38.8	39.1	38.9	38.0	36.8	35.9	34.9	34.6	35.3	34.9
Midlothian	47.4	48.5	48.3	47.7	46.8	46.4	45.3	44.8	46.1	45.9
Moray	50.1	51.6	51.4	51.0	50.0	49.2	48.8	48.6	50.1	51.0
North Ayrshire	55.5	55.7	55.9	54.8	53.8	53.0	51.1	50.5	51.4	51.6
North Lanarkshire	242.4	246.8	246.4	241.3	237.0	229.8	234.3	230.8	234.4	227.3
Orkney Islands	9.4	9.6	9.7	9.5	9.6	9.4	9.1	9.3	9.6	9.8
Perth & Kinross	180.9	184.9	180.4	176.9	172.4	173.2	168.5	169.7	172.9	175.9
Renfrewshire	107.0	108.2	109.1	106.1	103.8	102.3	99.7	100.0	101.9	102.5
Scottish Borders	82.9	84.2	83.7	82.7	81.3	80.5	78.8	79.0	80.8	82.4
Shetland Islands	13.2	13.4	13.4	13.1	13.0	12.8	12.6	12.8	13.1	13.4
South Ayrshire	70.8	72.3	71.9	71.2	70.6	69.4	66.8	65.9	67.0	67.4
South Lanarkshire	207.9	211.6	209.6	206.1	202.0	199.0	198.2	198.2	200.5	200.8
Stirling	86.2	88.8	87.6	85.5	84.0	82.1	79.8	79.0	80.8	81.7
West Dunbartonshire	45.3	45.2	45.2	45.5	44.5	44.1	43.7	43.4	44.1	44.1
West Lothian	120.6	124.0	124.4	121.9	120.1	118.5	116.5	116.7	118.0	119.8
Total	3,303.5	3,367.3	3,344.6	3,285.9	3,225.6	3,180.0	3,132.0	3,128.4	3,181.8	3,193.0

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/statistics/naei-road-transport-inventory-changes-made-in-2010-a-briefing-note-produced-by-aea-on-changes-in-fuel-consumption>

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

10,901

road accident casualties in Scotland in 2016

1%

lower than the previous year



191

People were killed in road accidents

14% more than 2015



Road accident casualties by mode of transport:

	Share of total	% change in casualties by mode since 2015
	61%	0%
	15%	-2%
	7%	-1%
	7%	-3%

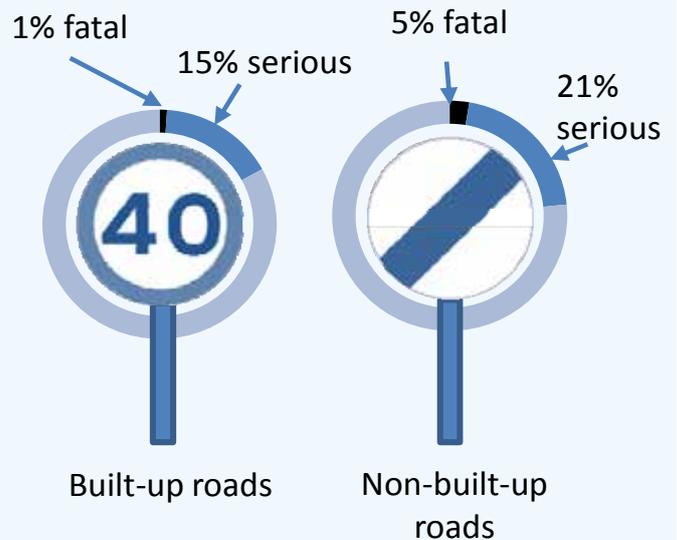
1,697 people recorded as seriously injured in road accidents in 2016, 97 more than in 2015



6%

9,013 people recorded as slightly injured in road accidents in 2016, 192 fewer than in 2015

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



Modal share of vehicle types involved in accidents in 2016

Share of all road accidents		% change in number of vehicles involved since 2015
75%		+1%
6%		+2%
5%		-4%
5%		-3%
3%		+2%
2%		-16%

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



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/TSSStats-RRCS>.

Key points

- There were 191 people killed in road accidents in 2016, 23 (14%) more than the previous year.
- There were 1,697 people recorded as seriously injured in road accidents in 2016, 97 (6%) more than in 2015.
- Just over three quarters of casualties in 2016 were car users or pedestrians. Sixty one per cent of casualties were car users and 15 per cent were pedestrians. Motorcycles and pedal cycles both accounted for 7 per cent.

2. Main Points

Accidents

2.1 There were 8,360 injury road accidents reported in 2016, 119 (1%) fewer than in 2015. The number of reported accidents has been falling over the past ten years, and in 2016 was 36% lower than in 2006; the lowest figure since current records began in 1970. There were 175 fatal accidents in 2016: 18 (11%) more than in 2015. The reported number of accidents in which someone was seriously injured, but no-one died increased by 1% to 1,432 and the number of reported slight accidents (6,753) was 149(2%) fewer than the previous year. (*Table 6.1*)

2.2 In 2016, over one third of all reported injury road accidents (2,888: 35%) 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 (131: 75%), partly because speeds tend to be higher on non-built up roads than on built up roads. There was a decrease in accidents on non-built up roads (down by 6%) between 2015 and 2016 compared to an increase in accidents on built up roads of 1%. (*Table 6.1*)

2.3 The long term trends in the number of injury road accidents reported between 2006 and 2016 varied between the Police Force divisions across Scotland, ranging from a 18% fall (Falkirk) to a 60% fall (Angus). 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 14,760 vehicles involved in reported injury road accidents in 2016. Three-quarters of them were cars (11,088: 75%); light goods vehicles were the next vehicle type most often involved in accidents (908: 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 5 per cent in the numbers of pedal cycles involved in injury accidents between 2011 and 2016, however, over the same period it was estimated that the distance cycled increased by 15 per cent (see chapter 5 table 5.3).

Casualties

2.5 191 people were killed in road accidents in 2016, 23 (14%) more than the previous year. This was 35% 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 Reported Road Casualties Scotland.

2.6 There were 1,697 people recorded as seriously injured in road accidents in 2016, 97 (6%) more than in 2015, 35% less than the 2004-08 average. 9,013 people were recorded as slightly injured in 2016, 192 (2%) fewer than in 2015, and the lowest number since 1950. There were a total of 10,901 casualties in 2016, 72 (1%) lower than in 2015. (Table 6.4)

2.7 In the context of the total volume of traffic on the roads in Scotland, the 10,901 total casualties recorded represented 23.47 casualties per 100 million vehicle kilometres. The Road Safety Framework also monitors the numbers of slight injuries per 100 million vehicle kilometres. The 9,013 people who were recorded as slightly injured in 2016 represented 19.41 casualties per 100 million vehicle-kilometres. This was 40% 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 1,000 reported child casualties in 2016, representing 9% of the total number of casualties of all ages. There were 12 child fatalities, 167 children were seriously injured (49% less than the 2004-08 average), and 821 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 2016, there was an average of 8 child fatalities. The number of child serious casualties increased by 28 (20%) between 2015 and 2016. Slight casualties were down by 2. (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 2.02 casualties per thousand population in 2016. The casualty rate for children (0-15 years) was 1.09 per thousand population. However, the child and young adult pedestrian casualty rates (0.52 and 0.41 per thousand population respectively) were almost double the pedestrian casualty rate for adults (0.25). The young persons' (16-24 years) casualty rate in 2016 was 3.46 per thousand population, just under twice the rate for all ages. The young persons' casualty rate in cars (2.45 per thousand population) was almost double the rate for adults aged 25-59 (which was 1.47 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 2016 is estimated at £1,156 million at 2016 prices. (Table 6.6)

REPORTED INJURY ROAD ACCIDENTS

Table 6.1 Reported accidents by type of road and severity

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Built up roads											
Fatal	83	71	82	56	56	61	64	44	67	47	44
Serious	1,264	1,136	1,277	1,033	925	954	985	810	856	833	816
Fatal and Serious	1,347	1,207	1,359	1,089	981	1,015	1,049	854	923	880	860
Slight	6,850	6,575	6,105	5,902	5,360	5,344	5,116	4,907	4,787	4,523	4,612
All severities	8,197	7,782	7,464	6,991	6,341	6,359	6,165	5,761	5,710	5,403	5,472
Non-built up roads											
Fatal	210	184	163	140	133	114	98	115	114	110	131
Serious	993	913	965	965	788	722	751	619	634	587	616
Fatal and Serious	1,203	1,097	1,128	1,105	921	836	849	734	748	697	747
Slight	3,710	3,628	3,567	3,460	3,033	2,790	2,763	2,493	2,383	2,379	2,141
All severities	4,913	4,725	4,695	4,565	3,954	3,626	3,612	3,227	3,131	3,076	2,888
All roads											
Fatal	293	255	245	196	189	175	162	159	181	157	175
Serious	2,257	2,049	2,242	1,998	1,713	1,676	1,736	1,429	1,490	1,420	1,432
Fatal and Serious	2,550	2,304	2,487	2,194	1,902	1,851	1,898	1,588	1,671	1,577	1,607
Slight	10,560	10,203	9,672	9,362	8,393	8,134	7,879	7,400	7,170	6,902	6,753
All severities	13,110	12,507	12,159	11,556	10,295	9,985	9,777	8,988	8,841	8,479	8,360

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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
North East ¹	1,108	1,215	1,400	1,329	1,090	1,019	1,047	944	790	659	583
Aberdeen City	393	408	514	445	350	364	385	356	272	230	175
Aberdeenshire	552	632	692	687	599	518	533	465	424	347	334
Moray	163	175	194	197	141	137	129	123	94	82	74
Tayside	1,021	927	931	909	741	750	742	641	534	474	424
Angus	280	284	286	232	192	220	202	178	141	145	112
Dundee City	332	253	270	281	219	237	227	185	168	127	136
Perth & Kinross	409	390	375	396	330	293	313	278	225	202	176
Argyll & West Dunbartonshire	535	469	436	455	436	377	344	350	304	345	306
Argyll & Bute	310	268	288	282	275	232	211	208	193	227	178
West Dunbartonshire	225	201	148	173	161	145	133	142	111	118	128
Forth Valley	701	675	680	634	538	545	568	556	458	508	481
Clackmannanshire	102	88	85	77	69	64	84	69	62	62	69
Falkirk	285	297	310	303	240	261	270	248	228	249	235
Stirling	314	290	285	254	229	220	214	239	168	197	177
Dumfries & Galloway	443	475	419	388	360	319	320	303	312	277	270
Ayrshire	807	766	698	706	576	653	580	540	543	589	570
East Ayrshire	256	240	230	215	201	204	173	164	166	205	179
North Ayrshire	280	264	248	225	177	230	205	188	178	191	186
South Ayrshire	271	262	220	266	198	219	202	188	199	193	205
Greater Glasgow	2,197	2,052	1,901	1,761	1,581	1,539	1,527	1,281	1,436	1,394	1,466
East Dunbartonshire	186	149	141	147	141	140	114	102	101	94	94
East Renfrewshire	138	119	109	103	104	116	97	98	93	95	95
Glasgow City	1,873	1,784	1,651	1,511	1,336	1,283	1,316	1,081	1,242	1,205	1,277
Lothians & Scottish Borders	1,304	1,180	1,257	1,152	1,083	994	1,029	943	900	972	855
East Lothian	217	210	193	174	199	159	170	154	179	158	157
Midlothian	236	210	221	207	193	177	216	164	187	190	166
Scottish Borders	371	336	383	363	307	274	263	255	221	221	202
West Lothian	480	424	460	408	384	384	380	370	313	403	330
Edinburgh	1,445	1,330	1,285	1,192	1,179	1,181	1,167	1,158	1,264	1111	1143
Highlands & Islands	747	738	702	724	574	568	594	512	517	449	461
Eilean Siar	41	44	60	39	42	35	28	20	37	32	24
Highland	621	626	586	616	475	488	514	444	432	380	386
Orkney Islands	40	27	36	27	27	13	22	23	24	12	25
Shetland Islands	45	41	20	42	30	32	30	25	24	25	26
Fife	677	606	576	588	556	448	421	420	411	428	452
Renfrewshire & Inverclyde	654	631	565	458	485	509	472	374	387	368	399
Inverclyde	199	206	195	146	165	155	136	120	130	109	112
Renfrewshire	455	425	370	312	320	354	336	254	257	259	287
Lanarkshire	1,471	1,443	1,309	1,260	1,096	1,083	966	966	985	905	950
North Lanarkshire	750	754	639	664	585	569	512	508	480	447	484
South Lanarkshire	721	689	670	596	511	514	454	458	505	458	466
Scotland	13,110	12,507	12,159	11,556	10,295	9,985	9,777	8,988	8,841	8,479	8,360

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 Aberdeenshire, Moray and Aberdeenshire councils.

REPORTED INJURY ROAD ACCIDENTS

Table 6.3 Reported vehicles involved by type of vehicle

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Pedal cycle	801	740	768	821	810	855	934	920	924	829	808
Motor cycle ¹	1,091	1,109	1,050	1,038	859	828	890	777	835	737	711
Car	16,398	15,585	15,061	14,578	12,805	12,400	12,214	11,234	11,197	10,935	11,088
Taxi	474	413	367	391	355	387	333	327	310	270	303
Minibus	87	74	65	79	57	52	54	39	43	36	52
Bus/coach	979	836	796	697	611	617	520	469	433	389	395
Light goods	923	924	918	760	752	784	806	877	876	888	908
Heavy goods	697	643	654	554	546	464	453	408	420	384	322
Other	509	480	541	469	447	365	326	270	258	208	173
Total	21,959	20,804	20,220	19,387	17,242	16,752	16,530	15,321	15,296	14,676	14,760

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
2006	25	350	375	1,646	2,021	314	2,635	2,949	14,320	17,269	32.46
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	1,880	2,065	10,721	12,786	24.71
2012	2	194	196	971	1,167	176	1,981	2,157	10,555	12,712	24.24
2013	9	142	151	902	1,053	172	1,671	1,843	9,659	11,502	22.03
2014	7	171	178	853	1,031	203	1,703	1,906	9,402	11,308	20.97
2015	4	139	143	823	966	168	1,600	1,768	9,205	10,973	20.29
2016	12	167	179	821	1,000	191	1,697	1,888	9,013	10,901	19.41
	7.66667	20.14388									
Per cent change: 2016 on 2004-08 average	-22	-49	-47	-51	-50	-35	-35	-35	-37	-36	-40

1. Including those casualties whose age was not known.

Table 6.5 Reported casualties by mode of transport and age group, 2016

	Numbers						Rates per 1,000 population				
	Age not known	Children 0-15	Young Persons		Older Adults 60+	Total	Children 0-15	Young Persons		Older Adults 60+	Total
			16-24	25-59				16-24	25-59		
Pedestrian	4	477	247	603	335	1,666	.52	.41	.24	.25	.31
Pedal cycle	4	55	110	562	59	790	.06	.18	.22	.04	.15
Motorcycle	1	7	147	504	51	710	.01	.24	.20	.04	.13
Car	7	421	1,490	3,767	1,014	6,699	.46	2.45	1.47	.77	1.24
Taxi	0	4	14	112	23	153	.00	.02	.04	.02	.03
Minibus	0	1	9	26	12	48	.00	.01	.01	.01	.01
Bus/Coach	0	20	21	121	139	301	.02	.03	.05	.11	.06
Light goods	0	13	44	307	26	390	.01	.07	.12	.02	.07
Heavy goods	0	1	5	71	6	83	.00	.01	.03	.00	.02
Other ¹	0	1	12	36	12	61	.00	.02	.01	.01	.01
Total	16	1,000	2,099	6,109	1,677	10,901	1.09	3.46	2.39	1.27	2.02

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				
2006		41.6	778.1	604.1	1,423.8	409.4	1,833.2
2007		45.3	704.1	545.7	1,295.1	390.1	1,685.2
2008		45.5	671.4	583.3	1,300.2	377.9	1,678.1
2009		47.6	600.7	484.9	1,133.2	358.0	1,491.1
2010		31.2	550.6	442.2	1,024.0	320.2	1,344.2
2011		38.6	459.5	455.7	953.8	313.2	1,267.0
2012		30.9	457.5	466.2	954.6	305.9	1,260.5
2013		34.3	448.0	381.7	864.1	282.4	1,146.4
2014		34.1	449.8	440.0	923.9	278.3	1,202.1
2015		46.1	404.2	382.9	833.2	265.8	1,099.0
2016		42.9	478.3	371.0	892.1	264.0	1,156.1

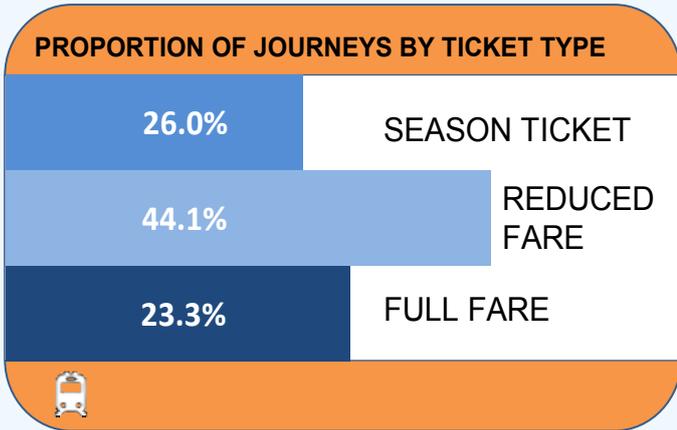
£ million at 2016 prices

Chapter 7: Rail Services

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

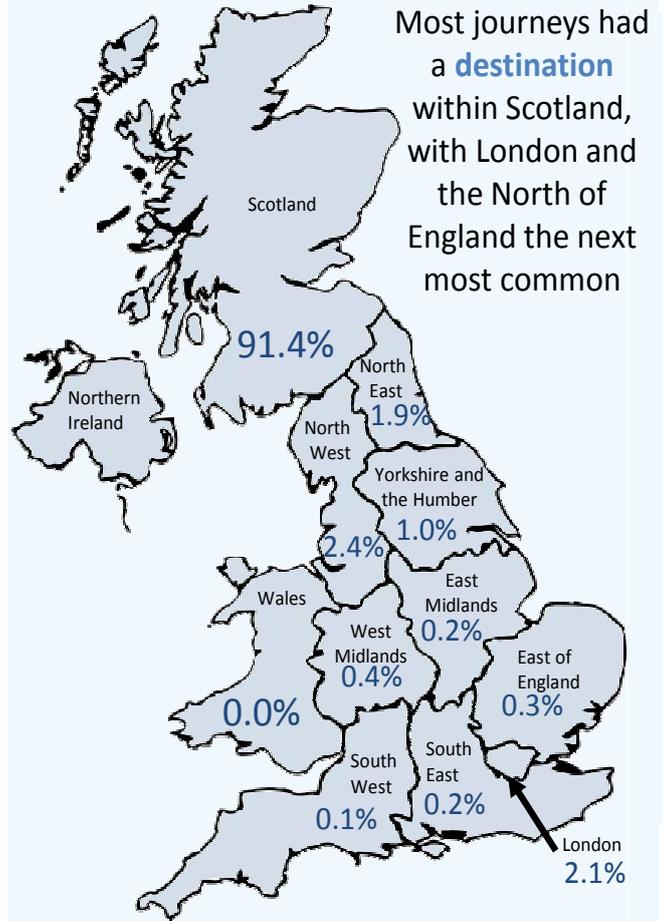
94.2 million

ScotRail passenger journeys in 2016/17
32% increase since 2006/07



Based on ORR data for 2015-16

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



Rail passenger satisfaction has generally decreased in the last ten years

2006	(% satisfied)	2016
87%	Overall opinion	85%
86%	Punctuality/reliability	83%
82%	Frequency	82%
79%	Cleanliness	75%
80%	Comfort	78%
67%	Station environment	75%
56%	Value for money	59%

30% of people used a train at least once a month

9% used a train at least once a week

2% used a train nearly every day in 2016

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



8.43m

tonnes of freight lifted by rail in 2013

90.3%

of Scotrail trains arrived within 5 minutes in 2016

£504m

passenger revenue for train journeys originating in Scotland in 2015

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 94 million passenger journeys on ScotRail services in 2016-17**
- **As of the end of 2015/16 Scotland had 2,819 kms of rail network and 359 stations.**
- **30% of respondents to the Scottish Household Survey had used the train in the last month in 2016.**

2. Main Points

Journeys & Trends

2.1 Passenger journeys on ScotRail services increased by 1% to 94.2 million in the 2016-17 financial year, an increase of 32% since 2006-07 (*Table 7.1*).

2.2 There were 93.4 million rail passenger journeys originating in Scotland in the 2015-16 financial year. This was 1.7 million (1.9%) 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 4.2 million cross-border passenger journeys originating outwith Scotland in 2015-16, 0.1 million less than in 2014-15. 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 £504 million in 2015-16 of which cross-border journeys originating in Scotland accounted for £154 million. A similar

amount (£154 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 98 million passenger journeys to/from/within Scotland and England in 2015-16, 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 2015-16, there were 89.2 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 8 million cross border journeys starting or finishing in Scotland. Of these, 50% started or finished in Edinburgh and 26 per cent started or finished in Glasgow. (Table 7.6a and 7.6c)

2.7 Table 7.6c shows travel between Local Authorities in 2015-16. Of the journeys wholly within Scotland, 14 million (39%) start and finish in Glasgow. Seven million are made between Glasgow and North and South Lanarkshire. (Table 7.6c)

Stations

2.8 In 2016-17, Glasgow Central was the busiest national rail station in Scotland, with 32 million passenger journeys. Edinburgh Waverley was used by almost 23 million passengers, Glasgow Queen Street by 15 million, Paisley Gilmour Street by 4.1 million, Aberdeen by 3.1 million, Partick by 3 million, Haymarket by 2.8 million, Stirling by 2.3 million, Charing Cross by 2.2 million, Exhibition centre Glasgow by 1.9 and Dundee by 1.8 million. Including those already listed, there were 81 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 (1,891,500), Argyle Street (1,413,200), Bathgate (1,302,800), Livingston North (1,201,000), Edinburgh Park (870,000), Anderston (661,300), Bridgeton (610,500), Uphall (608,600) and Dyce (507,600) had the largest passenger volumes in 2016-17. (Table 7.8)

Punctuality & Service

2.10 In 2016-17, 90.3% of ScotRail services, 83.1% of Virgin Trains East Coast, 89.7% of Cross Country, 89.1% of Virgin Trains West Coast and 89.2% of Caledonian Sleeper trains arrived on time. For all GB long-distance operators it was 87.6% and for all GB regional operators it was 91.6%. (Table 7.9)

2.11 In 2016-17, 96.1% of ScotRail trains arrived within 10 minutes of the scheduled arrival time, 1.5% arrived 20 or more minutes late, and 1.1% were cancelled. (Table 7.10)

2.12 In 2016, 85% 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 87% for all GB long-distance operators. The table shows ScotRail passengers' ratings of 14 aspects of service: in 2016, there were 11 for which at least 75% of those surveyed were satisfied, or said good and 8 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 2015-16. (*Table 7.15*)

2.19 The local authorities which had the largest numbers of stations located in their areas in 2015-16 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

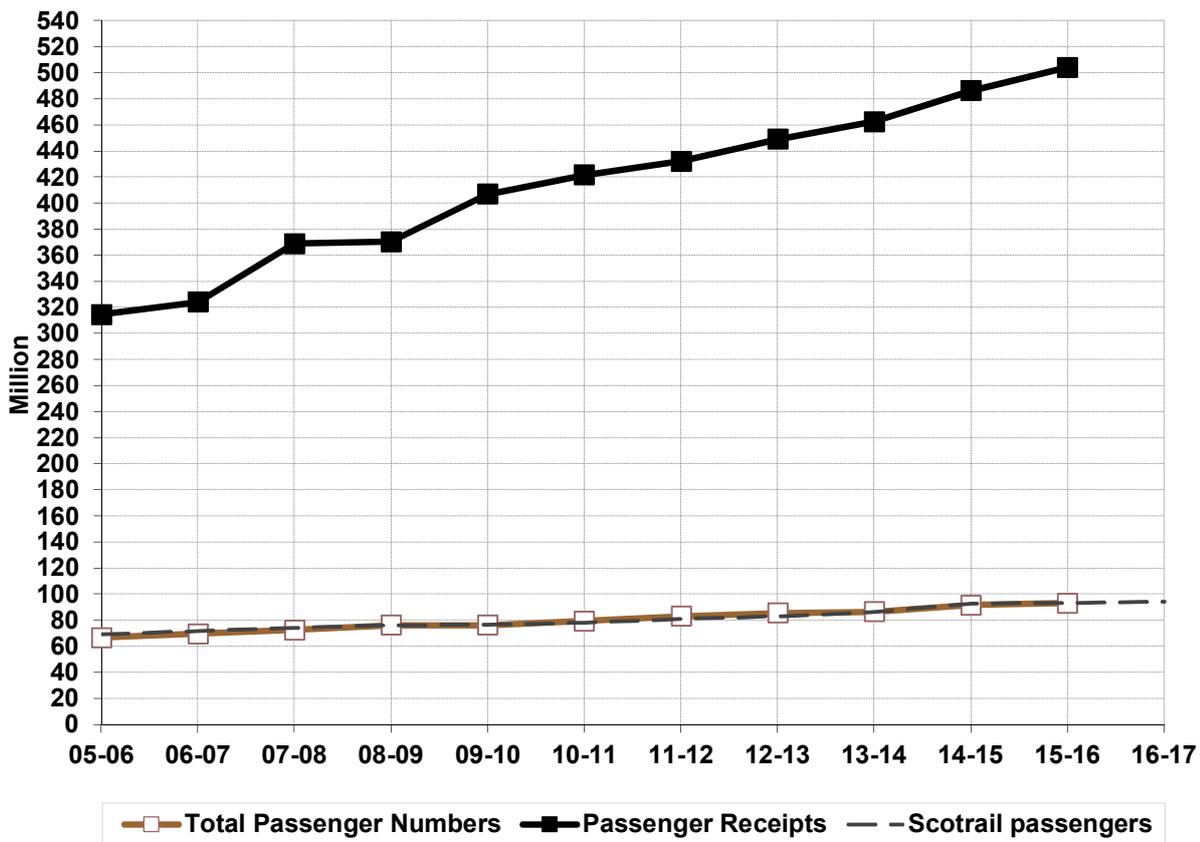
2.20 On the Glasgow Subway, the number of passenger journeys decreased by 11 per cent between 2015-16 and 2016-17, and were the third lowest in the last 10 years. Passenger receipts (excluding other revenue) were £16.8 million in 2016-17, 9% less in cash terms, and 11% less in real terms, than in the previous year. The reductions in passenger numbers and receipts are due to a 6 week closure period. (*Table 7.17*)

Accidents

2.21 The number of railway accidents increased from 134 to 140 in 2016. Injuries from accidents on trains fell from 167 to 140 between 2015 and 2016. Injuries from train accidents in stations increased from 564 in 2015 to 722 in 2016. The total number of deaths increased from 20 to 31 between 2015 and 2016. The overall number of injuries relating to railways increased from 962 in 2015 to 1,139 in 2016. (Table 7.18)

2.22 There were 28 suicides in 2016. (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

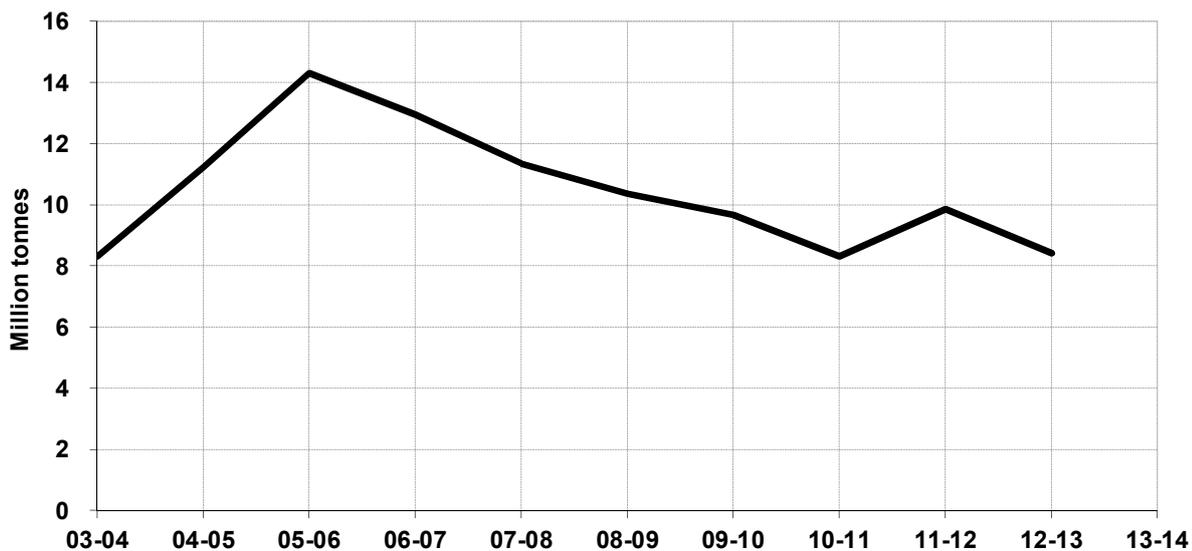


Table 7.1 ScotRail passenger services

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16 ⁴	2016-17 ⁴
												<i>million</i>
Passenger journeys ¹	69.43	71.59	74.47	76.43	76.93	78.29	81.10	83.25	86.34	92.68	93.21	94.24
Passenger kilometres	2,283	2,338	2,426	2,516	2,533	2,642	2,682	2,713	2,828	3,021	2,874	2,842
Scheduled train kilometre	37.64	38.55	38.70	39.17	40.70	41.87	43.80	44.40	44.35	45.38	44.34	44.04
Route kilometres operate	3,032	3,032	3,032	3,042	3,043	3,066	3,066	3,066	3,066	3,066	3,120	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	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
Passenger journeys											<i>million</i>
Internal (journeys wholly within Scotland)^{1,2}											
Full fare	21.1	22.3	23.8	24.1	24.0	24.7	25.5	22.5	23.2	23.5	23.1
Reduced fare	22.4	22.7	23.5	24.7	25.8	26.8	28.8	33.2	34.5	38.2	40.1
Season ticket	20.6	22.0	22.5	24.4	23.3	24.2	25.3	26.2	25.0	25.7	26.0
Total	64.1	67.0	69.8	73.2	73.2	75.8	79.5	81.9	82.7	87.4	89.2
Cross-border originating in Scotland^{1,2}											
Full fare	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2
Reduced fare	2.3	2.4	2.6	2.8	3.1	3.5	3.6	3.7	3.8	4.1	4.0
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	2.6	2.8	2.9	3.1	3.3	3.7	3.8	3.9	4.0	4.3	4.2
Total passenger traffic originating in Scotland^{1,2}											
Full fare	21.4	22.6	24.1	24.3	24.2	24.9	25.7	22.6	23.4	23.8	23.3
Reduced fare	24.7	25.1	26.1	27.6	29.0	30.3	32.3	36.9	38.2	42.3	44.1
Season ticket	20.6	22.0	22.5	24.4	23.3	24.3	25.3	26.2	25.0	25.7	26.0
Total⁵	66.7	69.8	72.7	76.3	76.5	79.4	83.3	85.8	86.7	91.7	93.4
Passenger journeys originating outwith Scotland											
Full fare	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2
Reduced fare	2.3	2.4	2.5	2.8	3.1	3.5	3.6	3.7	3.8	4.1	4.0
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	2.6	2.8	2.9	3.1	3.3	3.7	3.8	3.9	4.0	4.3	4.2
Passenger revenue											<i>£ million</i>
Internal journeys ^{1,2}	164.9	171.0	210.1	213.1	230.4	236.0	257.6	278.4	296.7	321.6	350.8
Cross-border journeys originating in Scotland	68.9	77.5	84.9	94.8	106.1	128.8	135.8	143.4	150.8	160.0	153.6
Total	233.8	248.4	295.0	307.9	336.5	364.9	393.4	421.8	447.5	481.7	504.3
Total at constant prices ⁴	314.8	324.2	369.1	370.6	407.1	421.9	432.4	449.3	462.6	486.4	504.3
Cross-border journeys originating outwith Scotland	68.9	77.5	85.7	94.8	106.1	128.8	135.8	143.4	150.8	160.0	153.6
At constant prices ⁴	92.8	101.1	107.2	114.1	128.4	149.0	149.2	152.7	155.9	161.6	153.6

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, 2015-16

			Passenger journeys made using national rail tickets		Change since 1995-96
			<i>thousands</i>	<i>percentage</i>	<i>percentage</i>
All such passenger journeys to, from or within Scotland ²			97,562	100.0%	99.3%
<i>of which:</i>					
within	Scotland ²		89,156	91.4%	100.9%
to / from	England and Wales		8,406	8.6%	84.0%
<i>of which:</i>					
	to / from	London	2,088	2.1%	69.5%
	to / from	North West England	2,320	2.4%	177.5%
	to / from	North East England	1,833	1.9%	152.6%
	to / from	Yorkshire and the Humber	983	1.0%	83.3%
	to / from	West Midlands	350	0.4%	55.4%
	to / from	East England	265	0.3%	-6.0%
	to / from	South East	241	0.2%	-25.3%
	to / from	East Midlands	204	0.2%	39.2%
	to / from	South West	80	0.1%	-56.9%
	to / from	Wales	43	0.0%	-43.7%

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 Glasgow ² 2015-16

	Aberdeen	Edinburgh	Glasgow
	<i>percentages</i>		
0 - under 5 kms	0.0	0.7	3.9
5 - under 10 kms	11.5	6.8	15.2
10 - under 20 kms	1.3	8.2	24.9
20 - under 50 kms	27.0	36.3	33.5
50 - under 100 kms	10.1	29.3	15.4
100+ kms	50.1	18.7	7.0
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	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	% change 2015-16 on 2014-15
Aberdeen City	280	279	289	301	355	338	343	355	337	286	-15.1
Aberdeenshire	15	16	19	22	27	25	26	25	25	25	0.1
Angus	38	42	43	44	50	46	48	47	48	44	-8.9
Argyll And Bute	29	31	29	32	33	33	30	30	31	27	-14.2
Clackmannan	-	-	3	3	4	4	4	4	4	4	-4.9
Dumfries And Galloway	330	339	337	347	372	392	388	390	402	385	-4.2
Dundee City	148	158	163	170	194	192	191	179	172	162	-5.8
East Ayrshire	21	20	20	22	28	28	27	29	34	34	-0.3
East Dunbartonshire	4	4	5	7	9	11	12	13	16	15	-5.7
East Lothian	37	44	48	47	53	56	58	58	59	61	3.3
East Renfrewshire	2	2	3	4	5	5	5	7	8	8	-1.3
Edinburgh, City Of	2,555	2,689	2,873	3,116	3,377	3,494	3,605	3,757	4,106	4,162	1.4
Falkirk	50	53	57	58	66	69	72	73	76	71	-6.9
Fife	217	229	240	246	287	287	295	286	276	265	-4.0
Glasgow City ¹	1,288	1,336	1,421	1,624	1,873	1,928	1,966	2,046	2,344	2,193	-6.5
Highland	139	147	146	148	166	151	146	144	134	96	-28.0
Inverclyde	21	20	19	20	24	22	23	24	30	29	-3.5
Midlothian	-	-	-	-	-	-	-	-	-	2	-
Moray	21	19	21	20	25	22	20	18	18	14	-20.4
North Ayrshire	26	25	26	29	34	32	34	35	43	42	-3.3
North Lanarkshire	95	96	101	96	107	106	100	106	120	112	-6.3
Perth And Kinross	63	67	72	79	87	86	87	82	79	74	-6.7
Renfrewshire	16	16	17	19	23	22	22	23	30	28	-5.5
Scottish Borders	-	-	-	-	-	-	-	-	-	4	-
South Ayrshire	36	35	34	37	41	41	45	47	55	49	-10.4
South Lanarkshire	12	14	15	18	24	24	26	28	34	31	-8.2
Stirling	75	82	82	83	97	96	99	96	103	100	-3.4
West Dunbartonshire	7	7	7	8	9	10	10	10	13	13	-2.1
West Lothian	32	35	38	40	50	59	62	63	71	71	-0.2
Scotland Other ¹	-	-	-	-	-	-	-	-	-	-	-
Scotland Total	5,558	5,807	6,129	6,641	7,419	7,580	7,745	7,978	8,669	8,406	-3.0

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

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.pdf

Table 7.6b Rail passenger journeys within Scotland^{1,2}

Start/End points (thousands) on journeys within Scotland

To/From/Within	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	% change 2015-16 on 2014-15
Aberdeen City	2,401	2,646	2,770	2,873	3,191	3,510	3,755	4,055	4,229	3,838	-9.2
Aberdeenshire	740	810	859	954	1,070	1,174	1,258	1,368	1,441	1,430	-0.8
Angus	778	904	828	799	826	843	842	863	879	860	-2.2
Argyll And Bute	1,405	1,417	1,769	1,716	1,763	1,788	1,767	1,426	1,427	1,368	-4.1
Clackmannan	-	-	333	387	391	397	377	380	398	383	-3.8
Dumfries And Galloway	330	332	364	375	399	404	409	418	461	437	-5.2
Dundee City	1,348	1,448	1,480	1,500	1,532	1,539	1,523	1,594	1,706	1,771	3.8
East Ayrshire	803	773	808	842	1,043	1,166	1,205	1,139	1,215	1,171	-3.7
East Dunbartonshire	3,354	3,472	3,858	3,788	3,920	4,101	4,211	4,066	4,349	4,277	-1.7
East Lothian	1,367	1,609	1,788	1,801	1,781	1,884	2,011	2,163	2,257	2,386	5.7
East Renfrewshire	2,762	2,780	3,082	3,009	3,119	3,298	3,348	3,158	3,300	3,391	2.8
Edinburgh, City Of	15,899	16,723	18,195	19,781	20,291	18,526	19,577	20,904	21,919	22,740	3.7
Falkirk	2,694	2,814	2,833	2,856	2,922	2,965	2,978	3,068	3,240	3,206	-1.1
Fife	4,862	5,027	5,044	4,902	4,899	5,044	5,103	5,310	5,670	6,129	8.1
Glasgow City ¹	49,819	51,843	58,953	61,182	63,527	64,204	65,765	64,988	69,388	70,835	2.1
Highland	1,558	1,672	1,815	1,918	2,009	2,164	2,208	2,317	2,322	2,345	1.0
Inverclyde	2,322	2,371	2,710	2,669	2,728	2,753	2,813	2,750	2,890	2,906	0.6
Midlothian	-	-	-	-	-	-	-	-	-	239	-
Moray	384	396	417	433	474	493	516	537	559	559	-0.1
North Ayrshire	3,462	3,436	3,795	3,758	3,884	3,924	4,061	3,862	3,963	3,947	-0.4
North Lanarkshire	6,833	6,965	7,724	7,598	7,910	8,528	8,680	8,441	8,903	8,997	1.1
Perth And Kinross	788	852	927	978	1,019	1,054	1,084	1,117	1,231	1,322	7.4
Renfrewshire	5,405	5,500	6,115	5,982	6,153	6,144	6,362	6,869	7,201	7,341	1.9
Scottish Borders	-	-	-	-	-	-	-	-	-	597	-
South Ayrshire	2,651	3,081	3,340	3,162	3,214	3,153	3,245	3,330	3,351	3,150	-6.0
South Lanarkshire	6,419	6,799	7,583	7,556	7,973	8,508	8,785	8,941	9,430	9,484	0.6
Stirling	2,521	2,701	2,809	2,823	2,921	2,928	2,914	2,952	3,148	3,187	1.3
West Dunbartonshire	4,309	4,392	4,825	4,666	4,751	4,775	4,863	4,934	5,140	5,128	-0.2
West Lothian	3,029	3,060	3,066	2,981	3,214	3,760	4,108	4,432	4,792	4,890	2.0
Scotland Other ¹	5,755	5,833	-	-	-	-	-	-	-	-	-
Scotland Total	133,996	139,656	148,091	151,288	156,924	159,031	163,767	165,381	174,808	178,311	2.0

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

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, 2015-16 ⁴

RAIL SERVICES

Origin	Destination															Glasgow, City of
	Aberdeen City	Aberdeenshire	Angus	Argyll & Bute	Clackmannanshire	Dumfries & Galloway	Dundee City	East Ayrshire	East Dunbartonshire	East Lothian	East Renfrewshire	Edinburgh, City of	Falkirk	Fife	Highland	
Aberdeen City	403	553	126	1	0	1	87	0	2	2	0	226	8	46	180	
Aberdeenshire	553	32	15	0	0	0	18	0	0	0	0	37	1	5	21	
Angus	126	15	42	0	0	0	135	0	0	1	0	46	1	9	24	
Argyll & Bute	1	0	0	59	0	0	1	1	5	0	1	24	1	1	425	
Clackmannanshire	0	0	0	0	0	0	1	0	2	0	0	25	10	0	79	
Dumfries & Galloway	1	0	0	0	0	61	1	10	0	0	0	47	0	1	77	
Dundee City	87	18	135	1	1	1	7	0	1	4	0	231	5	104	117	
East Ayrshire	0	0	0	1	0	10	0	87	1	0	13	10	1	0	401	
East Dunbartonshire	2	0	0	5	2	0	1	1	68	1	6	88	8	1	1,768	
East Lothian	2	0	1	0	0	0	4	0	1	34	0	1,067	6	16	34	
East Renfrewshire	0	0	0	1	0	0	0	13	6	0	183	25	2	0	1,343	
Edinburgh, City of	226	37	46	24	25	47	231	10	88	1,067	25	1,236	665	2,182	1,937	
Falkirk	8	1	1	1	10	0	5	1	8	6	2	665	78	6	559	
Fife	46	5	9	1	0	1	104	0	1	16	0	2,182	6	541	67	
Glasgow, City of	180	21	24	425	79	77	117	401	1,768	34	1,343	1,937	559	67	13,889	
Highland	107	13	2	4	0	1	10	0	1	1	0	129	3	10	129	
Inverclyde	1	0	0	2	0	1	0	2	5	0	5	16	2	1	771	
Midlothian	0	0	0	0	0	0	0	0	0	0	0	70	1	6	18	
Moray	111	9	1	0	0	0	3	0	0	0	0	15	0	3	13	
North Ayrshire	2	0	0	1	0	1	1	1	6	0	7	28	3	1	1,024	
North Lanarkshire	3	0	0	8	1	1	2	4	36	4	14	444	24	6	3,243	
Perth & Kinross	25	4	19	1	1	1	122	0	2	2	0	136	5	30	177	
Renfrewshire	1	0	0	4	1	3	1	11	22	1	22	30	8	1	2,334	
Scottish Borders	1	0	0	0	0	0	1	0	0	1	2	225	1	5	10	
South Ayrshire	2	0	1	1	0	10	2	27	6	1	5	37	3	2	563	
South Lanarkshire	1	0	0	5	1	0	1	7	31	1	52	100	5	2	3,740	
Stirling	25	3	5	7	66	1	25	2	18	3	3	427	166	5	497	
West Dunbartonshire	1	0	0	129	1	0	0	3	54	0	9	25	5	1	1,579	
West Lothian	4	0	0	2	1	0	4	0	5	13	1	1,838	27	11	401	
Scotland	1,919	715	430	684	191	219	886	585	2,139	1,193	1,696	11,370	1,603	3,064	35,417	

Origin	Destination													Scotland	
	Highland	Inverclyde	Midlothian	Moray	North Ayrshire	North Lanarkshire	Perth & Kinross	Renfrewshire	Scottish Borders	South Ayrshire	South Lanarkshire	Stirling	West Dunbartonshire		West Lothian
Aberdeen City	107	1	0	111	2	3	25	1	1	2	1	25	1	4	1,919
Aberdeenshire	13	0	0	9	0	0	4	0	0	0	0	3	0	0	715
Angus	2	0	0	1	0	0	19	0	0	1	0	5	0	0	430
Argyll & Bute	4	2	0	0	1	8	1	4	0	1	5	7	129	2	684
Clackmannanshire	0	0	0	0	0	1	1	1	0	0	1	66	1	1	191
Dumfries & Galloway	1	1	0	0	1	1	1	3	0	10	0	1	0	0	219
Dundee City	10	0	0	3	1	2	122	1	1	2	1	25	0	4	886
East Ayrshire	0	2	0	0	1	4	0	11	0	27	7	2	3	0	585
East Dunbartonshire	1	5	0	0	6	36	2	22	0	6	31	18	54	5	2,139
East Lothian	1	0	0	0	0	4	2	1	1	1	1	3	0	13	1,193
East Renfrewshire	0	5	0	0	7	14	0	22	2	5	52	3	9	1	1,696
Edinburgh, City of	129	16	70	15	28	444	136	30	225	37	100	427	25	1,838	11,370
Falkirk	3	2	1	0	3	24	5	8	1	3	5	166	5	27	1,603
Fife	10	1	6	3	1	6	30	1	5	2	2	5	1	11	3,064
Glasgow, City of	129	771	18	13	1,024	3,243	177	2,334	10	563	3,740	497	1,579	401	35,417
Highland	610	1	0	81	1	1	42	1	1	1	1	16	2	2	1,173
Inverclyde	1	302	0	0	9	10	1	292	0	8	14	2	7	2	1,453
Midlothian	0	0	2	0	0	1	0	0	18	0	0	0	0	1	119
Moray	81	0	0	36	0	0	2	0	0	0	0	1	0	0	279
North Ayrshire	1	9	0	0	351	14	1	224	0	260	22	3	10	2	1,973
North Lanarkshire	1	10	1	0	14	328	2	37	1	13	201	20	39	40	4,499
Perth & Kinross	42	1	0	2	1	2	36	1	1	2	1	42	1	2	661
Renfrewshire	1	292	0	0	224	37	1	479	0	103	58	7	25	4	3,670
Scottish Borders	1	0	18	0	0	1	1	0	23	0	1	1	0	3	298
South Ayrshire	1	8	0	0	260	13	2	103	0	498	17	4	6	2	1,575
South Lanarkshire	1	14	0	0	22	201	1	58	1	17	423	6	46	5	4,742
Stirling	16	2	0	1	3	20	42	7	1	4	6	216	4	20	1,594
West Dunbartonshire	2	7	0	0	10	39	1	25	0	6	46	4	613	4	2,564
West Lothian	2	2	1	0	2	40	2	4	3	2	5	20	4	49	2,445
Scotland	1,173	1,453	119	279	1,973	4,499	661	3,670	298	1,575	4,742	1,594	2,564	2,445	89,156

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: 2016-17 ^{1, 2, 3, 4}

Rank		<i>thousands</i>	Rank		<i>thousands</i>
1	Glasgow Central	32,060	51	Dunfermline	699
2	Edinburgh	22,582	52	Queen's Park (Glasgow)	698
3	Glasgow Queen Street	14,682	53	Crossmyloof	689
4	Paisley Gilmour Street	4,115	54	Lenzie	682
5	Aberdeen	3,058	55	Bellgrove	674
6	Partick	3,026	56	Falkirk Grahamston	670
7	Haymarket	2,780	57	Anderston	661
8	Stirling	2,338	58	Singer	660
9	Charing Cross (Glasgow)	2,154	59	Newton	653
10	Exhibition Centre Glasgow	1,892	60	Hairmyres	641
11	Dundee	1,815	61	Cathcart	632
12	Hyndland	1,767	62	Bishopton	621
13	Ayr	1,635	63	Bridgeton	610
14	Argyle Street	1,413	64	Uphall	609
15	Motherwell	1,387	65	Kilmarnock	589
16	Mount Florida	1,331	66	Bishopbriggs	581
17	Johnstone	1,315	67	Blantyre	568
18	Croy	1,306	68	North Berwick	566
19	Bathgate	1,303	69	Leuchars	557
20	Inverkeithing	1,272	70	Bearsden	556
21	Inverness	1,259	71	Port Glasgow	552
22	Annie'sland	1,218	72	Wishaw	551
23	Livingston North	1,201	73	Balloch	543
24	Linlithgow	1,157	74	Clarkston	541
25	Kirkcaldy	1,118	75	Dalmeny	533
26	Rutherglen	1,098	76	Greenock West	525
27	Airdrie	1,086	77	Dunblane	519
28	Perth	1,081	78	Dyce	518
29	East Kilbride	1,020	79	Inverurie	512
30	Kilwinning	1,017	80	Gourock	510
31	Irvine	998	81	Stonehaven	505
32	Milngavie	966	82	South Gyle	497
33	Dalmuir	961	83	Blairhill	483
34	Hamilton West	921	84	Patterton	469
35	Uddingston	876	85	Garrowhill	465
36	Edinburgh Park	870	86	Musselburgh	464
37	High Street	858	87	Dumbarton East	449
38	Bellshill	852	88	Dunbar	449
39	Hamilton Central	847	89	Largs	442
40	Falkirk High	847	90	Tweedbank	436
41	Dumbarton Central	815	91	Larkhall	434
42	Cambuslang	807	92	Springburn	431
43	Larbert	804	93	Carluke	428
44	Westerton	794	94	Pollokshields East	425
45	Helensburgh Central	765	95	Scotstounhill	424
46	Troon	756	96	Prestwick	421
47	Polmont	756	97	Drumgelloch	411
48	Barrhead	738	98	Paisley Canal	398
49	Coatbridge Sunnyside	714	99	Neilston	397
50	Shettleston	699	100	Muirend	391

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

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
	<i>thousands</i>										
Dun Craig (1971)	0.3	0.5	0.4	0.4	0.6	0.7	0.8	0.5	0.4	0.5	0.3
Kingsknowe (1971)	19.9	19.3	20.3	19.7	15.8	17.5	25.3	24.7	21.2	20.2	18.8
Alness (1973)	9.8	11.6	13.7	14.3	17.7	25.5	28.4	27.8	25.9	23.6	26.4
Muir of Ord (1976)	32.6	39.2	51.1	57.4	62.4	74.5	74.1	72.8	66.6	66.5	64.5
IBM (1978)	94.0	93.5	205.7	145.7	136.4	127.8	122.6	71.1	47.4	22.0	6.0
Anderston (1979)	381.9	428.6	651.3	551.9	576.8	647.2	630.8	602.8	633.7	624.6	661.3
Argyle Street (1979)	616.7	606.4	911.8	734.8	783.6	1196.5	1336.7	1369.9	1438.4	1382.9	1413.2
Bridgeton * (1979)	286.2	308.7	466.9	394.0	409.1	489.3	617.2	647.0	647.0	631.8	610.5
Dalmarnock (1979)	61.1	61.2	79.8	77.3	76.8	79.6	21.5	100.4	217.1	283.2	367.7
Exhibition Centre * (1979)	762.8	866.5	1153.1	1054.2	1170.0	1317.8	1369.4	1375.5	1639.9	1742.5	1891.5
Dyce (1984)	401.0	453.6	488.0	515.5	542.5	677.9	759.9	810.7	823.9	664.4	517.6
Livingston South (1984)	225.6	231.4	245.6	250.2	295.8	285.4	287.7	296.3	317.2	342.8	323.7
Kilmaurs (1984)	72.5	73.4	84.4	81.0	95.5	102.1	107.3	105.8	109.8	103.5	104.1
Auchinleck (1984)	39.0	35.7	38.5	37.8	43.3	55.7	57.1	56.0	62.7	62.0	61.8
Dunrobin Castle (1985)	0.4	0.4	0.6	0.5	0.6	0.6	0.6	0.9	0.8	0.8	0.9
Loch Eil Outward Bound * (1985)	0.6	0.9	0.9	0.5	0.8	0.7	0.6	0.5	0.6	0.5	0.6
South Gyle (1985)	410.3	464.0	496.9	475.8	473.7	513.8	555.1	574.6	558.1	587.4	497.2
Loch Awe (1985)	2.2	2.3	2.5	2.9	3.1	2.5	2.7	3.0	4.8	4.8	4.1
Portlethen (1985)	21.1	22.1	19.9	15.2	18.3	19.1	28.0	48.2	57.2	56.3	45.9
Bridge of Allan (1985)	191.8	224.1	224.6	235.2	227.3	243.5	248.2	258.7	275.0	278.9	271.4
Livingston North (1986)	624.2	602.4	566.0	552.7	631.0	825.5	924.3	1030.6	1125.3	1155.0	1201.0
Bathgate (1986)	650.6	650.0	645.8	607.3	694.9	871.0	973.9	1060.7	1176.5	1223.1	1302.8
Uphall (1986)	250.7	255.2	254.1	226.7	220.9	325.1	431.2	511.0	557.6	581.6	608.6
Wester Hailes (1987)	18.9	18.9	20.4	22.7	23.1	29.8	35.8	36.2	37.5	38.6	36.1
Curriehill (1987)	41.0	43.3	47.1	46.9	48.5	52.9	63.9	65.8	67.2	67.0	66.7
Ardrossan Town (1987)	16.5	15.2	22.9	18.6	18.7	20.6	21.0	21.2	21.9	20.1	24.2
Falls of Cruachan (1988)	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.5	0.7	0.7	0.7
Musselburgh (1988)	202.9	306.2	385.3	389.2	362.9	386.7	420.8	438.7	456.7	478.1	463.7
Greenfaulds (1989)	93.7	107.0	121.4	131.3	136.1	132.6	122.9	130.5	136.5	130.9	114.8
Drumgelloch (1989) !	165.2	168.4	193.0	170.9	58.5	269.2	307.2	345.0	387.3	403.5	411.1
Stepps (1989)	263.4	277.3	343.0	301.2	291.0	302.2	305.6	277.4	296.9	300.4	269.9
Airbles (1989)	89.2	94.2	114.9	104.5	107.8	110.1	113.6	112.8	119.1	127.0	142.9
Milliken Park (1989)	118.0	124.2	154.9	137.4	142.3	151.2	169.4	190.3	198.2	206.1	241.4
Whinhill (1990)	32.8	32.2	37.9	35.2	37.7	40.0	45.3	52.4	52.6	53.6	43.7
Dumbreck (1990)	97.6	92.5	124.0	111.5	109.5	114.1	117.2	131.4	150.6	164.0	169.7
Corkerhill (1990)	153.1	154.7	212.8	192.4	211.9	236.6	233.5	245.0	247.8	266.2	284.9
Mosspark (1990)	93.1	100.3	125.7	111.0	111.2	117.4	116.0	110.7	119.0	143.1	186.7
Crookston (1990)	113.2	114.7	132.6	115.1	120.0	126.4	127.2	132.6	149.8	174.8	188.1
Paisley Canal (1990)	187.5	189.9	231.7	215.2	219.1	232.8	218.5	340.6	363.2	367.7	398.1
Priesthill & Darnley (1990)	69.9	78.6	94.5	86.0	105.1	115.9	125.1	125.8	134.2	137.7	144.8
Shieldmuir (1990)	10.6	23.0	44.8	48.9	57.3	56.8	69.5	81.4	89.2	105.2	113.9
Hawkhead (1991)	109.5	117.0	157.1	137.7	139.5	145.5	138.7	167.3	183.8	201.3	224.0
New Cumnock (1991)	21.8	19.9	23.0	22.1	26.2	28.0	28.5	27.2	31.9	28.4	26.6
Glenrothes with Thornton (1992)	54.5	53.7	52.2	52.6	49.6	57.5	60.9	63.0	67.3	76.7	76.9
Whifflet (1992)	219.0	229.6	282.3	246.6	246.7	254.5	257.4	233.4	234.1	247.4	329.6

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

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
	<i>thousands</i>										
Ashfield (1993)	42.5	43.8	57.9	58.0	54.7	69.7	76.4	74.2	80.5	76.5	50.3
Possilpark & Parkhouse (1993)	60.2	79.2	106.7	93.8	90.3	112.0	123.8	99.2	97.7	91.4	73.1
Gilshochill * (1993)	74.0	82.4	103.0	96.0	84.8	89.5	98.9	94.5	101.9	87.0	65.1
Summerston (1993)	83.5	90.5	118.2	119.7	116.5	140.5	156.8	154.1	166.9	152.4	99.0
Maryhill (1993)	53.3	55.6	77.4	69.1	65.3	80.3	83.3	77.3	92.3	90.5	64.1
Carmyle (1993)	102.2	106.2	131.6	124.3	127.0	135.3	143.3	132.1	131.1	132.5	155.5
Mount Vernon (1993)	36.8	41.1	58.2	51.4	55.7	56.7	63.3	57.3	59	60.2	66.8
Baillieston (1993)	57.4	66.4	90.8	89.1	97.0	109.2	114.7	112.0	112.9	126.2	156.5
Bargeddie (1993)	74.4	78.1	97.4	85.8	89.8	99.4	98.3	88.0	85.9	95.2	114.9
Kirkwood (1993)	114.8	120.8	158.9	140.6	138.9	150.0	153.2	130.2	131.6	138.9	166.6
Gretna Green (1993)	27.0	28.8	28.2	31.3	32.9	36.6	37.4	38.0	40.2	38.9	39.0
Camelon (1994)	90.5	96.6	97.3	92.1	97.7	104.5	110.9	116.4	130.5	136.1	132.2
Wallyford (1994)	135.8	159.9	209.3	227.9	220.9	240.8	255.8	268.1	295.9	311.9	297.0
Sanquhar (1994)	25.4	23.4	24.3	23.9	22.4	28.4	28.2	26.3	27.5	24.5	27.4
Prestwick Airport (1994)	113.7	569.7 ²	766.8	532.3	315.3	337.0	343.8	454.0	293.9	93.0	117.9
Dalgety Bay (1998)	262.3	270.9	272.7	247.8	244.3	264.2	268.4	284.3	307.8	341.0	315.2
Drumfrochar (1998)	45.7	43.3	58.5	59.1	61.3	55.2	60.0	69.8	72.9	68.4	80.7
Dunfermline Queen Margaret (2000)	211.1	202.5	214.7	205.3	195.5	210.5	206.1	208.5	224.1	250.5	236.7
Howwood (2001)	50.3	48.3	42.9	41.5	41.3	47.9	51.3	112.7	119.9	124.9	111.6
Beaully (2002)	35.9	41.9	52.4	51.1	49.8	54.5	55.2	57.9	57.4	59.4	52.9
Brunstane (2002)	121.8	109.5	135.1	134.3	128.2	132.8	144.2	159.6	164.5	166.0	162.1
Newcraighall (2002)	176.9	190.0	182.9	194.2	182.0	191.0	206.9	221.9	242.8	224.0	234.8
Edinburgh Park (2003)	367.6	382.6	434.2	451.8	499.4	646.0	816.7	960.3	893.5	889.5	870.0
Gartcosh (2005)	99.6	111.0	124.3	131.7	134.3	143.8	142.0	153.4	177	156.8	133.8
Kelvindale (2005)	95.0	107.7	109.5	109.7	90.4	94.4	96.5	98.0	105.5	91.6	65.9
Chatelherault (2005)	17.3	23.5	41.0	49.8	57.1	59.5	62.5	66.9	74.9	85.9	105.5
Merryton (2005)	81.1	97.6	99.5	104.0	102.6	106.3	113.1	111.4	116.2	113.5	123.1
Larkhall (2005)	268.7	307.9	334.4	323.1	316.8	327.1	342.7	406.1	420.1	420.4	434.5
Alloa (May 2008)			336.0	390.0	390.7	401.1	380.9	383.8	402.4	386.5	360.6
Laurencekirk (May 2009)				56.5	73.1	86.1	92.5	102.8	112.9	104.5	96.0
Blackridge (2010)					12.4	43.3	42.6	47.3	51.5	53.2	56.9
Armadale (2011)					11.2	126.1	141.1	164.7	186.3	215.4	238.7
Caldercruix (2011)					11.1	91.0	93.0	101.9	109	111.5	88.7
Conon Bridge (2013)							3.8	18.1	15.5	15.3	15.5
Eskbank (Sept 2015)										128.3	274.8
Galashiels (Sept 2015)										213.8	346.3
Gorebridge (Sept 2015)										59.3	98.2
Newtongrange (Sept 2015)										86.4	141.6
Shawfair (Sept 2015)										13.2	22.2
Stow (Sept 2015)										39.7	67.5
Tweedbank (Sept 2015)										300.6	436.2
Edinburgh Gateway (Dec 2016)											58.4

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

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
	<i>percentage of trains arriving on time</i>										
GNER ¹	82.7	-	-	-	-	-	-	-	-	-	-
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
ScotRail (First) ^{2,9}	88.8	90.6	90.7	90.6	90.1	90.7	93.0	91.4	90.5	-	-
ScotRail (Abellio) ^{2,9}	-	-	-	-	-	-	-	-	-	90.6	90.3
Virgin CrossCountry ¹	83.9	-	-	-	-	-	-	-	-	-	-
CrossCountry ^{1,4}	-	87.0	90.1	90.1	87.9	89.6	86.8	86.7	88.8	89.5	89.7
Virgin Train West Coast ^{1,8}	86.0	86.2	80.0	84.6	86.6	85.9	83.6	85.8	84.8	86.0	89.1
Caledonian Sleeper ^{1,9}	-	-	-	-	-	-	-	-	-	86.0	89.2
GB long-distance operators ¹	84.9	86.2	87.2	88.7	87.7	89.1	87.0	86.9	87.4	87.6	87.6
GB regional operators ²	87.2	89.2	90.6	92.5	91.5	92.5	91.1	91.0	91.6	91.4	91.6

Source: ORR - Not National Statistics

- 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)
- 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)
- National Express East Coast has taken over the franchise previously operated by GNER.
- CrossCountry is now operating most of the Virgin CrossCountry franchise routes and some routes from the Central Trains franchise.
- National Express East Coast services were transferred to East Coast on 13 November 2009
- Figures subject to revision on annual basis.
- From 1 March 2015 Virgin trains took over the East Coast operation.
- Virgins Trains has been renamed Virgin West Coast.
- 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

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
	<i>percentages</i>										
Total within 5 minutes	88.8	90.6	90.6	90.7	90.1	90.7	93.0	91.4	90.5	90.6	90.3
Total within 10 minutes	95.2	95.9	96.1	95.8	95.3	95.7	97.3	96.4	95.9	96.1	96.1
Total within 20 minutes	97.3	97.5	97.7	97.3	97.0	97.1	98.4	97.7	97.4	97.4	97.3
20 minutes and over ²	1.5	1.4	1.4	1.7	1.6	1.4	1.0	1.3	1.4	1.4	1.5
Cancelled ³	1.2	1.1	0.9	1.0	1.4	1.5	0.7	1.0	1.2	1.2	1.1
	<i>thousands</i>										
Number of trains due to be run ⁴	693	706	697	715	715	719	726	744	750	752	745

Source: ORR - Not National Statistics

- For example, Total within 5 minutes gives the percentage which were no more than 4 minutes and 59 seconds late
- Includes part-cancelled trains (those which failed to reach their final destination but ran at least half their planned mileage)
- Includes trains which ran less than half their planned mileage
- 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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
ScotRail passengers											
	<i>percentage who were satisfied or said good</i> ¹										
Overall opinion of journey	87	84	89	89	88	88	89	88	89	89	85
How deals with delays	46	33	40	41	42	34	39	42	47	50	39
Value for money	56	57	59	57	59	57	52	50	58	60	59
How station staff handle requests	83	82	88	86	81	89	90	87	90	93	85
Overall station environment	67	71	74	78	77	76	76	74	80	81	75
Ticket buying facilities	74	78	85	83	81	80	82	81	79	85	81
Info. re. times, platforms	79	78	83	85	85	85	88	85	87	87	86
Punctuality / reliability	86	83	89	88	87	84	87	83	84	85	83
Length of journey time	89	88	89	90	88	90	91	90	89	89	90
Ease of getting on/off	84	83	85	88	86	87	88	87	88	87	87
Amount of seats / standing space	71	71	72	77	75	73	78	78	77	75	73
Frequency	82	80	82	84	82	83	82	83	83	83	82
Train Cleanliness	79	79	79	81	77	80	83	82	83	78	75
Comfort of seats	80	78	76	79	76	80	81	80	81	82	78
Sample size	2015	2029	2091	2067	2113	2568	2539	2187	2095	2220	2,607
Others whose journeys started in Scotland ²											
	<i>percentage who were satisfied or said good</i> ¹										
Overall opinion of journey	89	87	85	90	92	91	87	92	88	91	92
How deals with delays	69	58	54	56	62	54	55	70	48	68	60
Value for money	70	70	65	65	69	62	65	68	66	69	70
How station staff handle requests	87	82	90	87	90	86	91	90	90	93	93
Overall station environment	79	79	80	83	82	78	63	75	83	86	87
Ticket buying facilities	78	82	78	90	86	89	81	82	86	90	92
Info. re. times, platforms	86	87	86	91	91	87	86	86	89	94	95
Punctuality / reliability	87	86	87	90	88	87	89	89	89	90	94
Length of journey time	86	84	82	87	88	88	87	87	86	91	89
Ease of getting on/off	78	83	81	83	85	85	86	87	84	85	87
Amount of seats / standing space	71	77	72	80	79	77	79	79	79	80	81
Frequency	83	78	72	84	82	80	79	81	84	88	89
Train Cleanliness	84	89	84	86	86	81	86	86	86	86	85
Comfort of seats	78	77	74	78	80	77	81	82	78	81	79
Sample size	480	323	391	481	562	672	706	825	786	753	672
All GB regional operators											
	<i>percentage who were satisfied or said good</i> ¹										
Overall opinion of journey	85	82	86	86	87	86	86	84	85	86	85
Punctuality / reliability	82	82	84	86	86	84	84	81	82	84	82
All GB long-distance operators											
Overall opinion of journey	88	86	84	86	87	86	88	87	86	87	87
Punctuality / reliability	86	84	81	86	86	85	87	84	83	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

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											
	<i>million tonnes</i>										
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											
	<i>million tonnes</i>										
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											
	<i>million tonne-kilometres</i>										
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											
	<i>million tonne-kilometres</i>										
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											
	<i>million tonnes</i>										
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											
	<i>million tonnes</i>										
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											
	<i>million tonne-kilometres</i>										
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											
	<i>million tonne-kilometres</i>										
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

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
Routes											<i>kilometres</i>
Electrified	639	639	639	639	672	676	676	676	709	709	709
Non electrified	2,097	2,097	2,097	2,106	2,087	2,087	2,087	2,087	2,054	2,110	2,110
Total	2,736	2,736	2,736	2,745	2,759	2,763	2,763	2,763	2,763	2,819	2,819

Source: Network Rail - Not National Statistics

Table 7.15 Number of stations^{1,2}

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
Passenger and parcel	344	344	345	346	351	351	351	351	351	358	359
Freight only	118	115	118	118	118	118	119	119	119	119	119
Total	462	459	463	464	469	469	470	470	470	477	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, 2015-16¹

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

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17 ⁸
Vehicles ²	41	41	41	41	41	41	41	41	41	41	40
Loaded train kilometres ^{6,7}	3,098	3,134	3,173	3,098	2,922	3,469	3,466	3,505	3,564	3,537	..
Passenger journeys	13,160	14,449	14,103	13,055	13,009	12,888	12,604	12,702	12,951	12,713	11,376
Revenue ³	12,963	13,965	14,690	13,296	14,835	15,147	13,503	17,003	19,194	18,937	16,828
Revenue at constant prices ⁴	17,216	17,784	17,993	16,370	17,456	16,944	14,638	17,887	19,724	19,271	16,828
Passenger receipts ⁵	12,396	13,119	14,015	12,661	13,775	14,166	12,602	15,955	17,752	17,632	15,997
Pass. rec. at constant prices ⁴	16,463	16,707	17,166	15,588	16,208	15,846	13,661	16,784	18,242	17,943	15,997
Operational staff ⁹	361	354	361	351	331	284	170	164	161	165	164

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}

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Railway accidents											
PHRTA ³											
Train collision ⁴	-	-	1	-	1	-	-	1	2	1	1
Derailments ⁵	4	3	2	1	3	2	3	-	1	1	-
Non- PHRTA ⁶											
Striking level crossing gates or barrier	1	1	1	-	-	1	-	-	-	1	-
Train striking object	11	8	9	12	13	20	22	7	11	14	9
Train striking animal	17	13	22	41	60	51	69	110	111	114	125
Train fire	8	10	7	7	5	1	4	-	-	1	1
Train struck by missile	1	-	6	3	2	7	4	3	3	2	3
Open door collision	-	-	1	-	-	-	-	-	1	-	-
Collisions	-	1	-	-	-	-	1	-	-	-	1
All accidents	42	36	49	64	84	82	103	121	129	134	140
Casualties											
Train accidents - deaths ⁷	-	2	-	3	-	-	-	-	-	-	-
- injuries ⁸	6	14	15	6	8	2	8	6	1	4	4
Accidents in stations											
Train accidents - deaths ⁷	-	2	-	-	-	-	-	-	-	-	2
- injuries ⁸	415	553	542	528	486	579	561	537	608	564	722
Accidents on trains											
Train accidents - deaths ⁷	-	-	-	-	-	-	-	-	-	-	-
- injuries ⁸	163	179	159	150	115	120	129	150	163	167	140
Accidents outside of trains and stations (not including suicides and or trespass) ⁹											
Train accidents - deaths ⁷	-	2	-	5	3	1	-	-	1	-	-
- injuries ⁸	175	220	211	253	287	251	219	219	261	218	252
Trespassers and suicides											
- deaths	24	17	21	22	19	21	29	24	23	20	29
- injuries ⁸	14	8	9	13	9	8	12	15	6	9	21
Total deaths	24	23	21	30	22	22	29	24	24	20	31
Total injuries	773	974	936	950	905	960	929	927	1,039	962	1,139

Source: RSSB - Not National Statistics

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

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

Table 7.19 Railway fatalities by local authority and category, 2016¹

	Trespasser	Suicide	Level Crossing User	Railway Staff	Pass-enger	Other Member of Public	Total
Aberdeen	-	1	-	-	-	-	1
Clackmannanshire	-	1	-	-	-	-	1
Dundee	-	3	-	-	-	-	3
East Dunbartonshire	-	1	-	-	-	-	1
East Lothian	-	2	-	-	-	-	2
East Renfrewshire	-	1	-	-	-	-	1
Edinburgh	1	2	-	-	-	-	3
Falkirk	-	1	-	-	-	-	1
Fife	-	1	-	-	-	-	1
Glasgow	-	1	-	-	-	-	1
North Ayrshire	-	1	-	-	1	-	2
North Lanarkshire	-	1	-	-	1	-	2
Renfrewshire	-	4	-	-	-	-	4
Scottish Borders	-	1	-	-	-	-	1
South Ayrshire	-	1	-	-	-	-	1
Stirling	-	1	-	-	-	-	1
West Dunbartonshire	-	2	-	-	-	-	2
West Lothian	-	3	-	-	-	-	3
Scotland	1	28	-	-	2	-	31

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 statist

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 All (=100%)
	strongly	tend to	All	neither ... nor	no opinion	All	strongly	tend to	
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

26.9 million

air terminal passengers from Scottish airports in 2016



travelled to or from Edinburgh or Glasgow

Edinburgh Airport had the highest number of terminal passengers in 2016, though Glasgow's share has increased in the last year.



Spain was the most popular destination/origin for international flights

The next most popular international origins/destinations were:



2.4m

The Netherlands

Ireland

Germany



1.4m



1.2m



1.0m

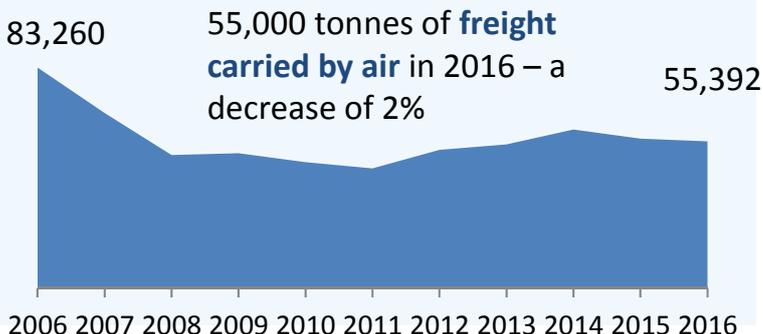
The average delay for Glasgow and Edinburgh airports is at a ten-year low



DELAYS

	Average Delay	% flights delayed by more than 30 minutes
Edinburgh	15 minutes	13%
Glasgow	14 minutes	13%

481,000 aircraft movements were carried out in Scotland in 2016



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



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 **26.9 million air passengers at Scottish airports in 2016**
- **Three quarters travel to or from Edinburgh or Glasgow.**
- **55 thousand tonnes of freight were carried by air in 2016.**

2. Main Points

Passengers & Airports

2.1 There were 26.9 million air terminal passengers in 2016, 1.4 million (5.6%) more than in the previous year. Passenger numbers increased by 39% between 2001 and 2007 reaching a peak of 25,132 before falling 17% to 20,907 in 2010, since when they have risen 29 per cent. (*Table 8.1*)

2.2 Edinburgh airport had 12.3 million terminal passengers in 2016 (11% increase) and Glasgow airport had 9.3 million, 7% more than the previous year. Aberdeen had 3.0 million, (down 15%) and Inverness had 0.8 million (17% more). Together these four airports accounted for 94% 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 2016, London Heathrow accounted for 37% of passengers on selected domestic routes to and from Aberdeen, 20% for Edinburgh and 21% for Glasgow. There were no domestic flights from Glasgow Prestwick in 2016. London Gatwick had 36% 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 Luton. (*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 2.4 million passenger journeys in 2016, 17% of all passengers on direct flights abroad. Other popular origins/destinations were the Netherlands (1.4 million passengers), the Irish Republic (1.2 million passengers) and Germany (around 1.0 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. Bulgaria and Mexico are mostly served by charter flights (72% and 81%), whereas almost all those who travelled to/from the Irish Republic or the Netherlands 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 2016) were Amsterdam with 1.4 million passengers and Dublin with 1.1 million passengers. (*Table 8.5*)

2.7 In 2016, 5% of all terminal passenger traffic was within Scotland, 42% was to/from other parts of the UK, and 41% was between Scotland and mainland Europe. (*Table 8.6*)

Delays & Movements

2.8 In 2016, 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 13% 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 2016 was 481,000. Edinburgh had the highest number of aircraft movements with 122,000, (97% of which were commercial movements), followed by Glasgow (98,000) and Aberdeen (96,000). (*Table 8.9*)

Air freight

2.10 Air freight carried in 2016 decreased by 1,049 tonnes (2%) over the previous year to 55,392 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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Passengers											<i>thousand</i>
Terminal	24,437	25,132	24,348	22,496	20,907	22,065	22,207	23,250	24,076	25,507	26,924
Transit	86	109	85	43	50	46	29	25	27	26	21
Total	24,523	25,242	24,433	22,539	20,957	22,111	22,236	23,275	24,103	25,533	26,945
Terminal passengers¹ by airport											<i>thousand</i>
Aberdeen	3,163	3,411	3,290	2,984	2,763	3,083	3,329	3,440	3,723	3,469	2,955
Barra	10	10	11	10	10	10	11	9	11	11	13
Benbecula	33	35	34	33	30	34	31	31	31	32	32
Campbeltown	9	9	9	9	9	9	9	9	9	8	8
Dundee	51	65	61	72	70	62	55	28	22	22	38
Edinburgh	8,607	9,037	8,992	9,043	8,594	9,384	9,194	9,775	10,159	11,113	12,348
Glasgow	8,820	8,726	8,135	7,213	6,522	6,858	7,150	7,358	7,709	8,710	9,324
Glasgow Prestwick	2,395	2,421	2,414	1,817	1,660	1,296	1,067	1,145	912	610	672
Inverness	671	697	671	583	528	579	602	607	611	668	782
Islay	26	28	29	26	25	26	21	26	27	29	28
Kirkwall	117	132	138	138	129	134	132	150	151	150	153
Lerwick (Tingwall)	4	5	5	5	5	5	5	4	4	4	4
Scatsta	255	253	243	270	279	288	304	298	280	254	162
Stornoway	120	126	131	122	112	122	116	120	127	125	124
Sumburgh	128	147	154	139	139	143	149	210	263	270	249
Tiree	7	8	8	8	8	8	7	8	9	10	11
Unst	0	0	0	0	0	0	0	0	0	0	0
Wick John O'Groats	20	21	23	21	22	24	25	33	28	24	20
Freight	83,260	66,103	50,228	50,886	47,532	45,162	52,200	54,225	59,878	56,441	55,392
Aircraft movements²											<i>thousand</i>
Air transport											
Domestic ³	256	254	247	225	206	206	204	201	202	207	197
International ^{3,4}	138	144	139	129	124	135	138	145	146	142	146
Air taxi ³	26	30	31	28	24	26	29	30	28	30	33
Other movements ⁵	133	131	126	108	102	100	107	104	107	101	105
Total	554	560	543	490	457	467	478	480	483	480	481

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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	<i>thousands</i>										
Aberdeen											
Glasgow	-	-	0.1	-	-	0.2	0.1	0.1	0.1	0	0.1
Kirkwall	42.2	42.8	44.4	39.5	38.6	41.5	47.2	48.6	49.1	48.2	35.7
Scatsta	138.4	137.0	130.8	145.1	151.4	154.1	168.1	165.7	159.9	142.7	75.1
Stornoway	5.4	6.8	7.1	6.4	6.3	6.0	5.6	5.5	6.2	5.5	3.6
Sumburgh	68.8	73.3	74.9	63.8	63.5	69.1	75.2	115.3	150.7	143.7	107.4
Wick John O'Groats	12.7	14.9	16.6	14.5	14.7	14.8	14.6	13.9	14.4	12.8	5.7
Gatwick	216.7	214.9	148.0	135.5	129.9	177.8	233.9	173.2	161.8	163.2	143.7
Heathrow	673.2	659.0	656.0	641.3	617.7	652.5	663.8	712.2	776.9	726.7	592.7
London City	-	-	-	-	-	-	15.8	73.2	72.0	63.3	64.5
Luton	148.7	149.9	139.4	126.9	129.0	147.7	120	82.8	74.5	71.3	72.1
Belfast ²	29.9	25.7	25.4	24.2	19.0	18.9	21.5	30.2	37.5	40	43.3
Birmingham	77.9	151.5	146.5	111.1	89.9	83.0	87.3	96.8	125.1	115.8	129.6
Bristol	28.7	26.7	26.9	23.2	22.7	32.8	32.9	34.9	31.8	26.4	21.6
Cardiff Wales	1.4	-	-	6.9	0.5	10.5	14.1	13.2	12.9	10.6	5.6
Durham Tees valley	33.7	33.4	33.2	31.9	29.9	31.3	33.4	32.7	35	28.2	13.2
East Midlands	-	-	20.8	19.5	18.1	18.9	19.8	18.4	16.7	15.5	5.4
Exeter	3.3	24.6	17.6	28.1	30.1	22.4	4.8	-	-	-	-
Humberside	29.6	32.5	33.7	32.0	27.1	30.2	32.2	34.2	36.6	30.1	18.2
Leeds/Bradford	20.9	26.7	21.6	15.5	8.1	0.5	0.6	12.3	7.0	9.2	3.6
Manchester	134.7	121.6	132.3	104.6	93.1	144.5	180.7	203.3	226.1	202.6	202.4
Newcastle	26.7	21.8	22.4	18.5	26.4	24.8	24.9	30.8	30.2	20.8	8.9
Norwich	68.7	65.6	65.8	60.9	60.0	61.7	64.6	63.8	60.2	50.6	42.4
Southampton	33.2	40.3	55.5	45.2	27.9	22.6	16.3	9.5	14.0	13.9	6.7
Total these routes	1,794.8	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
Channel Islands	1.5	1.5	2.4	2.0	2.2	2.1	2.3	2.2	13.0	17.9	2.4
Edinburgh											
Inverness	15.3	10.5	7.5	0.9	1.0	-	-	-	-	-	0.1
Kirkwall	23.2	29.2	35.7	39.1	35.6	36.5	40.0	43.5	45.4	44.5	45.8
Stornoway	27.1	25.2	28.3	31.8	21.9	21.7	19.9	19.3	20.5	20.6	20.6
Sumburgh	23.3	26.7	30.8	32.9	32.4	35.6	36.9	39.9	45	44.8	43.5
Wick John O'Groats	4.8	6.1	7.3	7.6	7.8	9.1	9.6	11.4	11.7	11.1	11.6
Gatwick	754.1	748.3	704.9	647.9	604.1	669.1	696.8	693.7	690.4	672.9	700.1
Heathrow	1,495.0	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
London City	313.9	353.9	371.5	326.6	334.7	344.9	322.7	333.9	352.3	532.9	528
Luton	444	429.1	359.5	315.6	242.1	259.4	269.8	273.5	259.7	266.6	272.5
Stansted	470.2	448.7	401.9	373.7	329.9	390.4	346.4	326.6	360.3	622.2	836.9
Belfast ²	423.3	401.8	363.4	351.5	331.2	351.9	361.5	372.8	377.9	400.8	439.9
Birmingham	495.3	435.3	401.1	336.2	288.0	289.0	285.9	284.2	284	277.9	267.3
Bournemouth	-	-	19.3	88.4	17.7	-	0.2	0.1	-	0.3	0.1
Bristol	318.2	260.6	249.8	235.2	227.0	286.6	295.5	305.2	322.8	352	381.9
Cardiff Wales	156.3	158.1	162.6	161.0	111.5	83.6	77.7	77.0	57.6	69.2	94.3
East Midlands	175.8	169.8	164.1	130.2	108.7	109.8	72.7	86.7	92.7	95.3	93.7
Exeter	82.9	67.7	68.0	61.1	53.8	51.4	40.2	36.5	38.3	45.1	45.2
Leeds/Bradford	50.8	51.3	36.5	19.0	13.0	9.8	2.2	-	-	-	-
Liverpool	-	-	-	-	-	-	-	-	-	-	15.9
Manchester	257.6	237.8	228.6	158.3	126.7	119.6	108.3	118.5	109.3	114.1	102.3
Manston (Kent Int)	-	-	-	-	17.6	26.5	3.4	-	-	-	-
Newquay	5.4	20.4	17.9	12.2	13.1	13.7	9.9	4.5	2.3	2.4	2.7
Norwich	64.0	57.3	58.6	50.4	47.8	46.4	39.7	24.7	28.5	29.3	25.8
Southampton	237.5	208.1	205.1	191.5	194.0	203.6	204.5	207.6	203.2	194.1	198.5
Southend	-	-	-	-	-	-	-	39.1	23.7	-	-
Total these routes	5,838.0	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
Channel Islands	26.5	31.1	28.7	23.2	18.3	14.6	11.1	9.2	3.2	6.4	7.0
Isle of Man	6.0	11.9	13.0	11.5	11.4	11.6	10.8	4.2	-	-	-

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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	<i>thousands</i>										
Glasgow											
Barra	8.1	8.7	9.1	8.7	8.6	8.4	9	9.1	10.5	10.7	12.8
Benbecula	22.6	24.3	25.2	24.7	21.9	22.6	19.7	21.8	23	23.5	24.2
Campbeltown	8.8	8.6	9.1	9.3	8.7	9.2	8.6	9.3	9.3	8.2	8.4
Inverness	1.9	0.1	0.1	-	-	-	-	-	0.1	-	0.5
Islay	26.1	28.4	29.3	26	25	26	25.1	25.6	27.2	28.7	22.3
Kirkwall	11.6	15.5	15.1	15.4	14.9	15.3	15.1	17.6	17.3	17.4	16
Stornoway	50.2	53.8	58.1	53.7	51.0	55.1	55.6	57.5	61.9	62.4	55.4
Sumburgh	15.1	16.5	17.2	17.4	16.8	17.9	18.0	20.1	24.5	28.6	24.5
Tiree	7.0	7.4	7.9	7.3	7.2	7.8	7.9	7.6	8	8.7	8.3
Gatwick	433.0	570.7	521.9	514.7	488.8	565.8	607.4	606.3	613.3	612.5	608.6
Heathrow	1,284.5	1,207.1	1,143.5	1,080.0	1,003.3	820.9	828.5	870.0	871.0	907.9	893.8
London City	-	78.1	112.7	114.9	111.1	149.4	158.2	175.4	207.9	238.4	235.1
Luton	413.9	407.7	352.4	326.0	247.7	274.6	276.5	280.7	270.2	215.1	214.7
Stansted	461.6	448.0	358.6	305.1	301.8	342.8	331.6	308.7	304.2	533.3	652.4
Belfast ²	426.1	392.8	324.2	323.9	308.2	352.8	367.0	370.1	384.6	421.5	452.2
Birmingham	326.5	347.0	337.1	269.4	212.6	211.9	208.1	203.5	229.4	226.7	226.7
Bristol	279.9	243.1	220.2	212.3	201.2	222.2	239.7	257.4	245.3	267.2	297.3
Cardiff Wales	82.5	76.9	84.0	56.4	52.4	47.2	39.8	48.2	27.9	18.1	37.7
City of Derry	15.9	11.9	9.4	-	-	-	-	-	13.3	76	80.7
East Midlands	184.0	172.6	150.9	115.0	99.7	103.4	70.7	85.5	91.9	95	109.5
Exeter	53.1	56.3	39.4	33.4	26.5	24.4	25.6	23.8	20.7	3.1	32.8
Leeds/Bradford	41.0	38.7	30.4	19.9	14.6	13.2	11.9	10.0	9.8	8.3	7
Manchester	171.2	167.2	151.8	100.4	68.3	49.4	50.0	52	68.3	45.4	42.5
Newquay	-	-	2	0.3	0.2	0.9	3.6	1.8	-	-	2.3
Plymouth	-	-	17.2	24.4	23.3	13.6	-	-	-	-	-
Southampton	202.6	166.5	161.6	156.3	143.4	139.6	173.6	182.6	173	158.3	179.4
Total these routes	4,487.7	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
Channel Islands	7.4	6.3	5.6	5.4	9.2	17.0	28.3	36.4	34.1	34.7	40.7
Isle of Man	21.8	18.5	16.7	13.8	11.0	11.0	11.1	4.0	7.5	9.9	8
Glasgow Prestwick											
Stansted	469.6	427.1	402.7	278.3	224.6	88.5	-	-	-	-	-
Belfast City	0.0	11.8	86.3	91.7	61.2	-	-	-	-	-	-
Bournemouth	93.3	94.1	129.0	34.3	-	-	-	-	-	-	-
Cardiff Wales	4.9	-	-	-	-	-	-	-	-	-	-
City of Derry	2.8	58.6	64.0	51.3	55.0	70.6	72.8	69.5	52.1	-	-
Total these routes	570.6	591.6	682.0	455.6	340.8	159.1	72.8	69.5	52.1	-	-
Channel Islands	-	-	-	-	1.4	-	-	-	-	-	-
Isle of Man	-	-	-	-	-	-	-	-	-	-	-
Inverness											
Benbecula	1.1	1.4	0	0	0	0	0	0.7	1.4	2.1	-
Kirkwall	22.0	25.9	25.1	24.8	23.1	21.7	16.8	19.2	19.1	19.9	19.2
Stornoway	32.4	36.4	35.6	33.1	29.8	36.4	36.2	32.9	29.1	27.1	31.2
Sumburgh	0.2	0.1	0.2	-	-	1.5	4.2	3.3	3.4	3.7	3.5
Gatwick	240.8	221.6	243.2	224.9	206.8	222.7	230.4	219.3	192.9	207.1	237.9
Heathrow	51.0	53.5	7.9	-	-	-	-	-	-	-	57.9
London City	-	-	-	-	-	-	-	-	7.6	4.9	-
Luton	100.5	102.3	102.5	86.6	90.3	99.6	88.8	91.8	89.6	93.5	133.9
Stansted	-	0.3	-	-	-	0.2	0.1	-	-	-	0.1
Belfast ²	40.7	24.4	22.6	19.3	16.8	21.5	23.6	23.3	27.2	29.2	30.3
Birmingham	18.2	15.1	24.9	30.3	30.4	30.3	33.0	34.8	41.2	41.4	42.5
Bristol	82.5	82.1	74.0	73.3	69.2	75.4	78.1	81.2	77.6	82.4	87.7
East Midlands Int	-	33.5	40.2	20.4	-	-	-	-	-	-	-
Manchester	20.6	16.7	42.9	50.5	46.4	49.2	51.0	55.8	70.5	84.5	68.2
Southampton	-	3.3	14.9	3.9	2.4	2.1	1.8	-	-	-	-
Total these routes	608.9	615.2	634.0	567.1	515.2	560.6	564.0	561.6	558.2	593.7	658.5
Channel Islands	-	-	0.9	1.2	1.3	1.8	1.6	1.7	1.8	2.1	1.9

Source: Civil Aviation Authority - Not National Statistics

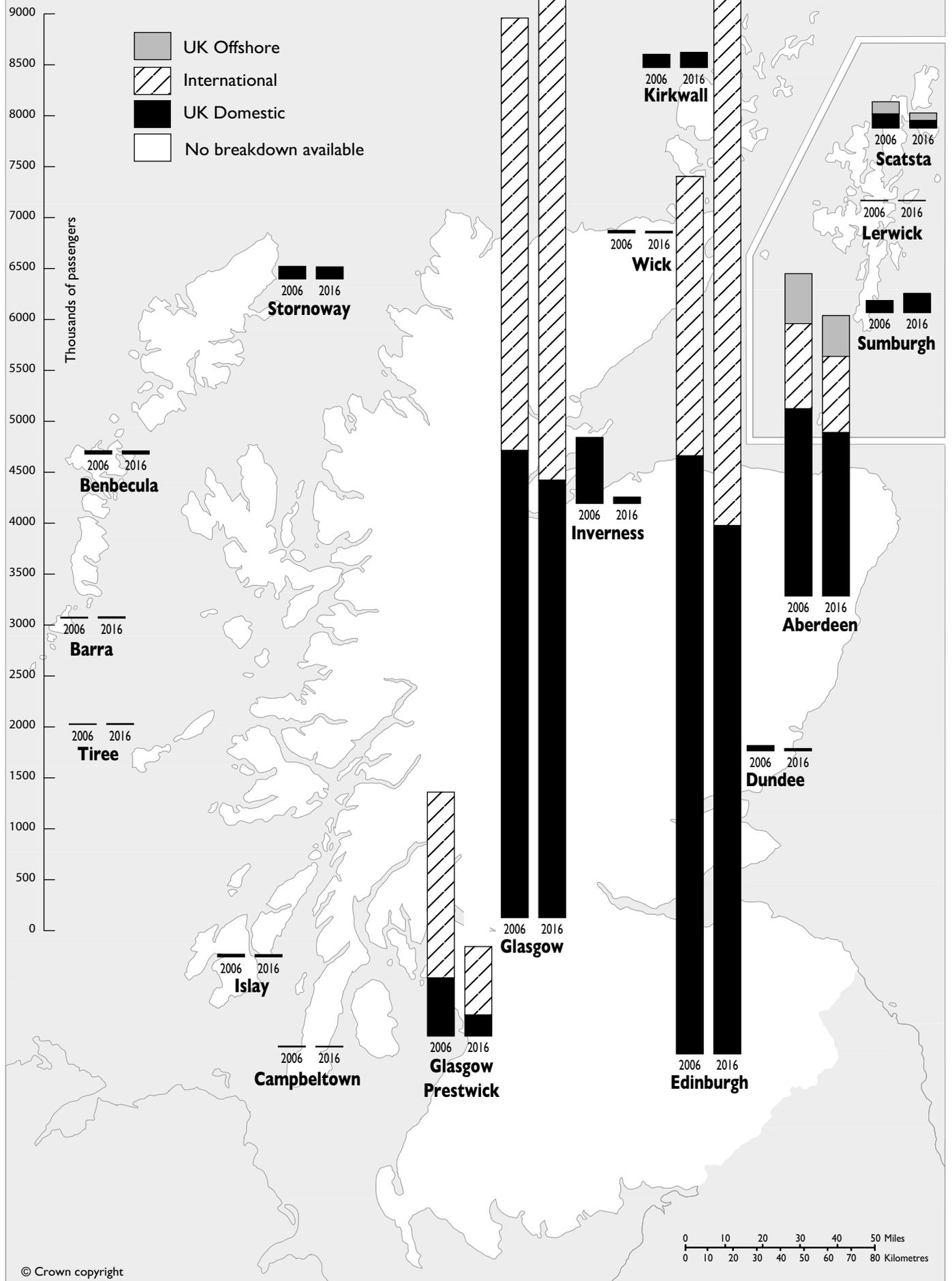
1. In this table only, non-paying passengers are excluded up to 2001 but included from then on. In addition, this table excludes some of the smaller domestic routes.

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.

AIR TRANSPORT

Fig. 8.1 Terminal air passenger traffic, 2006 and 2016



AIR TRANSPORT

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

REGIONAL AREA / COUNTRY	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	
EU 28 countries (Excl UK)												<i>thousand</i>
Austria	23.3	21.9	21.7	28.9	24.9	28.2	28.3	28.6	29.9	29.0	79.6	
Belgium	140.1	121.0	121.0	113.3	134.0	110.6	115.6	153.7	153.0	172.2	194.8	
Bulgaria	65.4	60.1	63.1	48.4	45.2	45.6	46.8	46.1	39.3	39.3	49.6	
Croatia ³	11.7	15.6	12.9	24.3	11.6	7.1	12.9	31.6	42.0	56.3	62.2	
Cyprus	151.2	139.4	152.8	139.4	95.9	148.7	152.9	119.6	112.4	134.3	162.4	
Czech Republic	142.5	70.0	63.4	47.5	44.6	47.9	48.0	89.6	79.0	96.3	97.9	
Denmark	135.8	129.6	147.2	178.1	175.8	178.2	188.6	220.3	187.0	254.0	298.3	
Estonia	-	-	-	-	-	29.1	-	-	-	0.2	0.1	
Finland	22.0	16.6	5.7	3.5	34.6	37.4	32.1	3.7	4.5	4.8	32.1	
France	569.4	690.0	859.4	862.1	790.7	787.5	808.3	806.7	727.2	725.7	861.7	
Germany	484.4	566.4	641.7	663.7	660.3	682.0	698.7	761.2	823.5	852.6	1,009.8	
Greece	235.2	209.8	161.6	158.9	153.8	163.7	212.9	193.0	270.3	258.6	277.2	
Hungary	0.1	6.9	33.1	30.2	19.6	24.4	36.5	37.9	37.1	60.6	86.9	
Irish Republic	1,113.7	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	
Italy	331.0	380.3	348.1	401.8	359.2	342.3	384.3	396.9	375.4	398.7	584.9	
Latvia	7.3	49.5	31.5	36.5	47.2	46.5	20.2	31.9	38.5	20.3	29.5	
Lithuania	0.8	4.2	6.0	-	28.3	32.3	29.0	24.8	21.3	29.8	36.2	
Luxembourg	-	-	-	-	-	-	0.2	0.1	0.1	0.0	0.5	
Malta	35.7	40.9	37.9	45.6	52.7	71.2	57.5	61.5	67.1	74.8	84.8	
Netherlands	1,072.4	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	
Poland	227.4	341.3	384.3	374.2	328.0	326.9	341.3	431.4	355.7	489.7	589.8	
Portugal (excl Madeira)	252.5	261.0	266.0	207.5	212.4	280.0	273.9	298.3	294.8	306.5	346.0	
Portugal (Madeira)	20.0	25.7	36.1	34.4	21.7	23.1	22.8	21.3	29.3	53.4	55.7	
Romania	-	-	-	3.0	-	-	-	-	0.4	1.9	58.2	
Slovak Republic	-	-	6.6	50.3	49.9	44.2	33.6	32.1	23.1	23.6	30.9	
Slovenia	0.1	-	0.1	0.1	0.2	0.9	-	-	0.3	-	0.4	
Spain (excl Canary Isles)	1,948.7	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	
Spain (Canary Islands)	773.2	771.2	795.6	666.0	658.1	838.3	816.6	849.5	934.1	933.1	1,145.0	
Sweden	143.9	152.5	149.5	159.3	131.9	137.4	128.2	112.6	83.5	105.7	107.8	
Total EU28 countries (Excl UK)	7,907.7	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	
<i>Total EU15 countries²</i>	<i>7,265.7</i>	<i>7,716.5</i>	<i>7,727.1</i>	<i>7,160.3</i>	<i>6,697.4</i>	<i>7,323.5</i>	<i>7,497.1</i>	<i>7,863.9</i>	<i>8,061.0</i>	<i>8,537.2</i>	<i>9,952.0</i>	
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	
Canada	189.5	207.7	160.0	107.5	103.3	112.4	117.8	106.1	112.3	148.4	166.6	
Cape Verde Islands	-	-	-	-	-	13.4	22.0	0.2	-	-	3.3	
Cuba	-	-	-	-	0.8	1.3	0.8	0.6	0.6	0.9	2.9	
Dominican Republic	13.5	14.0	22.8	25.5	23.1	16.8	0.7	-	6.1	-	-	
Egypt	64.0	55.8	67.5	97.9	97.8	72.9	66.3	67.0	46.8	44.9	-	
Faroe Islands	3.8	3.8	0.7	0.5	1.1	0.9	0.6	1.5	1.4	8.6	11.0	
Greenland	-	-	-	-	4.1	8.7	-	0.2	-	-	-	
Iceland	55.4	46.5	30.8	9.7	25.0	33.2	42.6	72.8	97.0	112.6	172.0	
Jamaica	-	-	-	2.3	0.5	0.9	-	-	0.2	1.3	0.8	
Mexico	19.8	27.9	22.1	22.9	28.6	35.3	33.2	30.5	29.2	37.1	38.7	
Morocco	-	-	-	-	19.7	25.2	0.2	0.2	5.4	30.9	15.8	
Norway	285.9	307.2	305.2	302.1	281.2	309.4	337.4	339.9	352.8	320.5	288.1	
Pakistan	27.9	9.3	18.4	25.5	26.3	1.9	-	-	-	-	-	
Qatar	-	-	-	-	-	-	-	-	54.0	115.5	134.0	
Russia	0.4	0.7	-	0.8	0.7	-	0.7	0.8	-	0.1	0.1	
Switzerland	118.4	149.8	155.5	148.2	154.9	215.4	236.5	241.1	266.0	276.9	281.8	
Tunisia	35.6	35.7	34.0	38.9	66.3	21.6	32.7	61.4	67.7	35.2	-	
Turkey	165.9	216.3	260.4	268.6	329.3	328.0	316.0	351.7	404.0	425.7	319.1	
United Arab Emirates	192.9	231.1	240.7	244.7	268.5	275.0	314.7	402.3	424.6	502.4	555.7	
United States of America	559.9	569.5	483.5	459.7	366.1	411.3	367.7	367.0	446.8	489.1	524.8	
Total these countries	1,733.0	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	
All identified countries for these airports	9,640.7	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	

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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Foreign airports served ²	83	93	95	103	100	101	107	113	110	120	137
Routes ³	122	142	150	168	145	146	154	167	176	185	219
Passengers on scheduled services	7,141.3	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

thousand

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, 2016

	Scheduled	Charter	Total
Austria	60,382	19,194	79,576
Barbados	589	4,538	5,127
Belgium	194,307	456	194,763
Bosnia-Herzegovina	-	230	230
Bulgaria	13,781	35,865	49,646
Canada	166,509	93	166,602
Cape Verde Islands	199	3,064	3,263
Croatia	58,118	4,097	62,215
Cuba	1,385	1,506	2,891
Cyprus	91,307	71,090	162,397
Czech Republic	97,414	495	97,909
Denmark	297,209	1,138	298,347
Estonia	-	144	144
Faroe Islands	10,823	162	10,985
Finland	24,076	8,004	32,080
France	839,208	22,450	861,658
Germany	1,007,260	2,539	1,009,799
Gibraltar	-	60	60
Greece	212,186	65,047	277,233
Hungary	86,856	-	86,856
Iceland	171,842	203	172,045
Irish Republic	1,235,788	3,197	1,238,985
Italy	537,737	47,171	584,908
Jamaica	-	821	821
Jordan	-	496	496
Latvia	29,447	94	29,541
Lithuania	36,071	112	36,183
Luxembourg	11	469	480
Malta	84,273	540	84,813
Mexico	7,191	31,471	38,662
Morocco	15,753	-	15,753
Netherlands	1,368,225	477	1,368,702
Norway	285,710	2,342	288,052
Poland	588,194	1,615	589,809
Portugal(Excluding Madeira)	325,835	20,154	345,989
Portugal(Madeira)	46,296	9,363	55,659
Qatar	133,983	-	133,983
Republic Of Korea	-	199	199
Romania	58,222	-	58,222
Russia	-	110	110
Slovak Republic	30,771	152	30,923
Slovenia	-	388	388
Spain	2,006,650	344,398	2,351,048
Spain(Canary Islands)	824,113	320,898	1,145,011
Sweden	107,793	-	107,793
Switzerland	269,821	11,999	281,820
Turkey	241,737	77,345	319,082
United Arab Emirates	555,444	280	555,724
United States of America	482,689	42,079	524,768
Total passenger traffic counted for these countries for Scotland's main airports²	12,544,823	1,137,351	13,682,174
Other international traffic at main Scottish airports²	..	..	80,155
All international traffic for Scotland's main airports	..	..	13,762,329
International traffic at other Scottish airports	..	..	80,217
Total International traffic at all Scottish airports	..	..	13,842,546

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, 2016

	Scheduled	Charter	Total
Amsterdam	1,368,225	477	1,368,702
Dublin	1,120,359	2,217	1,122,576
Tenerife (Surreina Sofia)	426,377	173,129	599,506
Paris (Charles De Gaulle)	558,154	2,883	561,037
Alicante	487,850	34,446	522,296
Palma De Mallorca	346,719	151,002	497,721
Malaga	424,538	34,921	459,459
Dubai	428,098	-	428,098
Frankfurt Main	324,498	-	324,498
Barcelona	300,606	8,107	308,713

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, 2016

	Other Scottish Airports	Other UK Airports ¹	UK offshore	Eire	Europe	North America	Rest of world	Total
Aberdeen	227,686	1,378,264	400,601	38,064	899,148	-	-	2,943,763
Barra	12,808	-	-	-	-	-	-	12,808
Benbecula	32,439	-	-	-	-	-	-	32,439
Campbeltown	8,472	-	-	-	-	-	-	8,472
Dundee	46	20,948	-	-	15,258	-	-	36,252
Eday	673	746	-	-	-	-	-	1,419
Edinburgh	121,740	5,066,027	-	677,973	5,905,754	310,681	263,856	12,346,031
Fair Isle	3,276	-	-	-	-	-	-	3,276
Foula	1,235	-	-	-	-	-	-	1,235
Glasgow	172,565	4,122,008	-	522,690	3,599,270	380,538	493,512	9,290,583
Inverness	54,597	660,630	-	19,016	44,910	-	-	779,153
Islay	22,406	-	-	-	-	-	-	22,406
Kirkwall	147,655	118	15	-	-	-	-	147,788
Lerwick (Tingwall)	4,440	-	-	-	-	-	-	4,440
North Ronaldsay	6,423	-	-	-	-	-	-	6,423
Out Skerries	-	-	-	-	-	-	-	-
Papa Stour	53	-	-	-	-	-	-	53
Papa Westray	4,915	-	-	-	-	-	-	4,915
Glasgow Prestwick	49	159	-	258	670,434	151	-	671,051
Sanday	3,060	-	-	-	-	-	-	3,060
Scatsta	75,148	-	73,276	-	-	-	-	148,424
Stornoway	119,042	173	-	-	-	-	-	119,215
Stronsay	3,246	-	-	-	-	-	-	3,246
Sumburgh	188,147	-	65,436	-	1,033	-	-	254,616
Tiree	8,412	-	-	-	-	-	-	8,412
Westray	3,560	-	-	-	-	-	-	3,560
Wick John O'Groats	17,331	188	-	-	-	-	-	17,519
Total	1,239,424	11,249,261	539,328	1,258,001	11,135,807	691,370	757,368	26,870,559

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, 2016

Airport	International/UK Offshore			Domestic ¹			Total
	Scheduled	Charter	Total	Scheduled	Charter	Total	
Aberdeen	834,294	503,129	1,337,423	1,519,069	89,347	1,608,416	2,945,839
Barra	-	-	-	12,808	-	12,808	12,808
Benbecula	-	-	-	32,439	-	32,439	32,439
Campbeltown	-	-	-	8,472	-	8,472	8,472
Dundee	15,258	169	15,427	20,789	1,416	22,205	37,632
Edinburgh	6,913,694	245,603	7,159,297	5,187,685	844	5,188,529	12,347,826
Glasgow	4,222,060	811,378	5,033,438	4,288,947	1,710	4,290,657	9,324,095
Glasgow Prestwick	669,598	1,693	671,291	-	370	370	671,661
Inverness	63,919	2,089	66,008	715,946	291	716,237	782,245
Islay	-	-	-	27,973	-	27,973	27,973
Kirkwall	-	24	24	152,044	659	152,703	152,727
Lerwick (Tingwall)	-	-	-	4,438	-	4,438	4,438
Scatsta	-	73,276	73,276	-	88,658	88,658	161,934
Stornoway	-	-	-	124,154	184	124,338	124,338
Sumburgh	1,033	65,633	66,666	166,998	15,370	182,368	249,034
Tiree	-	-	-	11,206	4	11,210	11,210
Wick John O'Groats	-	28	28	19,790	203	19,993	20,021
Total	12,719,856	1,703,022	14,422,878	12,292,758	199,056	12,491,814	26,914,692

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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Edinburgh											
Flights to/from UK origins / destinations											
Matched	79,818	75,021	72,499	64,086	58,282	58,404	56,926	55,314	54,580	58,822	57,931
Unmatched - actual ¹	278	308	366	193	268	106	82	83	71	71	20
Unmatched - planned ²	932	816	517	365	1,083	274	257	224	212	285	-
Percentage of flights late ³											
early to 15 mins late	74	73	79	84	79	84	84	85	82	80	75
16 to 30 mins late	13	13	10	8	9	8	8	7	9	10	11
31 to 60 mins late	8	8	7	5	6	5	5	5	5	6	8
1 hr 1 min to 3 hrs late	5	5	4	3	5	3	3	3	4	4	6
3hrs 1 min to 6 hrs late	0	0	0	0	1	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	15	12	10	13	9	9	9	10	12	15
All flights (UK and international)											
Matched	109,307	109,402	107,172	100,408	94,863	99,823	97,645	98,670	96,292	102,038	110,276
Unmatched - actual ¹	508	613	518	387	492	276	188	150	113	134	36
Unmatched - planned ²	1,107	1,074	769	575	2,061	552	312	275	260	394	-
Percentage of flights late ³											
early to 15 mins late	74	73	77	82	77	83	84	84	82	78	73
16 to 30 mins late	13	13	11	9	10	9	8	8	9	11	13
31 to 60 mins late	8	8	7	5	7	5	5	4	5	6	8
1 hr 1 min to 3 hrs late	5	5	4	3	5	3	3	3	3	4	5
3hr 1 min to 6 hrs late	0	1	0	0	1	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	16	13	11	15	10	9	9	9	12	15
Glasgow											
Flights to/from UK origins / destinations											
Matched	66,121	65,538	60,243	51,934	47,933	46,214	47,010	46,137	47,175	50,524	51,293
Unmatched - actual ¹	466	906	636	198	233	118	88	70	77	132	16
Unmatched - planned ²	778	726	375	274	763	305	240	205	229	247	-
Percentage of flights late											
early to 15 mins late	76	77	79	85	80	85	85	84	83	77	77
16 to 30 mins late	11	11	10	7	8	7	7	7	8	10	10
31 to 60 mins late	7	7	7	4	6	4	4	5	5	7	7
1 hr 1 min to 3 hrs late	4	5	4	3	5	3	3	3	3	5	5
3hrs 1 min to 6 hrs late	0	0	0	0	1	0	0	0	0	1	0
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
Average delay ⁴											
	13	13	12	10	12	9	9	10	10	14	14
All flights (UK and international)											
Matched	95,383	91,886	85,274	73,262	68,291	69,507	71,637	71,901	73,396	79,618	83,691
Unmatched - actual ¹	730	1,146	814	294	482	176	160	136	152	238	41
Unmatched - planned ²	966	908	526	330	1,175	393	297	252	262	314	-
Percentage of flights late											
early to 15 mins late	75	74	75	82	77	83	83	83	82	76	75
16 to 30 mins late	12	11	11	8	9	8	8	8	9	11	11
31 to 60 mins late	8	8	8	5	7	5	5	5	5	7	8
1 hr 1 min to 3 hrs late	5	5	5	4	6	4	4	3	3	5	5
3hrs 1 min to 6 hrs late	1	1	1	1	1	1	1	1	0	1	0
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
Average delay ⁴											
	15	17	16	12	16	11	11	11	11	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, 2016 ¹

Airport	Commercial Movements			Non-commercial Movements								Total	
	Air Transport	Positioning Flights	Local Movements	Total	Test and Training	Other Flights by air transport operators	Aero Club	Private	Official	Military	Business		Total
Aberdeen	87,337	3,631	1	90,969	2,932	588	1,196	2	2	60	407	5,187	96,156
Barra	1,252	-	-	1,252	13	-	-	78	-	2	-	93	1,345
Benbecula	3,171	262	7	3,440	77	6	-	72	-	53	-	208	3,648
Campbeltown	1,082	95	-	1,177	25	-	2	183	-	65	-	275	1,452
Dundee	1,631	299	138	2,068	1,032	97	32,135	813	6	72	507	34,662	36,730
Edinburgh	116,831	1,650	21	118,502	38	26	40	2,896	2	109	607	3,718	122,220
Glasgow	90,990	1,746	5	92,741	223	1,440	3,273	10	7	63	370	5,386	98,127
Glasgow Prestwick	4,706	334	-	5,040	7,419	-	6,678	3,081	2	3,494	-	20,674	25,714
Inverness	15,201	1,710	530	17,441	2,616	125	7,936	1,733	-	65	534	13,009	30,450
Islay	1,702	168	2	1,872	8	-	-	616	-	44	-	668	2,540
Kirkwall	12,786	764	16	13,566	317	198	-	436	-	14	8	973	14,539
Lerwick (Tingwall)	1,821	336	157	2,314	20	1	-	91	-	-	-	112	2,426
Scatsta	7,473	273	-	7,746	140	8	-	-	-	-	-	148	7,894
Stornoway	8,406	411	194	9,011	1,012	-	-	386	-	191	-	1,589	10,600
Sumburgh	17,435	1,623	243	19,301	1,009	722	-	75	-	22	-	1,828	21,129
Tiree	1,758	14	2	1,774	2	-	-	161	-	-	-	163	1,937
Wick John O'Groats	2,085	829	17	2,931	546	198	2	678	-	66	6	1,496	4,427
Total	375,667	14,145	1,333	391,145	17,429	3,409	51,262	11,311	19	4,320	2,439	90,189	481,334

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, 2016 ²

Airport	Scheduled			Charter			Air taxi ¹ movements	Total
	UK Operators	Over seas Operators	Total	UK Operators	Over seas Operators	Total		
Aberdeen	31,066	13,143	44,209	31,009	2,461	33,470	9,056	86,735
Barra	1,313	-	1,313	-	-	-	9	1,322
Benbecula	1,755	-	1,755	-	-	-	1,439	3,194
Campbeltown	1,037	-	1,037	-	-	-	98	1,135
Dundee	1,397	-	1,397	40	28	68	186	1,651
Edinburgh	74,324	39,104	113,428	1,931	922	2,853	1,012	117,293
Glasgow	58,242	21,246	79,488	3,889	700	4,589	6,657	90,734
Glasgow Prestwick	-	4,577	4,577	12	104	116	5	4,698
Inverness	10,677	498	11,175	7	24	31	4,052	15,258
Islay	1,612	-	1,612	-	-	0	162	1,774
Kirkwall	10,962	-	10,962	81	2	83	1,882	12,927
Lerwick (Tingwall)	1,149	-	1,149	-	-	-	653	1,802
Scatsta	-	-	-	7,465	-	7,465	3	7,468
Stornoway	6,277	-	6,277	-	2	2	2,147	8,426
Sumburgh	6,930	90	7,020	4,911	-	4,911	5,603	17,534
Tiree	1,712	-	1,712	2	-	2	140	1,854
Wick John O'Groats	1,742	-	1,742	26	7	33	372	2,147
Total	210,195	78,658	288,853	49,373	4,250	53,623	33,476	375,952

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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Aberdeen	94,382	102,989	108,453	106,366	99,419	92,287	99,452	104,227	106,755	112,537	106,755	86,735
Barra	1,232	1,265	1,209	1,262	1,199	1,178	1,183	1,319	881	888	881	1,322
Benbecula	3,911	4,052	4,320	4,145	4,292	3,965	3,912	3,958	3,286	3,013	3,286	3,194
Campbeltown	1,293	1,268	1,307	1,216	1,359	1,251	1,133	1,105	1,123	1,150	1,123	1,135
Dundee	2,536	2,523	3,513	3,910	4,159	3,838	3,033	2,872	1,543	1,407	1,543	1,651
Edinburgh	119,061	118,690	120,096	118,899	111,059	104,288	108,708	106,958	106,748	103,388	106,748	117,293
Glasgow	99,700	99,157	97,277	90,977	77,874	71,598	72,377	74,615	75,585	77,447	75,585	90,734
Glasgow Prestwick	20,554	19,464	20,454	20,427	15,496	13,135	10,017	8,166	8,623	6,659	8,623	4,698
Inverness	20,139	20,601	19,352	17,936	15,791	13,254	15,097	14,814	14,425	13,886	14,425	15,258
Islay	1,579	1,738	1,731	1,869	1,677	1,809	2,004	1,817	1,739	1,730	1,739	1,774
Kirkwall	11,954	13,226	14,008	14,121	13,849	12,945	12,599	12,400	12,951	12,935	12,951	12,927
Lerwick (Tingwall)	2,328	2,029	1,913	1,863	2,011	1,652	1,817	1,783	1,748	1,583	1,748	1,802
Scatsta	10,430	11,445	11,333	10,743	12,704	12,731	13,199	13,915	13,338	12,503	13,338	7,468
Stornoway	8,135	9,646	9,741	10,028	9,484	8,842	9,190	9,367	8,644	8,358	8,644	8,426
Sumburgh	7,562	8,453	9,861	9,812	8,435	8,237	9,156	10,963	13,606	14,677	13,606	17,534
Tiree	724	753	755	937	1,109	1,023	1,019	1,121	1,111	1,138	1,111	1,854
Unst	-	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats	3,280	3,253	2,860	2,571	2,776	2,394	2,416	2,660	4,276	2,885	4,276	2,147
Total	408,800	420,552	428,183	417,082	382,693	354,427	366,312	372,060	376,382	376,184	376,382	375,952

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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Aberdeen	109,232	116,971	121,927	119,831	109,876	102,396	108,862	115,013	118,219	124,282	118,219	96,156
Barra	1,323	1,321	1,296	1,310	1,356	1,252	1,258	1,403	966	988	966	1,345
Benbecula	4,466	4,462	4,810	4,660	4,779	4,402	4,366	4,478	3,708	3,504	3,708	3,648
Campbeltown	2,500	3,837	3,674	1,921	2,418	2,334	1,993	1,527	1,596	1,628	1,596	1,452
Dundee	37,261	37,444	37,292	36,297	39,274	37,169	36,815	40,926	40,427	35,730	40,427	36,730
Edinburgh	127,122	126,914	128,172	125,550	115,969	108,997	113,357	110,288	111,736	109,545	111,736	122,220
Glasgow	110,581	110,034	108,305	100,087	85,281	77,755	78,111	80,472	79,520	84,000	79,520	98,127
Glasgow Prestwick	54,996	48,189	47,910	42,708	34,230	33,087	28,546	25,670	24,305	25,643	24,305	25,714
Inverness	37,879	40,826	39,139	40,538	30,290	28,155	30,755	31,764	28,947	28,495	28,947	30,450
Islay	2,334	2,558	2,650	2,625	2,603	2,775	3,003	2,969	2,637	2,610	2,637	2,540
Kirkwall	13,375	14,719	15,574	15,982	15,590	14,535	14,131	13,980	14,403	14,420	14,403	14,539
Lerwick (Tingwall)	2,416	2,131	2,050	2,085	2,157	1,859	1,926	1,924	2,084	2,169	2,084	2,426
Scatsta	11,257	12,335	12,961	12,951	14,364	13,841	14,475	15,587	14,668	13,778	14,668	7,894
Stornoway	10,665	12,363	12,716	13,072	11,627	10,952	11,255	11,564	11,049	10,909	11,049	10,600
Sumburgh	10,409	12,185	13,984	14,758	12,159	11,118	12,228	14,045	16,771	18,171	16,771	21,129
Tiree	858	858	868	1,071	1,316	1,210	1,111	1,224	1,247	1,295	1,247	1,937
Unst	-	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats	6,931	6,721	6,327	7,221	6,231	4,754	4,734	5,474	7,787	5,711	7,787	4,427
Total	543,605	553,868	559,655	542,667	489,520	456,591	466,926	478,308	480,070	482,878	480,070	481,334

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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
											<i>tonnes</i>
Aberdeen	4,022	3,434	4,006	3,822	4,211	5,311	6,166	7,102	6,278	6,545	5,731
Barra ³	56	37	34	34	29	29	27	26	21	19	15
Benbecula ³	910	590	587	564	531	466	475	457	310	313	339
Campbeltown ³	1	2	1	1	1	1	-	1	-	-	-
Dundee	-	-	-	-	-	-	-	-	-	-	-
Edinburgh ²	36,389	19,292	12,418	23,791	20,357	19,332	19,115	18,624	19,369	19,322	20,369
Glasgow ²	6,289	4,276	3,546	2,334	2,914	2,430	9,497	11,837	15,411	13,193	12,921
Glasgow Prestwick	28,537	31,517	22,966	13,385	12,163	11,846	10,314	9,526	12,540	11,242	10,822
Inverness ³	2,170	2,347	2,104	2,443	2,800	1,833	2,601	2,524	2,507	2,507	2,584
Islay ³	246	312	335	340	310	287	284	273	276	288	303
Kirkwall ³	904	709	730	646	777	132	97	103	107	94	97
Lerwick (Tingwall)	-	-	-	-	-	-	-	-	-	-	-
Scatsta	730	765	723	752	765	808	873	849	788	702	-
Stornoway ³	1,881	1,717	1,610	1,641	1,630	1,659	1,704	1,752	1,200	1,173	1,153
Sumburgh ³	1,061	1,036	1,109	1,075	990	979	990	1,095	1,018	998	1,005
Tiree ³	59	60	56	56	52	49	57	55	52	44	53
Unst	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats ³	6	8	3	2	2	1	-	1	1	1	1
Total	83,260	66,103	50,228	50,886	47,532	45,162	52,200	54,225	59,878	56,441	55,392

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 Orkney and Shetland which did not have detailed information (passenger, 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, 2013 ¹

Airport	International passengers				Domestic passengers				All services				All
	Business		Leisure		Business		Leisure		Busin- ess	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.					
	<i>row percentages</i>												
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 airport ¹

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			
	<i>row percentages</i>									
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

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: 2013 ¹

	Aberdeen	Edinburgh	Glasgow	Inverness	Total
	<i>thousands</i>				
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

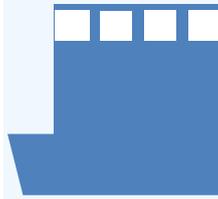
- Foreign and domestic freight traffic by type of freight and country of origin and destination
- Ferry passengers and vehicles
- HM Coastguard search and rescue operations.

67 million

tonnes of freight handled by ports
in 2016 in Scotland

One quarter

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



8.3m

passengers

2.9m

vehicles

carried on **ferry routes**
within Scotland in 2016



1.8m

passengers and 0.4m vehicles carried
between Scotland and Northern Ireland in 2016

33,000

vehicles carried between Scotland
and Europe in 2016



3%

increase in vehicle
traffic between Scotland
and Northern Ireland
between 2015 and 2016

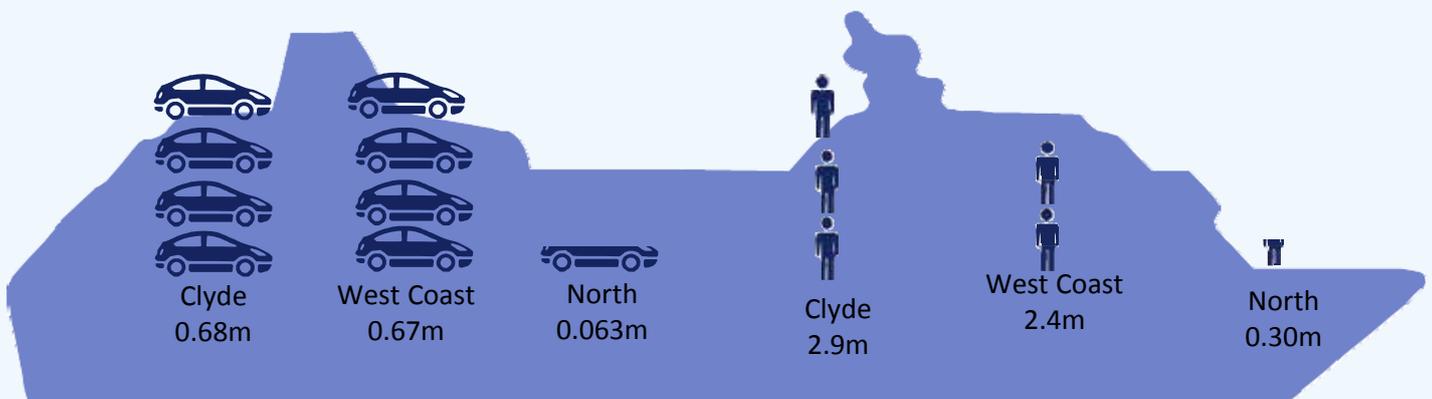


All passenger traffic to Northern
Ireland was from Cairnryan

Scottish Government Subsidised Ferry Traffic 2016

Vehicle traffic
Total = 1.42m

Passenger traffic
Total = 5.66m



See table 9.15 for more information

2,464

incidents responded to by
the Maritime and Coastguard agency
in 2016



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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 2016.
- There was a total of 8.3 million passengers and 2.9 million vehicles carried on ferry routes within Scotland in 2016.
- 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 2016.

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 33 million tonnes in 2016 (there has been a 25% 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 13.5 million tonnes, considerably less than the volume of exports. (*Table 9.2*)

2.2 Waterborne freight (both incoming and outgoing) passing through the ports fell by 5% in 2016 to 67 million tonnes. This was 34% less than in 2006, continuing a steady fall. In 2016, the eleven major ports accounted for 95% of the total traffic through Scottish ports. Exports accounted for 49% of the total freight through Scottish ports and domestic traffic accounted for 33%. Imports, and incoming domestic freight were much lower, together accounting for 24% of the total freight through Scottish ports. (*Table 9.2*)

Ports & Destinations

2.3 Forth (27 million tonnes), Clyde (9 million tonnes) and Sullom Voe (6 million tonnes) accounted for the highest freight traffic in 2016. Forth traffic is 1% higher than 2015, and is 13% below 2006. Clyde's freight traffic has fluctuated between 2006 and 2016, falling overall from 15 million tonnes to 8.7 million tonnes in 2016. 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 2016. (*Table 9.4*)

2.5 Top exporting ports for foreign traffic were: Forth (21 million tonnes); Sullom Voe (4 million tonnes) and Glensanda (3 million tonnes). Clyde (4.9 million tonnes) and Forth (3.5 million tonnes) together accounted for almost all the imports from foreign traffic. Forth (2.5 million tonnes), Sullom Voe (2.2 million tonnes), and Glensanda (2.1 million tonnes) had most outward domestic traffic; Aberdeen (1.4 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 2016 were crude oil (30 million tonnes), oil products (10 million tonnes) and other dry bulk (7 million tonnes). (*Table 9.7*)

2.7 In 2016 most exports were destined for Netherlands (10.8 million tonnes), Asia (8.4 million tonnes), Germany (4.4 million tonnes), Belgium (3.7 million tonnes) and Spain (1.9 million tonnes) while most imports arrived from Norway (1.8 million tonnes) and Netherlands (1.6 million tonnes). (*Table 9.8*)

Passenger Services**Routes to Northern Ireland and Europe**

2.8 In 2016, 1.8 million passengers were carried on ferry services between Scotland and Northern Ireland. Just under half a million vehicles were carried between Scotland and Northern Ireland in 2016, a 3 per cent increase on 2015. The Rosyth to Zeebrugge freight route is the only ferry route between Scotland and Europe. This carried 32,800 vehicles in 2016, a 24 per cent decrease on 2015. (*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 8.3 million passengers carried on routes within Scotland in 2016, a rise of 6 per cent compared to 2015 and 2 per cent below the recent peak in numbers in 2007. Caledonian MacBrayne carried 5.1 million of these passengers (61%) and Western Ferries carried a further 15 per cent on the Gourock-Dunoon route. (*Table 9.12*)

2.11 There were 2.9 million vehicles carried on routes within Scotland in 2016, an 8 per cent rise on 2015. Of these vehicles, 49 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 5.1 million passengers in 2016, 429,000 (9%) more than in 2015. There were 1.4 million cars carried, or 14 per cent more than in 2015, and 89,000 commercial vehicles and buses, 9 per cent less than 2015. *(Table 9.14)*

2.13 Serco Northlink Ferries carried 302,000 passengers in 2016, a one per cent increase compared to 2015. There were 63,000 cars carried on these routes in 2016, seven per cent more than 2015. *(Table 9.14)*

Local Authority ferry services

2.14 Shetland Islands Council services carried 775,000 passengers in 2016, four per cent more than 2015. There were 387,000 vehicles carried, a rise of 6 per cent on 2015.

2.15 Orkney Ferries services carried 329,000 passengers in 2016, one per cent more than in 2015. There were 87,000 vehicles carried on these routes, three per cent more than the previous year. *(Table 9.14)*

2.16 Ferries operated by Argyll and Bute Council carried 150,000 passengers in 2016. 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 572,000 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 1,341,000 passengers in 2016. There were 608,000 cars carried on this route and 33,800 commercial vehicles and buses in 2016. *(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 2016. *(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 251 thousand vehicles in 2016. *(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 2016 was Ardrossan - Brodick, with 828,300 passengers. Ardrossan - Brodick was also the busiest subsidised route for

car traffic in 2016 with 202,800 car crossings, an increase of 7 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 2.4 million passengers in 2016 and 664,200 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 99.9% in 2016-17 and the level of punctuality (against the published timetable) was 99.7%. For Northlink the level of lifeline ferry services that were both punctual and reliable was 99.9% for Aberdeen routes and 100% for the Pentland Firth in 2016-17. (*Table 9.17*)

Coastguard callouts

2.23 Due to 'Industrial action short of a strike' undertaken by Coastguard staff during 2016, the Maritime and Coastguard Agency is unable to provide a detailed breakdown of incident details for 2016. Overall there were 2,464 incidents. (*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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 ⁸	2016
Freight lifted (weight)	<i>million tonnes</i>										
Coastwise traffic ¹											
Liquid bulks	12.54	15.07	15.79	13.59	11.49	11.12	7.22	5.93	5.41	..	..
Coal	1.59	1.28	1.40	1.02	1.23	0.67	0.76	0.67	0.78	..	..
Other	6.45	6.43	6.09	5.23	5.23	4.54	4.56	4.79	5.62	..	..
Total	20.58	22.79	23.28	19.84	17.95	16.33	12.54	11.39	11.81	14.20	..
One Port traffic ²											
To rigs	1.48	1.83	1.75	3.59	1.88	2.42	2.57	2.10	2.19	..	..
Sea dumped	-	-	-	-	-	-	-	-	-	..	..
Total	1.48	1.83	1.75	3.59	1.88	2.42	2.57	2.10	2.19	..	..
Inland waterway traffic											
Internal	-	-	-	-	-	-	-	-	0.05	..	..
Coastwise	4.19	4.10	3.99	3.43	3.04	2.74	2.18	1.93	1.64	..	..
One Port	0.11	0.03	0.02	0.04	0.05	0.01	0	0.02	0.01	..	..
Foreign	5.86	6.36	8.18	6.63	7.80	7.95	8.61	8.74	7.71	..	..
Total	10.16	10.50	12.19	10.10	10.89	10.70	10.79	10.69	9.41	10.27	..
All above traffic ³	27.92	30.98	33.21	30.06	27.63	26.70	23.72	22.23	21.76	24.47	..
Port exports ⁴	43.99	45.58	42.42	38.32	39.89	33.36	32.06	31.58	30.84	30.26	32.97
All freight lifted ⁵	66.06	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	10,550	13,155	14,456	12,360	10,777	10,628	6,723	4,888	4,783	..	..
Coal	368	305	343	261	302	303	316	277	312	..	..
Other	3,573	3,449	3,090	2,700	2,478	2,080	2,012	2,287	2,936	..	..
Total	14,491	16,909	17,890	15,321	13,557	13,011	9,051	7,452	8,031	11,414	..
One Port traffic ²											
To rigs	1,482	1,832	1,746	2,287	1,885	2,190	2,571	2,100	2,182	..	..
Sea dumped	-	-	-	-	-	-	-	-	-	..	..
Total	1,482	1,832	1,746	2,287	1,885	2,190	2,571	2,100	2,182	..	..
Inland waterway traffic											
Internal	-	-	-	-	-	-	-	-	-	-	-
Coastwise	101	101	101	83	80	80	60	53	22	..	..
One Port	-	-	-	-	-	-	-	-	-	..	..
Foreign	146	166	210	160	200	190	209	209	137	..	..
Total	249	268	312	244	280	270	269	262	234	236	..
All above traffic ⁶	16,222	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

- Covers all coastwise cargo *lifted* in Scotland, regardless of its destination.
- Covers cargoes lifted in Scotland for offshore installations and for dumping at sea.
- 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.
- Major ports only. There were seven major ports in 1996; eight in 1997 and 1998; nine in 1999; and 11 from 2000 onwards.
- 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.
- 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.
- Figures for tonne-kilometres are not available for exports (and, in any case, would not be relevant to Scottish transport statistics).
- 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 freight traffic by port

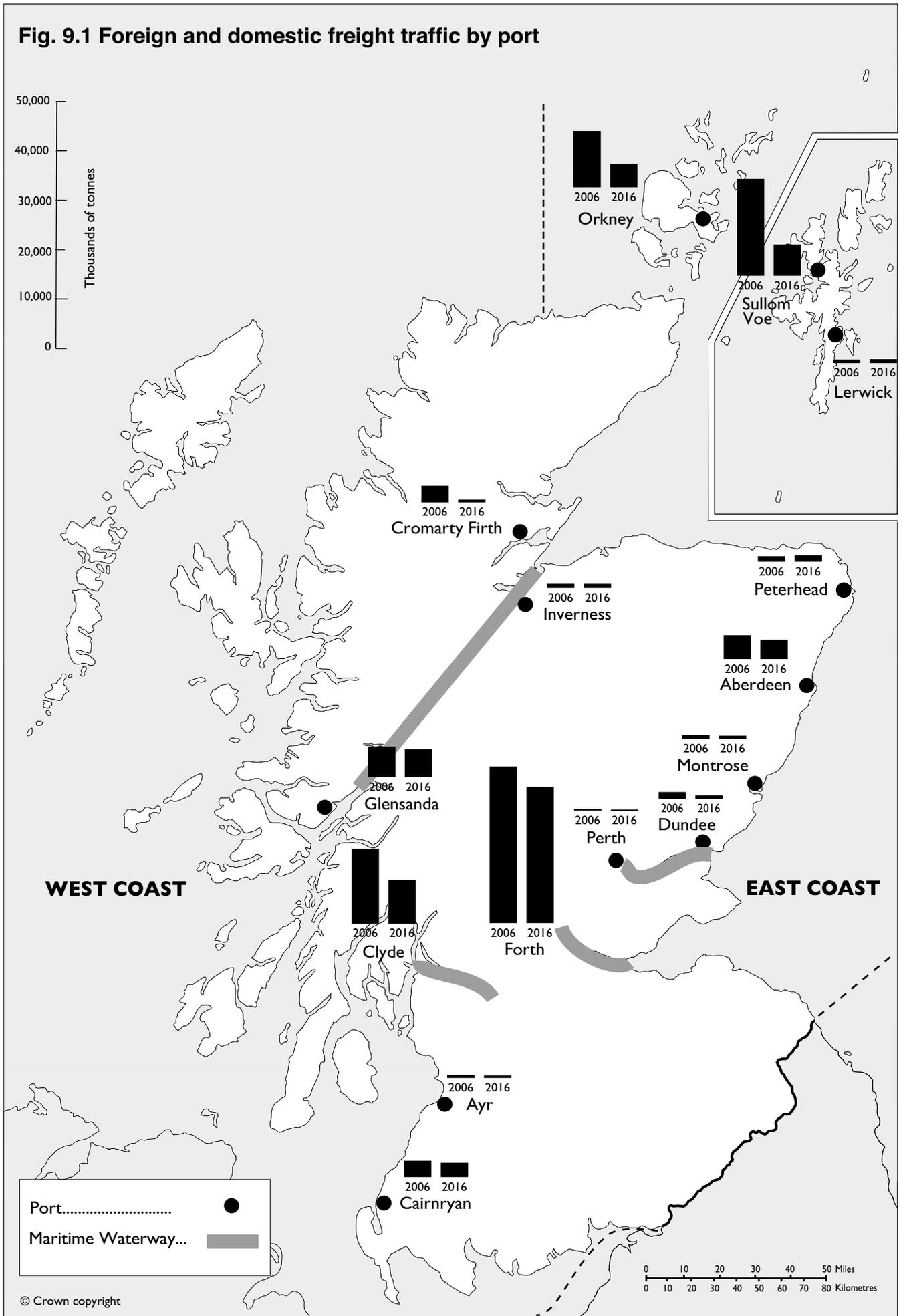


Table 9.1 (continued) Waterborne freight lifted, discharged and moved, by type of traffic

(b) Waterborne freight *discharged* in Scotland, and moved, by type of traffic

Note: there is **no** information on inland waterway traffic discharged in Scotland

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 ⁶	2016
Freight discharged (weight)	<i>million tonnes</i>										
Coastwise traffic ¹											
Liquid bulks	3.56	3.62	2.79	2.52	3.01	2.06	2.14	1.91	1.74	..	..
Coal	0.01	0.04	0.02	-	0.01	0.08	0.01	0.02	-	..	..
Other	4.22	4.13	4.20	3.77	4.25	3.83	4.28	3.98	4.06	..	..
Total	7.79	7.79	7.01	6.29	7.26	5.97	6.43	5.91	5.79	4.62	..
One Port traffic ²											
From rigs	8.31	7.86	4.06	2.75	3.12	2.86	3.89	2.23	2.07	..	..
Sea dredged	0.02	0.02	0.02	0.01	-	-	-	-	-	..	..
Total	8.33	7.87	4.07	2.76	3.12	2.86	3.89	2.23	2.07	..	..
Inland waterway traffic ³	..	..	..	..	..	..	..	..	..	..	..
Port imports ⁴	17.91	14.61	16.11	13.53	13.17	14.22	16.25	16.50	16.55	13.48	9.49
Freight moved (weight x distance)	<i>million tonne-kilometres</i>										
Coastwise traffic ¹											
Liquid bulks	1,811	1,907	1,444	1,445	2,070	1,459	1,529	1,253	1,126	..	..
Coal	-	39	12	-	12	61	9	12	-	..	..
Other	1,048	943	1,031	953	1,056	958	1,092	986	1,017	..	..
Total	2,859	2,890	2,487	2,398	3,138	2,478	2,626	2,250	2,143	1,846	..
One Port traffic ²											
From rigs	8,325	7,870	4,067	2,762	3,146	2,885	3,898	2,241	2,091	..	..
Sea dredged	-	-	-	-	-	-	-	-	-	..	..
Total	8,325	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

- Covers all coastwise cargo discharged in Scotland, whether it was loaded in Scotland or elsewhere in the UK.
- One port traffic covers cargoes from offshore installations and sea dredged aggregates unloaded in Scotland; figures from 2012 subject to revision.
- Information about Inland Waterway traffic discharged in Scotland is not available from the statistics compiled by DfT.
- 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
- Figures for tonne-kilometres are not available for imports (and, in any case, would not be relevant to Scottish transport statistics).
- 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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	<i>thousand tonnes</i>										
Foreign											
Imports	17,909	14,612	16,106	13,532	13,169	14,216	16,254	16,501	16,554	13,481	9,486
Exports	43,994	45,581	42,416	38,321	39,891	33,358	32,060	31,583	30,842	30,259	32,974
Total	61,903	60,193	58,521	51,853	53,060	47,573	48,313	48,084	47,396	43,740	42,458
Domestic											
Inwards	14,680	14,138	9,611	7,670	8,722	7,999	9,447	7,160	7,053	6,281	6,643
Outwards	21,039	23,482	23,975	22,558	18,745	18,378	15,072	12,673	13,167	16,531	14,308
Total	35,718	37,619	33,586	30,228	27,468	26,379	24,519	19,833	20,219	22,813	20,950
Total - major ports only	97,621	97,812	92,108	82,081	80,525	73,952	72,832	67,917	67,615	66,552	63,409
Total - all ports	101,587	101,952	96,346	85,547	84,817	77,414	76,139	71,639	71,381	69,968	66,692

Source: DfT Maritime Statistics

- 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	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	<i>thousand tonnes</i>										
Stranraer ³											
Inwards	644	647	634	646	553	543	-	-	-	-	-
Outwards	578	584	556	531	465	442	-	-	-	-	-
Total traffic	1,222	1,231	1,190	1,177	1,017	986	-	-	-	-	-
Loch Ryan ^{4,5}											
Inwards	-	-	-	-	-	-	943	898	1,022	1,076	1,166
Outwards	-	-	-	-	-	-	872	885	1,016	1,087	1,190
Total traffic	-	-	-	-	-	-	1,815	1,783	2,038	2,163	2,356
Cairnryan											
Inwards	1,446	1,440	1,294	1,123	1,150	1,340	1,246	1,103	1,096	1,179	1,290
Outwards	1,699	1,723	1,633	1,448	1,484	1,592	1,364	1,261	1,272	1,370	1,450
Total traffic	3,145	3,163	2,928	2,572	2,634	2,932	2,610	2,365	2,368	2,548	2,740
Ayr											
Inwards	172	174	182	182	276	212	205	347	284	217	256
Outwards	247	379	375	153	282	190	99	123	71	63	50
Total traffic	419	553	557	335	558	402	304	470	355	280	306
Clyde											
Inwards	11,702	9,323	10,885	9,474	8,982	9,981	12,026	12,148	13,221	9,678	6,273
Outwards	3,279	2,740	3,453	3,078	3,301	3,450	3,394	2,635	2,980	2,806	2,469
Total traffic	14,981	12,063	14,338	12,552	12,283	13,431	15,421	14,783	16,201	12,484	8,742
Glensanda											
Inwards	-	-	-	-	-	-	-	-	-	-	-
Outwards	6,004	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597	5,487
Total traffic	6,004	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597	5,487
Other West Coast ¹											
Inwards	408	448	489	368	649	347	337	284	337	271	303
Outwards	536	518	538	530	651	362	342	369	466	386	243
Total traffic	944	967	1,028	896	1,300	709	680	653	803	656	546
Orkneys											
Inwards	4,158	3,655	776	169	184	186	200	180	182	195	204
Outwards	7,091	6,937	4,014	3,073	3,059	2,158	1,529	874	969	3,750	4,411
Total traffic	11,249	10,592	4,789	3,241	3,244	2,344	1,729	1,054	1,151	3,945	4,615
Lerwick											
Inwards	311	352	372	309	323	344	407	495	437	410	359
Outwards	230	263	287	250	245	241	263	328	401	336	269
Total traffic	541	615	658	560	568	585	670	824	838	746	629
Sullom Voe											
Inwards	3,705	2,747	2,379	840	1,021	748	2,196	201	1	6	-
Outwards	15,743	13,826	12,160	10,377	10,250	9,405	9,202	6,192	7,183	6,114	6,183
Total traffic	19,447	16,573	14,539	11,217	11,270	10,153	11,398	6,394	7,185	6,120	6,183
Cromarty Firth											
Inwards	1,608	1,688	1,174	1,300	1,659	1,882	1,313	1,605	810	145	242
Outwards	1,598	1,814	1,078	1,565	2,004	2,138	1,314	1,773	781	117	153
Total traffic	3,206	3,502	2,252	2,864	3,663	4,020	2,628	3,378	1,591	262	395
Inverness											
Inwards	549	562	551	524	520	437	368	409	321	394	510
Outwards	122	123	146	127	151	162	154	155	154	172	154
Total traffic	671	684	697	651	671	599	521	563	475	566	664
Peterhead											
Inwards	647	468	524	482	538	541	584	589	768	950	695
Outwards	300	321	347	315	568	513	440	382	608	518	453
Total traffic	947	790	871	797	1,107	1,054	1,024	971	1,377	1,468	1,148
Aberdeen											
Inwards	2,407	2,541	2,407	2,227	2,035	1,966	2,084	2,055	1,986	2,031	1,728
Outwards	2,256	2,591	2,426	1,343	2,129	2,198	2,409	2,209	2,245	2,345	2,042
Total traffic	4,663	5,131	4,833	4,570	4,164	4,165	4,493	4,264	4,231	4,376	3,770
Montrose											
Inwards	397	366	413	283	395	359	336	417	452	387	362
Outwards	244	216	196	140	116	129	182	171	150	106	142
Total traffic	640	582	609	423	512	488	518	588	601	493	504
Dundee											
Inwards	918	809	788	632	754	721	666	704	463	468	449
Outwards	284	226	190	177	209	208	176	111	54	47	84
Total traffic	1,202	1,035	978	810	962	929	842	815	517	515	534
Perth											
Inwards	147	144	141	120	99	61	42	37	49	58	28
Outwards	1	-	1	6	4	13	19	23	12	5	5
Total traffic	148	144	141	125	103	74	62	60	61	63	33
Forth ⁶											
Inwards	5,353	5,431	4,856	4,309	5,015	4,307	4,442	4,177	4,056	4,035	4,080
Outwards	26,203	31,249	34,199	32,381	29,321	23,571	20,890	22,188	20,552	23,039	23,359
Total traffic	31,556	36,681	39,054	36,690	34,335	27,878	25,332	26,365	24,608	27,074	27,439
Other East Coast ²											
Inwards	263	272	281	284	291	302	289	326	348	345	377
Outwards	339	324	263	1,192	289	303	263	239	284	268	224
Total traffic	602	595	549	476	580	605	552	565	632	612	601
Scotland											
Inwards	34,835	31,067	28,147	23,272	24,444	24,277	27,684	25,976	25,835	21,845	18,322
Outwards	66,752	70,885	68,198	62,277	60,374	53,135	48,454	45,663	45,546	48,126	48,368
Total traffic	101,587	101,952	96,345	85,547	84,817	77,414	76,139	71,639	71,381	69,968	66,692

Source: DfT Maritime Statistics

1. Other West Coast ports are: Troon; Ardrishaig; Corpach; Stornoway; Kyle of Lochalsh; Girvan; Kirkcubright; 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, Burmtisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil

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

Port	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Stranraer ⁸											<i>thousand tonnes</i>
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	1,222	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
Cairnryan											
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	3,145	3,163	2,928	2,572	2,634	2,932	2,610	2,364	2,368	2,548	2,740
Ayr											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	419	553	557	335	558	402	304	470	355	280	306
Clyde											
Bulk fuel	13,106	9,825	12,197	10,672	10,209	11,464	13,547	12,877	14,090	10,332	6,522
All other traffic	1,875	2,238	2,141	1,880	2,074	1,967	1,874	1,906	2,111	2,152	2,220
Glensanda											
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	6,004	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597	5,487
Other West Coast ²											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	944	967	1,028	896	1,300	709	680	653	803	656	546
Orkney											
Bulk fuel	11,103	10,414	4,595	3,027	2,999	2,096	1,487	825	918	3,689	4,348
All other traffic	146	178	194	214	245	248	242	229	233	256	267
Lerwick											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	541	615	658	560	568	585	670	824	838	746	629
Sullom Voe											
Bulk fuel	19,417	16,537	14,507	11,217	11,202	10,134	11,339	6,352	7,180	6,108	6,179
All other traffic	30	36	32	-	69	19	59	41	5	12	4
Cromarty Firth											
Bulk fuel	3,031	3,336	2,101	2,730	3,454	3,821	2,410	3,181	1,339	87	207
All other traffic	175	166	151	134	209	199	218	197	252	175	188
Inverness											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	671	684	697	651	671	599	521	563	475	566	664
Peterhead											
Bulk fuel	369	143	230	309	365	260	282	305	236	330	443
All other traffic	578	647	641	488	742	794	742	667	1,141	1,138	705
Aberdeen											
Bulk fuel	1,517	1,487	1,468	1,044	1,022	1,018	1,073	1,073	1,019	1,388	1,130
All other traffic	3,146	3,644	3,365	3,526	3,142	3,147	3,420	3,190	3,212	2,988	2,640
Montrose											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	640	582	609	423	512	488	518	588	601	493	504
Dundee											
Bulk fuel	595	528	493	448	486	560	457	378	169	149	137
All other traffic	607	507	485	362	476	369	385	437	349	366	397
Perth											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	148	144	141	125	103	74	62	60	61	63	33
Forth ⁷											
Bulk fuel	27,455	32,738	34,863	32,438	30,405	23,208	21,028	22,039	19,982	23,081	22,999
All other traffic	4,101	3,943	4,191	4,252	3,930	4,670	4,304	4,326	4,626	3,993	4,440
Other East Coast ³											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
Other	602	595	549	476	580	605	552	565	632	612	601
Major ports ⁴											
Bulk fuel ¹	76,593	75,008	70,454	61,885	60,142	52,561	51,623	47,030	44,933	45,164	41,965
All other traffic	21,029	22,803	21,654	20,196	20,384	21,391	21,210	20,887	22,683	21,388	21,444
All traffic:											
Major ports only	97,622	97,811	92,108	82,081	80,526	73,952	72,833	67,917	67,615	66,552	63,409
All ports	101,587	101,951	96,347	85,547	84,818	77,414	76,140	71,639	71,381	69,968	66,692

Source: DfT Maritime Statistics

- From 1995 onwards, separate figures for bulk fuel and other are available for major ports only (see notes and sources).
- Other West Coast ports are: Troon; Ardrishaig; Corpach; Stornoway; Kyle of Lochalsh; Givran; Kirkcubright; Port Askaig.
- Other East Coast ports are: Scrabster; Wick; Gills Bay; Buckie; Fraserburgh; Inverkeithing; Scalloway.
- 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.
- Figures for 2012 may include some traffic from 2011 due to the transfer of operations from Stranraer.
- The increase in tonnage on the new Loch Ryan route compared to Stranraer is due to larger ships being used.
- Includes Rosyth, Braefoot Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil
- 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)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
West Coast:											<i>thousand tonnes</i>
Stranraer¹ *											
Liquid bulk	-	-	-	-	-	-	-	-	-	-	-
Dry bulk	-	-	-	-	-	-	-	-	-	-	-
Container & roll on traffic	1,222	1,231	1,190	1,177	1,017	986	-	-	-	-	-
Other general cargc	-	-	-	-	-	-	-	-	-	-	-
All traffic	1,222	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
Other general cargc	-	-	-	-	-	-	-	-	-	-	-
All traffic	-	-	-	-	-	-	1,815	1,783	2,038	2,163	2,356
Cairnryan*											
Liquid bulk	-	-	-	-	-	-	-	-	-	-	-
Dry bulk	-	-	-	-	-	-	-	-	-	-	-
Container & roll on traffic	3,145	3,163	2,928	2,572	2,632	2,932	2,610	2,364	2,368	2,548	2,737
Other general cargc	-	-	-	-	3	-	-	1	-	-	3
All traffic	3,145	3,163	2,928	2,572	2,634	2,632	2,610	2,365	2,368	2,548	2,740
Clyde											
Liquid bulk	3,626	3,568	5,149	4,685	4,853	5,124	5,945	5,777	6,952	6,729	6,125
Dry bulk	10,397	7,249	8,095	6,904	6,793	7,564	8,778	8,377	8,451	4,899	1,668
Container & roll on traffic	398	469	439	447	509	599	588	499	576	634	651
Other general cargc	560	777	654	516	128	144	109	130	221	223	298
All traffic	14,981	12,063	14,338	12,552	12,283	13,431	15,421	14,783	16,201	12,484	8,742
Glensanda											
Liquid bulk	-	-	-	-	-	-	-	-	-	-	-
Dry bulk	6,004	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597	5,487
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargc	-	-	-	-	-	-	-	-	-	-	-
All traffic	6,004	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597	5,487
East Coast:											
Orkney											
Liquid bulk	11,100	10,413	4,594	3,026	2,998	2,095	1,486	824	918	3,688	4,348
Dry bulk	12	10	6	12	20	25	15	11	12	16	9
Container & roll on traffic	115	153	161	181	213	211	215	208	209	234	243
Other general cargc	21	16	29	21	14	13	13	11	12	7	15
All traffic	11,249	10,592	4,789	3,241	3,244	2,344	1,729	1,054	1,151	3,945	4,615
Sullom Voe											
Liquid bulk	19,417	16,537	14,507	11,217	11,202	10,134	11,339	6,357	7,180	6,114	6,179
Dry bulk	-	-	-	-	69	12	57	13	-	5	4
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargc	30	36	32	-	-	7	2	24	5	-	-
All traffic	19,447	16,573	14,539	11,217	11,270	10,153	11,398	6,394	7,185	6,120	6,183
Cromarty Firth											
Liquid bulk	3,026	3,336	2,100	2,727	3,460	3,821	2,408	3,178	1,337	89	213
Dry bulk	79	70	70	73	125	159	144	115	174	109	108
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargc	101	97	81	64	78	41	76	85	80	64	74
All traffic	3,206	3,502	2,252	2,864	3,663	4,020	2,628	3,378	1,591	262	395
Peterhead*											
Liquid bulk	532	377	440	377	453	390	386	364	536	735	535
Dry bulk	102	73	101	88	144	158	100	53	155	97	64
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargc	313	340	331	331	510	506	538	554	686	635	549
All traffic	947	790	871	797	1,107	1,054	1,024	971	1,377	1,468	1,148
Aberdeen											
Liquid bulk	2,209	2,214	2,184	2,065	1,957	1,922	2,059	1,987	1,986	2,298	2,188
Dry bulk	373	371	308	331	549	606	439	474	487	455	367
Container & roll on traffic	317	334	355	345	365	405	468	474	430	408	409
Other general cargc	1,765	2,213	1,986	1,829	1,293	1,231	1,527	1,329	1,328	1,215	806
All traffic	4,663	5,131	4,833	4,570	4,164	4,165	4,493	4,264	4,231	4,376	3,770
Dundee*											
Liquid bulk	594	530	501	451	493	571	467	379	183	157	147
Dry bulk	317	333	373	300	412	277	294	369	259	310	304
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargc	291	172	104	59	57	81	82	67	75	48	82
All traffic	1,202	1,035	978	810	962	929	842	815	517	515	534
Forth *											
Liquid bulk	26,220	31,578	33,941	31,913	29,432	23,353	20,739	22,109	20,363	23,183	23,323
Dry bulk	2,264	2,051	1,994	1,840	1,904	1,392	1,283	1,125	1,056	958	963
Container & roll on traffic	2,407	2,582	2,627	2,494	2,751	2,666	2,798	2,858	2,834	2,643	2,792
Other general cargc	663	470	492	442	249	466	512	273	355	290	361
All traffic	31,556	36,681	39,054	36,690	34,335	27,878	25,332	26,365	24,608	27,074	27,439

Source: DfT 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, 2015

	Foreign traffic			Domestic traffic			Total
	Imports	Exports	Total	Inwards	Outwards	Total	
	<i>thousand tonnes</i>						
Loch Ryan	-	-	-	1,076	1,087	2,163	2,163
Cairnryan	-	-	-	1,179	1,370	2,548	2,548
Clyde	8,924	1,478	10,402	754	1,329	2,082	12,484
Glensanda	-	3,545	3,545	-	2,052	2,052	5,597
Orkney	5	1,905	1,910	190	1,845	2,035	3,945
Sullom Voe	6	3,398	3,404	-	2,715	2,715	6,120
Cromarty Firth	123	21	145	22	96	117	262
Peterhead	73	40	113	877	478	1,355	1,468
Aberdeen	382	415	797	1,648	1,930	3,579	4,376
Dundee	445	37	481	23	10	34	515
Forth ¹	3,523	19,419	22,942	513	3,619	4,132	27,074
All Major Ports	13,481	30,259	43,740	6,281	16,531	22,813	66,552

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, 2016

	Foreign traffic			Domestic traffic			Total
	Imports	Exports	Total	Inwards	Outwards	Total	
	<i>thousand tonnes</i>						
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
Forth ¹	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

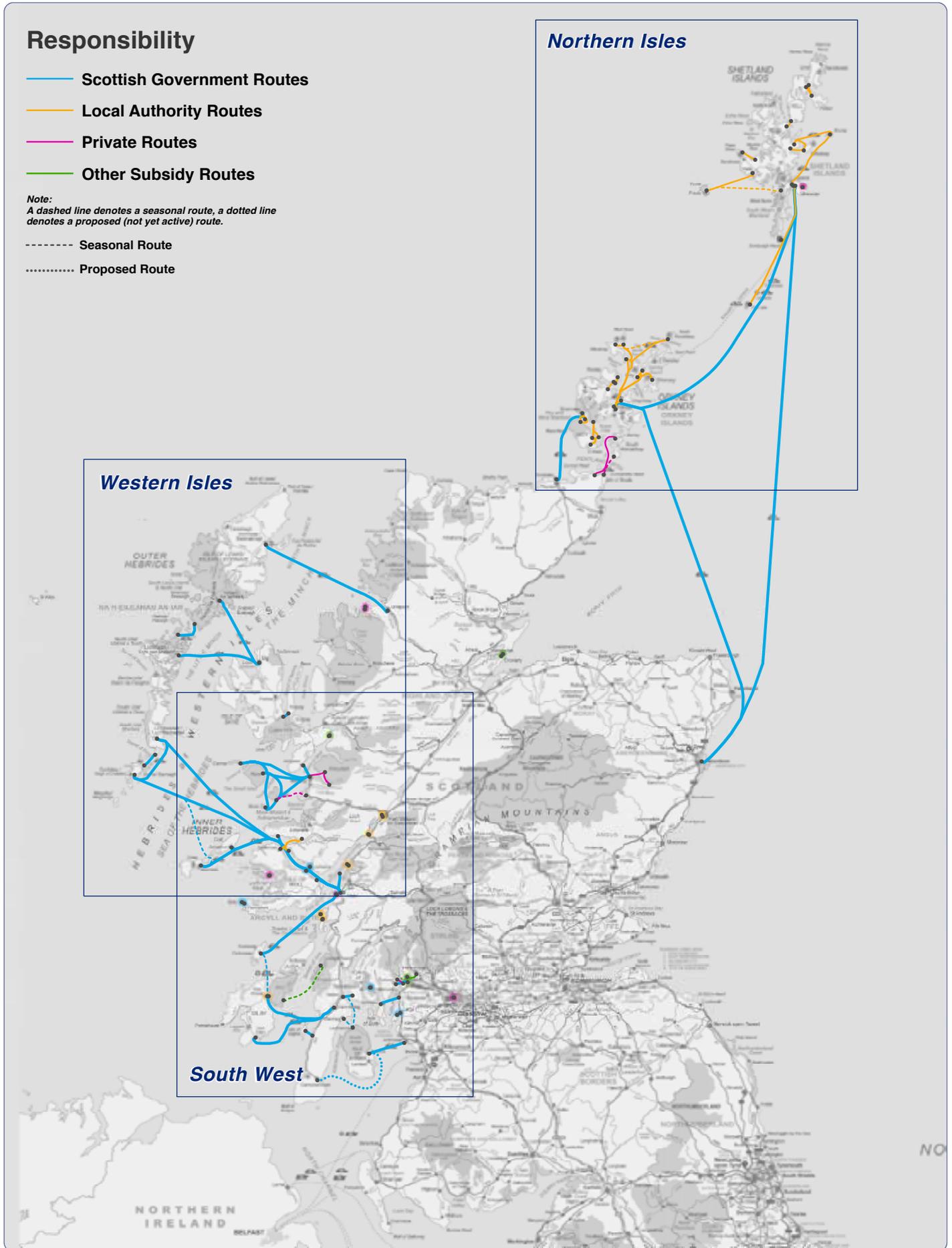
1. Includes Rosyth, Braefoot Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil

Table 9.7 All traffic at the major ports by mode of appearance and commodity, 2016

	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	26	1,688	1,714	7	358	365	2,079
Crude oil	3,110	20,481	23,591	1,080	5,064	6,145	29,736
Oil products	2,537	4,288	6,825	1,356	1,547	2,903	9,728
Other liquid bulk products	262	123	385	156	975	1,130	1,515
All liquid bulk traffic	5,934	26,581	32,515	2,599	7,944	10,543	43,058
Dry bulk							
Ores	18	438	455	-	47	47	502
Coal	343	-	343	-	79	79	422
Agricultural products (eg grain, soya, tapioca)	568	135	703	109	75	184	887
Other dry bulk	997	3,545	4,542	487	2,133	2,620	7,162
All dry bulk traffic	1,925	4,118	6,043	596	2,334	2,930	8,973
Containers							
20' freight units	192	407	599	107	189	296	895
40' freight units	432	892	1,324	72	241	313	1,637
Freight units >20' & <40'	24	144	167	2	17	18	186
Freight units >40'	161	182	343	9	11	20	362
All container traffic	809	1,624	2,433	190	457	647	3,080
Roll-on/roll-off (self-propelled)							
Road goods vehicles with or without accompanying trailers	5	2	7	1,408	1,578	2,986	2,993
Import/Export motor vehicles	11	1	12	2	5	7	19
All ro-ro self-propelled traffic	16	3	19	1,410	1,583	2,993	3,012
Roll-on/roll-off (non self-propelled)							
Unaccompanied road goods trailers & semi-trailers	65	50	114	1,252	1,246	2,498	2,612
Unaccompanied caravans and other road, agricultural and industrial vehicles	0	47	47	0	1	1	48
Rail wagons, shipborne port to port trailers, and shipborne barges engaged in goods transport	267	140	407	16	15	32	438
Other mobile non self-propelled units	-	-	-	-	-	-	-
All ro-ro non self-propelled traffic	332	236	568	1,268	1,262	2,530	3,099
Other general cargo							
Forestry products	207	43	250	1	11	12	262
Iron and steel products	87	184	272	0	0	1	272
Other general cargo & containers <20'	175	184	359	578	716	1,294	1,653
All other general cargo traffic	469	412	881	579	727	1,306	2,187
All traffic	9,485	32,974	42,459	6,642	14,308	20,950	63,409

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 - 2016

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
<i>thousand tonnes</i>									
European Union (as at 1 May 2007)									
Belgium	406	1,694	2,100	59	70	129	15	-	15
Bulgaria	-	-	-	-	-	-	-	159	159
Cyprus	-	-	-	-	-	-	-	-	-
Denmark	256	47	303	10	257	268	38	43	80
Estonia	-	14	14	-	-	-	4	-	4
Finland	88	15	103	46	-	46	14	-	14
France	6	1,333	1,339	134	207	342	3	1	4
Germany	57	2,089	2,145	276	1,843	2,119	99	-	99
Greece	-	-	-	4	-	4	3	-	3
Ireland	3	476	479	51	8	59	12	-	12
Italy	-	666	666	-	-	-	5	-	5
Latvia	-	32	32	38	9	47	12	-	12
Lithuania	-	31	31	2	-	2	3	-	3
Netherlands	771	9,130	9,901	324	1,015	1,339	10	2	12
Poland	52	107	159	46	207	253	-	-	-
Portugal	-	-	-	-	91	91	10	-	10
Romania	-	-	-	-	-	-	-	-	-
Spain	10	1,308	1,318	145	397	542	33	-	33
Sweden	1,108	271	1,379	35	11	45	50	60	109
All EU countries (as at 1 May 2007)	2,757	17,214	19,971	1,170	4,115	5,285	310	264	574
All other Europe & Mediterranean									
Algeria	42	-	42	-	-	-	-	-	-
Egypt	18	14	32	3	-	3	-	2	2
Georgia	-	-	-	-	-	-	-	-	-
Iceland	-	-	-	9	3	12	-	-	-
Israel	-	-	-	-	-	-	-	-	-
Lebanon	-	-	-	-	-	-	-	-	-
Libya	-	-	-	4	-	4	-	-	-
Morocco	-	37	37	3	-	3	2	-	2
Norway	1,536	172	1,708	109	-	109	108	105	213
Russia	-	-	-	7	-	7	7	-	7
Turkey	-	-	-	-	-	-	7	4	10
Ukraine	-	-	-	53	-	53	-	-	-
Other Europe & Mediterranean	176	-	176	7	-	7	-	-	-
All other Europe & Med.	1,772	223	1,994	195	3	145	123	112	235
Africa (excluding Mediterranean countries)									
Angola	-	-	-	-	-	-	1	2	3
Cameroon	-	-	-	-	-	-	-	-	-
Congo	-	-	-	-	-	-	-	-	1
Cote D'Ivoire	-	-	-	-	-	-	-	-	-
Equatorial Guinea	343	-	343	-	-	-	-	-	-
Gabon	-	-	-	-	-	-	-	-	-
Ghana	-	-	-	-	-	-	-	-	-
Mauritius	3	-	3	-	-	-	-	-	-
Nigeria	1,050	-	1,050	-	-	-	-	-	-
Senegal	-	18	18	-	-	-	-	-	-
South Africa	-	20	20	-	-	-	3	29	32
Tanzania	-	-	-	-	-	-	-	-	-
Other African countries	-	-	-	-	-	-	-	-	-
All Africa (excl. Med.)	1,396	37	1,434	-	-	-	5	33	38
America									
Argentina	-	-	-	166	-	166	-	-	-
Brazil	-	-	-	-	-	-	-	-	-
Canada	-	213	213	10	-	10	3	-	3
Chile	-	-	-	-	-	-	-	-	-
Colombia	-	-	-	335	-	335	-	-	-
Dominica	-	49	49	-	-	-	-	-	-
Martinique	-	80	80	-	-	-	-	-	-
Mexico	-	-	-	-	-	-	6	-	6
Netherlands Antilles	-	-	-	-	-	-	-	-	-
USA	9	348	357	23	-	23	2	-	2
Other American countries	-	-	-	-	-	-	1	-	1
All America	9	689	698	534	-	534	12	-	12
Asia and Australasia									
Australia	-	-	-	-	-	-	-	2	2
China	-	6,361	6,361	-	-	-	16	-	16
Hong Kong	-	-	-	-	-	-	-	-	-
India	-	-	-	-	-	-	-	-	-
Indonesia	-	4	4	26	-	26	-	-	-
Japan	-	-	-	-	-	-	-	-	-
Korea	-	2,042	2,042	-	-	-	-	-	-
Malaysia	-	-	-	-	-	-	-	-	-
New Zealand	-	-	-	-	-	-	-	-	-
Singapore	-	11	11	-	-	-	1	-	1
Sri Lanka	-	-	-	-	-	-	-	-	-
Taiwan	-	-	-	-	-	-	-	-	-
Vietnam	-	-	-	-	-	-	3	-	3
Other Asian and Australasian countries	-	-	-	-	-	-	-	-	-
All Asia and Australasia	-	8,418	8,418	26	-	26	20	3	22
Unspecified countries	-	-	-	-	-	-	-	-	-
All foreign countries	5,934	26,581	32,515	1,925	4,118	5,990	469	412	881
All domestic traffic	2,599	7,944	10,543	596	2,334	2,930	579	727	1,306
All foreign and domestic traffic	8,533	34,525	43,058	2,521	6,452	8,920	1,048	1,140	2,187

"-" 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 - 2016

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
<i>thousand tonnes</i>									
European Union (as at 1 May 2007)									
Belgium	98	818	915	337	183	521	915	2,765	3,680
Bulgaria	-	-	-	-	-	-	-	159	159
Cyprus	1	-	1	-	-	-	1	-	1
Denmark	-	-	-	-	-	-	304	347	650
Estonia	1	-	1	-	-	-	4	14	19
Finland	-	-	-	-	-	-	148	15	163
France	-	43	43	-	-	-	144	1,584	1,729
Germany	1	-	1	-	-	-	432	3,932	4,364
Greece	2	-	2	-	-	-	9	-	9
Ireland	-	-	-	-	-	-	66	484	550
Italy	18	-	18	-	-	-	23	666	690
Latvia	-	-	-	-	-	-	49	41	91
Lithuania	-	-	-	-	-	-	4	31	36
Netherlands	525	608	1,133	1	-	1	1,630	10,755	12,385
Poland	-	-	-	-	-	-	98	314	412
Portugal	-	-	-	-	-	-	10	91	101
Romania	-	-	-	-	-	-	-	-	-
Spain	90	149	238	-	-	-	278	1,853	2,131
Sweden	-	-	-	-	-	-	1,192	342	1,534
All EU countries (as at 1 May 2007)	735	1,618	2,353	338	183	521	5,309	23,395	28,704
All other Europe & Mediterranean									
Algeria	-	-	-	-	-	-	42	-	42
Egypt	-	-	-	-	-	-	21	17	38
Georgia	-	-	-	-	-	-	-	-	-
Iceland	-	-	-	-	-	-	9	3	12
Israel	2	-	2	-	-	-	2	-	2
Lebanon	-	-	-	-	-	-	-	-	-
Libya	-	-	-	-	-	-	4	-	4
Morocco	-	-	-	-	-	-	4	37	41
Norway	3	1	4	10	9	19	1,765	287	2,052
Russia	1	-	1	-	-	-	15	-	15
Turkey	8	-	8	-	-	-	15	4	18
Ukraine	-	-	-	-	-	-	53	-	53
Other Europe & Mediterranean	-	-	-	-	-	-	183	-	183
All other Europe & Med.	14	1	15	10	9	19	2,113	348	2,461
Africa (excluding Mediterranean countries)									
Angola	-	-	1	-	-	-	1	3	3
Cameroon	-	-	-	-	-	-	-	-	-
Congo	-	-	-	-	-	-	-	-	1
Cote D'ivoire	-	-	-	-	-	-	-	-	-
Equatorial Guinea	-	-	-	-	-	-	343	-	343
Gabon	-	-	-	-	-	-	-	-	-
Ghana	-	-	-	-	-	-	-	-	-
Mauritius	-	-	-	-	-	-	3	-	3
Nigeria	-	-	-	-	-	-	1,050	-	1,051
Senegal	-	-	-	-	-	-	-	18	18
South Africa	2	3	5	-	-	-	5	53	57
Tanzania	-	-	-	-	-	-	-	-	-
Other African countries	-	-	-	-	-	-	-	-	-
All Africa (excl. Med.)	2	4	6	-	-	-	1,403	75	1,478
America									
Argentina	-	-	-	-	-	-	166	-	166
Brazil	1	-	1	-	-	-	1	-	1
Canada	1	-	1	-	-	-	14	213	227
Chile	-	-	-	-	-	-	-	-	-
Colombia	-	-	-	-	-	-	335	-	335
Dominica	-	-	-	-	-	-	-	49	49
Martinique	-	-	-	-	-	-	-	80	80
Mexico	-	-	-	-	-	-	6	-	6
Netherlands Antilles	-	-	-	-	-	-	-	-	-
USA	6	-	6	-	-	-	41	348	388
Other American countries	1	-	1	-	-	-	1	-	1
All America	9	-	10	-	-	-	565	689	1,254
Asia and Australasia									
Australia	-	-	-	-	-	-	-	2	3
China	29	-	29	-	-	-	45	6,361	6,406
Hong Kong	1	-	1	-	-	-	1	-	1
India	10	-	10	-	-	-	10	-	10
Indonesia	2	-	2	-	-	-	28	4	32
Japan	-	-	-	-	-	-	-	-	-
Korea	-	-	-	-	-	-	1	2,042	2,042
Malaysia	2	-	2	-	-	-	2	-	2
New Zealand	-	-	-	-	-	-	-	-	-
Singapore	2	-	2	-	-	-	2	11	14
Sri Lanka	2	-	2	-	-	-	2	-	2
Taiwan	-	-	-	-	-	-	-	-	-
Vietnam	-	-	-	-	-	-	3	-	3
Other Asian and Australasia countries	1	-	1	-	-	-	1	-	1
All Asia and Australasia	49	-	49	-	-	-	94	8,420	8,514
Unspecified countries	-	-	-	-	47	-	-	47	47
All foreign countries	809	1,624	2,433	348	239	540	9,485	32,974	42,459
All domestic traffic	190	457	647	2,678	2,845	5,523	6,642	14,308	20,950
All foreign and domestic traffic	999	2,081	3,080	3,026	3,085	6,064	16,127	47,283	63,409

"-" 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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 ³
Main Freight Units										
	<i>thousand</i>									
Containers	232	250	252	251	242	269	286	268	264	..
Wheeled ²	456	468	463	420	427	464	473	506	476	..
Total	689	718	715	672	670	733	759	774	740	..
Weight										
	<i>thousand tonnes</i>									
Containers	2,714	3,033	3,115	2,894	2,794	2,928	3,190	3,118	3,162	..
Wheeled ²	5,317	5,527	5,264	5,027	5,382	5,696	5,695	5,505	5,747	..
Total	8,030	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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Freight lifted in Scotland											
	<i>million tonnes</i>										
River Clyde	1.53	2.08	2.53	1.46	2.34	2.56	2.25	1.88	1.8	1.91	1.93
River Forth	8.49	8.28	9.52	8.52	8.22	7.99	8.50	8.76	7.54	8.24	8.49
All waterways ^{1,2}	10.16	10.50	12.19	10.10	10.89	10.70	10.79	10.65	9.41	10.14	10.42
Freight moved (weight x distance)											
	<i>million tonne-kilometres</i>										
River Clyde	60	90	110	60	90	100	89	76	74	77	78
River Forth	180	170	200	180	170	170	178	184	158	173	178
All waterways ^{1,2}	250	268	320	250	280	270	269	260	234	250	257

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.

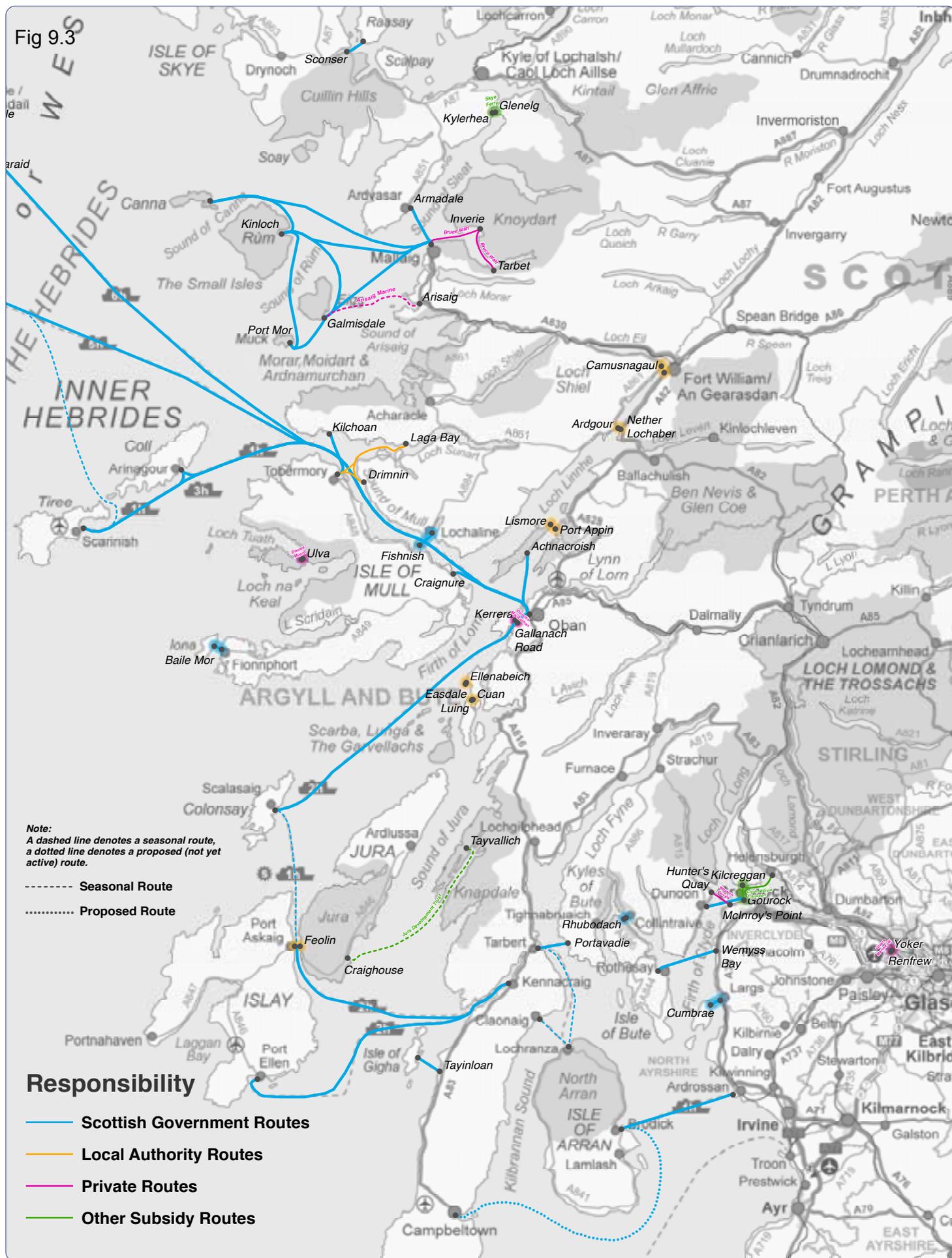
Table 9.11 Inland waterway freight traffic lifted and moved by mode of appearance

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Freight lifted in Scotland											
	<i>million tonnes</i>										
Bulk-liquid	6.49	6.73	7.48	6.57	6.55	6.18	6.97	6.84	5.31	6.49	..
Bulk-dry	1.40	1.43	1.51	1.02	2.05	2.15	1.39	1.40	1.50	1.49	..
Unitised forest products	0.21	0.20	0.24	0.16	0.14	0.11	0.03	0.01	0.04	..	..
Other semi-bulk	..	..	..	..	..	..	..	..	..	..	..
Break bulk	..	..	..	..	..	..	..	..	..	..	..
Other general cargo	0.23	0.17	0.60	0.10	0.10	0.17	0.14	0.17	0.25	0.13	..
Unit loads	1.83	1.97	2.37	2.26	2.05	2.10	2.27	2.29	2.35	2.12	..
Total	10.16	10.50	12.19	10.10	10.89	10.70	10.80	10.7	9.41	10.27	..
Freight moved (weight x distance)											
	<i>million tonne-kilometres</i>										
Bulk-liquid	140	160	170	150	150	140	161	152	115	126	..
Bulk-dry	50	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	40	60	50	40	40	48	48	50	..	..
Total	250	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.

Fig 9.3



Scottish Ferry Routes

South Western Scotland

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Table 9.12 Total passengers and vehicles carried by operator¹

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	<i>thousands</i>										
PASSENGERS											
Caledonian MacBrayne	4,774.6	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
Cowal Ferries ⁵	615.2	607.2	550.8	533.5	499.2	..	..	..	..	..	..
Argyll Ferries Ltd ⁵	..	..	..	..	..	409.2	341.3	299.2	310.1	305.5	303.4
P&O Scottish Ferries	..	..	..	..	..	..	..	..	..	..	..
Serco Northlink ²	304.0	307.0	296.0	309.0	305.0	304.0	298.0	282.9	288.6	297.6	301.5
Orkney Ferries	317.9	316.4	319.0	329.5	330.7	337.8	335.6	328.4	320.3	315.2	329.2
Shetland Islands Council ⁶	760.5	795.6	634.1	636.5	625.0	615.0	811.3	777.1	761.5	742.0	774.9
Argyll & Bute Council	138.4	138.6	141.6	138.0	135.3	133.8	139.6	138.4	138.2	141.2	149.5
Highland Council ^f	7.0	16.7	1.0	3.9	4.4	3.0	5.1	10.3	10.0	11.2	8.9
Strathclyde Partnership for Transport	224.7	220.8	211.4	219.4	63.5	57.7	52.6	57.0	54.4	53.6	55.5
Western Ferries	1,306.9	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
Bruce Watt Cruises ⁷	3.4	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	8,452.7	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
Scotland and Northern Ireland	2,015.0	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
Scotland and Europe	121.0	111.0	75.0	31.0	54.0	0.6	0.7	0.7	0.7	0.5	0.7
Total	10,588.7	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
VEHICLES (cars, commercial vehicles and buses)											
Caledonian MacBrayne	1,136.6	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
Cowal Ferries ⁵	83.8	85.4	75.6	74.5	64.9	27.3	..	..	..	..	..
Argyll Ferries Ltd ⁵	..	..	..	..	..	..	..	..	..	..	..
P&O Scottish Ferries	..	..	..	..	..	..	..	..	..	..	..
Serco Northlink ²	69.0	70.0	68.0	68.0	64.0	63.0	61.2	56.1	55.8	58.9	63.2
Orkney Ferries	83.0	81.2	81.2	87.4	88.7	86.6	87.4	83.8	83.9	84.7	87.3
Shetland Islands Council ⁶	342.2	363.6	273.5	281.2	282.8	297.4	392.3	377.0	366.3	366.6	387.1
Argyll & Bute Council	39.9	36.6	36.5	36.5	33.8	33.4	32.8	29.9	32.9	35.9	43.2
Highland Council	244.2	262.2	262.1	266.3	235.8	254.4	252.8	246.0	259.2	258.6	262.5
Western Ferries	611.5	635.0	620.2	617.8	597.2	615.8	645.5	616.4	627.9	634.5	641.8
Cromarty Ferry Company	..	..	..	..	..	..	..	..	..	..	..
Orkney Line (Previously Orcargo) ³	..	..	..	..	..	..	..	..	..	..	..
Total within Scotland	2,610.2	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
Scotland and Northern Ireland	440.0	479.0	452.0	460.0	457.0	479.0	411.8	354.3	407.9	398.1	408.2
Scotland and Europe	63.0	55.0	35.0	27.4	60.6	41.1	36.3	41.2	40.6	43.4	32.8
Total	3,113.2	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

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.

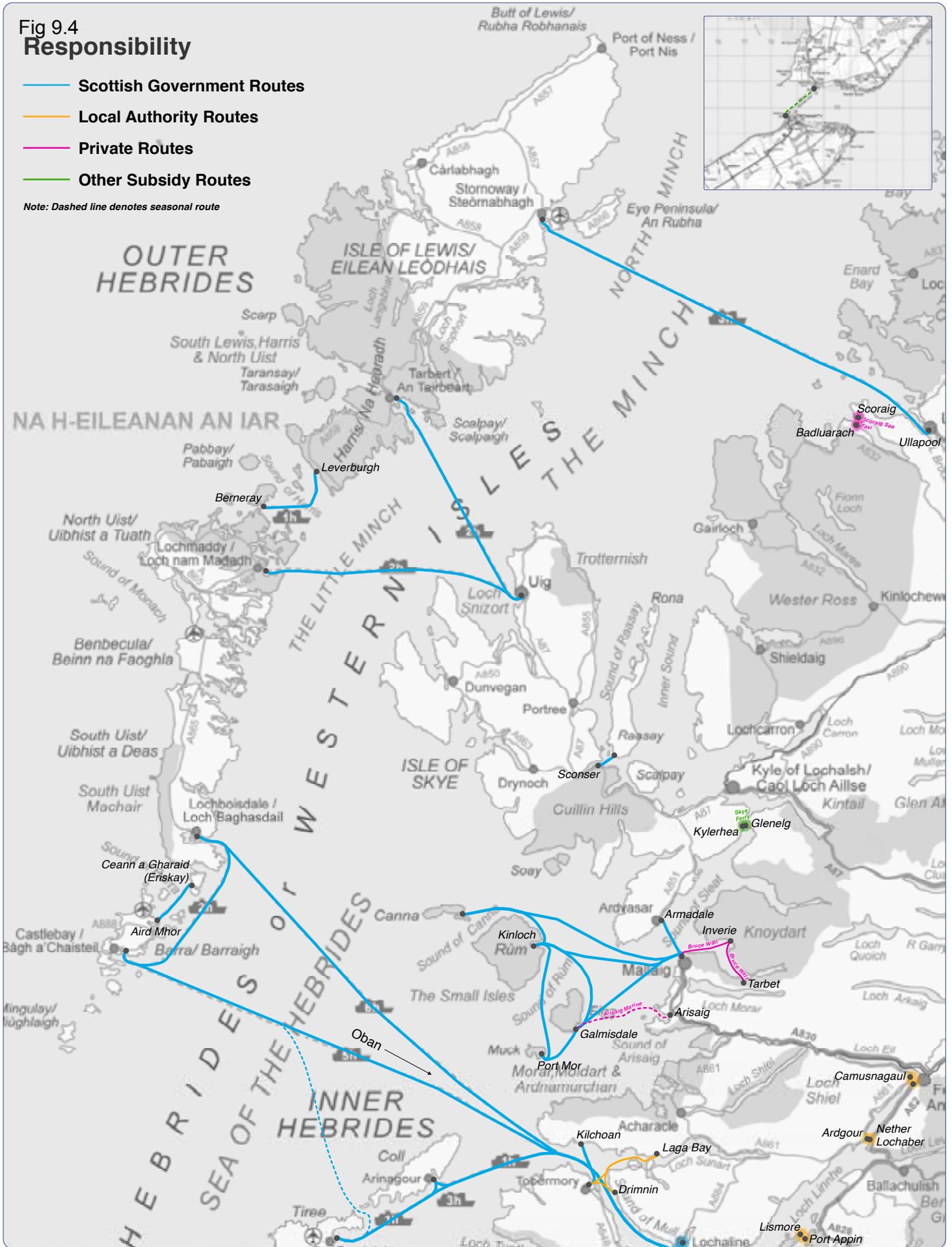
6. Only includes main routes listed in Table 9.16

7. Bruce Watt Cruises no longer operates due to retirement.

Fig 9.4
Responsibility

- Scottish Government Routes
- Local Authority Routes
- Private Routes
- Other Subsidy Routes

Note: Dashed line denotes seasonal route



Scottish Ferry Routes

Western Isles

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Table 9.13(a) Vehicle and Passenger Traffic between Scotland and Northern Ireland

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	<i>thousands</i>										
Cairnryan - Larne											
Numbers of cars	134	156	154	154	151	153	126	117	121	119	135
Numbers of passengers	595	646	628	602	611	631	524	501	492	472	536
Cairnryan - Belfast ¹											
Numbers of cars	..	..	..	..	..	49	239	187	237	243	273
Numbers of passengers	..	..	..	..	..	96	1,116	1,150	1,124	1,126	1,217
Stranraer - Belfast ¹											
Numbers of cars	250	257	239	244	244	217	..	..	..	..	..
Numbers of passengers	1,212	1,217	1,104	1,101	1,084	922	..	..	..	..	..
Troon - Belfast ²											
Numbers of cars	..	..	..	..	..	..	..	..	..	..	..
Numbers of passengers	..	..	..	..	..	..	..	..	..	..	..
Troon - Larne ³											
Numbers of cars	56	66	59	62	62	60	47	50	50	36	-
Numbers of passengers	208	231	206	213	225	208	169	180	178	131	-
Total											
Numbers of cars	440	479	452	460	457	479	412	354	408	398	408
Numbers of passengers	2,015	2,094	1,938	1,916	1,920	1,858	1,809	1,831	1,794	1,729	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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	<i>thousands</i>										
Rosyth - Zeebrugge ¹											
Numbers of passengers	112	110	74	31	54	0.56	0.71	0.69	0.67	0.48	0.72
Numbers of cars	28	31	21	9	16	0.003	0.013	0.001	0.002	0.006	0.004
Roads goods vehicles	6	6	4	1	12	0.50	0.48	0.55	0.45	0.41	0.49
Unaccompanied trailers	22	8	5	3	7	6	6	6	6	5	6
Import/export vehicles	7	10	5	7	17	14	11	13	14	16	6
Unaccompanied caravans, other road, agricultural & indust vehs	-	-	-	-	-	0.016	0.028	0.039	0.064	0.095	0.068
Rail wagons, shipborne port to port trailers & shipborne barges	-	-	-	7	9	21	19	21	21	22	20
Lerwick - Bergen ²	4	..	..	..	..	..	..	..	..	..	..
Lerwick - Hanstholm ²	..	..	..	..	..	..	..	..	..	..	..
Lerwick - Torshaven ²	5	1	1	..	..	..	..	..	..	..	..
Total passengers	121	111	75	31	54	0.56	0.71	0.69	0.67	0.48	0.72
Total vehicles	63	55	35	27	61	41	36	41	41	43	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.

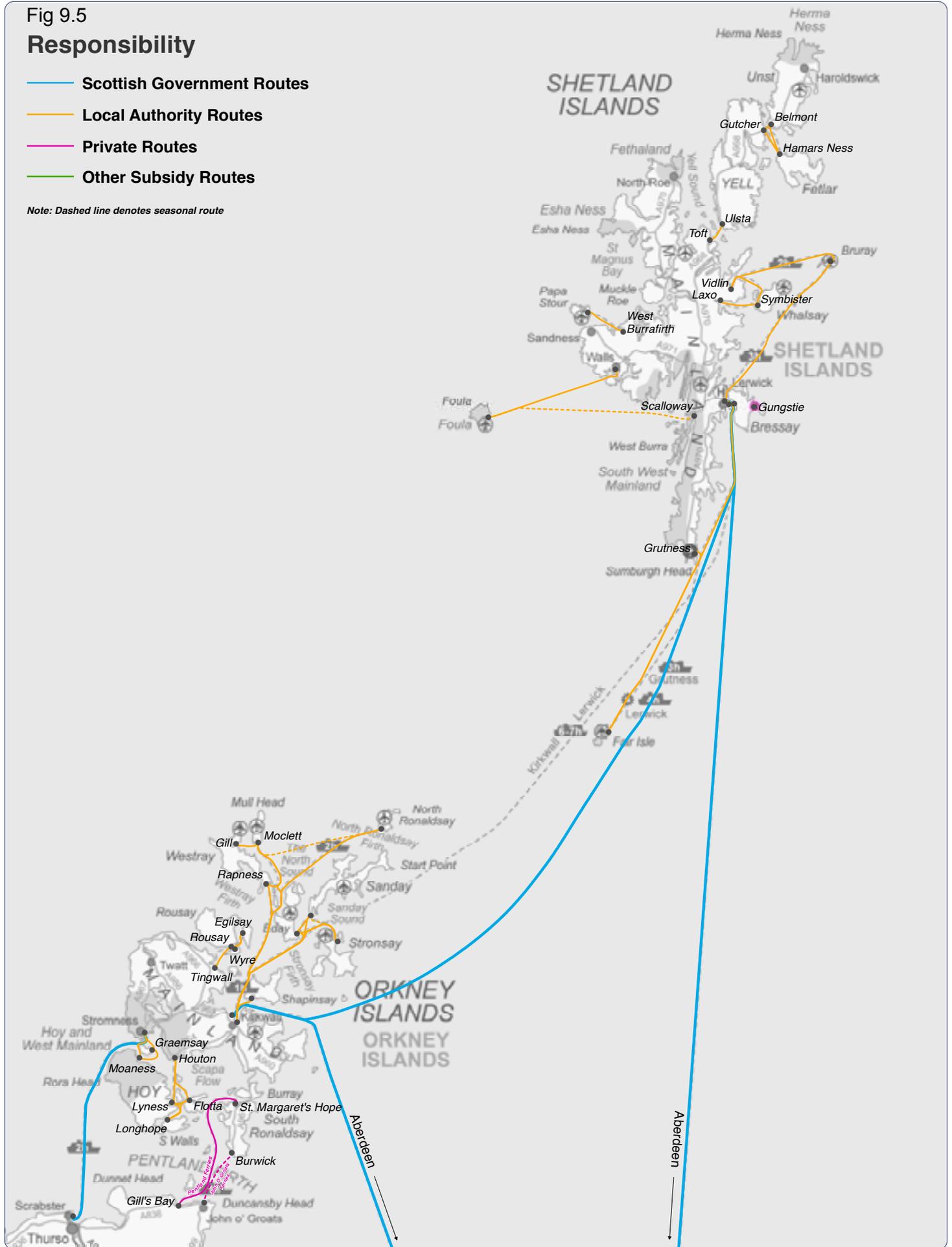
We believe some element of this value includes import/export vehicles for R-Z, although we are unable to estimate what proportion.

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

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Table 9.14a Shipping services (Operators on subsidised routes)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Caledonian MacBrayne^{1,5,11,18}											<i>thousand</i>
Cars carried	1,031	1,068	1,042	1,112	1,079	1,062	1,046	1,064	1,096	1,169	1,356
Commercial vehicles and buses	105	110	110	104	108	111	110	104	104	98	89
Vehicles (Cowal ferries)	84	85	76	75	65	27					
Vehicles (Argyll ferries)											
Passengers	4,775	4,732	4,533	4,762	4,737	4,575	4,511	4,595	4,654	4,627	5,056
Passengers (Cowal ferries)	615.2	607.2	550.8	533.5	499.2						
Passengers (Argyll ferries)						409.2	341.3	299.2	310.1	305.5	303.4
										<i>thousand tonnes</i>	
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</i>	
Revenue from users ¹	55,205	59,204	57,950	55,856	57,535	58,667	62,118	64,717	67,658	66,055	63,533
Subsidy ³	33,200	38,286	53,338	57,338	58,113	69,308	73,163	88,777	103,397	122,602	132,016
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
P&O Scottish Ferries¹⁴											<i>thousand</i>
Cars carried											
Commercial vehicles											
Passengers											
										<i>£ thousand</i>	
Revenue from users ⁵											
Subsidy ⁵											
Northlink Orkney & Shetland Ferries / Northlink Ferries Ltd / Serco Northlink Ferries⁶											<i>thousand</i>
Cars carried ⁵	69	70	68	68	64	63	61	56	55	59	63
Commercial Vehicles ^{5,7,10}								0.4	0.5	0.4	0.4
Passengers ⁵	304	307	296	309	305	304	298	283	289	298	302
										<i>£ thousand</i>	
Revenue from users ^{8,9}	21,260	20,914	22,171	21,694	25,011	25,718	28,426	29,385	30,875	31,976	32,316
Subsidy ⁸	29,177	30,173	29,207	34,444	36,064	37,172	39,195	28,358	24,773	21,584	22,374
Total for these Shipping Services											<i>thousand</i>
Vehicles carried	1,289	1,333	1,295	1,358	1,316	1,264	1,217	1,224	1,255	1,326	1,508
Passengers	5,694	5,646	5,380	5,605	5,541	5,288	5,150	5,177	5,253	5,230	5,661
										<i>thousand tonnes</i>	
Loose freight ¹⁵	5.1	5.0	5.0	5.7	5.3	4.8	4.9	4.7	4.8	4.8	4.9
										<i>£ thousand</i>	
Revenue from users	78,404	82,171	82,384	79,830	84,975	86,935	93,366	96,710	101,146	100,713	98,604
Subsidy	68,634	76,936	92,593	102,357	103,620	114,335	119,060	124,059	135,210	151,527	162,015
Table 9.14b: Local Authority operators											
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Orkney Ferries											<i>thousand</i>
Vehicles carried	83	81	81	87	89	87	87	84	84	85	87
Passengers	318	316	319	330	331	338	336	328	320	315	329
										<i>thousand tonnes</i>	
Loose freight	2.1	2.0	2.0	2.7	2.3	1.8	1.9	1.7	1.8	1.8	1.9
										<i>£ thousand</i>	
Revenue from users ^{3,4}	1,939	2,053	2,263	2,280	2,429	2,550	2,822	2,608	2,613	2,682	2,755
Subsidy ^{3,4}	6,257	6,207	6,918	7,535	6,280	6,847	6,702	6,924	7,040	7,341	7,625
Shetland Islands Council^{12,17}											<i>thousand</i>
Vehicles carried	342	364	273	281	283	297	392	377	366	367	387
Passengers	761	796	634	637	625	615	811	777	762	742	775
Highland Council											
Vehicles carried	244.2	262.2	262.1	266.3	235.8	254.4	252.8	246.0	259.2	258.6	262.5
Passengers ¹⁶	7.0	16.7	1.0	3.9	4.4	3.0	5.1	570.3	576.0	568.2	580.9
Argyll and Bute Council											
Vehicles carried	39.9	36.6	36.5	36.5	33.8	33.4	32.8	29.9	32.9	35.9	43.2
Passengers	138.4	138.6	141.6	138.0	135.3	133.8	139.6	138.4	138.2	141.2	149.5
Total for Local Authority operators											<i>thousand</i>
Vehicles carried	709	744	653	671	641	672	765	737	742	746	780
Passengers	1,224	1,267	1,096	1,108	1,095	1,090	1,292	1,814	1,796	1,767	1,835

Source: Ferry companies - Not National Statistics

1. Figures include charter and contract carryings (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 Gourrock-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 its 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										
		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Clyde ¹²												
Ardrossan-Brodick ^c	CalMac	735.9	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	49.8	50.0	..	..	..	..	..	..	..	..	..
Colintraive-Rhubodach ^c	CalMac	264.6	257.5	256.3	260.6	264.3	228.0	217.1	222.1	214.5	209.4	232
Gourock-Dunoon ^{5,6}	CalMac	..	..	..	..	..	..	..	..	..	..	..
Gourock-Dunoon ⁶	Cowal Ferries	615.2	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-Cumbræ ^c	CalMac	722.6	750.4	710.8	720.4	727.3	697.7	695.4	708.9	706.1	687.1	738.5
Lochransa-Tarbet/Claonaig ^{1,c}	CalMac	52.4	54.5	50.2	54.4	52.1	46.9	43.7	43.0	46.7	58.8	66.4
Tarbert-Portavadie ^c	CalMac	67.6	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	759.7	770.3	741.0	755.9	735.3	711.5	690.1	676.9	674.1	631.7	675.7
Total Clyde		3,267.8	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 Coast ¹²												
Ardmhor (Barra) to Eriskay ^c	CalMac	37.3	38.7	39.7	48.8	46.1	48.4	46.1	45.5	47.4	48.1	57.1
Berneray-Leverburgh ^{3,c}	CalMac	51.4	53.8	53.9	58.2	58.0	58.1	52.8	54.4	57.7	54.4	63.1
Fionnphort-Iona ^c	CalMac	255.5	246.8	222.3	232.2	233.2	221.7	213.5	224.2	223.9	215.4	243.2
Fishnish-Lochaline ^c	CalMac	132.9	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	11.1	8.7	9.9	10.1	8.1	11.0	11.4	19.0	19.2	20.8	22.7
Kennacraig-Islay ^b	CalMac	152.5	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	21.4	23.4	23.9	26.1	26.7	25.6	26.6	25.9	29.8	27.8	30.4
Mallaig-Armadale ^c	CalMac	188.9	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	9.5	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	16.0	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	12.4	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	45.3	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	44.1	46.4	46.5	53.0	52.2	50.3	51.4	52.4	52.5	51.5	56.4
Oban-Craignure ^c	CalMac	640.4	596.7	554.6	578.3	564.5	543.7	549.4	553.4	572.0	555.2	644.8
Ottemish-Leverburgh ³	CalMac	..	..	..	..	..	..	..	..	..	..	..
Raasay-Sconser ^c	CalMac	55.5	62.7	64.5	61.6	58.0	53.6	56.5	57.6	57.4	60.3	70.7
Tayinloan-Gigha ^b	CalMac	64.0	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	40.6	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	161.7	160.3	161.7	185.8	181.8	182.3	183.1	185.1	194.4	188.2	188.1
Ullapool-Stornoway ^a	CalMac	181.2	185.5	182.8	219.9	227.7	230.9	224.2	223.0	226.0	231.9	264.1
Total West Coast		2,122.0	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												
Aberdeen - Kirkwall ^{7,8,9}	Sercos Northlink	37.3	36.5	34.2	37	36	36.6	35	34.2	32.3	34.1	32.9
Aberdeen - Lerwick ^{8,9}	Sercos Northlink	102.6	102.4	101.6	105.9	112.4	113.1	108	116.8	119.2	122.0	116.4
Aberdeen - Stromness ^{7,8,9}	Sercos Northlink	..	..	..	..	..	..	..	..	..	..	..
Lerwick - Kirkwall ^{8,9}	Sercos Northlink	16.4	14.0	13.9	14.6	15.4	16.0	16	16.3	16.3	15.8	17.1
Scrabster - Stromness ^{8,9}	Sercos Northlink	148.0	154.8	145.0	151.0	141.5	138.0	139	115.6	120.8	125.7	135.2
Total North		304.3	307.7	294.7	308.5	305.3	303.7	298.0	282.9	288.6	297.6	301.5
Total		5,694.2	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

Route	Operator	Cars										
		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Clyde ¹²												
Ardrossan-Brodick ^c	CalMac	132.0	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	89.6	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	77.8	80.1	71.8	70.7	61.4	25.8	..	..	..	..	..
Gourock-Dunoon ⁶	Argyll Ferries	..	..	..	..	..	..	..	..	..	..	..
Largs-Cumbræ ^c	CalMac	139.4	151.3	143.1	139.8	138.7	136.0	134.1	134.9	135	138.2	161.3
Lochransa-Tarbet/Claonaig ^{1,c}	CalMac	17.3	17.9	16.7	17.6	16.6	14.7	14.0	13.9	14.9	20.8	23.9
Tarbert-Portavadie ^c	CalMac	19.1	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	158.2	164.2	159.9	162.7	155.7	152.9	150.1	144.8	147.5	145.1	172.9
Other		2.6	2.6	..	..	..	..	..	..	..	..	..
Total Clyde		636.0	664.6	631.7	635.9	612.4	557.9	520.7	520.0	532.3	597.9	684.1
West Coast ¹²												
Ardmhor (Barra) to Eriskay ^c	CalMac	13.2	14.4	13.9	17.0	16.0	17.0	16.7	16.6	17.0	17.3	22
Berneray-Leverburgh ^{3,c}	CalMac	20.8	21.5	21.5	24.7	23.7	23.4	21.7	22.2	23.9	22.5	28.2
Fionnphort-Iona ^c	CalMac	5.3	4.6	4.8	4.6	5.2	5.6	6.1	6.7	6.7	6.7	8.3
Fishnish-Lochaline ^c	CalMac	47.9	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	3.0	2.4	2.8	2.8	2.3	3.2	3.1	5.5	6.0	6.6	7.7
Kennacraig-Islay ^b	CalMac	49.3	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	0.6	0.9	0.9	0.8	1.0	0.8	1.0	0.9	1.1	1.1	1.7
Mallaig-Armadale ^c	CalMac	44.2	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	8.3
Oban to Coll/Tiree/Castlebay ^a	CalMac	2.3	2.2	2.3	2.8	2.3	2.5	2.6	2.6	2.6	2.5	1.8
Oban to Colonsay ^b	CalMac	4.5	4.7	4.5	4.4	4.6	4.3	4.3	4.8	4.4	4.2	4.5
Oban to Lismore ^c	CalMac	2.0	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	13.2	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	12.4	13.0	13.0	15.8	15.6	15.2	15.9	16.0	15.7	15.8	17.8
Oban-Craignure ^c	CalMac	117.4	114.7	110.1	114.3	108.5	108.9	105.8	109.9	112.6	115.4	162.3
Ottemish-Leverburgh ^{3,c}	CalMac	..	..	..	..	..	..	..	..	..	..	..
Raasay-Sconser ^c	CalMac	16.7	20.2	22.9	22.9	21.2	19.0	19.8	20.1	19.2	20.3	25.2
Tayinloan-Gigha ^b	CalMac	13.2	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	6.2	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	54.0	55.3	57.0	69.8	67.9	67.6	69.8	72.0	76.1	74.8	74.7
Ullapool-Stornoway ^a	CalMac	46.9	49.0	48.8	66.7	67.6	67.8	67.2	68.6	70.3	72.0	86.2
Total West Coast		473.2	485.1	481.7	546.7	527.7	530.0	524.8	544.3	562.6	570.0	672.5
North ⁸												
Aberdeen - Kirkwall ^{7,8,9}	Sercos Northlink	5.4	5.4	4.9	5.3	4.9	5.0	4.6	4.8	4.2	4.5	4.5
Aberdeen - Lerwick ^{8,9}	Sercos Northlink	16.9	15.7	16.7	16.7	17.4	17.2	16.3	16.9	16.6	17.4	17.9
Aberdeen - Stromness ^{7,8,9}	Sercos Northlink	..	..	..	..	..	..	..	..	..	..	..
Lerwick - Kirkwall ^{8,9}	Sercos Northlink	2.8	2.4	2.3	2.3	2.4	2.4	2.3	2.2	2.4	2.5	2.7
Scrabster - Stromness ^{8,9}	Sercos Northlink	44.0	46.2	43.9	43.5	39.4	38.0	38	31.7	32.1	34.1	37.7
Total North		69.1	69.7	67.8	67.8	64.1	62.6	61.2	55.6	55.3	58.5	62.8
Total		1,178.3	1,219.4	1,181.2	1,250.4	<						

Table 9.15 (Continued) Traffic on subsidised ferry services

Route		Commercial Vehicles and Buses										
		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Clyde ¹²												
<i>thousand</i>												
Ardrossan-Brodick ^C	CalMac	11.4	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	16.5	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	6.0	5.3	3.9	3.8	3.5	1.5	..	..	..	..	..
Gourock-Dunoon ⁶	Argyll Ferries	..	..	..	..	..	..	..	..	..	..	..
Largs-Cumbræ ^C	CalMac	6.5	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	0.4	0.6	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4
Tarbert-Portavadie ^C	CalMac	0.9	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	14.2	13.6	14.1	12.1	12.6	14.1	14.2	13.2	13.7	11.9	8.9
Other		0.4	0.4	..	..	..	..	..	..	..	..	..
Total Clyde		56.2	58.8	55.6	49.7	50.3	48.5	47.1	46.3	45.6	40.5	34.1
West Coast ¹²												
Ardmhor (Barra) to Eriskay ^C	CalMac	1.4	1.3	1.3	1.5	1.5	1.3	1.4	1.2	1.3	1.3	1.3
Berneray-Leverburgh ^{3,C}	CalMac	1.7	2.3	2.1	2.2	1.9	2.2	2.0	1.9	1.3	1.8	1.1
Fionnphort-Iona ^C	CalMac	1.0	0.7	0.9	0.9	1.0	0.9	0.9	1.1	0.9	1.2	0.9
Fishnish-Lochaline ^C	CalMac	3.5	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	0.5	0.4	0.4	0.6	0.6	0.6	0.6	0.8	0.9
Kennacraig-Islay ^b	CalMac	8.8	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	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Mallaig-Armadale ^C	CalMac	1.8	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	0.3	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	0.3	0.4	0.3	0.2	0.1	0.2
Oban to Lismore ^C	CalMac	0.5	0.5	0.6	0.5	0.6	0.6	0.6	0.5	0.5	0.6	0.5
Oban-Castlebay-Lochboisdale ^a	CalMac	1.1	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	1.8	1.9	1.7	1.9	1.8	2.2	1.7	1.6	1.7	1.7	1.7
Oban-Craignure ^C	CalMac	9.5	9.4	10.9	10.6	11.2	11.3	12.2	10.9	10.7	10.6	9.3
Ottemish-Leverburgh ³	CalMac	..	..	..	..	..	..	..	..	..	..	..
Raasay-Sconser ^C	CalMac	0.8	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	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	0.0	0.1	0.1	0.05	0.02
Uig-Tarbert-Lochmaddy ^{2,a}	CalMac	7.4	6.9	7.2	6.9	7.7	8.0	6.7	6.0	6.2	6.1	6.2
Ullapool-Stornoway ^a	CalMac	12.3	12.5	12.7	13.6	14.1	15.9	13.2	12.3	13.0	11.6	12.9
Total West Coast		54.9	56.0	58.5	58.1	61.2	64.2	63.4	57.6	56.8	56.8	55.4
North ^{8,10}												
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 - Stromness ^{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	0.2
Total North		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.4	0.4
Total subsidised routes		111.2	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 Ottemish-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. Route commenced 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

14. Between 2013 and 2015 route operated as pilot scheme on Tuesday and Saturday during winter timetable. Full service started 2016

Table 9.16 Traffic on other major ferry routes

Route	Passengers											
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	
	<i>thousands</i>											
Western Ferries ²												
Gourock-Dunoon	1,306.9	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	
Strathclyde Partnership for Transport												
Renfrew - Yoker ⁷	149.9	149.5	141.4	147.8	..	..	..	..	..	..	..
Gourock - Kilcreggan ⁸	74.9	71.3	70.0	71.6	63.5	57.7	52.6	57.0	54.4	53.6	55.5	
Total	224.7	220.8	211.4	219.4	63.5	57.7	52.6	57.0	54.4	53.6	55.5	
Argyll & Bute Council												
Appin-Lismore ⁹	29.5	39.1	40.2	39.0	38.2	33.4	37.3	44.4	40.2	39.1	45.7	
Islay - Jura	73.3	71.6	72.4	69.1	65.8	71.3	70.2	62.8	67.7	68.1	68.0	
Cuan-Luing ^{3,9}	21.3	15.2	14.6	13.9	16.3	16.0	17.7	16.1	14.4	17.1	21.3	
Seil-Easdale ⁹	14.3	12.7	14.4	16.0	15.0	13.1	14.4	15.1	15.9	16.9	14.5	
Total	138.4	138.6	141.6	138.0	135.3	133.8	139.6	138.4	138.2	141.2	149.5	
Highland Council												
Ardgour-Nether Lochaber (Corran Ferry) ⁴	..	..	..	..	..	..	..	560	566	557	572
Camusnagaul - Fort William ⁵	7.0	16.7	1.0	3.9	4.4	3.0	5.1	10.3	10.0	11.2	8.9	
Total ¹⁸	7.0	16.7	1.0	3.9	4.4	3.0	5.1	10.3	10.0	11.2	8.9	
West Highland Seaways ¹²												
Gairloch (Wester Ross) - Portree (Skye)	..	..	..	..	..	..	..	..	..	..	..
Bruce Watt Cruises ¹⁷												
Mallaig-Loch Nevis	3.4	2.6	4.9	3.3	3.0	4.9	4.6	-	-	-	-	
Orkney Ferries ¹												
Houton - Lyness/Flotta	74.8	74.2	76.2	76.0	78.8	81.7	77.1	79.3	77.5	77.7	81.6	
Tingwall - Rousay/Egilsay/Wyre	58.6	60.5	55.0	60.6	58.8	58.4	56.3	58.8	54.8	55.0	53.6	
Kirkwall - Shapinsay	64.0	65.0	65.2	69.9	64.2	67.0	68.7	65	64.9	58.7	62.7	
Kirkwall - Westray/Stronsay	101.6	98.3	102.1	102.0	105.8	104.6	108.6	99.3	96.6	97.4	103.5	
Stromness-Hoy/Graemsay	18.9	18.4	20.5	21.1	23.1	26.2	24.9	26	26.5	26.4	27.8	
Total	317.9	316.4	319.0	329.5	330.7	337.8	335.6	328.4	320.3	315.2	329.2	
Shetland Islands Council ¹												
Laxo or Vidlin - Symbister	169.2	177.5	170.9	166.2	164.0	169.0	173.1	166.1	165.8	163.4	169.8	
Toft - Ullsta	245.0	256.0	248.8	264.4	272.0	254.0	269.3	280.9	270.0	261.1	273.2	
Bluemull ¹¹	117.9	131.8	..	..	..	..	172.1	159.3	152.7	137.8	146.94
Lerwick - Bressay ⁶	207.9	206.8	214.4	205.9	189.0	192.0	196.8	170.9	173.0	170.7	176.3	
Gutcher - Oddsta ¹⁰	20.5	23.5	..	..	..	..	..	..	..	..	..
Vidlin/Lerwick - Skerries	..	..	..	..	..	..	..	..	..	5.5	5.15
West Burrarfirth - Papa Stour	..	..	..	..	..	..	..	..	..	3.0	2.81
Fair Isle - Grutness/Lerwick	..	..	..	..	..	..	..	..	..	0.5	0.71
Total	760.5	795.6	634.1	636.5	625.0	615.0	811.3	777.1	761.5	742.0	774.9	
Cromarty Ferry Company												
Cromarty-Nigg	..	..	..	..	..	..	..	..	..	..	..
Total all routes	2,758.8	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	
	<i>thousands</i>											
	Cars *											
Route	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	
Western Ferries												
Gourock-Dunoon	577.8	602.0	588.0	584.0	564.2	577.9	605.5	578.5	590.0	599.6	608.0	
Argyll & Bute Council												
Islay - Jura	23.9	24.0	23.9	26.5	23.9	22.8	22.5	22.2	23.7	23.5	25.9	
Cuan-Luing ^{3,9}	10.9	7.6	7.7	7.2	7.0	7.1	7.2	5.8	5.6	7.4	11.3	
Total	34.8	31.6	31.6	33.7	30.9	29.9	29.7	28.0	29.3	30.9	37.2	
Highland Council												
Ardgour-Nether Lochaber (Corran Ferry)	234.2	252.4	245.0	249.4	221.4	242.0	238.5	234.7	247.4	247.2	251.0	
Orkney Ferries ^{1,13}												
Houton - Lyness/Flotta	21.0	20.6	18.2	19.3	19.0	17.8	15.9	15.6	14.8	15.4	16.2	
Tingwall - Rousay/Egilsay/Wyre	10.0	9.7	9.2	9.8	10.2	9.1	10.4	9.4	10.7	10.2	8.8	
Kirkwall - Shapinsay	7.9	8.0	8.0	7.8	7.5	7.2	8	7.8	8.1	8.0	7.9	
Kirkwall - Westray/Stronsay	21.0	20.1	20.9	21.1	21.4	21.3	20.8	19.5	20.4	21.1	22.7	
Total	59.9	58.4	56.3	58.0	58.1	55.5	55.1	52.3	54.0	54.7	55.6	
Shetland Islands Council ¹												
Laxo or Vidlin - Symbister	73.2	76.4	73.3	74.3	72.2	78.0	77.9	77.8	75.6	78.7	81.88	
Toft - Ullsta	115.4	119.6	116.7	123.8	129.2	134.0	130.6	138.1	126.9	139.6	147.28	
Bluemull ¹¹	56.4	65.8	..	..	..	..	88.8	78.3	73.9	78.2	84.47
Lerwick - Bressay	65.5	69.6	67.9	67.5	66.4	70.0	66.5	65.2	64.6	65.9	69.52	
Gutcher - Oddsta ¹⁰	9.9	11.4	..	..	..	..	..	..	..	..	..
Vidlin/Lerwick - Skerries	..	..	..	..	..	..	..	..	..	2.7	2.54
West Burrarfirth - Papa Stour	..	..	..	..	..	..	..	..	..	1.3	1.26
Fair Isle - Grutness/Lerwick	..	..	..	..	..	..	..	..	..	0.2	0.19
Total	320.4	342.9	257.9	265.6	267.8	282.0	363.8	359.4	341.0	366.6	387.1	
Cromarty Ferry Company												
Cromarty-Nigg	..	..	..	..	..	..	..	..	..	..	..
Total all routes	1,227.1	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	

Table 9.16 (continued) Traffic on other major ferry routes

Route	Commercial Vehicles and Buses *										
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<i>thousands</i>											
Western Ferries											
Gourock-Dunoon ¹⁴	33.7	33.0	32.2	33.8	33.0	37.9	40.0	37.9	37.9	34.9	33.8
Argyll & Bute Council ⁹											
Islay - Jura	4.9	4.7	4.6	2.5	2.6	3.2	2.8	1.6	3.3	4.4	5.7
Cuan-Luing ⁹	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.6	0.3
Total	5.1	5.0	4.9	2.8	2.9	3.5	3.1	1.9	3.6	5.0	6.0
Highland Council											
Ardgour-Nether Lochaber (Corran Ferry)	10.0	9.8	17.1	16.9	14.4	12.5	14.3	11.3	11.8	11.4	11.5
Orkney Ferries ^{1,13}											
Houton - Lyness/Flotta	2.8	2.7	4.9	5.3	5.4	6.0	7.4	8.5	9.0	9.0	9.4
Tingwall - Rousay/Egilsay/ ¹	5.4	6.1	4.7	6.7	6.7	6.8	4.9	4.9	4.5	4.8	4.7
Kirkwall - Shapinsay	3.1	3.0	3.6	4.7	4.7	4.9	4.4	4.3	3.3	3.1	3.2
Kirkwall - Westray/Stronsay	11.8	11.0	11.7	12.7	13.8	13.5	15.7	13.8	13.1	13.1	14.4
Total	23.1	22.8	24.9	29.4	30.6	31.2	32.3	31.5	29.9	30.0	31.7
Shetland Islands Council ¹											
Laxo or Vidlin - Symbister	3.5	3.9	3.6	3.3	4.0	4.3	4.0	2.2	2.9	..	..
Toft - Ulsta	10.0	9.8	9.8	10.3	7.3	7.6	12.6	9.0	12	..	..
Gutcher - Belmont ¹¹	4.0	4.8	..	..	..	..	7.2	3.9	6.4	..	..
Lenwick - Bressay	3.8	2.0	2.2	2.0	3.7	3.5	4.7	2.5	4	..	..
Gutcher - Oddsta ¹⁰	0.5	0.3	..	..	..	..	..	..	..	..	..
Total	21.8	20.7	15.6	15.6	15.0	15.4	28.5	17.6	25.3	0.0	0.0
Total all routes	93.7	91.3	94.7	98.4	95.9	100.4	118.2	100.1	108.5	81.3	83.0

Source: Ferry companies - Not National Statistics

*. Only routes which carry cars / commercial vehicles are shown in the relevant part table.

- 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.
- 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.
- Figures for 2000 and 2001 are estimates.
- 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.
- 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.
- Passenger numbers in 1999 are high because of special events such as the Tall ships race.
- 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).
- Since 2001 the Gourock-Kilcreggan 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 2000 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 continued 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 2013. 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.
- 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.
- Since 2008, there have been no fares charged on this route. This route is now Gutcher Hamarsness
- 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
- The Gairloch to Portree service operated by West Highland Seaways was withdrawn from 22 August 2004.
- 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.
- 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.
- Only coaches and mini-buses are included under this heading for 2003.
- Data for Pentland Ferries is not available
- Bruce Watt cruises no longer operates due to retirement.
- 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, 2016

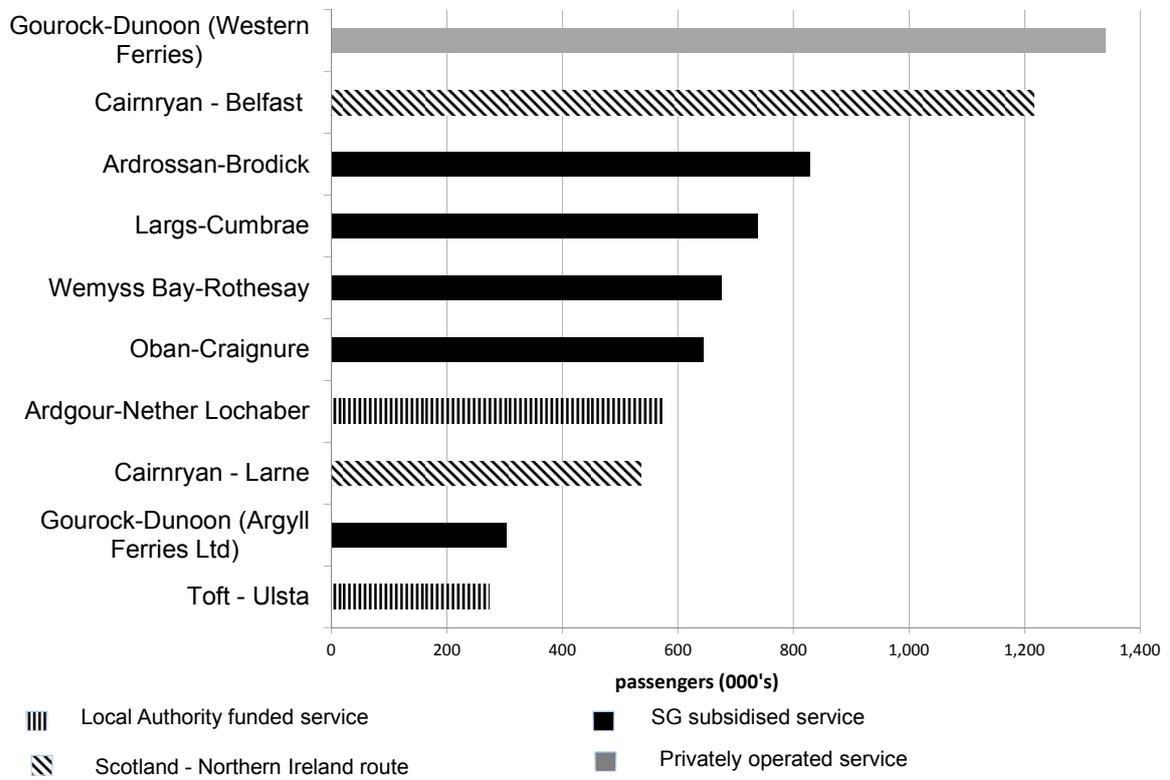


Figure 9.7 Top car ferry routes within and to/from Scotland, 2016

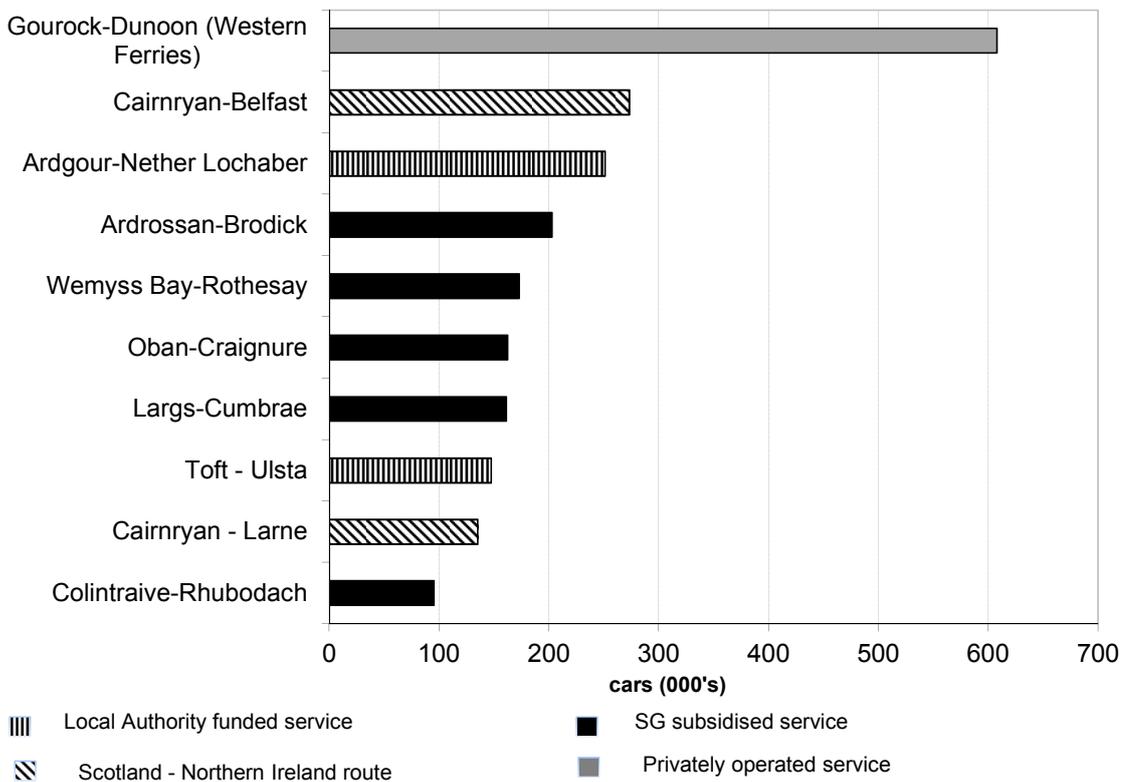


Table 9.17 Reliability and punctuality of lifeline ferry services

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	-07	-08	-09	-10	-11	-12	-13	-14	-15	-16	-17
Caledonian MacBrayne											
	<i>numbers</i>										
Scheduled sailings ¹	142,933	132,558	131,639	131,103	131,317	131,209	131,334	133,477	134,665	133,391	135,680
	<i>percentages</i>										
Reliability ²	99.7	99.8	100.0	99.9	99.8	99.9	99.9	99.9	99.9	99.6	99.9
Punctuality ³	99.2	99.4	99.9	99.9	99.9	99.8	99.8	99.8	99.8	99.7	99.7
NorthLink ⁴											
	<i>numbers</i>										
Scheduled sailings ¹	2,688	3,191	3,247	3,232	3,270	3,308	3,151	2,886	2,868	2,915	2,931
	<i>percentages</i>										
Reliability / Punctuality											
Aberdeen routes	100.0	99.9	99.9	99.9	99.8	99.8	99.8	99.8	99.7	99.9	99.9
Pentland Firth	99.0	98.6	98.9	98.9	99.3	99.1	99.5	92.1	100	99.5	100

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	2006	2007 ¹	2008 ¹	2009 ¹	2010 ¹	2011 ¹	2012 ¹	2013 ¹	2014 ¹	2015 ^{1,2}	2016 ¹
Assistance rendered	1,178	..	..	..	..	..	..	..	..	..	..
Assistance not rendered	2,074	..	..	..	..	..	..	..	..	..	..
Hoax	99	92	56	89	62	41	57	60	45	16	14
Total incidents	3,351	3,383	3,583	3,765	3,669	3,910	3,283	3,422	3,364	2,538	2,464
Coastguard rescue team callouts	2,591	..	..	..	..	..	..	..	..	..	..
Number of persons assisted	13,317	..	..	..	..	..	..	..	..	..	..
Number of persons rescued	970	..	..	..	..	..	..	..	..	..	..
Lives lost	69	..	..	..	..	..	..	..	..	..	..

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.

£2,074 million

was spent by **Scottish Government and Transport Scotland** on transport in 2016/17

£860 million

was spent by **Local Authorities** on transport in the same period.

£713m by Scottish Government on trunk roads



£204m by Local Authorities on road maintenance

Illustration of a car and a road maintenance sign.



£65m by Local Authorities on road lighting



£731m by Scottish Government on rail services



£196m by Scottish Government on the National Concessionary Travel Scheme



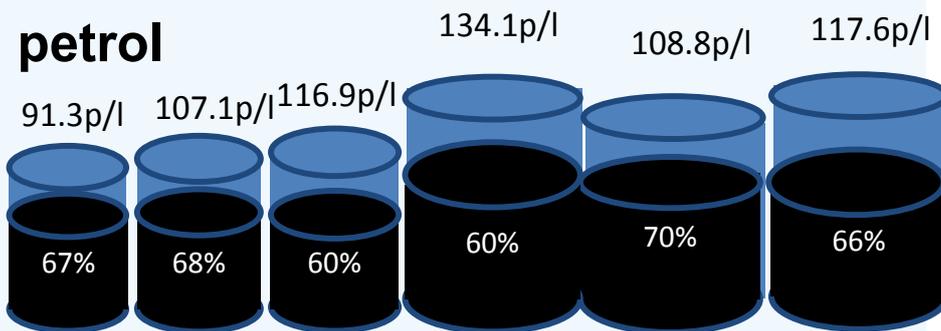
£39 million income to Local Authorities from parking charges in 2016

15% of household spending

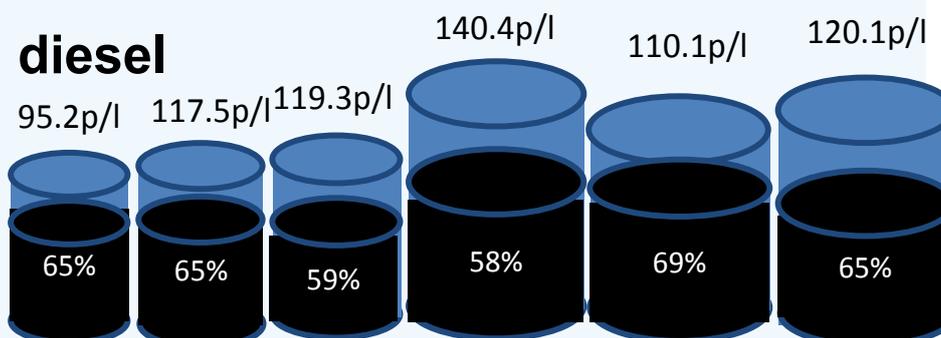
was on transport and travel between 2014-16



petrol



diesel



1.3p rise in petrol prices between Jan and Dec 2016



1.5p rise in diesel prices over the same period



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



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 £2,074 million on transport in 2016/17. Local Authorities spent a further £900 million.**
- **Personal spend on transport and travel accounted for 15% of household spending between 2015 and 2017.**
- **In 2017 petrol prices started at 118.7 pence per litre in January before rising to 120.0 pence in December. Similarly diesel prices rose in 2017 from 122.0 in January to 123.5 pence by December.**

2. Main Points

Motorways & Trunk Roads

2.1 The total of capital and current expenditure on motorways and trunk roads in 2016-17 was estimated at £713 million, £49 million (7%) more than the 2015/16 figure, a big part of which is expenditure on the Forth Replacement Crossing. Total expenditure on transport within Scottish Ministers' responsibility in 2016-17 was budgeted at £2,074 million, £59 million (3%) more than in the previous year. (*Table 10.1*)

2.2 Expenditure on the management and maintenance of the trunk road network totalled £119m in 2015-16. The expenditure is split £9.2m on capitalised maintenance and £110.2m 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 2016-17, net revenue expenditure on transport controlled by local authorities was £398 million. In cash terms, this was 5 per cent less than in 2015-16. Road maintenance (£204 million in 2016-17) accounted for 51% of the expenditure. The other main categories of expenditure in 2016-17 were:

- contributions to passenger transport (excluding concessionary fares) - £108 million;
 - road lighting - £65 million;
 - network and traffic management (excluding school crossing patrols) - £36 million
- In 2016-17, the net income from parking charges was £39 million, 11% more than 2015-16. (*Table 10.1*)

2.4 The Local Authorities with the highest net revenue expenditure on roads and transport (excluding loan charges) in 2016-17 were: Fife, (£29.4 million), South Lanarkshire (£27.7 million), Highland (£26.6 million), and North Lanarkshire (£24.4 million). (*Table 10.3*) The table also shows local authorities' figures for other types of expenditure in 2016/17:

- **Road maintenance/Winter maintenance** South Lanarkshire had the highest expenditure on road maintenance (£17.0 million), followed by Highland (£16.0 million). Scottish Borders spent the most on winter maintenance (£4.7 million).
- **Contributions to Public Transport** in terms of the total net revenue expenditure on 'local authority' and 'non LA' public transport, Shetland Islands (£17.4 million) made the largest contributions to passenger transport. Edinburgh spent £10.5 million.
- **Road Lighting** Glasgow spent most on road lighting (£10.0 million), followed by Highland (£4.2 million).
- **Parking** Edinburgh had the largest net income from parking (£21.9 million) followed by Glasgow at £13.3 million.

Gross Capital Expenditure

2.5 Gross capital account expenditure by councils and boards on local authority roads and transport totalled £462 million in 2016-17, slightly less than the previous year. Of this total £312 million was spent on roads and £75 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 2016-17 were: Highland (£48.5 million) and South Lanarkshire (£35.1 million). Highland spent the most on roads (£43.3 million) followed by Aberdeen City (£28.1 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 2016 and 2017 the average price of unleaded petrol increased by 8.8 pence, and diesel increased by 10.0 pence per litre in Great Britain. In 2017, petrol prices increased by 1.3 pence between January and December and diesel prices increased by 1.5 pence over the same period. Tax (duty plus VAT) represented 66% of the price for unleaded petrol and 65% of the price for diesel in Great Britain in 2017, compared with 67% for unleaded petrol and 64% for diesel in 2006. (*Table 10.6*)

2.9 The UK Retail Prices Index (RPI) rose by 33% between 2006 and 2016. 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 41%, petrol and oil by 18% and there was a 133% rise in the cost of vehicle tax and insurance. However, the cost of purchasing a motor vehicle fell by 14% in cash terms over the last ten years. As a result, motoring expenditure index rose by 24%, less than the 33% increase in the RPI and therefore a real term fall between 2006 and 2016. Over the same period, fares

and other travel costs rose by 62% in cash terms - rail fares by 54% and bus and coach fares by 57%, increases of 15% and 17% above general inflation. (*Table 10.7*)

2.10 Average weekly household expenditure in Scotland on transport and vehicles in 2015-17 was £71.70, representing 14.6% of total household expenditure. On average, £26.20 was spent on the purchase of vehicles, £27.90 on the operation of personal transport (including £19.50 on petrol, diesel and other motor oils) and £17.60 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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	-07	-08	-09	-10	-11	-12	-13	-14	-15	-16	-17
Expenditure on transport within the Scottish Ministers' responsibility											
<i>£ million at outturn prices</i>											
Motorways and trunk roads											
Capital ¹											
- New construction and improvements ¹	146	132	166	258	207	45	47	101	76	184	320
- Forth Replacement Crossing	-	-	22	30	30	152	242	193	232	217	114
- Capital maintenance ²	-	-	30	31	29	18	12	10	8	14	-
Total	146	132	218	319	266	215	301	304	316	415	434
Current											
- Routine and winter maintenance etc	92	88	73	75	101	69	75	73	78	79	73
- Network Strengthening and Improvements ³	140	140	114	111	105	85	77	85	71	72	115
- Other	-	-	-	-	-	-	32	21	18	18	18
- Design, build, finance, operate payments	28	35	32	32	36	54	57	59	68	80	73
Total	260	263	219	218	242	208	241	238	235	249	279
Total capital and current (a)	406	395	437	537	508	423	542	542	551	664	713
Central Government support to transport industries ¹²											
Highlands and Islands Airports Ltd	34	28	26	26	25	27	23	21	34	38	25
Caledonian MacBrayne Ltd	44	45	51	56	59	68	74	86	107	123	134
Scottish Canals ¹⁰	17	9	12	12	12	11	11	14	11	10	10
Rail Services in Scotland ¹⁰	820	929	831	807	749	777	783	803	676	745	731
Northern Isles Ferries ¹¹	33	29	33	36	40	43	41	38	36	32	35
Bus Service Operators Grant ¹¹	63	67	64	64	63	61	62	50	51	53	53
Freight Facilities Grant ¹¹	3	2	5	2	5	2	1	1	1	1	1
Integrated Transport Fund ¹¹	35	1									
Major public transport projects	160	251	129	159	75	70	36	35	3	3	6
National Concessionary Travel schemes (incl Smartcards) ¹²	163	174	193	201	187	188	193	197	197	196	196
Other ⁷	13	84	45	22	53	52	68	93	115	150	170
Total (b)	1,214	1,369	1,248	1,216	1,193	1,229	1,292	1,336	1,231	1,351	1,361
Total Ministers' resp. (sum of a and b)	1,620	1,764	1,685	1,753	1,701	1,652	1,834	1,878	1,782	2,015	2,074
Local transport - gross capital ⁴ expenditure											
<i>New construction and improvement ⁵</i>	<i>299</i>	<i>285</i>	<i>345</i>	<i>310</i>	<i>293</i>	<i>328</i>	<i>318</i>	<i>350</i>	<i>361</i>	<i>361</i>	<i>377</i>
<i>Other investment ⁶</i>	<i>149</i>	<i>218</i>	<i>149</i>	<i>164</i>	<i>107</i>	<i>157</i>	<i>185</i>	<i>111</i>	<i>72</i>	<i>43</i>	<i>84</i>
Total	448	503	494	474	400	485	504	461	433	404	462
Expenditure on transport controlled by local authorities											
Local transport - net revenue expenditure (excl. loan charges) ^{8,9}											
Administration	..	..	..	..	..	..	..	..	..	..	..
Construction	5	6	4	4	4	5	6	16	17	6	3
Road maintenance (incl winter maintenance)	252	261	274	293	317	256	271	241	223	216	204
Road lighting	61	65	67	69	66	66	73	69	70	68	65
Parking	-24	-24	-29	-23	-24	-25	-29	-29	-31	-35	-39
Network and traffic management (other than school crossing patrols)	39	39	43	42	38	40	44	46	43	44	36
Concessionary fares	10	8	12	13	7	6	7	8	8	8	7
Contributions to passenger transport	72	76	66	72	80	115	101	95	115	99	108
School crossing patrols	16	16	16	16	15	14	14	14	14	13	14
Total controlled by Local Authorities	432	450	453	486	503	477	487	460	459	418	398

Source: Expenditure on a and b above provided by Transport Scotland - Not National Statistics

- Includes all costs related to the construction of Major Road Projects.
- 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.
- 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.
- 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.
- Includes Network & Traffic Management, Bridges and Parking
- Includes Shipping, Transport Piers and Ferry Terminals
- 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).
- The revenue account figures are reported on an accruals basis (i.e. reflected in the accounts of the period in which they take place).
- Includes support for LA and non-LA transport undertakings, and revenue contributions to capital.
- 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.
- Separate figures for each of these categories were not available prior to 2003-04
- 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, 2015-16

Description	Capital	Current ²	Total
	Capital Maintenance	Routine, Cyclical and Winter Maintenance and Network Management	
North East Operating Company	2,009	18,539	20,547
North West Operating Company	5,552	28,848	34,400
South East Operating Company	177	23,120	23,297
South West Operating Company	1,418	27,306	28,724
Forth Bridges Operating Company ³	0	12,349	12,349
Total	9,156	110,162	119,318

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, 2016-17¹

Council	Roads			Network and traffic management			Public Transport			Total	
	Constr- uction	Maintenance		Lighting	School crossing patrols	Other	Parking Services	Local Authority	Non Local Authority		
		Winter mainte- nance	Structural, environmental and safety maintenance and routine repairs					LA public transport	Conces- sionary fares ²		Other non LA public transport
Aberdeen City	-	1,152	4,930	2,111	147	2,197	-	-	-	149	10,686
Aberdeenshire	-	3,330	8,322	2,456	411	1,600	101	-	252	7,700	24,172
Angus	2,182	2,278	2,016	1,238	-	-	184	-	17	2,295	10,210
Argyll & Bute	66	1,919	4,870	1,721	316	633	-363	1,666	183	2,326	13,337
Clackmannanshire	63	304	884	436	57	1	0	-	62	333	2,138
Dumfries & Galloway	-	1,170	5,258	1,078	232	1,839	195	-	-	3,653	13,425
Dundee City	-	1,330	1,095	1,092	-	2,883	-903	-	156	739	6,392
East Ayrshire	-	580	4,654	2,237	250	1,333	-835	-	242	2,092	10,553
East Dunbartonshire	-	310	2,542	812	355	906	157	-	219	1,893	7,194
East Lothian	-	1,190	674	1,421	270	87	86	-	206	1,258	5,192
East Renfrewshire	-	1,106	5,263	1,199	294	127	129	-	178	1,636	9,932
Edinburgh, City of	-	1,487	12,149	2,907	1,959	1,779	-21,869	-	1,114	9,401	8,927
Eilean Siar	-	1,114	1,896	352	-	105	66	-76	2	3,373	6,832
Falkirk	74	1,448	4,045	1,241	437	1,529	-142	-	131	2,061	10,824
Fife	87	3,818	9,503	3,938	282	3,390	-454	-	756	8,077	29,397
Glasgow City	-	1,504	7,924	9,969	3,237	4,213	-13,251	-	1,052	7,854	22,502
Highland	-	3,982	12,062	4,218	305	1,173	-481	65	247	5,136	26,577
Inverclyde	-	465	1,095	1,213	296	204	39	-	171	1,515	4,920
Midlothian	-	815	1,451	1,417	280	1,210	229	-	32	668	6,102
Moray	-	1,656	1,894	975	255	845	-328	70	-	482	5,849
North Ayrshire	-	798	5,904	1,246	324	375	141	-	283	2,417	11,488
North Lanarkshire	-	3,472	8,036	3,666	1,206	1,889	-	-	575	5,595	24,439
Orkney Islands	-	668	1,249	214	44	371	24	7,568	122	2,301	12,561
Perth & Kinross	-	3,239	3,786	1,530	292	1,238	-510	-	73	2,781	12,429
Renfrewshire	21	1,126	2,824	2,662	665	1,458	-763	1,581	-	3,684	13,258
Scottish Borders	298	4,709	3,689	1,273	162	721	216	-	0	2,550	13,618
Shetland Islands	-	974	3,854	454	16	612	9	13,155	7	4,246	23,327
South Ayrshire	-	621	5,838	1,581	132	691	-481	-	264	1,797	10,443
South Lanarkshire	260	4,121	12,916	3,035	1,194	726	-656	-	586	5,532	27,714
Stirling	-	804	1,846	3,450	162	344	-74	-	-	1,853	8,385
West Dunbartonshire	-	588	1,524	694	155	703	77	-	-	1,820	5,561
West Lothian	-	2,135	5,915	2,933	362	527	149	-	559	2,219	14,799
HITRANS	-	-	-	-	-	-	-	-	-	-	-
NESTRANS	-	-	-	-	-	-	-	-	-	-	-
SESTRAN	-	-	-	-	-	-	-	-	-	688	688
SWESTRANS	-	-	-	-	-	-	-	-	-	-	-
SPT	-	-	-	-	-	-	-	-	-	-15,721	-15,721
TACTRAN	-	-	-	-	-	-	-	-	-	-38	-38
ZetTrans	-	-	-	-	-	-	-	-	-	-10	-10
Scotland	3,051	54,213	149,908	64,769	14,097	35,707	-39,386	23,899	7,489	84,355	398,102

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 2016-17¹

Category of expenditure	Tangible Fixed Assets			Intangible	Revenue Expenditure Funded from Capital Resources	Total Expenditure to be met from Capital Resources
	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	
<i>£ thousand</i>						
Roads	7,310	289,350	14,819	121	1,627	313,227
Network and Traffic Management	1,674	28,606	728	-	-	31,008
Bridges	99	24,927	46	-	-2	25,070
Parking services	190	3,599	555	-	-	4,344
Rail	7,748	6,788	-	-	-	14,536
Other Public Transport	78	23,837	50,692	173	8,396	83,176
Shipping, Airports, Transport Piers & Ferry Terminals	-	267	-	-	-	267
Total Roads and Transport	17,099	377,374	66,840	294	10,021	471,628

Source: Scottish Government Local Government Finance

1. Capital Expenditure is recorded on an 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, 2016-17

Authority	Roads	Network and Traffic Management	Bridges	Parking services	Rail	Public Transport	Shipping, Airports, Transport Piers & Ferry Terminals	Total Roads and Transport
<i>£ thousand</i>								
Aberdeen City	24,509	2,587	753	-	-	229	-	28,078
Aberdeenshire	18,358	482	1,453	-	-	7,678	-	27,971
Angus	8,739	482	447	-	-	120	-	9,788
Argyll & Bute	5,726	108	478	-	-	374	-	6,686
Clackmannanshire	3,882	-	35	-	-	-	-	3,917
Dumfries & Galloway	9,402	655	1,455	30	87	273	-	11,902
Dundee City	7,282	138	11	12	6,598	30	-	14,071
East Ayrshire	4,047	1,370	837	62	-	-	-	6,316
East Dunbartonshire	9,817	469	511	15	-	143	-	10,955
East Lothian	8,477	-	-	-	-	-	-	8,477
East Renfrewshire	1,431	177	184	29	30	-	-	1,851
Edinburgh, City of	10,624	5,259	782	460	-	507	-	17,632
Eilean Siar	2,238	173	571	-	-	164	-	3,146
Falkirk	3,824	284	670	87	-	-	-	4,865
Fife	14,338	1,600	124	108	15	-	-	16,185
Glasgow City	19,495	7,798	3,475	362	-	1,149	-	32,279
Highland	43,254	92	4,705	1	-	416	-	48,468
Inverclyde	5,488	145	77	231	-	-	-	5,941
Midlothian	3,079	-	-	-	-	-	-	3,079
Moray	6,091	5	670	34	-	380	-	7,180
North Ayrshire	5,016	-	306	-	-	-	-	5,322
North Lanarkshire	12,452	1,822	1,301	492	-	175	-	16,242
Orkney Islands	4,854	-	-	-	-	600	-	5,454
Perth & Kinross	21,051	1,893	1,532	1,847	-	-	-	26,323
Renfrewshire	9,582	273	1,384	51	-	-	-	11,290
Scottish Borders	4,909	1,467	1,483	-	7,801	137	-	15,797
Shetland Islands	1,538	41	369	-	-	439	267	2,654
South Ayrshire	2,581	614	99	6	-	-	-	3,300
South Lanarkshire	23,828	462	-	320	-	10,522	-	35,132
Stirling	8,840	-	217	197	-	27	-	9,281
West Dunbartonshire	2,496	812	-	-	5	71	-	3,384
West Lothian	4,352	1,800	1,067	-	-	-	-	7,219
Tay Bridge	-	-	76	-	-	-	-	76
HITRANS	-	-	-	-	-	-	-	-
NESTRANS	-	-	-	-	-	-	-	-
SESTRAN	-	-	-	-	-	94	-	94
SWESTRANS	-	-	-	-	-	-	-	-
SPT	-	-	-	-	-	51,252	-	51,252
TACTRAN	-	-	-	-	-	-	-	-
ZetTrans	-	-	-	-	-	-	-	-
Total	311,600	31,008	25,072	4,344	14,536	74,780	267	461,607

Source: Scottish Government Local Government Finance

1. Capital Expenditure is recorded on an 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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Unleaded Petrol²												
Price pence	91.3	94.2	107.1	99.3	116.9	133.3	135.4	134.1	127.5	111.1	108.8	117.6
of which:												
Duty	47.2	48.9	50.5	54.4	57.2	58.2	58.0	58.0	58.0	58.0	58.0	58.0
VAT ³	13.6	14.0	15.8	13.0	17.4	22.2	22.6	22.4	21.3	18.5	18.1	19.6
All tax	60.8	62.9	66.3	67.3	74.6	80.4	80.5	80.3	79.2	76.5	76.1	77.5
All tax as a % of price	67	67	62	68	64	60	59	60	62	69	70	66
Diesel (derv)^{4,5}												
Price pence	95.2	96.8	117.5	103.9	119.3	138.7	141.8	140.4	133.5	114.9	110.1	120.1
of which:												
Duty	47.2	48.9	50.5	54.4	57.2	58.2	58.0	58.0	58.0	58.0	58.0	58.0
VAT ³	14.2	14.4	17.3	13.6	17.8	23.1	23.6	23.4	22.2	19.1	18.4	20.0
All tax	61.4	63.3	67.9	68.0	75.0	81.3	81.6	81.4	80.2	77.1	76.3	78.0
All tax as a % of price	64	65	58	65	63	59	58	58	60	67	69	65

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
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

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.

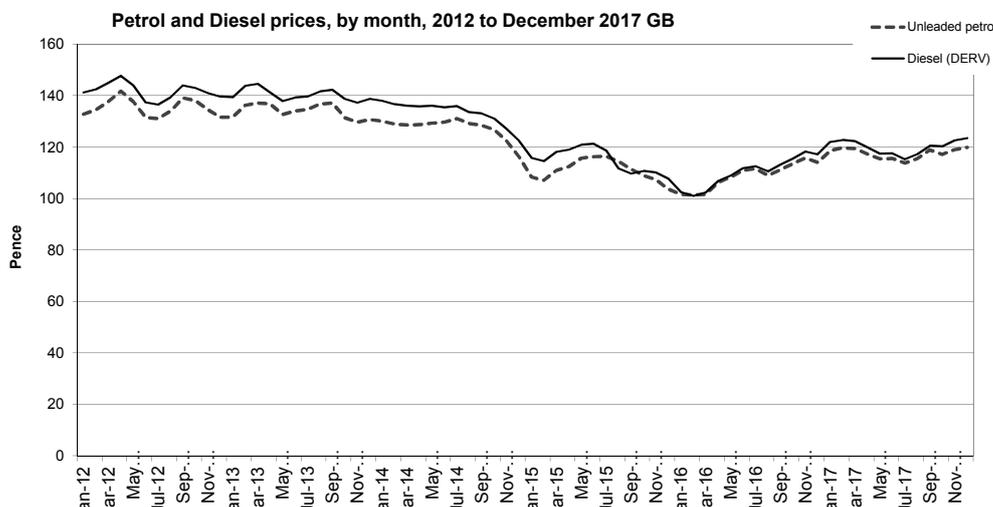
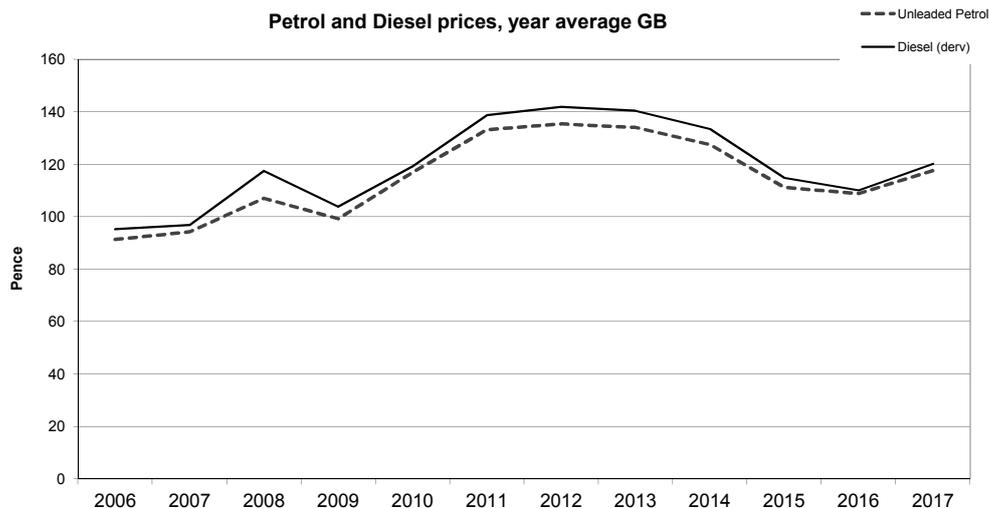


Table 10.7 Transport components of the Retail Prices Index, UK

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Retail Prices Index (all items)	100.0	104.3	108.4	107.9	112.9	118.7	122.5	126.2	129.2	130.5	132.8
<i>Index: 2006=100</i>											
<i>Transport components of the RPI:</i>											
Motoring expenditure	100.0	101.2	104.4	103.6	117.2	127.6	128.6	128.5	127.4	121.9	123.6
Purchase of motor vehicles	100.0	97.4	90.7	90.0	95.4	93.7	91.8	90.7	90.7	88.7	86.4
Maintenance of motor vehicles	100.0	105.1	111.3	115.9	121.3	127.3	129.7	132.8	136.4	138.9	141.2
Petrol and oil	100.0	102.7	112.2	108.8	127.1	145.5	148.3	146.9	139.8	121.3	118.0
Vehicle tax and Insurance	100.0	104.6	107.9	118.4	150.8	181.9	185.8	187.6	192.3	201.2	233.2
Fares and other travel costs	100.0	106.2	113.6	118.9	125.1	134.2	140.6	144.8	149.7	158.1	161.9
Rail fares	100.0	105.1	109.7	115.5	124.8	133.7	140.1	146.0	150.9	154.0	154.4
Bus and Coach fares	100.0	105.7	112.2	119.0	124.3	132.6	139.8	143.4	145.9	150.7	156.6
Other travel costs	100.0	106.6	115.3	119.3	126.7	136.4	141.2	147.1	151.7	161.6	165.9
Constant prices - Adjusted for general inflation using all items RPI											
Motoring expenditure	100.0	97.1	96.3	96.1	103.9	107.4	104.9	101.8	98.6	93.4	93.1
Purchase of motor vehicles	100.0	93.4	83.6	83.4	84.5	78.9	74.9	71.8	70.2	68.0	65.1
Maintenance of motor vehicles	100.0	100.8	102.7	107.4	107.5	107.2	105.8	105.2	105.5	106.4	106.3
Petrol and oil	100.0	98.5	109.0	100.8	112.6	122.6	121.1	116.3	108.2	93.0	88.8
Vehicle tax and Insurance	100.0	100.3	99.5	109.7	133.6	153.2	151.6	148.6	148.8	154.2	175.6
Fares and other travel costs	100.0	101.8	104.7	110.2	110.8	113.0	114.7	114.7	115.8	121.2	121.9
Rail fares	100.0	100.8	101.2	107.1	110.6	112.6	114.3	115.6	116.7	118.0	116.3
Bus and Coach fares	100.0	101.4	103.5	110.3	110.2	111.7	114.1	113.6	112.9	115.5	117.9
Other travel costs	100.0	102.2	106.4	110.6	112.3	114.9	115.3	116.5	117.4	123.8	124.9

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
Purchase of vehicles	24.30	24.10	23.10	19.90	18.20	21.00	26.20	28.60	26.20
Purchase of new cars and vans	8.80	8.70	7.40	5.70	6.10	8.70	12.50	13.90	12.40
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
Purchase of motorcycles and other vehicles	0.60	0.70	0.70	0.50	[0.30]	[0.50]	[1.00]	[1.40]	[1.30]
Operation of personal transport	27.20	27.30	27.80	27.80	30.00	32.30	33.30	30.30	27.90
Spares and accessories	1.80	1.80	2.00	1.60	1.70	1.90	2.20	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
Repairs and servicing	5.20	5.30	5.10	5.20	5.20	5.50	5.30	5.10	4.60
Other motoring costs	1.90	1.80	1.50	1.50	1.50	1.70	1.90	1.60	1.70
Transport services	8.40	9.70	12.10	13.50	13.60	12.40	13.80	15.10	17.60
Rail and tube fares	1.80	2.00	2.20	2.00	2.10	2.20	2.40	2.60	2.70
Bus and coach fares	1.70	1.60	1.70	1.90	2.00	2.10	1.80	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
Total Transport Expenditure	59.90	61.10	63.00	61.20	61.80	65.80	73.30	74.00	71.70
Total Household Expenditure	432.80	438.70	447.20	440.60	437.30	449.00	474.40	481.70	492.30
Transport as % of total exp	13.8	13.9	14.1	13.9	14.1	14.7	15.5	15.4	14.6

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

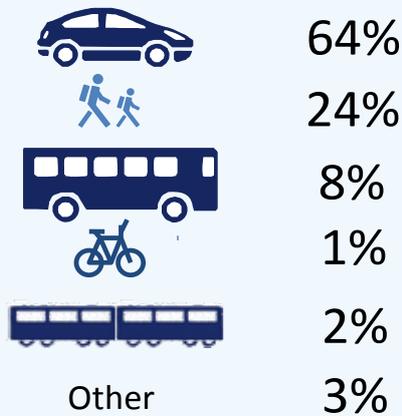
- Information from the Scottish Household Survey
- Journey numbers
- Journey distance and duration
- Personal travel by mode
- Travel to work
- Travel to school

People in Scotland made less trips in 2016 than 9 years ago with

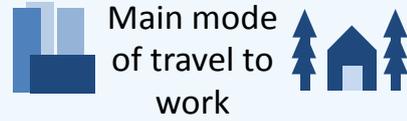
75%

reporting travelling the previous day, Compared to 80% in 2007.

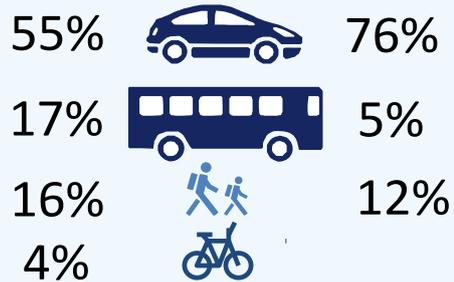
Modal share of all journeys 2016



Higher income and rural households were more likely to **travel to work** by car in 2016.



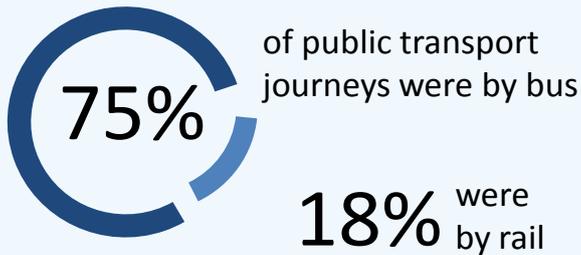
Urban households Rural households



Average **commuting time by mode** in 2016:



524 million **public transport** journeys were made in 2016



42% of adults drove every day in 2016



Rural households tended to drive more often than urban households



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



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 other 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

- **75% of people had travelled the previous day when asked in 2016, down from 80% in 2007.**
- **Of the 524 million public transport journeys made in 2016, 75 per cent were by bus, 18 per cent were journeys by rail, air accounts for 5 per cent and ferries 2 per cent.**
- **Thirty one 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 2016, with 75% reporting having travelled the previous day, down from 80% in 2007. Men were more likely to have travelled the previous day than women (76% compared to 74%) 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 2016, with 51% of journeys made as a car driver. This was the same level as the previous year. Thirteen per cent of journeys were made as a car passenger. Bus travel accounted for 8% and rail travel for 2%. Just under a quarter of journeys were by walking (24%) and cycling accounted for 1% 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 2016, with 31% 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 30% of people had used a train in the last month, in 2016.

Distance travelled

2.4 In 2016, most journeys tended to be over short distances, with 20% of all journeys being under 1 km long and a further 23% between 1 and 3 km. The mean journey distance in 2016 was 19.8 km.

2.5 The average cycling journey was 7.6 km in length and the average walking journey was 3.8 km in length in 2016. Rail and car journeys tended to be over greater distances with car journeys covering an average of 22.8 km and rail journeys 62.3 km. Most journeys by active travel were made over short distances - 78% of walking journeys and 48% of cycling journeys were under 2km.

2.6 In 2016, both shopping and commuting (23.4%) were the most frequent journey purposes, followed by visiting friends or relatives (10.9%), returning home (7.0%) 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 2016 were short, with 69% 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 4.8% of journeys lasted more than an hour and only 4.1% 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 – 2% of journeys as opposed to 1% for households with one car and 1% for households with two or more cars. People in households with no cars available had a much higher proportion of journeys by foot, with 52% of journeys by members of these households being made by foot, compared to 21% for households with one car and 13% for households with two or more cars. The proportion of trips by bus was also considerably higher for households with no car – 23% compared to 6% for households with one car and 2% 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 2016, 48% of men, 37% of women and 42% of all people aged 17+ said that they drove every day. A further 20% stated they drove at least once a week (but not every day), 2% drove less frequently, 3% 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 42.2 per cent, but over the same period the proportion of those who drove at least once a week has risen by 5 percentage points. (Table 11.12)

2.12 The frequency of driving varied with age. In 2016, over half of people aged 40 to 59 said they drove every day. As age rises this falls (to 15% 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 around a fifth of those living in households with an annual net income of up to £10,000. Around a third (34%) of people aged 17+ in large urban areas drove every day compared to 49% 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 underpin Scotland's National Indicator: *"Increase the proportion of journeys to work made by public or active travel"*. The Scottish Household Survey is the preferred source of information on travel to work. 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 15% of employed adults worked from home in 2016, an increase from 2006 (11%). Just over three fifths (62%) 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 (67%) 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 2016. This percentage tended to increase with age (16-20: 20%, Over 40: around 70%), type of employment (61% of those who work part-time,

Personal and Cross-Modal Travel

compared to 69% for full-time) and annual net household income (rising to 75% 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 (19%) and the percentage who commuted by bus was highest in large urban areas (17%). Since 2006, 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 2006 (from 7.0% to 6.3%). Walking journeys have remained relatively stable around 13%, 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 2006 and 2016, 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 2006 and 71% in 2016). There was also little change to walking which was 12% in 2006 and 11% in 2016. 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 2016: 25 minutes by car; 37 minutes by bus and 16 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*)

Personal and Cross-Modal Travel

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 4.2 million visits abroad in 2016 with about 4 million visits (96%) being made by air. Edinburgh was the main airport used and accounted for about 1.6 million visits (37% of all visits abroad), followed by Glasgow (1.3 million or 32%), Aberdeen (251,000 or 6%) and Prestwick (33,000 or 1%). Around 119,000 visits abroad (2%) were made by sea, and roughly 51,000 (1%) were made using the Channel Tunnel. (*Table 11.24*)

2.29 Around 68% of Scottish residents' visits abroad were made for holiday purposes. Of these, over a third (1.5 million) were on a package holiday whilst the rest travelled independently. There were 933,000 (22%) visits abroad to visit friends or relatives and 326,000 visits abroad for business purposes (7%). (*Table 11.24*)

2.30 Seventy two per cent (3 million) of Scottish residents' visits abroad were made to EU countries and visits to other European areas totalled 228,000 (5%). Visits to Canada and the USA together totalled about 391,000 (9%). (*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 17% between 2013 and 2016. Between 2005 and 2016 there has been a general decline in the number of package holidays while 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 was also a large increase in the number of visits to

Personal and Cross-Modal Travel

friends and relatives over the same period, with numbers almost doubling between 2004 and 2008 and falling 17% 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

2.36 153 million passenger journeys were made under all types of concessionary fare schemes in 2016-17, 1% less than in 2015-16. 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 146 million passenger journeys in 2016-17, 95% of concessionary journeys by all modes of transport). (*Table 11.29*)

Traveline Scotland

2.37 In 2016 Traveline Scotland received 224,100 telephone calls which was 1% more than the previous year. Its Web site and smart phone app recorded 29 million hits in 2016, up 44% 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+: 2016 *

	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 2016:	42.2	14.3	6.0	1.0	0.5	1.6	3.4	69.0	31.0	9,570
by gender:										
Male	47.5	15.2	6.5	0.9	0.4	1.4	3.5	75.4	24.6	4,360
Female	37.3	13.4	5.6	1.0	0.5	1.8	3.4	63.1	36.9	5,210
by age:										
17-19	16.6	5.2	**	**	**	**	4.5	29.9	70.1	190
20-29	34.3	9.8	4.8	0.5	0.9	2.2	2.9	55.4	44.6	1,100
30-39	49.1	12.6	6.7	1.3	**	1.2	2.0	73.0	27.0	1,370
40-49	55.6	14.0	5.2	1.2	0.4	1.0	3.3	80.8	19.2	1,510
50-59	54.6	14.8	5.3	0.5	0.3	1.4	3.6	80.5	19.5	1,620
60-69	40.5	20.0	7.8	1.1	0.6	1.2	4.6	75.8	24.2	1,700
70-79	26.7	19.4	8.5	1.5	0.5	2.8	3.8	63.2	36.8	1,370
80+	15.1	12.1	7.3	0.8	**	2.8	4.8	43.2	56.8	710
by current situation:										
Self employed	61.8	15.5	8.7	1.0	**	**	1.4	89.1	10.9	630
Employed full time	58.9	13.9	5.6	0.6	0.2	1.3	1.8	82.4	17.6	3,120
Employed part time	48.3	14.0	3.9	**	0.4	0.8	3.8	71.7	28.3	960
Looking after the home or family	30.0	11.8	5.7	2.1	**	**	4.4	56.4	43.6	460
Permanently retired from work	27.5	19.7	8.4	1.3	0.6	2.4	4.3	64.1	35.9	3,180
Unemployed and seeking work	15.3	5.7	3.3	**	**	2.1	7.4	36.5	63.5	320
In further/higher education	21.2	8.5	2.2	1.0	1.4	2.8	5.0	42.1	57.9	320
Permanently sick or disabled	12.3	4.6	5.8	1.5	0.0	2.5	7.2	33.9	66.1	430
by annual net household income:										
up to £10,000 p.a.	19.8	10.1	6.3	0.9	**	2.6	5.7	45.9	54.1	1,150
over £10,000 - £15,000	21.5	10.6	6.8	1.3	0.4	1.2	5.5	47.3	52.7	1,610
over £15,000 - £20,000	29.6	13.6	5.9	0.8	0.3	1.9	6.0	58.1	41.9	1,420
over £20,000 - £25,000	40.7	13.1	6.8	1.5	0.4	2.0	3.2	67.8	32.2	1,160
over £25,000 - £30,000	47.1	15.0	5.8	0.8	1.2	2.0	2.7	74.6	25.4	890
over £30,000 - £40,000	53.0	16.8	6.5	1.2	0.3	1.2	2.2	81.2	18.8	1,260
over £40,000 p.a.	63.2	17.2	5.5	0.6	**	1.2	0.9	89.1	10.9	1,740
by Scottish Index of Multiple Deprivation:										
1 (20 % most deprived)	30.9	7.2	3.5	0.7	**	1.0	5.2	48.8	51.2	1,790
2	36.9	12.2	5.3	0.8	0.3	1.5	3.6	60.6	39.4	1,960
3	42.8	14.3	7.7	1.3	0.7	2.1	3.4	72.3	27.7	2,100
4	51.3	18.2	5.0	1.0	0.5	1.6	3.1	80.7	19.3	2,030
5 (20% least deprived)	48.9	19.5	8.5	0.9	0.7	1.7	1.9	82.1	17.9	1,690
by urban/rural:										
Large urban areas	34.6	12.7	6.3	0.8	0.7	2.3	4.5	61.8	38.2	2,870
Other urban	42.3	13.6	5.3	0.9	0.4	1.3	3.2	66.9	33.1	3,260
Small accessible towns	45.7	17.9	6.7	1.6	0.3	1.0	2.8	76.0	24.0	920
Small remote towns	48.3	12.0	5.4	2.2	1.3	**	2.6	72.6	27.4	550
Accessible rural	57.3	17.9	5.7	0.7	**	1.3	1.9	85.0	15.0	1,040
Remote rural	49.2	17.2	9.1	1.5	**	1.6	3.1	82.2	17.8	950

Source: Scottish Household Survey

*The frequency of driving is shown only for those who hold a full driving licence

PERSONAL AND CROSS-MODAL TRAVEL

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	
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	9,540
by gender:												
Male	30.8	18.6	25.8	24.7	69.2	4,360	37.8	20.7	19.8	21.6	62.2	4,360
Female	31.8	20.0	26.9	21.3	68.2	5,180	39.4	19.9	19.8	20.9	60.6	5,180
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	250
20-29	19.3	19.7	31.4	29.5	80.7	1,080	35.9	23.3	21.7	19.0	64.1	1,080
30-39	24.6	22.5	27.7	25.1	75.4	1,360	32.6	24.0	23.0	20.4	67.4	1,360
40-49	30.0	21.7	25.0	23.4	70.0	1,500	33.0	20.3	21.4	25.3	67.0	1,500
50-59	35.5	17.6	27.2	19.7	64.5	1,610	36.0	20.0	19.7	24.4	64.0	1,610
60-69	34.9	19.0	23.5	22.6	65.1	1,690	38.9	18.2	18.3	24.6	61.1	1,690
70-79	43.4	17.3	21.2	18.0	56.6	1,360	49.4	17.5	17.1	15.9	50.6	1,360
80+	55.6	15.7	13.6	15.1	44.4	700	68.6	10.7	8.7	11.9	31.4	700
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	620
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	3,100
Employed part time	28.7	20.0	27.9	23.3	71.3	960	33.6	20.9	22.7	22.9	66.4	960
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	460
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	3,150
Unemployed/seeking work	18.3	16.9	32.5	32.3	81.7	320	33.4	16.0	25.1	25.6	66.6	320
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	320
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	430
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	1,140
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	1,600
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	1,410
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	1,160
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	890
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	1,260
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	1,750
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	1,770
2	30.9	19.7	27.1	22.3	69.1	1,960	42.7	19.3	19.1	18.9	57.3	1,960
3	33.8	18.3	25.1	22.9	66.2	2,090	36.6	19.7	19.9	23.8	63.4	2,090
4	33.7	21.1	24.8	20.3	66.3	2,030	33.1	21.8	20.8	24.2	66.9	2,030
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	1,690
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	2,840
Other urban	31.2	22.0	27.3	19.6	68.8	3,240	40.3	20.9	20.3	18.5	59.7	3,240
Small accessible towns	34.3	19.8	25.4	20.5	65.7	920	35.1	22.8	22.0	20.1	64.9	920
Small remote towns	31.3	18.7	29.5	20.5	68.7	550	43.1	18.1	15.5	23.3	56.9	550
Accessible rural	39.7	18.2	22.1	20.0	60.3	1,040	29.4	21.0	20.1	29.5	70.6	1,040
Remote rural	49.5	15.1	18.6	16.8	50.5	960	33.6	20.5	18.2	27.8	66.4	960
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	3,750
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	1,500
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	570
less often	28.2	17.6	23.7	30.5	71.8	280	41.7	21.0	17.6	19.8	58.3	280
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	370

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+

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	<i>column percentages</i>										
Every Day	40.9	45.2	44.9	43.4	41.4	40.7	42.0	41.9	40.9	40.9	42.2
Per Week:											
At least 3 times	11.6	10.0	10.4	11.9	12.8	13.3	13.1	13.3	13.9	14.5	14.3
Once or twice	6.7	5.1	5.6	5.6	6.0	6.2	6.0	5.6	5.9	5.9	6.0
Per Month:											
At least 2 or 3 times	1.0	0.9	1.0	0.9	0.9	0.9	0.8	1.0	0.9	0.8	1.0
At least once	0.5	0.6	0.4	0.4	0.4	0.4	0.3	0.5	0.7	0.5	0.5
Less than once	1.4	1.7	1.3	1.6	1.8	1.7	1.7	1.6	1.8	1.4	1.6
Holds full driving licence, never drives	4.4	3.5	4.0	4.2	4.3	4.1	4.5	4.5	4.3	4.0	3.4
Total with a full driving licence	66.4	67.0	67.6	68.0	67.6	67.3	68.3	68.4	68.5	68.0	69.0
Doesn't have a full driving licence	33.6	33.0	32.4	32.0	32.4	32.7	31.7	31.6	31.5	32.0	31.0
Sample size (=100%)	14,075	12,152	12,263	12,447	12,361	12,801	9,828	9,838	9,720	9,340	9,570

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+)

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2014	2016
	<i>column percentages</i>										
As means of transport											
None	46	46	46	48	48	41	38	37	34	33	31
1-2 days	17	15	16	18	17	18	19	19	20	19	19
3-5 days	21	22	21	20	22	22	24	24	23	26	26
6-7 days	16	17	17	14	14	19	19	20	23	22	23
1+ days	54	54	54	52	53	59	62	63	66	67	69
Sample size (=100%)	14,715	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											
None	56	54	53	53	55	52	49	46	45	42	39
1-2 days	16	17	17	18	18	19	18	19	19	20	20
3-5 days	13	14	14	14	13	13	17	17	17	18	20
6-7 days	14	15	16	16	14	16	17	19	19	20	21
1+ days	44	46	47	47	45	48	51	54	55	58	61
Sample size (=100%)	14,713	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)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
											<i>percentage</i>
Car, van, minibus, works van	69	69	69	70	71	68	68	69	69	70	71
Bicycle	1	2	2	2	2	2	2	2	2	2	2
Bus, coach, private bus	12	12	13	11	10	12	11	11	11	10	9
Rail (inc Underground)	5	4	4	4	4	4	4	5	4	5	5
Walk	12	11	11	12	12	12	12	13	12	11	11
Other (inc taxi)	1	2	2	3	2	2	2	1	1	1	1
<i>All</i>	<i>100</i>	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
								<i>minutes</i>
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
<i>All</i>	<i>23</i>	<i>23</i>	<i>24</i>	<i>22</i>	<i>24</i>	<i>21</i>	<i>23</i>	<i>22</i>

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}

	2006	2007	2008	2009 ¹	2010 ¹	2011 ¹	2012 ¹	2013 ¹	2014 ¹	2015 ¹	2016 ¹
											<i>minutes</i>
Car	23	24	24	24	25	23	24	25	24	24	25
Motorcycle	*	24	*	19	*	*	*	*	*	*	*
Bicycle	21	19	18	15	20	20	18	22	23	22	26
Bus/coach	35	33	36	35	36	35	39	37	38	37	37
Rail	50	49	57	53	53	51	59	56	49	51	50
Walk	13	12	12	14	14	13	15	14	14	14	16
Other	70	64	75	95	73	47 ³	89	77	74	98	49
<i>All</i>	<i>25</i>	<i>25</i>	<i>26</i>	<i>26</i>	<i>26</i>	<i>25</i>	<i>26</i>	<i>27</i>	<i>26</i>	<i>27</i>	<i>26</i>

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
								<i>percentage</i>
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: 2016

	Works from home	Does not work from home	All employed adults	Sample size (=100%)
				<i>row percentages</i>
All employed adults	15	85	100	4,720
Self-employed	62	38	100	630
Employed full-time	8	92	100	3,130
Employed part-time	8	92	100	960

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) 2006 and b) 2016

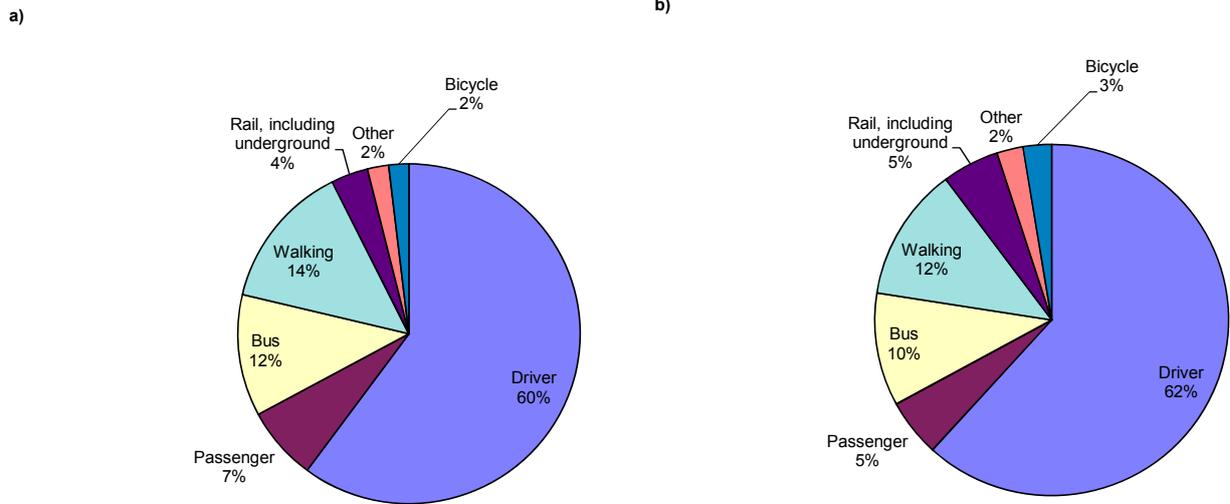
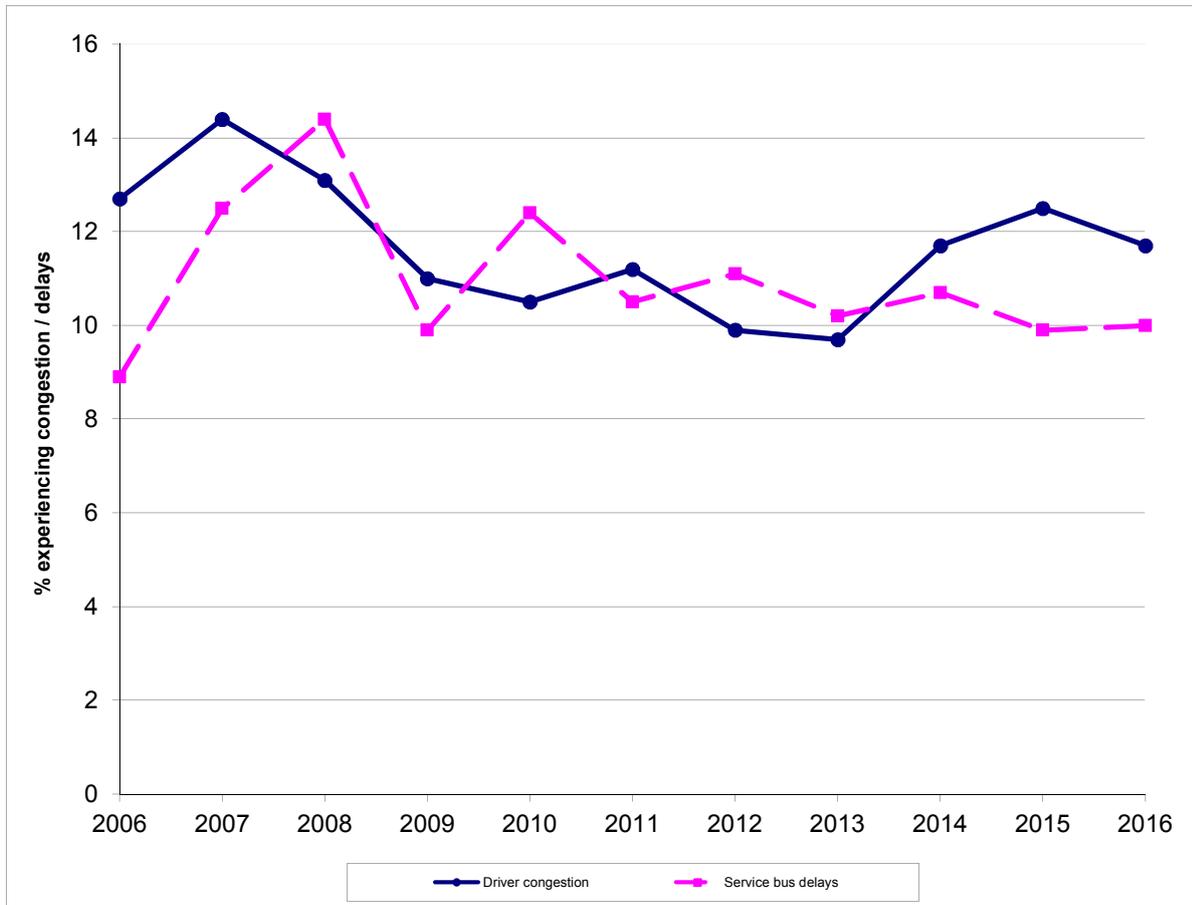


Figure 11.4: Driver experience of congestion and bus passenger experience of delays 2006-2016



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: 2016

	Walking	Car or van			Bicycle	Bus	Rail ²	Other ³	Sample size (=100%)
		Driver	Pass.	All					
	<i>row percentages</i>								
All people aged 16+	12	62	5	67	3	10	5	2	3,970
By gender:									
Male	10	62	5	67	4	9	7	3	1,880
Female	15	61	5	67	1	12	4	1	2,090
by age:									
16 - 20	34	12	7	20	0	30	15	2	50
20 - 29	15	49	8	56	3	15	8	2	640
30 - 39	13	63	5	68	4	9	5	2	910
40 - 49	10	69	3	72	2	7	5	3	1,000
50 - 59	11	67	6	73	2	9	4	2	970
60 and over	9	65	6	71	2	13	2	5	400
by current situation:									
Self employec	13	65	3	68	3	3	6	6	230
Employed full time	11	63	5	69	3	10	6	2	2,860
Employed part time	17	55	7	61	2	16	3	1	880
by annual net household									
up to £10,000 p.a.	19	45	6	51	**	21	3	**	130
over £10,000 - £15,000	23	39	7	46	4	22	4	1	350
over £15,000 - £20,000	19	47	9	56	3	16	5	1	480
over £20,000 - £25,000	15	58	6	64	2	15	3	1	520
over £25,000 - £30,000	14	62	8	69	2	11	2	3	470
over £30,000 - £40,000	12	62	5	67	2	9	8	2	790
over £40,000 p.a.	7	72	3	75	3	5	6	3	1,210
by Scottish Index of Multiple Deprivation:									
1 (20 % most deprived)	15	51	7	58	3	16	6	2	680
2	14	56	7	63	2	14	5	1	820
3	11	64	5	69	3	9	5	4	860
4	10	70	4	74	3	6	4	4	860
5 (20% least deprived)	11	67	4	71	2	8	6	2	750
by urban/rural classification									
Large urban areas	16	50	5	55	4	17	6	2	1,250
Other urban	11	66	6	72	2	8	6	2	1,360
Small accessible towns	11	66	5	71	**	7	6	3	360
Small remote towns	19	61	5	66	5	3	**	6	230
Accessible rural	4	82	4	86	**	4	2	4	420
Remote rura	12	68	8	76	**	5	**	5	350
by number of cars:									
none	37	3	9	12	5	36	8	3	630
one	13	57	8	64	4	11	5	3	1,780
two +	5	83	2	86	1	3	4	2	1,550
Household type									
Single adult	18	55	4	59	3	12	5	4	950
Small adult	14	60	5	65	3	10	6	2	960
Single parent	17	59	3	62	**	17	3	**	300
Small family	11	67	5	71	3	7	6	2	810
Large family	7	69	7	76	3	6	6	2	220
Large adult	9	60	7	66	2	15	6	2	380
Older smaller	11	64	7	71	**	11	2	3	350

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

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.19 Usual main method of travel to school¹: 2016

	Walking	Car or Van	Bicycle	Bus			Rail ³	Other ⁴	Sample size (=100%) row percentages
				School ²	Service	All			
All children in full-time education,	51.8	25.6	1.4	12.9	6.4	19.3	0.5	1.5	1,890
By gender:									
Male	51.3	24.5	2.4	13.4	6.1	19.5	**	2.0	980
Female	52.3	26.8	**	12.4	6.6	19.0	0.7	0.9	920
by age:									
age 4-5	57.2	37.3	**	2.6	**	..	-	**	180
age 6-7	54.6	35.3	1.3	6.7	1.2	7.9	-	**	350
age 8-9	60.6	26.6	1.3	7.1	2.9	10.0	-	1.4	330
age 10-11	61.3	25.0	1.8	6.2	4.7	10.9	-	**	290
All 4-11	58.6	30.1	1.4	6.1	2.7	8.8	-	1.0	1,130
age 12-13	41.6	18.6	**	21.1	12.5	33.6	**	3.9	270
age 14-15	44.7	16.7	**	24.2	11.4	35.6	**	1.4	280
age 16-18	37.5	22.6	**	24.1	11.4	35.5	**	**	210
All 12 - 18	41.6	19.0	1.3	23.0	11.8	34.8	1.2	2.1	760
by annual net household income:									
up to £15,000 p.a.	57.9	19.0	**	9.2	10.1	19.3	-	**	170
over £15,000 - £20,000	57.4	17.9	**	9.7	10.2	19.9	**	3.1	230
over £20,000 - £25,000	59.1	20.6	**	11.9	5.5	17.4	-	1.7	250
over £25,000 - £30,000	54.6	25.8	**	11.1	5.6	16.7	-	**	200
over £30,000 - £40,000	48.2	29.3	**	14.2	4.3	18.5	**	2.5	370
over £40,000 p.a.	47.7	28.9	1.9	15.0	5.8	20.8	**	**	660
by Scottish Index of Multiple Deprivation:									
1 (20 % most deprived)	56.3	22.2	**	7.0	11.1	18.1	**	3.0	390
2	59.2	19.6	1.4	11.1	7.5	18.6	**	**	380
3	49.4	25.4	**	15.6	5.3	20.9	**	2.0	400
4	44.7	27.7	2.2	21.3	2.6	23.9	**	**	390
5 (20% least deprived)	48.3	34.3	2.2	10.4	4.3	14.7	**	**	340
by urban/rural classification:									
Large urban areas	53.7	28.9	1.1	4.7	9.5	14.2	**	1.3	530
Other urban	57.6	26.4	1.2	9.1	4.8	13.9	**	0.5	670
Small accessible towns and small remote towns	56.8	25.8	2.1	10.7	2.7	13.4	**	1.6	280
Accessible rural	35.8	21.3	**	33.6	4.3	37.9	**	3.0	210
Remote rural	27.7	13.3	**	41.9	10.4	52.3	-	**	200
by number of cars:									
None	73.0	3.5	**	5.7	14.4	20.1	**	2.1	320
One	54.2	24.5	1.8	12.1	4.4	16.5	0.9	2.1	750
Two +	41.4	35.3	1.1	16.4	5.1	21.5	**	0.6	830
Household type:									
Single parent	60.3	18.2	1.1	10.3	6.3	16.6	.	3.8	440
Small family	52.1	29.4	1.5	10.6	4.7	15.3	0.6	1.2	850
Large family	47.7	26.0	1.6	16.3	7.4	23.7	**	**	470
Large adult	40.6	22.6	-	24.1	11.1	35.2	**	-	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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
											<i>column percentages</i>
Works from home	10.7	11.2	10.0	11.4	10.1	10.6	13.2	13.3	13.1	14.1	14.5
Does not work from home	89.3	88.8	90.0	88.6	89.9	89.4	86.8	86.7	86.8	85.9	85.5
All employed adults	100	100	100	100	100	100	100	100	100	100	100
Sample size (100%)	6,845	5,888	6,092	6,103	5,862	6,189	4,734	4,848	4,810	4,670	4720

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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
											<i>column percentages</i>
Walking	13.8	11.9	12.5	12.3	13.4	12.9	13.6	12.9	12.9	13.6	12.3
Car or van											
Driver	59.8	61.3	59.9	60.7	61.0	59.1	61.4	60.6	61.6	60.3	61.7
Passenger	7.0	6.7	6.1	6.4	6.3	7.5	6.0	5.6	6.0	5.6	6.3
All	66.8	68.0	66.0	67.0	67.3	66.6	67.3	66.2	67.6	65.9	68.0
Bicycle	2.0	1.7	2.3	2.4	2.3	2.0	2.0	2.5	2.6	2.2	2.6
Bus	11.8	12.7	12.1	12.1	10.8	12.0	10.1	11.3	10.2	11.2	10.4
Rail ²	3.6	3.5	4.3	3.9	3.6	3.9	4.3	4.0	4.2	4.4	5.2
Other ³	2.0	2.3	2.7	2.3	2.7	2.6	2.6	3.1	2.5	2.7	2.4
Sample size (100%)	6,068	5,176	5,437	5,371	5,221	5,508	4,103	4,157	4,130	3,950	3,970

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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
											<i>column percentages</i>
Walking	51.1	52.8	48.8	50.0	49.7	50.6	51.4	51.7	51.2	48.8	51.8
Car or van	21.7	21.9	23.6	24.4	23.0	23.4	24.1	24.4	24.5	25.8	25.6
Bicycle	0.9	0.8	1.5	1.0	1.4	1.4	0.8	1.2	1.7	1.2	1.4
Bus											
School ²	17.0	14.8	16.5	16.1	16.1	15.1	14.9	14.5	14.5	15.3	12.9
Service	6.7	7.1	7.3	5.9	7.8	6.6	6.2	5.4	5.8	5.7	6.4
All	23.4	21.9	23.9	22.0	23.9	21.7	21.1	19.9	20.3	20.9	19.3
Rail ³	1.2	0.9	0.7	0.7	0.3	0.7	0.4	0.6	0.7	1.1	0.5
Other ⁴	1.3	1.7	1.5	1.8	1.7	2.2	2.2	2.2	1.7	2.1	1.5
Sample size (100%)	3,240	2,517	2,750	2,881	2,676	2,715	1,923	1,975	1,980	1,880	1,890

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
								<i>column percentages</i>
Walk	47.0	45.8	45.9	45.1	44.1	44.2	43.3	42.8
Cycle	2.3	2.8	3.0	2.9	3.5	3.4	3.5	3.6
Scooter/Skate	0.6	0.7	1.0	1.6	2.8	2.8	2.9	2.9
Park & Stride	6.7	7.4	7.5	7.8	7.5	7.8	7.8	9.3
Driven	23.3	22.9	22.4	22.2	21.4	21.9	22.4	22.3
Bus	18.1	18.2	18.2	18.2	18.8	17.7	17.9	16.6
Taxi	1.6	1.6	1.6	1.7	1.6	1.6	1.7	1.8
Other	0.4	0.5	0.3	0.5	0.4	0.5	0.4	0.6
Sample size (100%)	415,804	439,401	427,104	457,488	467,397	487,147	480,161	458,145

Source: Hands Up Scotland Survey - Not National Statistics

1. All schools excluding nursery

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.24 Scottish residents' visits abroad by means of leaving the UK and purpose of visit, 2016

Means of leaving the UK	Purpose of visit					Total
	Package Holiday	Other Holiday	Business	Visiting Friends or Relatives	Miscellaneous and other Purposes	
<i>thousands</i>						
Air						
Edinburgh	455	606	93	376	20	1,550
Glasgow	642	301	70	298	16	1,328
Prestwick ³	11	21	..	..	..	33
Aberdeen	65	63	61	55	6	251
Total Edinburgh, Glasgow, Prestwick & Aberdeen	1,173	992	225	730	42	3,161
Heathrow	21	87	43	50	9	211
Gatwick	54	66	8	43	..	172
Stanstead	2	33	6	23	7	70
Manchester	120	42	6	21	3	192
Newcastle	50	33	1	3	..	86
Birmingham	4	4	2	6	3	18
Other UK Airports	10	43	6	26	1	87
Total Air	1,433	1,301	297	902	65	3,997
Channel Tunnel	5	16	19	9	2	51
Sea						
English Channel Ports	13	26	7	15	2	63
English East Coast Ports	29	18	2	7	0	56
Other UK Ports 2	..	..	..	..	..	-
Total Sea	41	44	9	22	2	119
Total All Means of Leaving the UK	1,480	1,361	326	933	68	4,166

Source: Office for National Statistics

Table 11.25 Scottish residents' visits abroad by means of leaving the UK 1 and area visited, 2016

Means of leaving the UK	Area Visited					Rest of the World	Total
	EU	Other Europe	Canada & USA	Australia & New Zealand	Asia		
<i>thousands</i>							
Air							
Edinburgh	1240	108	129	..	22	51	1,550
Glasgow	915	29	107	41	164	72	1,328
Prestwick ³	33	..	..	..	..	..	33
Aberdeen	151	59	8	..	14	19	251
Total Edinburgh, Glasgow, Prestwick & Aberdeen	2,338	196	244	41	200	142	3,161
Heathrow	57	7	84	7	39	17	211
Gatwick	95	11	41	..	2	23	172
Stanstead	64	..	..	..	..	7	70
Manchester	120	6	16	2	10	37	192
Newcastle	82	3	..	..	2	..	86
Birmingham	10	1	1	..	5	2	18
Other UK Airports	80	3	3	..	..	2	87
Total Air	2,846	226	389	50	257	230	3,997
Channel Tunnel	51	..	..	..	..	..	51
Sea							
English Channel Ports	62	1	..	..	..	..	63
English East Coast Ports	51	1	2	..	..	2	56
Other UK Ports 2	..	..	..	..	..	..	0
Total Sea	113	2	2	-	-	2	119
Total All Means of Leaving the UK	3,010	228	391	50	257	232	4,166

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.
3. 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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	
	<i>thousands</i>											
All visits abroad by Scots	4,792	4,738	4,765	3,899	3,618	3,579	3,645	3,592	3,907	3,890	4,166	
by means of leaving the UK												
Air	Total	4,562	4,517	4,501	3,674	3,362	3,368	3,468	3,399	3,683	3,722	3,997
Edinburgh		852	1,077	1,194	1,035	1,000	1,038	1,045	1,166	1,213	1,308	1,550
Glasgow		1,868	1,774	1,742	1,339	1,102	1,108	1,176	972	1,178	1,191	1,328
Prestwick ²		673	656	644	376	409	414	364	382	328	282	33
Aberdeen		..	..	..	180	164	164	197	179	215	213	251
Total these airports		3,393	3,506	3,580	2,931	2,674	2,724	2,782	2,699	2,933	2,995	3,161
Heathrow		149	117	102	109	87	76	84	74	62	173	211
Gatwick		192	183	215	140	127	147	190	134	137	171	172
Stanstead		109	58	81	47	44	35	36	24	29	52	70
Manchester		159	158	134	130	130	125	132	161	214	175	192
Newcastle		136	176	128	105	119	83	91	80	90	63	86
Birmingham		39	22	18	13	19	14	17	19	25	21	18
Other UK Airports		385	297	243	199	162	164	137	208	193	71	87
Channel Tunnel		55	65	83	63	76	55	64	59	63	59	51
Sea	Total	175	156	182	163	180	156	113	133	161	109	119
English Channel Ports		119	68	107	109	118	108	74	105	106	67	63
English East Coast Ports		45	52	46	37	34	43	35	26	52	42	56
Other UK Ports		11	36	28	16	28	5	4	3	3	..	..
by purpose of visit												
Package holiday		1,681	1,687	1,512	1,161	1,195	1,128	1,210	1,123	1,301	1,329	1,480
Other holiday		1,694	1,643	1,828	1,454	1,378	1,323	1,335	1,363	1,474	1,425	1,361
Business		383	458	407	397	363	399	334	325	350	317	326
Visit friends / relatives		859	824	913	800	611	670	673	711	718	757	933
Misc. and other		174	126	104	88	70	60	93	69	64	62	68
by area visited												
EU		3,709	3,662	3,692	2,933	2,709	2,768	2,845	2,761	2,972	2,859	3,010
Other Europe		61	48	64	50	48	64	50	60	85	241	228
North America		503	465	477	365	344	285	297	267	317	312	391
Australia & New Zealand		60	71	52	57	55	43	38	47	47	48	50
Asia		158	147	154	146	139	132	119	140	167	210	257
Rest of the World		301	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		1,277	1,322	1,175	895	882	850	974	847	997	1,068	1,173
Other holiday		1,164	1,148	1,303	1,055	989	982	975	1,011	1,073	1,059	992
Business		199	306	296	289	242	298	246	211	231	230	225
Visit friends / relatives		634	658	749	651	512	553	543	587	589	613	730
Other UK airport												
Package holiday		297	284	260	188	198	187	187	193	224	218	1,433
Other holiday		466	408	398	218	214	178	213	183	216	287	1,301
Business		163	132	94	40	48	49	47	42	47	72	297
Visit friends / relatives		198	147	135	78	54	56	75	64	62	117	902
Sea or Channel Tunnel												
Package holiday		107	81	78	78	115	92	49	83	80	42	41
Other holiday		64	86	127	182	176	162	147	170	185	78	44
Business		21	20	17	67	73	51	41	73	72	16	9
Visit friends / relatives		27	19	29	71	45	62	55	60	68	27	22
by main purposes of visit and area visited												
Package holiday												
EU		1,410	1,366	1,227	898	908	912	987	868	1,050	1,061	1,095
Elsewhere		272	321	285	264	287	216	223	255	252	267	246
Other holiday												
EU		1,370	1,353	1,503	1,185	1,120	1,106	1,110	1,152	1,219	1,122	923
Elsewhere		324	290	324	268	258	217	225	212	255	302	284
Business												
EU		263	356	275	274	252	274	237	219	240	170	163
Elsewhere		120	101	132	123	111	124	97	106	109	147	134
Visit friends / relatives												
EU		529	510	609	514	379	430	441	471	423	478	544
Elsewhere		331	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									
	Clydeplan ²	SESplan ³	TAYplan ⁴	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	Rest of UK	Total
Clydeplan ²	1,851	52	5	2	3	62	39	14	9	2,037
SESplan 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									
	Clydeplan ²	SESplan ³	TAYplan ⁴	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	Rest of UK	Total
Clydeplan ²	1,439	41	4	1	2	50	34	11	6	1,587
SESplan 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									
	Clydeplan ²	SESplan ³	TAYplan ⁴	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	Rest of UK	Total
Clydeplan ²	413	11	1	1	1	11	5	4	2	449
SESplan 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									
	Clydeplan ²	SESplan ³	TAYplan ⁴	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	Rest of UK	Total
Clydeplan ²	1,483	46	5	2	3	55	35	10	7	1,646
SESplan 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.

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.29 Passenger journeys made under concessionary fare schemes

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
	<i>millions</i>										
(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	2.97	3.05	3.18	3.25	3.29	3.37	3.19	3.17	3.37	3.36	3.42
Underground	0.73	0.76	0.79	0.81	0.77	0.71	0.70	0.77	0.82	0.81	0.72
Ferries	0.65	0.69	0.70	0.71	0.68	0.63	0.65	0.64	0.67	0.65	0.68
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	4.35	4.50	4.67	4.77	4.74	4.71	4.54	4.58	4.86	4.82	4.82
Other concessionary fare schemes³											
Buses ^{2,4,5} (ie. the National schemes)	155.74	159.20	157.61	151.61	147.48	149.68	146.36	148.65	148.27	146.43	145.54
Rail	0.01	0.21	0.31	0.42	0.62	0.88	1.04	1.46	2.13	2.31	2.15
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	0.03	0.05	0.05	0.05	0.05	0.05	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	155.78	159.46	157.97	152.08	148.15	150.61	147.46	150.17	150.46	148.80	147.75
All concessionary fare schemes³											
Buses ^{2,4,5}	155.74	159.20	157.61	151.61	147.48	149.68	146.36	148.65	148.27	146.43	145.54
Rail	2.98	3.26	3.49	3.67	3.91	4.25	4.23	4.63	5.50	5.67	5.57
Underground	0.73	0.76	0.79	0.81	0.77	0.71	0.70	0.77	0.82	0.81	0.72
Ferries	0.68	0.74	0.75	0.76	0.73	0.68	0.71	0.70	0.73	0.71	0.74
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	160.13	163.96	162.64	156.85	152.89	155.32	152.00	154.75	155.32	153.62	152.57
(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	0.65	0.69	0.70	0.71	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	0.65	0.69	0.70	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other concessionary fare schemes											
Buses ^{2,4,5} (ie. the National schemes)	155.71	158.62	156.59	150.37	146.10	148.09	144.62	146.88	146.75	145.22	144.6
Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ferries	0.03	0.05	0.05	0.05	0.05	0.05	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	155.74	158.67	156.64	150.42	146.15	148.14	144.68	146.94	146.81	145.28	144.66
All concessionary fare schemes											
Buses ^{2,4,5}	155.71	158.62	156.59	150.37	146.10	148.09	144.62	146.88	146.75	145.22	144.60
Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ferries	0.68	0.74	0.75	0.76	0.05	0.05	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	156.39	159.36	157.34	151.13	146.15	148.14	144.68	146.94	146.81	145.28	144.66

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 2016

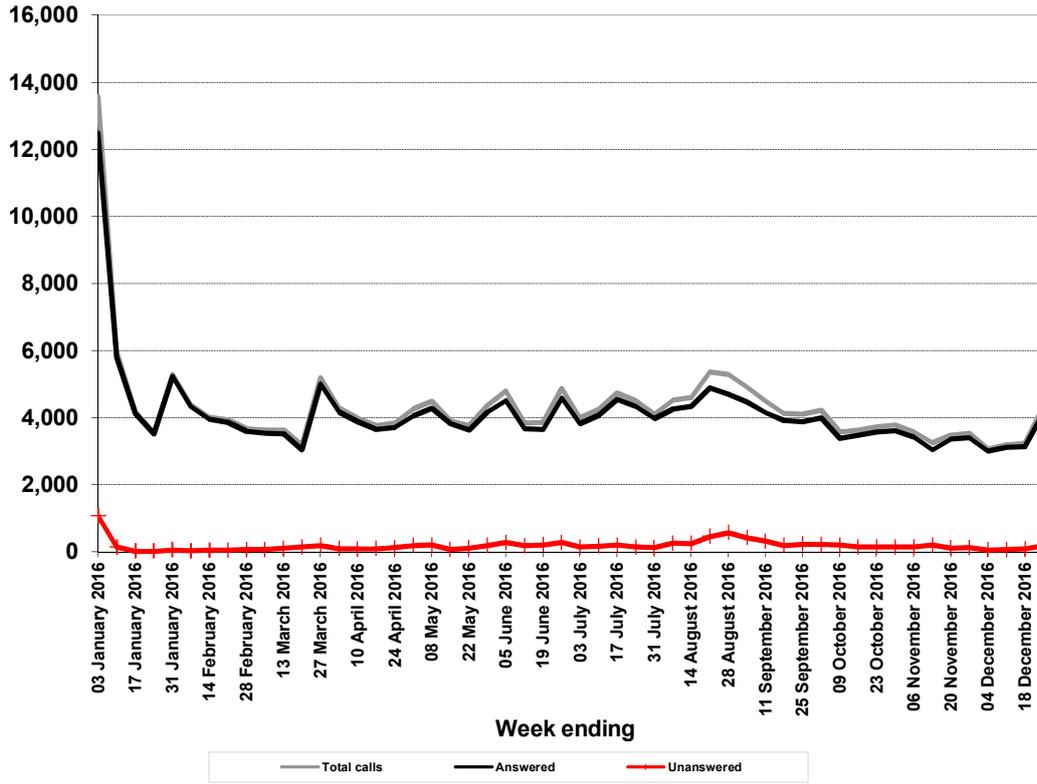


Figure 11.2 Traveline Scotland - Web & App hits in 2016

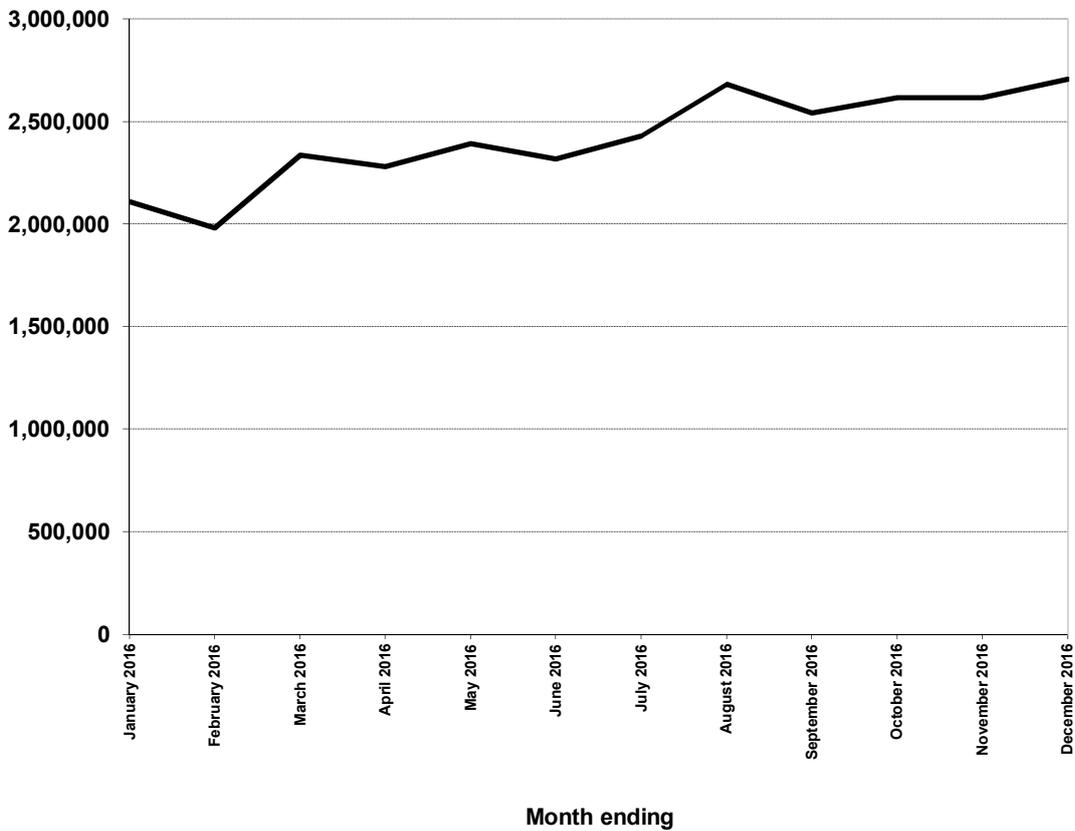


Table 11.30 Traveline Scotland: telephone calls and web site hits¹

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
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	728.9	665.1	627.7	606.1	700.7	503.9	399.8	331.7	286.7	219.9	214.1
Calls unanswered											
Ring tone, no reply ³	4.0	4.7	7.2	3.4	2.8	0.4	0.7	-	-	-	-
Engaged tone ³	0.3	1.0	0.0	0.6	1.9	0.0	0.0	-	-	-	-
Other ³	2.3	3.8	5.9	2.4	2.6	0.3	2.5	-	-	-	-
Total unanswered	6.6	9.4	13.1	6.4	7.3	0.7	3.2	6.5	8.5	2.6	10
Total number of calls	735.5	674.5	640.9	612.5	708.1	507.1	403.0	338.2	295.2	222.5	224.1
											<i>percentages</i>
Percentage answered	99.1	98.6	97.9	99.0	99.0	99.4	99.2	98.1	97.1	98.8	95.5
											<i>numbers</i>
Daily average answered ⁴	2,002	1,827	1,724	1,665	1,925	1,384	1,098	911	788	604	588
											<i>seconds</i>
Answered calls: av. duration	112.0	107.8	114.9	111.6	142.6	161.5	178.3	180.0	182.0	190	195
											<i>thousands</i>
Total number of hits ^{5,6}	1,854.4	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
											<i>numbers</i>
Daily average hits ⁴	5,094	6,334	4,492	8,839	11,950	20,415	27,931	31,682	34,715	55,167	79,670

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}

		Excluding those working mainly from home									
Work mainly at or from home		Less than 2km	2 km to less than 5 km	5 km to less than 10 km	10 km to less than 20 km	20 km to less than 30 km	30 km to less than 40 km	40 km to less than 60 km	60 km and over	Other ²	Total Number (=100%)
		row percentages									
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}

		Excluding those working mainly from home										
Work mainly at or from home		Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driver, car or van	Passenger, car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total Number (=100%)
		row percentages										
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}

		Excluding those working mainly from home									
Work mainly at or from home		Less than 2km	2 km to less than 5 km	5 km to less than 10 km	10 km to less than 20 km	20 km to less than 30 km	30 km and over	Other	Total Number (=100%) ³		
		row percentages									
All	10.7	14.6	21.6	19.3	17.0	7.3	8.0	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	314,494		
One	10.0	16.4	23.7	19.7	15.9	6.2	6.7	11.4	932,787		
Two or more	11.1	10.2	17.3	19.3	20.1	9.3	10.3	13.5	1,143,314		

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}

		Excluding those studying mainly from home									
Study mainly at or from home		Less than 2km	2 km to less than 5 km	5 km to less than 10 km	10 km to less than 20 km	20 km to less than 30 km	30 km to less than 40 km	40 km to less than 60 km	60 km and over	Other	Total Number (=100%)
		row percentages									
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

		Excluding those studying mainly from home									
Study mainly at or from home		Train, underground, metro, light rail or tram	Bus, minibus or coach	Driver, car or van	Passenger, car or van	Bicycle	On foot	Other	Total Number (=100%)		
		row percentages									
By distance:											
All	12.4	3.7	24.6	5.3	19.1	1.2	44.7	1.5	996,282		
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



25% - modal share of pipeline freight in Scotland in 2015, the highest of any EU country



Scotland had **less road and rail network** for its size compared to the EU average in 2015



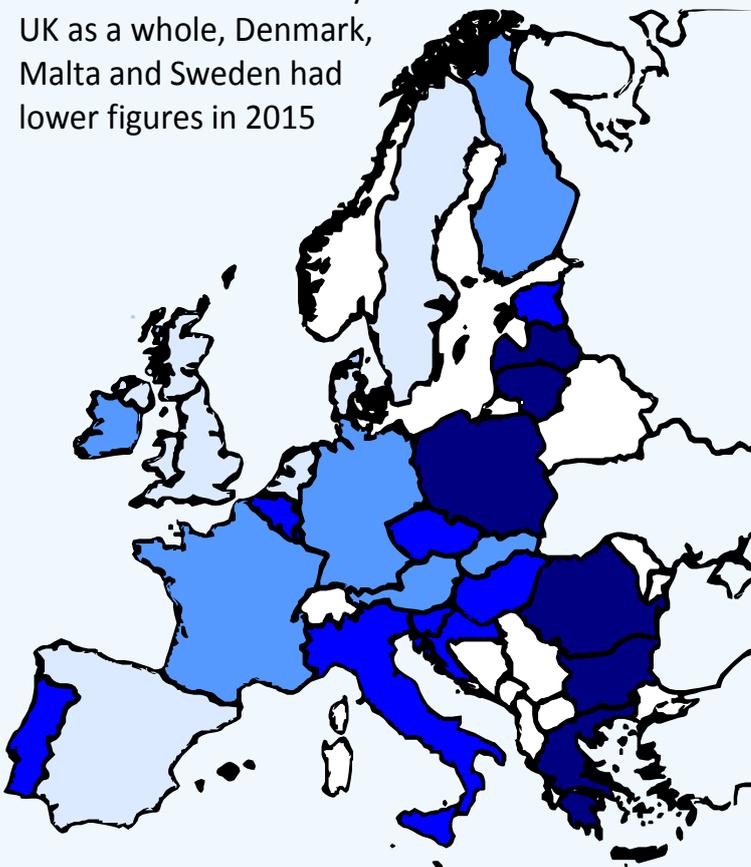
Scotland has a **small population** - larger than only nine other EU-28 countries

Scotland has a **low population density**- higher than only seven other EU-28 countries



1.79 international EU air passengers per head in Scotland in 2015- lower than the overall EU figure (EU-28: 1.86)

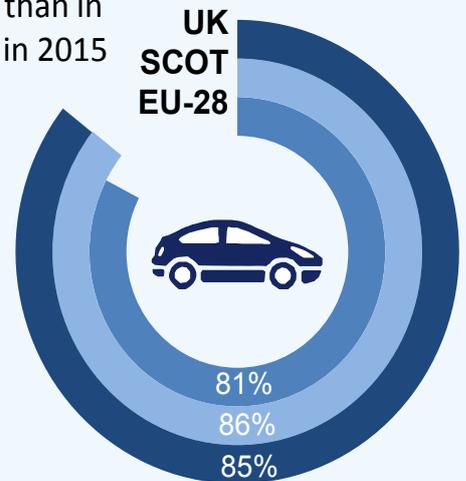
Scotland had a much lower rate of road fatalities than the EU as a whole – only the UK as a whole, Denmark, Malta and Sweden had lower figures in 2015



20-40 41-55 56-65 66-100

Road accident fatalities per million population

Cars and trains made up a higher **share of distance travelled** in Scotland and the UK than in the EU in 2015



451 cars per thousand population in Scotland – lower than the EU as a whole in 2015
EU-28: 498



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



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 2016 mid-year estimates, compared to the 1st January 2016 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 (69 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: 20.1; EU-28: 17.0). 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: 383; EU-28: 425).

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: 46.6; EU-28: 48.8). 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 (451 per thousand population) compared with the EU as a whole (EU-15: 515; EU-28: 498). Ten 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, ten 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 82.2%; EU-28: 81.3%).

Air travel

2.9 Relative to the size of its population, Scotland has less international air passengers to or from the EU-28 countries (1.79 per head of the population, not counting internal UK traffic) than the overall EU figure (EU-15: 2.13; EU-28: 1.86).

Road Fatalities

2.10 Scotland's number of road deaths per million population is well below the overall EU average (Scotland: 31; EU-15: 44; EU-28: 51). Of the EU-28 countries, only four countries (Denmark, UK, Sweden and Malta) had lower figures.

Freight

2.11 For freight transport, road has a low modal share in Scotland (62.5%) compared with the overall EU figure (EU-15: 72.2%; EU-28: 74.8%). The modal share of pipelines (25.2%) 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?);

INTERNATIONAL COMPARISONS

- 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

Year of data (most countries)	Other year/issues (some countries)	EU publication table	Scottish figure (same or a similar basis) (#)	Scotland/ GB/ UK figures (#)																										
				LU	LV	Latvia	MT	Malta (+)	NL	Netherlands	PL	Poland	PT	Portugal	RO	Romania	SE	Sweden	SI	Slovenia	SK	Slovak Republic	UK	EU-28	EU-15	Scotland	GB (same basis)	UK (same basis)		
General data																														
Population (at 1 Jan)	2016	1.1	540	0.58	1.97	0.43	16.98	37.97	10.34	19.76	9.85	2.06	5.43	65.38	510.28	405.88	5.40	63.79	65.65											
Area		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)	2016	calc'd	69	223	30	1375	409	121	112	83	22	102	111	268	114	122	69	279	269											
Infrastructure and vehicles																														
Motorways	2015	2.5.1	456	161	-	2,756	1,559	3,065	747	2,119	773	463	3,769	66,846	75,820	66,846	456	3,654	3,769											
km per '000 sq km	2015	calc'd	5.8	62.3	-	66.4	5.0	33.3	3.1	4.7	38.1	9.4	15.5	20.1	17.0	20.1	5.8	16.0	15.5											
All roads (@)																														
'000 km	2015	2.5.2	28.7	2.9	7.1	13.1	173.5	14.3	52.9	172.9	6.7	18.0	86.0	1,275	1,901	1,275	28.7	165.1	175.1											
Excluding Other roads (U roads)	2015	calc'd	369	1,117	111	9,032	315	555	155	384	331	367	353	383	425	383	369	721	718											
Railways	2015	2.5.3	2,819	275	1,859	3,058	18,510	2,545	10,770	10,908	1,209	3,626	16,209	154,837	218,181	154,837	2,819	15,799	16,139											
km per '000 sq km	2015	calc'd	36.2	106.3	28.8	73.6	59.2	27.6	45.2	24.2	59.6	73.9	66.5	46.6	48.8	46.6	36.2	69.0	66.2											
Passenger cars	2015	2.6.2	2,39	0.38	0.68	8.10	20,72	4.54	5.16	4.67	1.08	2.03	31.21	208.91	254.23	208.91	2.39	30.25	30.25											
million per 1,000 pop'n	2015	calc'd	451	661	345	477	546	439	261	474	523	375	477	515	498	515	451	474	461											
Powered two wheelers (\$)	2015	2.6.5	68	28	49	1,798	2,532	502	113	633	100	89	1,253	30,960	35,509	30,960	68	1,231	1,253											
thousands	2015	02 & '04																												
Goods vehicles	2015	2.6.4	306	40	86	963	3,428	1,229	856	596	91	303	4,242	29,716	36,574	29,716	306	4,117	4,242											
per 1,000 pop'n	2015	calc'd	58	69	44	57	90	119	43	61	44	56	65	73	72	73	58	65	65											
New registrations of passenger cars	2015	2.6.6	222	51	16	383	418	207	95	372	59	88	2,693	12,712	13,721	12,712	222	2,602	2,661											
thousands per 1,000 pop'n	2015	calc'd	41	88	8	17	23	11	20	5	38	29	41	31	27	31	41	41	41											
Passenger transport &																														
Distance travelled (kilometres per person per year)																														
Passenger cars	2015	2.3.4 * &	8,557	13,005	6,819	8,243	5,277	8,142	4,525	11,483	12,602	5,078	10,153 #	9,287	9,287	10,181	8,557	8,684	8,684											
Powered two-wheeler	2002	prev. **	55	130	n-a	55	n-a	754	n-a	111	n-a	n-a	85	n-a	n-a	405	55	58	58											
Buses and coaches	2015	2.3.5 * &	651	1,941	1,165	289	989	583	880	1,009	1,734	990	630 #	1,069	1,069	1,039	651	565	565											
Tram / metro	2015	2.3.6 * &	0	n/a	66	54	111	97	384	256	n/a	46	204	201	201	188	0	117	117											
Railways (excl. t/m)	2015	2.3.7 * &	778	743	297	1,037	454	381	259	1,307	304	629	1,025	870	870	982	778	779	779											
Cycling	2001	prev. **	56	23	n-a	848	n-a	29	n-a	271	n-a	n-a	75	n-a	n-a	186	56	67	67											
Walking	2001	prev. **	288	457	n-a	377	n-a	342	n-a	383	n-a	n-a	355	n-a	n-a	382	288	286	286											
Total these modes		calc'd	10,385	16,299	8,347	7,090	10,904	6,831	10,328	6,047	14,819	6,744	12,528	11,427	11,427	13,363	10,385	10,557	10,557											

Table 12.1 International comparisons

Year of data (most countries) Other year/issues (some countries) EU publication table	Scottish figure (same or a similar basis) (#)	EU countries												Lithuania					
		AT	BE	BG	CY	CZ	DE	DK	EE	EL (+)	ES	FI	FR		HR	HU	IE	IT	LT
Modal shares & (% of total pass-kms for specified modes)																			
Passenger cars	85.7	72.6	80.0	79.3	81.3	67.1	84.3	80.5	77.4	80.3	79.9	84.5	80.5	84.3	65.8	80.1	80.7	89.2	
Bus and coach	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	2.3.3 (*)	
Railways (excl. t/m)	6.5	9.5	11.3	17.5	18.7	15.6	5.9	9.8	19.7	17.3	11.7	9.6	7.8	10.8	21.5	16.6	12.2	9.9	
Tram / metro	7.8	11.2	7.7	2.2	-	7.8	8.3	9.3	1.8	1.0	6.6	5.2	9.9	3.0	9.2	3.0	6.2	0.9	
Total pass km these 1	0.0	6.7	0.9	1.0	-	9.5	1.5	0.4	1.1	1.4	1.8	0.7	1.8	1.9	3.6	0.3	0.8	-	
	9,986	12,572	11,885	9,947	9,002	9,862	13,570	12,411	12,133	11,317	8,559	14,340	13,560	7,410	8,424	14,004	13,840	9,541	
International air passenger traffic between EU countries (arrivals plus departures)																			
million	9.56	18.66	22.28	5.59	5.35	9.08	126.05	21.94	1.64	35.05	149.05	13.36	90.14	5.46	8.09	25.18	103.63	3.25	
per head of pop'n	1.80	2.15	1.97	0.78	6.30	0.86	1.53	3.84	1.25	3.25	3.21	2.43	1.35	1.30	0.82	5.33	1.71	1.13	
Road fatalities																			
number	168	479	732	708	57	734	3,459	178	67	793	1,689	266	3,461	348	644	166	3,428	242	
per million pop'n	31	55	65	99	67	70	42	31	51	74	36	48	52	83	66	35	57	84	
Freight transport: modal shares (Thousand million tonne-kms)																			
Road	14.4	24.4	31.7	32.3	0.6	57.2	314.8	15.5	6.3	19.8	209.4	24.5	153.6	10.4	38.4	9.9	116.8	26.5	
Rail	2.6	20.3	7.3	3.7	-	15.3	116.6	2.3	3.1	0.3	11.1	8.5	34.3	2.2	10.0	0.1	20.8	14.0	
Inland waterway	0.2	1.8	10	5.6	-	-	55	-	-	-	-	0.1	8.5	0.879	1.8	-	0.1	-	
Pipeline	5.8	8.5	1.6	0.7	-	2.0	17.7	2.7	-	0.2	10.1	-	11.5	1.4	2.5	-	9.7	0.5	
Total these modes	23.1	54.9	51.3	33.2	0.9	67.4	491.8	22.0	10.9	21.3	218.1	34.9	229.1	12.6	47.7	10.1	154.4	38.3	
Freight transport: modal shares (% of total tonne-kms)																			
Road	62.5	44.5	61.9	97.3	62.8	84.8	64.0	70.4	57.4	92.6	96.0	70.2	67.0	82.9	80.4	98.3	75.6	69.2	
Rail	11.3	36.9	14.2	11.0	-	22.6	23.7	10.3	28.5	1.4	5.1	24.3	14.9	17.3	21.0	1.0	13.5	36.7	
Inland waterway	1.0	3.3	20.3	16.9	-	-	11.2	-	-	-	-	0.4	3.7	7.0	3.8	-	0.0	-	
Pipeline	25.2	15.4	3.2	2.0	-	3.0	3.6	12.0	-	1.0	4.6	-	5.0	11.1	5.2	-	6.3	1.3	

(#) (+) (@) (\$) (^) (*) (**) (***) (&) - see footnotes

Table 12.1 International comparisons

Year of data (most countries)	Other year/issuses (some countries)	EU publication table	Scottish figure (same or a similar basis) (#)	Scotland/ GB/ UK figures (#)																
				LU	LV	MT	NL	PL	PT	RO	SE	SI	SK	UK	EU-28	EU-15	Scotland	GB (same basis)	UK (same basis)	
Modal shares & (% of total pass-kms for specified modes)																				
Passenger cars	2015	2.3.3 (*)	85.7	81.7	82.3	85.7	77.3	88.5	74.8	81.7	86.1	75.3	84.5	81.3	82.2	85.7	85.6			
Bus and coach	2015	2.3.3	6.5	14.0	17.7	3.0	14.5	6.3	14.5	7.2	11.8	14.7	5.2	9.4	8.4	6.5	5.6			
Railways (excl. t/m)	2015	2.3.3	7.8	3.6	-	10.8	6.6	4.1	4.3	9.3	2.1	9.3	8.5	7.6	7.9	7.8	7.7			
Tram / metro	2015	2.3.3	0.0	0.8	-	0.6	1.6	1.1	6.3	1.8	-	0.7	1.7	1.8	1.5	0.0	1.2			
Total pass km these 1	2015	calc'd	9,986	8,347	7,090	9,623	6,831	9,203	6,047	14,055	14,640	6,744	12,013	11,427	12,390	9,986	10,145			
International air passenger traffic between EU countries (arrivals plu million)																				
2015	2.4.1***		9.56	3.79	4.19	39.17	23.21	29.89	10.76	27.32	1.60	0.81	160.71	947.34	864.50	9.56				
2015	calc'd		1.80	1.93	9.64	2.31	0.61	2.87	0.54	2.77	0.77	0.15	2.46	1.86	2.13	1.79				
Road fatalities																				
number per million pop'n	2015	2.7.1	168	188	11	531	2,938	593	1,893	259	120	310	1,804	26,134	17,874	168	1,730			
	2015	calc'd	31	95	25	31	77	57	96	26	58	57	28	51	44	31	27			
Freight transport: modal shares (Thousand million tonne-kms)																				
Road	2015	2.2.4c	14.4	14.7	0.3	68.9	260.7	31.8	39.0	41.5	17.9	33.5	158.9	1,768	1,230	14.4				
Rail	2015	2.2.5	2.6	18.9	-	6.5	50.6	2.7	13.7	20.6	4.2	8.4	22.0	418	273	2.6				
Inland waterway	2015	2.2.6	0.2	-	-	49	0.1	-	13.2	-	-	0.7	0.2	148	125	0.2				
Pipeline	2015	2.2.7	5.8	2.0	-	6.0	21.8	0.4	1.0	-	-	5.0	10.0	113	76	5.8				
Total these modes	2015	calc'd	23.1	36.7	0.3	127.1	293.7	35.7	56.4	55.5	19.4	42.5	190.1	2,365	1,705	23.1				
Freight transport: modal shares (% of total tonne-kms)																				
Road	2015	2.2.4c *	62.5	40.1	100.0	54.2	88.8	89.1	69.1	74.7	92.5	79.0	83.6	74.8	72.2	62.5				
Rail	2015	2.2.5 *	11.3	51.5	0.0	5.2	17.2	7.5	24.2	37.1	21.6	19.9	11.6	17.7	16.0	11.3				
Inland waterway	2015	2.2.6 *	1.0	-	-	38.2	0.0	-	23.3	-	-	1.7	0.1	6.2	7.3	1.0				
Pipeline	2015	2.2.7 *	25.2	5.4	-	4.8	7.4	1.1	1.8	-	-	11.7	5.2	4.8	4.4	25.2				

(#) (+) (@) (\$) (^) (*) (**) (***) (&) - see footnotes

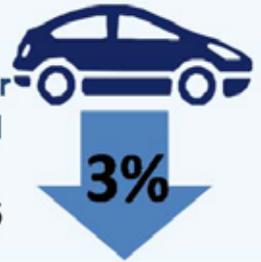
- (#) These are the nearest available figures for Scotland, and comparable figures for GB or UK as a whole - information on sources is given in the text. These may be on a different basis from other countries.
 - (+) All roads data relates to the end of 2005, except for motorway estimate.
 - (@) The 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.
 - (***) 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.
- n-a or 0

Chapter 13: Environment and Emissions

- Impact of transport on the environment
- Atmospheric pollutants
- Greenhouse gas emissions by type of transport
- Vehicle emission levels

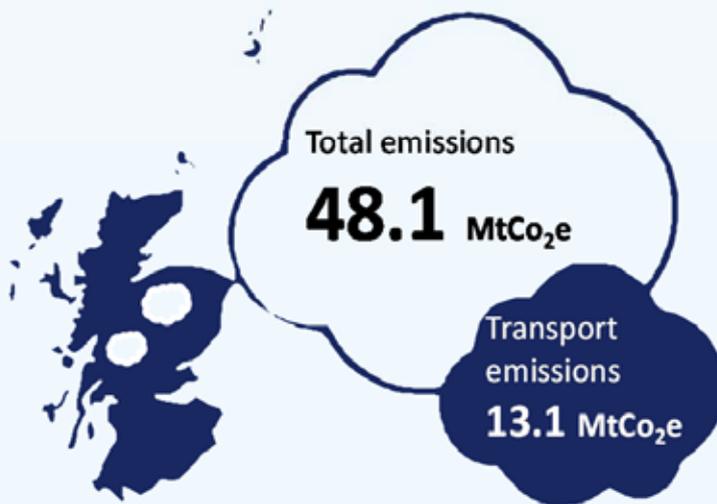
Transport accounted for
27%
of Scotland's **greenhouse gas emissions** in 2015

3% fall in average CO₂ emissions per passenger km for newly registered petrol /diesel cars between 2015 and 2016



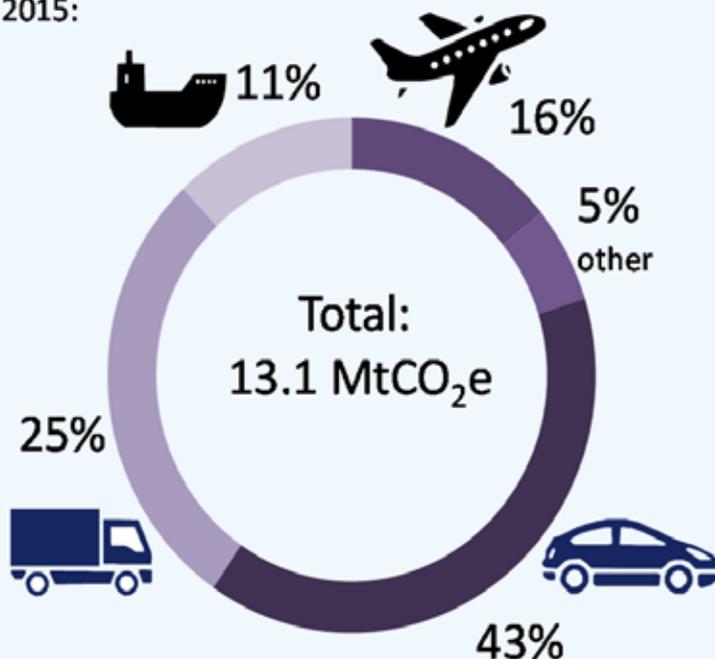
6,911 Ultra Low Emission Vehicles registered in Scotland at the end of September 2017 (a 25% increase since the end of March 2017)

Change in emissions by key transport mode 2014-2015:



Air travel tends to be the **highest emitter** per passenger kilometre – especially domestic flights

Share of transport GHG emissions by mode, 2015:



The **lowest emitters** per passenger-kilometre are national coaches and national rail. Motorcycles are the second highest after air travel



0.8% increase in road transport's share of GHG emissions between 2014 and 2015

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



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 accounts for just under a quarter of Scotland's greenhouse gas emissions under the definition set out in the Climate Change Scotland Act.**
- **Road transport makes up 73% of transport greenhouse gas emissions.**
- **Through September of the current year (2017) there were 2,004 Ultra Low Emission Vehicles registered in Scotland for the first time – 66% up on the corresponding period in 2016.**
- **In 2015, transport accounted for 45% of emissions of oxides of nitrogen and 19% of particulate matter (PM₁₀). As at 15 October 2017, there were 39 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 84kt in 2015 of which transport accounted for 45%. Since 1990, transport emissions have declined by 69%.

Transport emissions have declined due to a number of reasons including the requirement for new petrol cars to be fitted with three-way catalysts since 1989 and, in more recent years, “Euro standards” for new cars have driven a reduction in emissions, although studies show that the diesel Euro 5 cars have not performed as well as expected. Since 2008, there has been a general reduction in the emissions from passenger cars, mainly driven by improvement in catalyst repair rates. In 2015, diesel cars and light goods vehicles (LGVs) accounted for 49% of NO_x emissions from transport compared with less than 3% in 1990. (Table 13.1a)

2.5 Emissions of PM₁₀ were estimated to be 12kt in 2015, of which transport accounted for 19%. Since 1990, transport emissions have declined by 45%. For particulate matter, the main source of transport emissions is non-exhaust emissions from tyre and brake wear and road abrasion. In 2015, these accounted for 56% of PM₁₀ emissions from transport compared with 25% in 1990. Since 1995, exhaust emissions from road transport have decreased by 77% due to the penetration of new vehicles meeting tighter PM₁₀ emission regulations (“Euro standards” for diesel vehicles were first introduced in 1992). (Table 13.1a)

Air quality

2.6 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)

2.7 For some of the selected monitoring sites, nitrogen dioxide concentrations show a downward trend. In 2016, 7 of the 13 selected operational sites that recorded nitrogen dioxide concentrations with a data capture rate of over 75% had the lowest concentrations recorded over the period 2006-2016. In 2010, concentrations at eight of the selected sites reached their highest value over the period 2006-2016. Note that this excludes figures for years where the data capture rate was 75% or lower. In 2016, 72 sites in Scotland recorded nitrogen dioxide concentrations with a data capture rate of over 75%, of which 58 were roadside or kerbside locations. Of these 72 sites, 10 had concentrations in excess of the air quality strategy objective of 40 µg/m³ as an annual mean. All 10 sites were located at the roadside or kerbside. One site (Bearsden, East Dunbartonshire) failed to meet the air quality objective of no more than 18 incidents exceeding the hourly mean of 200 µg/m³. Roadworks were being undertaken in the vicinity of the monitor for this site which is likely to have affected the measurements. (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 $100 \mu\text{g}/\text{m}^3$, this has since levelled off. There appears to be no trend in average annual concentrations. In 2016, out of all 11 sites in Scotland recording ozone with a data capture rate of over 75%, none had more than 10 occurrences of maximum daily concentrations exceeding $100 \mu\text{g}/\text{m}^3$. (Table 13.1b)

Particulate matter (PM₁₀)

2.9 PM₁₀ concentrations show a general downward trend at the selected sites. In 2016, of the 64 sites in Scotland recording PM₁₀ with a data capture rate over 75%, 2 (one kerbside and one roadside) had concentrations greater than the air quality objective of $18 \mu\text{g}/\text{m}^3$ as an annual mean. None of these sites exceeded the air quality objective set as 7 occurrences of a daily mean above $50 \mu\text{g}/\text{m}^3$. (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 2017, there were 40 active AQMAs, all but one of which related to either NO₂ or PM₁₀, or both.

Greenhouse gases

2.11 In 2015, Transport (*including* international aviation and shipping) accounted for 13.1 million tonnes of carbon dioxide equivalent (MtCO₂e). This represents 27.4 per cent of net greenhouse gas emissions allocated to Scotland in the *Greenhouse Gas Inventories*, up from 26.4 per cent in 2014. Total net emissions from *all* sources fell by 3.0 per cent between 2014 and 2015, before making an adjustment to account for the EU Emissions Trading System while in transport total emissions increased by 0.4 per cent. Within Transport's emissions, Road Transportation accounted for approximately 72.7 per cent of the transport total, (Passenger Cars contribute 43.2 per cent alone). Heavy Goods Vehicles and Light Goods Vehicles were the other significant contributors to transport emissions (13.1 per cent and 12.3 per cent respectively). International Aviation and Shipping contributed roughly 18.0 per cent and Domestic Aviation 4.7 per cent of transport's total emissions. The contribution from rail, 1.3 per cent, was roughly half the contribution of domestic maritime, 2.5 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 8.9 per cent since 2005. Traffic levels have remained relatively stable 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 8.2 per cent of UK transport emissions. At 8.6 per cent, Scottish road emissions are marginally above a proportionate share of the UK total while bus, 12.5 per cent, and domestic aviation 20.7 per cent, are significantly above that benchmark. At 5.3 per cent, Scotland's total aviation emissions sit well below a proportionate share.

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 national coaches and national rail - 28 and 47 grams of CO₂e respectively. Air travel tends to be the highest emitter per passenger-kilometre, particularly domestic flights, which account for 141 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 27 per cent over the last ten years and by 1.2 per cent in the last 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 22 per cent in 2006 to 85 per cent in 2016. Cars with emissions of over 200g/km have decreased from 12 per cent of new cars to under 1 per cent. These changes are at least in part the result of changes to vehicle excise duty bandings made by the UK Government in recent years.

Ultra low emission vehicles (ULEV)

2.18 The number of ultra-low emission vehicles registered in Scotland for the first time so far in 2017 is 66% up on the corresponding figure in 2016 (January – September). Almost all of these sales have been supported by Plug-in-Grant scheme for cars and vans. At the end of Q3 2017 there are 6,911 ULEVs registered in Scotland (*Table 13.7 and 13.8*)

Registrations by type of vehicle

2.19 The overwhelming majority (99.2 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	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>thousand tonnes of pollutant</i>												
Oxides of nitrogen (NO_x)													
Road transport	105.5	50.0	47.9	47.0	45.5	42.9	35.8	33.9	31.9	30.7	29.8	28.6	27.6
<i>of which:</i> Buses and coaches	6.4	4.8	4.7	4.7	4.8	4.3	4.2	4.1	3.6	3.3	3.1	2.8	2.3
Passenger cars	70.5	23.8	22.2	21.3	19.4	18.8	14.8	13.7	13.1	12.8	12.6	12.3	12.1
<i>of which:</i> Diesel	0.9	6.4	7.1	7.6	7.9	8.5	8.6	8.7	9.0	9.5	10.0	10.1	10.3
Petrol	69.6	17.4	15.1	13.7	11.5	10.3	6.2	5.0	4.1	3.3	2.6	2.2	1.9
HGVs	19.4	15.0	14.8	14.9	15.1	13.8	11.1	10.4	9.3	8.3	7.1	5.9	4.7
Light goods vehicles	9.1	6.3	6.1	6.1	6.1	5.9	5.6	5.6	5.8	6.2	6.9	7.6	8.3
<i>of which:</i> Diesel	1.7	5.3	5.5	5.5	5.6	5.5	5.3	5.3	5.6	6.0	6.7	7.4	8.2
Petrol	7.4	0.9	0.7	0.6	0.5	0.4	0.3	0.2	0.2	0.2	0.2	0.1	0.1
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	2.8	2.9	2.8	2.8	2.8	2.9	2.9	3.0	3.0	3.0	3.0	2.8
Aviation	0.4	0.6	0.6	0.6	0.6	0.5	0.5	0.4	0.4	0.4	0.5	0.4	0.4
Shipping	9.7	8.0	8.0	7.2	7.1	7.3	6.6	6.4	5.5	5.3	4.7	4.9	5.1
Other transport	4.1	2.9	2.7	2.8	3.0	2.8	2.7	2.6	2.4	2.2	2.0	1.7	1.7
Total Transport	121.8	64.2	62.1	60.4	59.0	56.4	48.4	46.2	43.2	41.6	39.8	38.6	37.5
Non-transport emissions	167.9	87.9	87.6	96.2	87.9	75.8	66.4	67.7	56.1	56.5	53.6	49.4	46.3
Emissions from all sources	289.8	152.2	149.7	156.7	146.9	132.3	114.8	113.9	99.3	98.1	93.5	88.0	83.8
Transport % of all NO_x emissions	42%	42%	41%	39%	40%	43%	42%	41%	44%	42%	43%	44%	45%
Particulate matter (PM₁₀)													
Road transport ²	3.01	2.64	2.58	2.56	2.50	2.40	2.30	2.24	2.08	2.00	1.91	1.83	1.78
<i>of which:</i> exhaust emissions													
Buses and coaches	0.29	0.10	0.09	0.08	0.08	0.06	0.06	0.06	0.05	0.04	0.04	0.03	0.03
Passenger cars	0.49	0.51	0.50	0.49	0.48	0.49	0.48	0.45	0.38	0.36	0.33	0.28	0.27
from: HGVs	0.75	0.33	0.31	0.30	0.28	0.23	0.19	0.17	0.15	0.13	0.11	0.09	0.07
Light goods vehicles	0.49	0.51	0.49	0.45	0.43	0.38	0.36	0.36	0.31	0.28	0.24	0.20	0.18
Mopeds and motorcycles	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
Road abrasion	0.35	0.42	0.42	0.43	0.44	0.43	0.43	0.42	0.42	0.42	0.42	0.43	0.43
Tyre and brake wear	0.64	0.77	0.77	0.79	0.81	0.80	0.79	0.78	0.77	0.77	0.77	0.79	0.80
Railways	0.09	0.10	0.10	0.11	0.10	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.10
Aviation ³	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Shipping ⁴	0.78	0.54	0.55	0.49	0.34	0.34	0.32	0.30	0.27	0.26	0.23	0.24	0.26
Other transport ⁵	0.15	0.13	0.12	0.13	0.13	0.12	0.11	0.10	0.10	0.09	0.08	0.07	0.06
Total Transport	4.03	3.42	3.36	3.29	3.08	2.98	2.85	2.76	2.57	2.47	2.34	2.26	2.21
Non-transport emissions	27.40	12.30	12.16	12.70	12.29	11.14	10.10	11.24	10.15	10.00	9.89	9.85	9.51
Emissions from all sources	31.43	15.72	15.52	15.99	15.37	14.11	12.94	14.00	12.71	12.47	12.23	12.10	11.72
Transport % of all PM₁₀ emissions	13%	22%	22%	21%	20%	21%	22%	20%	20%	20%	19%	19%	19%

Source: National Atmospheric Emissions Inventory - Not National Statistics

1. From the Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 1990 - 2015.

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.

Table 13.1b Atmospheric concentrations of selected pollutants ^(*, a) recorded at Air Quality Monitoring Stations

Air Quality monitoring station ¹	Type of monitoring station	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Nitrogen dioxide ²												
<i>micrograms per cubic metre</i>												
Aberdeen Errol Place	Urban background	27	24	25	26	*	23	21	*	22	23	20.8
Aberdeen Union Street	Roadside	49	53	55	*	59	44	53	48	47	46	43
Bishopbriggs, Kirkintilloch Road	Roadside	33	32	33	33	33	*	30	31	29	27	28.6
Dumfries, A780	Roadside	37	38	37	35	40	32	33	30	30	30	30.9
Dundee Lochee Road	Roadside	*	53	53	54	55	*	53	52	46	48	44.9
Dundee Union Street	Kerbside	*	36	43	45	40	36	32	31	29	28	10.3
Eskdalemuir	Rural	4	5	5	4	3	3	3	3	2	2	2
Edinburgh Gorgie Road	Roadside	..	41	42	38	41	37	39	38	34	32	32.9
Edinburgh St Leonards	Urban background	27	27	31	24	31	25	24	22	*	*	20.1
Glasgow Centre, St Enoch's Square	Urban centre	31	31	35	42	44	34	*	..	..	..	..
Glasgow Kerbside, Hope Street	Kerbside	68	70	82	78	84	72	72	67	68	60	64.9
Glasgow Byres Road	Roadside	41	40	43	40	47	*	39	44	*	38	37.6
Glasgow City Chambers	Urban background	47	47	48	46	49	*	..	..	..	..	..
Inverness, Telford Street	Roadside	21	22	21	21	24	27	29	21	21	*	23.9
Perth High Street	Roadside	28	29	27	25	30	27	26	22	22	22	23.2
Ozone ³												
<i>micrograms per cubic metre</i>												
Edinburgh St Leonards	Urban background	52	48	49	52	33	40	49	49	*	45	45
Eskdalemuir	Rural	58	54	57	56	55	53	51	60	58	57	54
Strath Vaich	Rural	72	68	73	67	61	64	67	70	69	70	68
<i>Number of daily maximums (measured as an 8-hour running mean) exceeding 100ug/m3</i>												
Edinburgh St Leonards	Urban background	16	9	14	3	0	0	4	2	*	3	3
Eskdalemuir	Rural	23	11	16	20	2	10	7	14	7	9	8
Strath Vaich	Rural	47	17	65	4	4	14	12	23	17	10	10
Particulates (PM₁₀) ⁴												
<i>micrograms per cubic metre</i>												
Aberdeen Errol Place	Urban background	20	17	16	15	13	14	12	13	15	12	12
Aberdeen Union Street	Roadside	26	19	22	18	18	22	21	20	18	*	13
Bishopbriggs, Kirkintilloch Road	Roadside	22	22	17	19	19	17	15	*	*	*	15
Dundee Broughty Ferry	Roadside	20	18	15	15	16	16	14	16	15	13	12
Dundee Union Street	Kerbside	24	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	20	19	15	*	14	15	*	14	*	10	11
Glasgow Byres Road	Roadside	27	25	10	19	23	*	13	*	*	10	12
Glasgow Waulkmillglen Reservoir	Rural	15	15	12	11	12	12	11	12	*	11	*
Glasgow Kerbside, Hope Street	Kerbside	38	32	27	26	29	*	*	23	..	..	..
Glasgow Centre, St Enoch's Square	Urban centre	21	20	19	25	*	17	*	..	..	..	..
Inverness, Telford Street	Roadside	16	14	12	12	14	12	11	12	11	9	9
Perth High Street	Roadside	21	20	16	16	19	19	15	16	14	13	13

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.

(*) 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 2017

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	1	-	2	-	3
Glasgow City Council	2	-	1	-	3
Highland Council	1	-	-	-	1
North Lanarkshire Council	-	5	-	-	5
Perth & Kinross Council	-	-	2	-	2
Renfrewshire Council	2	-	1	-	3
South Lanarkshire Council	1	2	-	-	3
West Lothian Council	-	1	2	-	3
Scotland	14	10	15	1	40

Source: Scottish Air Quality website - Not National Statistics

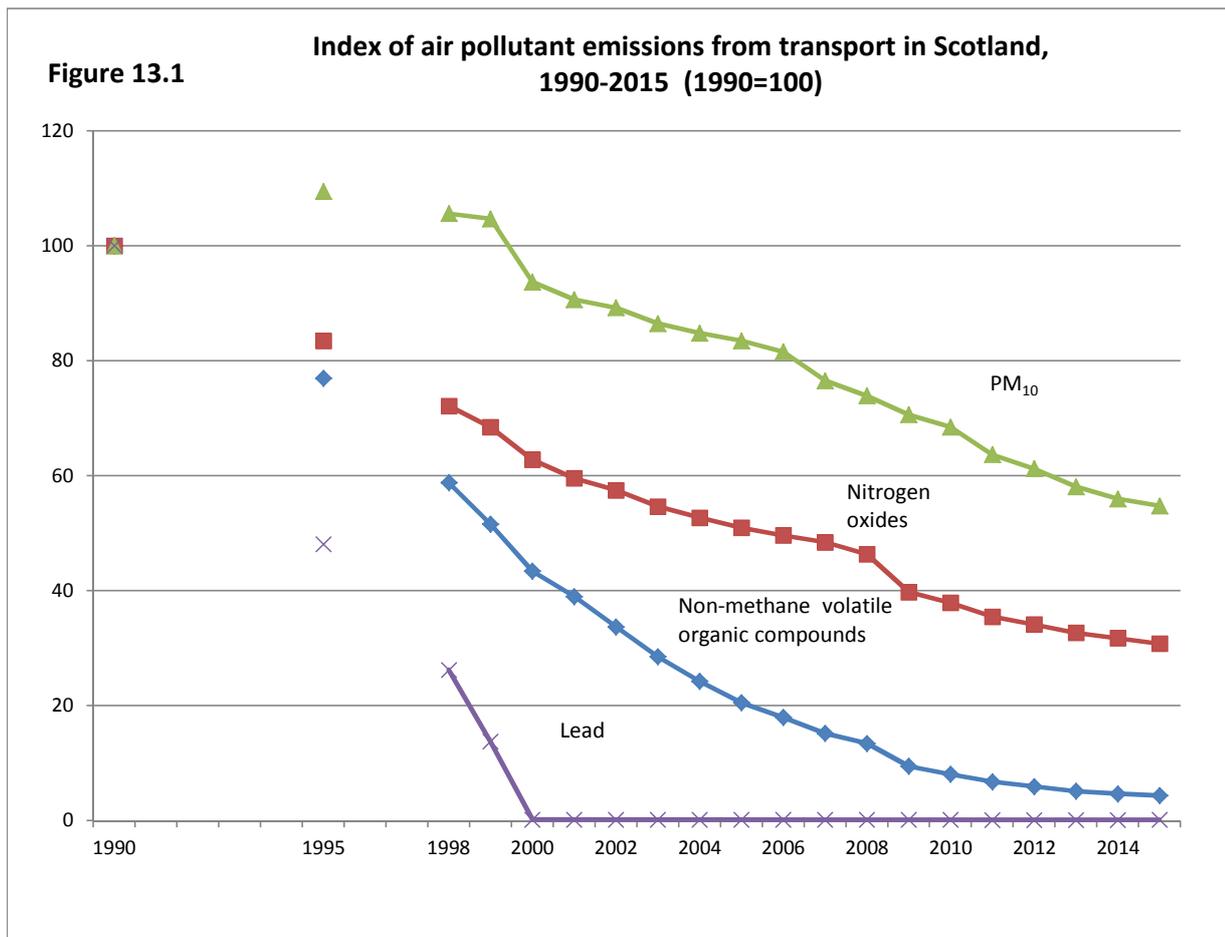


Table 13.2 Emissions of greenhouse gases by type of transport allocated to Scotland ¹

	1990	1995	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>thousand tonnes of carbon dioxide equivalent</i>												
Transport													
Road transportation ²	9,182	9,257	9,962	10,132	10,296	9,913	9,589	9,492	9,328	9,393	9,342	9,420	9,562
Buses & coaches	596	598	509	516	544	497	501	522	482	468	480	481	467
Passenger cars	5,787	5,841	6,224	6,283	6,301	6,135	5,958	5,758	5,679	5,704	5,614	5,625	5,673
Heavy Goods Vehicles	1,789	1,711	1,787	1,837	1,881	1,775	1,648	1,693	1,648	1,681	1,690	1,689	1,727
Light Goods Vehicles	957	1,066	1,347	1,399	1,474	1,411	1,393	1,434	1,437	1,460	1,480	1,547	1,618
Mopeds & motorcycles	39	27	41	38	41	39	38	34	34	33	32	33	33
Other road ³	14	14	55	57	55	57	51	51	48	48	45	45	44
Railways	124	126	155	159	170	171	170	171	168	172	171	174	166
Aviation and Maritime	3,990	3,919	4,091	4,472	4,445	4,481	4,162	3,708	3,742	3,492	3,452	3,496	3,416
International Aviation & international shipping ⁴	2,558	2,587	2,605	2,986	2,957	3,062	2,883	2,506	2,604	2,395	2,388	2,460	2,364
Domestic Aviation	804	690	920	946	944	865	764	702	684	656	656	623	623
Domestic Shipping and Maritime	579	591	482	451	455	467	433	423	371	356	320	322	334
Other aviation and maritime ⁵	49	51	85	88	90	87	82	79	82	85	88	91	96
Total transport	13,296	13,302	14,208	14,762	14,912	14,565	13,921	13,371	13,238	13,056	12,966	13,091	13,145
Non-transport net emissions	63,703	64,302	52,645	55,256	50,563	48,711	45,087	48,427	42,259	43,228	40,762	36,424	34,906
Net emissions all sources ⁶	76,999	77,604	66,853	70,019	65,475	63,276	59,008	61,798	55,497	56,285	53,728	49,515	48,051
Transport % of Total net emissions ³	17.3	17.1	21.3	21.1	22.8	23.0	23.6	21.6	23.9	23.2	24.1	26.4	27.4

Source: Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland (see sources section for more details) - Not National Statistics

- 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
- 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
- Other road includes urea used as part of an additive for certain categories of diesel engine, LPG use and road vehicle engines.
- A split between International aviation and international shipping can be found in the Carbon Account for Transport
- Aviation support vehicles at airports
- 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	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>thousand tonnes of carbon dioxide equivalent</i>												
Greenhouse gases - excluding international aviation and shipping													
Carbon dioxide	10,511	10,476	11,458	11,637	11,821	11,387	10,933	10,761	10,530	10,555	10,468	10,518	10,665
Methane	99	73	28	26	23	21	16	14	13	11	10	10	9
Nitrous Oxide	128	166	117	113	111	95	90	90	92	95	100	103	107
All greenhouse gases - excluding international aviation and shipping	10,738	10,715	11,603	11,776	11,955	11,503	11,038	10,865	10,634	10,661	10,577	10,631	10,781
Greenhouse gases - international aviation and shipping													
Carbon dioxide	2,536	2,565	2,583	2,961	2,931	3,036	2,858	2,484	2,582	2,374	2,368	2,439	2,343
Methane	2	1	1	1	1	1	1	1	1	1	1	1	1
Nitrous Oxide	20	21	22	24	24	25	23	20	21	20	20	21	20
All greenhouse gases - international aviation and shipping	2,558	2,587	2,605	2,986	2,957	3,062	2,883	2,506	2,604	2,395	2,388	2,460	2,364
All transport greenhouse gases	13,296	13,302	14,208	14,762	14,912	14,565	13,921	13,371	13,238	13,056	12,966	13,091	13,145

Source: Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland (see sources section for more details) - Not National Statistics

- 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.
- 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 2015	Scottish emissions as a % of UK emissions 2015	Change in Scottish emissions (2014-2015)	Change in UK emissions (2014-2015)	Change in Scottish emissions (1990-2015)	Change in UK emissions (1990-2015)
All Transport	12,924	8.2%	0.0%	0.4%	-2.8%	8.4%
All Transport (excl. International Aviation and Shipping)	10,646	9.0%	0.5%	1.1%	-0.8%	-3.3%
Road Transport ^{1,2}	9,434	8.6%	0.9%	1.4%	2.7%	-1.2%
of which:						
Cars	5,658	8.3%	0.7%	0.8%	-2.3%	-5.1%
Heavy Goods Vehicles	1,675	9.0%	-1.0%	1.4%	-6.3%	-9.1%
Light Goods Vehicles	1,542	8.9%	4.1%	4.0%	61.2%	48.1%
Buses & coaches	480	12.5%	-0.1%	-0.7%	-19.5%	-27.0%
Motorcycles	34	6.5%	4.5%	3.9%	-2.3%	-32.4%
Rural	4,629	10.8%	1.0%	2.1%	-0.1%	2.4%
Urban	2,969	7.3%	1.0%	1.0%	-12.7%	-17.2%
Motorway	1,776	7.1%	0.5%	0.8%	58.7%	29.7%
Rail	174	7.9%	1.7%	1.3%	40.0%	4.2%
Aviation (Domestic)	622	20.7%	-5.0%	-8.6%	-22.2%	-44.2%
Aviation (Including International)	1,918	5.3%	1.7%	-0.1%	38.2%	72.1%
Maritime (Domestic)	325	11.0%	0.8%	0.1%	-44.0%	-19.6%
Maritime (Including International)	1,398	13.3%	-7.9%	-7.0%	-46.2%	-15.2%

Source: Carbon Account for Transport (see sources section for more details) - Not National Statistics

- Road transport excludes the 'other' category shown in Table 13.2
- The comparisons shown by category of road excludes emissions from the 'other' category of road transport and emissions generated from cold starts

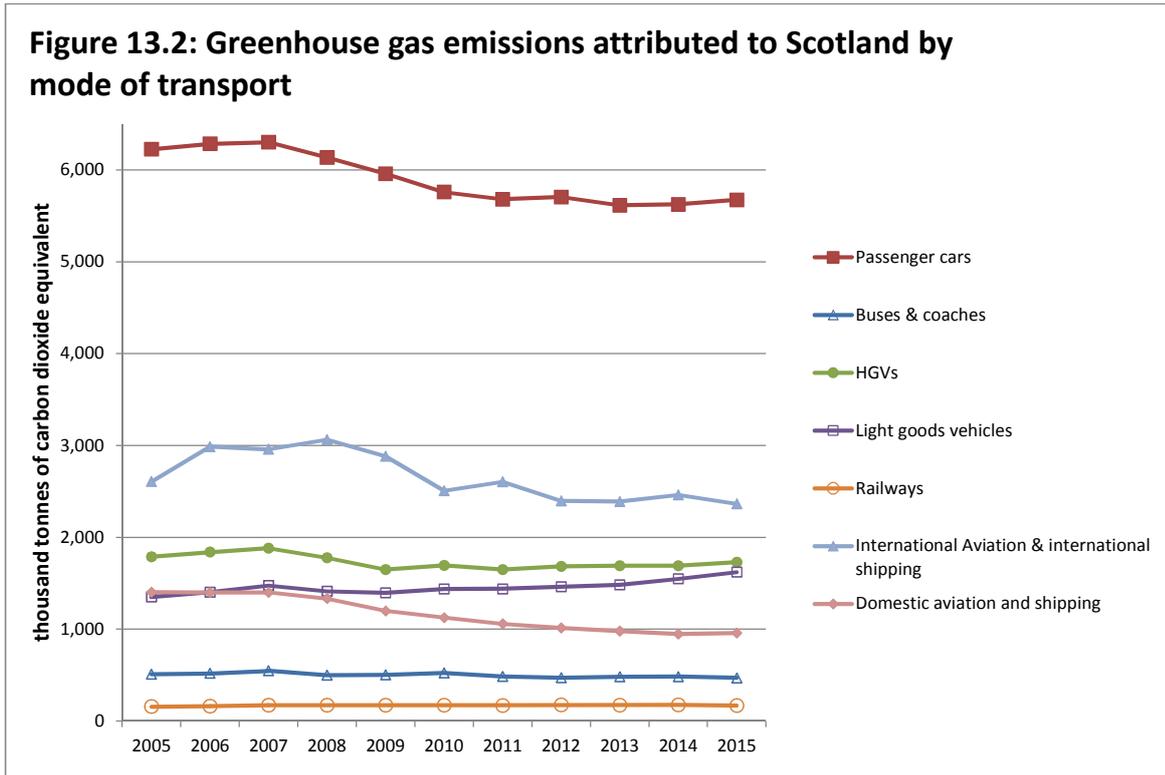


Table 13.5 UK Carbon Dioxide emissions: grams per passenger-kilometre, 2017 ¹

	<i>grams of CO₂ per pass-km</i>
Petrol cars	124 ²
Diesel cars	119 ²
Average petrol hybrid	79 ²
All Cars (average)	107 ²
Petrol motorbike	117
Bus	103
Coach	28
<i>National rail</i>	47
<i>Light rail and tram</i>	44
<i>Ferry</i>	116
Domestic flights ³	141 ⁴
Short haul international ³	95 ⁴
Long haul international ³	104 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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	<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
101 - 110 g/km	3.4	4.0	4.8	8.1	9.2	15.3	17.3	23.5	34.8	46.9	52.6
111 - 120 g/km	5.4	6.4	12.1	24.7	29.7	28.1	31.6	43.1	48.2	41.2	48.3
121 - 130 g/km	10.1	9.4	11.0	15.4	27.6	28.5	39.4	39.7	36.5	33.3	32.1
131 - 140 g/km	25.2	38.2	36.7	41.5	33.9	31.4	30.5	26.3	23.8	23.7	20.1
141 - 150 g/km	31.4	27.5	24.3	24.7	20.5	20.3	18.9	17.0	13.8	12.7	12.5
151 - 165 g/km	47.7	45.8	33.0	32.7	25.3	18.1	14.1	14.1	15.3	13.2	10.1
166 - 175 g/km	22.4	21.5	16.7	10.7	6.2	6.1	5.7	6.4	4.4	4.1	3.5
176 - 185 g/km	12.2	12.8	9.5	9.4	7.5	5.4	3.5	2.5	2.6	3.0	2.2
186- 200 g/km	13.2	16.0	11.3	7.4	7.0	4.6	3.9	2.8	2.9	1.3	1.0
201 - 225 g/km	12.6	10.1	6.1	5.1	3.7	1.8	1.5	1.5	1.8	1.6	1.5
226 - 255 g/km	5.7	4.2	2.4	2.3	2.6	2.3	1.8	1.4	1.0	0.6	0.4
Over 255 g/km	5.7	5.2	3.4	2.2	1.2	0.6	0.5	0.5	0.5	0.4	0.6
Not known	1.4	1.5	1.0	0.8	0.6	0.5	0.7	0.7	0.6	0.7	0.8
Total	196.5	202.5	172.7	186.2	177.2	167.8	182.5	205.2	222.4	221.8	222.1
Avg CO₂	164.4	162.2	156.3	148.6	143.4	138.2	133.2	128.4	124.4	121.4	120.0
	<i>Column Percentages</i>										
Up to 100 g/km	0.0	-	-	0.7	1.3	2.7	7.1	12.5	16.3	17.6	16.4
101 - 110 g/km	1.7	2.0	2.8	4.3	5.2	9.1	9.5	11.4	15.7	21.2	23.7
111 - 120 g/km	2.8	3.1	7.0	13.3	16.8	16.8	17.3	21.0	21.7	18.6	21.7
121 - 130 g/km	5.1	4.7	6.4	8.3	15.6	17.0	21.6	19.4	16.4	15.0	14.5
131 - 140 g/km	12.8	18.9	21.3	22.3	19.1	18.7	16.7	12.8	10.7	10.7	9.1
141 - 150 g/km	16.0	13.6	14.1	13.3	11.6	12.1	10.4	8.3	6.2	5.7	5.6
151 - 165 g/km	24.3	22.6	19.1	17.5	14.3	10.8	7.8	6.9	6.9	5.9	4.6
166 - 175 g/km	11.4	10.6	9.7	5.8	3.5	3.6	3.1	3.1	2.0	1.8	1.6
176 - 185 g/km	6.2	6.3	5.5	5.1	4.2	3.2	1.9	1.2	1.2	1.3	1.0
186- 200 g/km	6.7	7.9	6.6	4.0	4.0	2.8	2.1	1.4	1.3	0.6	-
201 - 225 g/km	6.4	5.0	3.5	2.7	2.1	1.1	0.8	0.7	0.8	0.7	0.7
226 - 255 g/km	2.9	2.1	1.4	1.2	1.5	1.4	1.0	0.7	-	-	-
Over 255 g/km	2.9	2.6	2.0	1.2	0.7	-	-	-	-	-	-
Not known	0.7	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

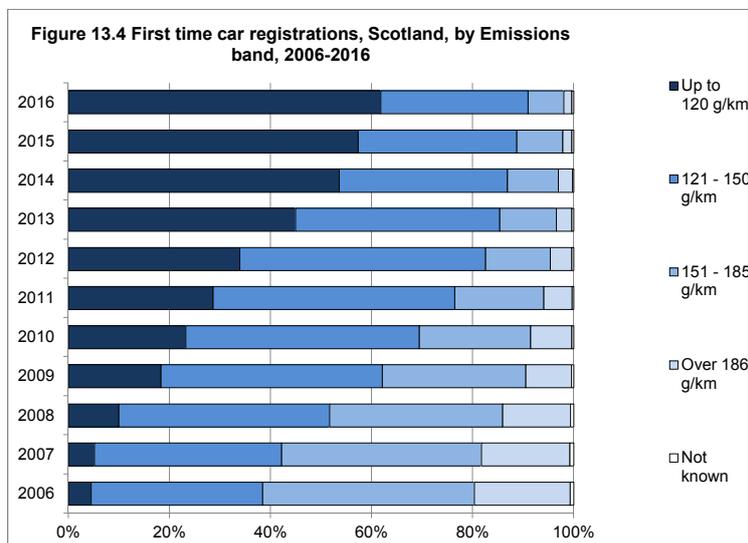
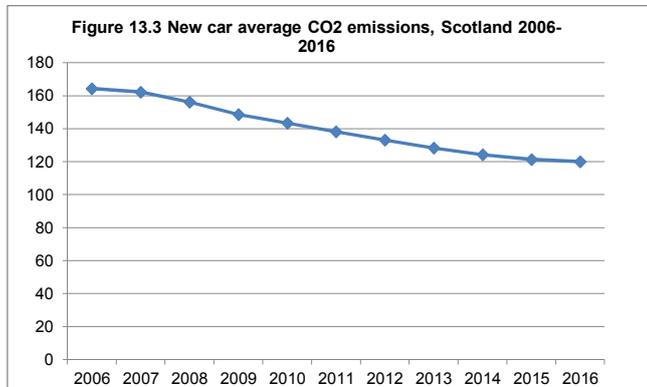


Table 13.6b: Licensed cars by CO2 emission band, Scotland

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	<i>thousands</i>										
Up to 100 g/km	0.0	0.0	0.4	1.8	4.1	8.8	22.0	49.2	89.5	133.2	176.5
101 - 110 g/km	6.1	10.5	15.3	23.2	32.5	47.9	67.0	94.1	130.8	176.7	229.2
111 - 120 g/km	28.2	33.9	45.0	68.6	98.9	127.2	158.2	198.5	243.3	279.5	317.8
121 - 130 g/km	38.8	48.6	59.9	74.4	100.1	130.5	170.2	210.9	243.2	267.3	287.8
131 - 140 g/km	145.9	180.6	218.2	254.8	281.4	303.0	321.0	332.6	337.8	335.6	330.6
141 - 150 g/km	207.5	230.1	249.5	265.9	278.2	288.6	293.0	290.9	282.0	265.6	250.9
151 - 165 g/km	306.7	350.7	384.4	407.2	415.2	413.7	401.8	382.5	362.5	336.3	310.6
166 - 175 g/km	136.1	155.7	173.0	180.2	178.7	176.6	172.2	164.0	153.0	139.7	126.5
176 - 185 g/km	104.4	115.3	124.1	130.0	130.8	129.2	124.6	116.3	107.7	97.8	88.0
186 - 200 g/km	97.2	113.1	125.5	130.5	130.2	128.6	124.1	116.4	108.3	96.9	86.2
201 - 225 g/km	89.9	100.1	106.5	109.6	108.0	104.7	100.1	93.9	87.6	79.7	72.5
226 - 255 g/km	51.9	56.7	59.7	60.9	60.6	60.3	58.6	55.8	52.2	47.2	42.4
Over 255 g/km	37.2	43.4	48.2	50.2	49.8	48.9	46.7	44.2	41.5	37.9	34.8
Not known	906.8	762.0	623.4	491.5	386.1	296.3	225.5	169.9	130.1	100.9	79.2
Total	2,156.8	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
Avg CO₂	168.3	167.7	166.7	164.9	162.6	160.2	157.4	153.9	150.1	146.2	142.4
	<i>Column Percentages</i>										
Up to 100 g/km	-	-	-	-	-	-	1.0	2.1	3.8	5.6	7.3
101 - 110 g/km	-	-	0.7	1.0	1.4	2.1	2.9	4.1	5.5	7.4	9.4
111 - 120 g/km	1.3	1.5	2.0	3.1	4.4	5.6	6.9	8.6	10.3	11.7	13.1
121 - 130 g/km	1.8	2.2	2.7	3.3	4.4	5.8	7.4	9.1	10.3	11.2	11.8
131 - 140 g/km	6.8	8.2	9.8	11.3	12.5	13.4	14.0	14.3	14.3	14.0	13.6
141 - 150 g/km	9.6	10.5	11.2	11.8	12.3	12.7	12.8	12.5	11.9	11.1	10.3
151 - 165 g/km	14.2	15.9	17.2	18.1	18.4	18.3	17.6	16.5	15.3	14.0	12.8
166 - 175 g/km	6.3	7.1	7.7	8.0	7.9	7.8	7.5	7.1	6.5	5.8	5.2
176 - 185 g/km	4.8	5.2	5.6	5.8	5.8	5.7	5.5	5.0	4.5	4.1	3.6
186 - 200 g/km	4.5	5.1	5.6	5.8	5.8	5.7	5.4	5.0	4.6	4.0	3.5
201 - 225 g/km	4.2	4.5	4.8	4.9	4.8	4.6	4.4	4.0	3.7	3.3	3.0
226 - 255 g/km	2.4	2.6	2.7	2.7	2.7	2.7	2.6	2.4	2.2	2.0	1.7
Over 255 g/km	1.7	2.0	2.2	2.2	2.2	2.2	2.0	1.9	1.8	1.6	1.4
Not known	42.0	34.6	27.9	21.9	17.1	13.1	9.9	7.3	5.5	4.2	3.3
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

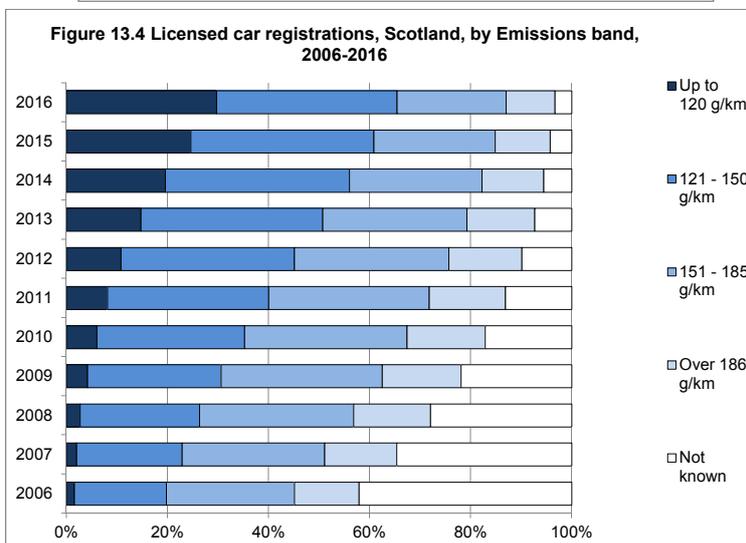
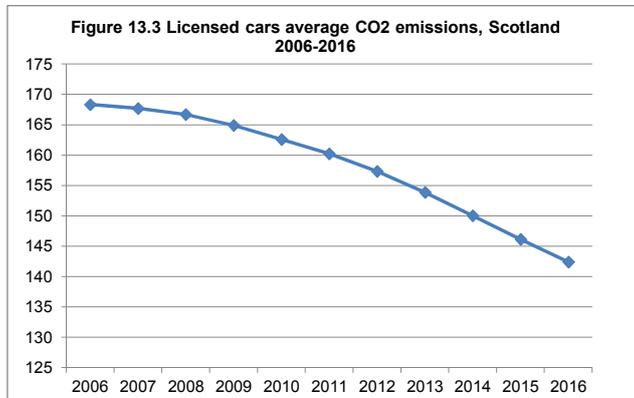


Table 13.7: Ultra-low emission vehicles (ULEV)¹ registered for the first time, Scotland, quarterly: January 2013 to September 2017

Year	Month	Vehicles												
		Plug-in-Grant Eligible Cars	Non Plug-in-Grant Plug-in Cars	Non Plug-in Cars	Quadricycles	All Cars (inc. 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	Total
2013	Jan-Mar	26	0	0	0	26	0	4	0	0	4	0	0	30
2013	Apr-Jun	66	0	1	0	67	1	1	1	0	2	0	2	72
2013	Jul-Sep	53	3	0	1	57	0	3	0	0	3	0	1	63
2013	Oct-Dec	46	0	0	0	46	0	1	0	2	3	0	1	50
2014	Jan-Mar	130	0	0	0	130	0	9	0	0	9	0	2	141
2014	Apr-Jun	162	4	0	1	167	3	11	0	1	12	0	4	188
2014	Jul-Sep	264	3	0	2	269	0	10	2	0	12	0	4	286
2014	Oct-Dec	270	2	0	0	272	1	13	0	1	14	0	4	291
2015	Jan-Mar	362	3	0	8	373	2	28	0	1	29	0	5	410
2015	Apr-Jun	315	1	1	2	319	1	15	0	2	17	0	1	338
2015	Jul-Sep	276	3	1	1	281	1	14	1	1	16	0	3	301
2015	Oct-Dec	340	1	0	3	344	1	6	0	2	8	0	1	354
2016	Jan-Mar	441	5	6	1	453	3	26	0	0	26	1	2	485
2016	Apr-Jun	269	2	21	0	292	3	20	0	0	20	0	2	317
2016	Jul-Sep	366	6	14	1	387	2	12	0	0	12	1	0	402
2016	Oct-Dec	280	5	19	0	304	3	10	0	2	12	0	4	323
2017	Jan-Mar	632	7	26	0	665	1	23	0	1	24	0	1	691
2017	Apr-Jun	479	10	29	1	519	5	22	0	1	23	0	1	548
2017	Jul-Sep	670	25	26	0	721	10	14	0	1	15	0	6	755
2013	Whole year	191	3	1	1	196	1	9	1	2	12	0	5	215
2014	Whole year	826	9	0	3	838	4	43	2	2	47	0	7	906
2015	Whole year	1,293	8	2	14	1,317	5	63	1	6	70	0	6	1,403
2016	Whole year	1,356	18	60	2	1,436	11	68	0	2	70	2	8	1,527

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 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

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: 2013 q1 to 2017 q3

Quarter	Vehicles													
	Plug-in-Grant Eligible Cars	Non Plug-in-Grant Plug-in Cars	Non Plug-in Cars	Quadricycles	All Cars (inc. 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	Total
2013 Q1	242	4	58	16	320	47	48	9	112	169	9	4	196	745
2013 Q2	314	4	57	16	391	48	48	11	114	173	8	4	193	817
2013 Q3	364	8	57	15	444	47	55	11	109	175	9	5	193	873
2013 Q4	415	8	57	16	496	45	58	13	106	177	9	5	194	926
2014 Q1	541	6	58	16	621	43	70	12	107	189	8	5	199	1,065
2014 Q2	707	9	55	15	786	42	80	10	110	200	9	6	194	1,237
2014 Q3	977	13	57	17	1,064	35	89	12	108	209	10	13	197	1,528
2014 Q4	1,238	13	56	18	1,325	32	97	12	113	222	10	14	194	1,797
2015 Q1	1,594	15	56	27	1,692	34	113	12	114	239	10	22	197	2,194
2015 Q2	1,911	13	51	29	2,004	33	133	9	107	249	10	23	187	2,506
2015 Q3	2,205	14	35	29	2,283	31	150	8	101	259	9	22	184	2,788
2015 Q4	2,561	18	35	32	2,646	33	152	10	108	270	9	22	190	3,170
2016 Q1	3,020	22	37	36	3,115	34	176	10	105	291	10	22	185	3,657
2016 Q2	3,341	24	57	36	3,458	38	202	9	106	317	10	22	182	4,027
2016 Q3	3,784	31	69	36	3,920	42	219	10	106	335	11	22	176	4,506
2016 Q4	4,120	33	90	37	4,280	36	229	10	106	345	10	23	177	4,871
2017 Q1	4,713	41	111	33	4,898	35	256	9	110	375	9	24	177	5,518
2017 Q2	5,230	51	144	33	5,458	40	272	11	105	388	10	24	177	6,097
2017 Q3	5,978	67	165	28	6,238	47	289	11	105	405	10	29	182	6,911

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 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

Source: DVLA/DVADFT - Published as DfT table VEH0130

Notes & definitions (<https://www.gov.uk/transport-statistics-notes-and-guidance-vehicle-licensing>)

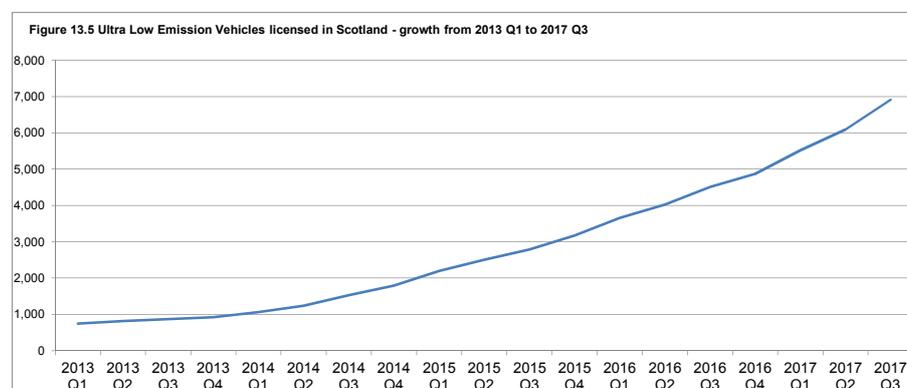


Table 13.9: Number of new registrations by body type and propulsion type in Scotland during 2016 (Thousands)

Body type	Propulsion type											Grand Total <i>thousand</i>		
	Diesel	Electric diesel	Electricity	Fuel cells	Gas	Gas bi-fuel	Gas-diesel	Hybrid electric	New fuel technology	Petrol	Petrol/gas		Steam	
Agricultural	2.1	0.0	~	0.0	~	0.0	0.0	0.0	0.0	0.0	0.6	0.0	~	2.8
Buses & coaches	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	~	~	0.0	0.9
Cars	98.0	0.1	0.6	~	0.0	~	0.0	3.2	0.0	120.2	0.0	0.0	0.0	222.1
Goods - heavy	4.9	0.0	~	0.0	0.0	0.0	~	0.0	0.0	~	0.0	0.0	0.0	4.9
Goods - light	28.9	0.0	0.1	0.0	0.0	~	0.0	~	0.0	0.4	0.0	0.0	0.0	29.4
Motorcycles, mopeds & scooters	~	0.0	~	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	0.0	6.9
Others ¹	1.8	0.0	0.8	0.0	~	~	0.0	~	0.0	0.1	0.0	0.0	0.0	2.7
Special purpose	~	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	~	0.0	0.0	0.0	~
Taxis	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Tricycles	~	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	~	0.0	0.0	0.0	~
Grand Total	137.0	0.1	1.5	0.0	~	~	~	3.2	0.0	128.3	~	~	~	270.2

~ 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 2016 (Thousands)

Body type	Propulsion type											Grand total <i>thousand</i>		
	Diesel	Electric diesel	Electricity	Fuel cells	Gas	Gas bi-fuel	Gas-diesel	Hybrid electric	New fuel technology	Petrol	Petrol/gas		Steam	
Agricultural	46.3	0.0	~	0.0	~	0.0	0.0	0.0	0.0	4.0	~	~	~	50.4
Buses & coaches	14.7	0.0	~	0.0	0.0	~	~	0.0	0.0	0.2	~	0.0	~	14.9
Cars	987.9	0.4	2.3	0.0	~	0.9	~	13.7	~	1,427.1	0.6	~	~	2,433.1
Goods - heavy	37.9	0.0	~	0.0	~	~	~	0.0	0.0	0.1	~	~	~	38.1
Goods - light	275.9	~	0.3	0.0	~	0.2	0.0	~	~	6.0	0.1	~	~	282.6
Motorcycles, mopeds & scooters	~	0.0	~	0.0	~	0.0	0.0	0.0	0.0	69.7	~	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	~	~	0.4
Others ¹	19.0	0.0	4.5	0.0	0.1	~	~	~	~	1.1	~	~	~	24.7
Special purpose	0.3	0.0	~	0.0	0.0	0.0	0.0	0.0	0.0	~	~	~	~	0.4
Taxis	3.7	0.0	0.0	0.0	0.0	~	0.0	0.0	0.0	~	0.0	0.0	0.0	3.7
Tricycles	~	0.0	~	0.0	0.0	0.0	0.0	0.0	0.0	0.9	~	0.0	0.0	0.9
Grand Total	1,386.2	0.4	7.2	0.0	0.2	1.2	~	13.7	~	1,509.0	0.7	0.1	~	2,918.9

~ 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.

NOTES & DEFINITIONS - BUS AND COACH TRAVEL

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).

NOTES & DEFINITIONS - BUS AND COACH TRAVEL

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

NOTES & DEFINITIONS - ROAD FREIGHT

(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 international legs from the CSRGT 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 (CSRGT 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 CSRGT 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 CSRGT NI are grossed in the same way as the CSRGT GB described above. Domestic and international journey totals are added to the CSRGT 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: 2016*. DfT also produces another publication on the number of powered vehicles and unaccompanied trailers leaving Great Britain for mainland Europe in its quarterly bulletin *Road Goods Vehicles Travelling to Mainland Europe*.

3.15.2 Road freight statistics contact –Assia Djouadi, Department for Transport (Tel: 0207 944 2585).

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).

3.20 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

NOTES & DEFINITIONS - ROAD NETWORK

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

NOTES & DEFINITIONS - ROAD TRAFFIC

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

NOTES & DEFINITIONS - ROAD TRAFFIC

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

NOTES & DEFINITIONS - ROAD TRAFFIC

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

NOTES & DEFINITIONS - ROAD TRAFFIC

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).

NOTES & DEFINITIONS - ROAD TRAFFIC

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 Zonocard.
- ORR figures include estimates of zonocard trips using a slightly different basis to ScotRail estimates and therefore figures are not comparable.

NOTES & DEFINITIONS - RAIL SERVICES

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 Zonocard 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 Zonocard 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

NOTES & DEFINITIONS - RAIL SERVICES

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

NOTES & DEFINITIONS - RAIL SERVICES

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.

NOTES & DEFINITIONS - RAIL SERVICES

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

NOTES & DEFINITIONS - RAIL SERVICES

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 Zonocard - 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:

NOTES & DEFINITIONS - AIR TRANSPORT

<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-Islay, Kennacraig- Islay/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).

NOTES & DEFINITIONS - WATER TRANSPORT

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

NOTES & DEFINITIONS - FINANCE

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: lqfstats@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.

NOTES & DEFINITIONS - PERSONAL AND CROSS-MODAL TRAVEL

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.

NOTES & DEFINITIONS - PERSONAL AND CROSS-MODAL TRAVEL

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

NOTES & DEFINITIONS - PERSONAL AND CROSS-MODAL TRAVEL

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

NOTES & DEFINITIONS - PERSONAL AND CROSS-MODAL TRAVEL

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 - ifs.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 2017 *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-2017_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-2016 estimates (NB: the EU publication's figures are for 1 January 2016) based on Office for National Statistics release (published in June 2017), available at <http://bit.ly/2w0puWg>. 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 2015 (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 2015 (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 2015). The figure for Scotland is from Table 7.14 of this publication; the GB figure was taken from Table TSGB0601 of *TSGB 2016*.

12.7 **Passenger cars:** passenger cars figures for Scotland and GB are for 2015 (most EU figures are for 2015). They are taken from Table TSGB0903 of DfT's *Transport Statistics Great Britain 2016 edition*.

12.8 **Powered two wheelers:** the figures for Scotland and GB are for 2015 (the same year as most of the EU figures). They are taken from Table TSGB0903 of DfT's *Transport Statistics Great Britain 2016 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 2015 (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 2016 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 2015 (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 2015). 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 2015 (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.

NOTES & DEFINITIONS - INTERNATIONAL COMPARISONS

12.13 Road fatalities: the figures for Scotland and GB are both for 2015 (as are most of the EU figures). The Scottish figure is taken from Table 2 of *Reported Road Casualties Scotland 2015*, and the GB figure is taken from Table RAS30003 of *Reported Road Casualties Great Britain 2015*.

12.14 Freight transport - modal shares

12.14.1 Both Scotland and GB relate to 2015 (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 2014*.

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	annual mean 24-hour mean not to be exceeded more than 35 times a year	31 Dec 2004 31 Dec 2004
	18µg/m ³ 50µg/m ³	annual mean 24-hour mean not to be exceeded more than 7 times a year	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 **RPP** is the Report on Proposals and Policies. The Report on Proposals and Policies is a series of publications providing the most up to date and comprehensive analysis of the likely impact of a range of identified policies and proposals on Scottish emissions. The latest, the Second Report on Proposals and Policies (RPP2) was published in June 2013 and assessed the potential impact on emissions out to 2027. It will be updated by the Climate Change Plan, due to be published in 2018, which assesses impacts to 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 2016¹

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.

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 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: 1990-2015*, 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);
- *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

NOTES & DEFINITIONS - ENVIRONMENT AND EMISSIONS

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>

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:

NOTES & DEFINITIONS - ENVIRONMENT AND EMISSIONS

- **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

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

NOTES & DEFINITIONS - ENVIRONMENT AND EMISSIONS

- 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.

DECC

Digest of UK Energy Statistics (DUKES)

Scottish Government

Scottish Greenhouse Gas Emissions, 2012 – Official Statistics bulletin

Some non-Official Statistics sources

- Transport Scotland – Report on Proposals and Policies
- Transport Scotland - Carbon Account for Transport

Local Authorities as of 1 April 1996



Mid-year population estimates for 2016 by local authority area

Area	Population
Aberdeen City	229,840
Aberdeenshire	262,190
Angus	116,520
Argyll & Bute	87,130
Clackmannanshire	51,350
Dumfries & Galloway	149,520
Dundee City	148,270
East Ayrshire	122,200
East Dunbartonshire	107,540
East Lothian	104,090
East Renfrewshire	93,810
Edinburgh, City of	507,170
Eilean Siar	26,900
Falkirk	159,380
Fife	370,330
Glasgow City	615,070
Highland	234,770
Inverclyde	79,160
Midlothian	88,610
Moray	96,070
North Ayrshire	135,890
North Lanarkshire	339,390
Orkney Islands	21,850
Perth & Kinross	150,680
Renfrewshire	175,930
Scottish Borders	114,530
Shetland Islands	23,200
South Ayrshire	112,470
South Lanarkshire	317,100
Stirling	93,750
West Dunbartonshire	89,860
West Lothian	180,130
Scotland	5,404,700

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*

East Ayrshire Council
East Renfrewshire Council

1.2 *South West Operating Company*

East Ayrshire Council
East Renfrewshire Council
Glasgow City Council
Inverclyde Council
North Lanarkshire Council
Renfrewshire Council
South Ayrshire Council
South Lanarkshire Council
West Dunbartonshire Council
Dumfries and Galloway Council
North Ayrshire Council

1.3 *North East Operating Company*

Aberdeen City Council
Aberdeenshire Council
Angus Council
Clackmannanshire Council
Dundee City Council
Fife Council
Perth and Kinross Council
Stirling Council
Highland Council
Moray Council

1.4 *South East Operating Company*

Edinburgh City Council
East Lothian Council
Falkirk Council
Fife Council
Midlothian Council
North Lanarkshire Council
Scottish Borders Council
Stirling Council
West Lothian Council
Dumfries and Galloway Council
South Lanarkshire Council

1.5 *North West Operating Company*

Argyll and Bute Council
Perth and Kinross Council
Stirling Council
West Dunbartonshire Council
Highland 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 1.21, page 51 although the total figures for 2016 are correct, there was an error in the categories used to provide a breakdown of individuals automatic and discretionary. Revised figures are shown in the published excel tables for this edition.

Infographic, page 69 the figure for the most common type of freight lifted in Scotland and remaining in Scotland in 2015 should have been 35 million tonnes rather than 44

Infographic, page 107 30% of people used a train at least once a month and the year should be 2015 rather than 2014.

Table 9.15, page 165 figure for Oban to Lismore in 2015 should be 0.6 million rather than 6.0 million commercial vehicles and buses.

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	Arran & Campbeltown Mainland Ferry Terminal – Appraisal of Options
Publication date	March 2017
Contractor	Peter Brett Associates
Purpose of research	The appraisal of two mainland port options for Arran and Campbeltown.
Main findings	<ul style="list-style-type: none"> • The review covers four main areas: reliability; onwards transport connectivity; socio-economic impacts; and cost to government. • On reliability: The available data does not allow for a definitive statement on the comparative reliability of operating the Ardrossan – Brodick / Campbeltown route and a comparative Troon – Brodick / Campbeltown route. • On connectivity: the changes in travel time imply that an annual disbenefit of £1.3 million would arise if the services were relocated to Troon and moving from Ardrossan to Troon would result in an annual increase of £1 million for fare paying passengers. • On socio-economic impacts: The study does not review the comparative socio-economic case at either landfall however identified a number of socio-economic points which will assist in the evaluation of the two proposals. • Costs to government: the Ardrossan submission has a significantly lower cost to government than the equivalent Troon submission. The overwhelming reason for this is the additional crew required to maintain the current number of connections, given the longer crossing time.
Link to report	https://www.transport.gov.scot/media/35892/arran-ferry-report-redacted-vesion-for-publication.pdf

Title	Air Departure Tax - Analysis of Responses to a Consultation on an Overall 50% Reduction Policy Plan and an Environmental Report
Publication date	December 2017
Contractor	Craigforth
Purpose of research	To analyse responses to a public consultation on the Government’s policy for an overall 50% reduction in Air Departure Tax (ADT) and the Environmental report which outlines the likely environmental impacts from the proposed reduction.
Main findings	<ul style="list-style-type: none"> • A total of 121 responses were received, which included 38 submitted by organisations, 82 submitted by individual members of the public. • The majority of respondents (85 out of 121) did not support the policy plan for a 50% cut. • The individuals’ concerns included both environmental and fiscal issues (reduced revenues, regressive nature of the tax). • A majority of group respondents supported the policy plan (23 of 38 group respondents, including all airline and airport respondents, but only 25% of all respondents). The main reasons given were that it would improve Scotland’s connectivity, wider economic growth, and competitiveness with countries levying lower air departure taxes.
Link to report	www.gov.scot/Publications/2017/12/9975

Title	Borders Railway Year 1 Evaluation
Publication date	June 2017
Contractor	Peter Brett Associates
Purpose of research	A Stage 1 Evaluation of the re-opening of the Borders Railway. The aim of a Stage 1 Evaluation is to provide a high level assessment of the extent to which the project is on track to reach its investment objectives.
Main findings	<ul style="list-style-type: none"> • The study surveyed both users and non-users of the Borders Railway to understand more about their travel patterns and their perceptions of the service one year after its opening. • Passenger numbers are higher than forecast at all the Scottish Borders stations and lower than forecast at all the Midlothian stations. • The majority of patronage on the line is outward (i.e. towards Edinburgh) with Tweedbank accounting for the biggest component of demand • Commuting is the most common journey purpose. • Based on the frequency with which respondents indicated they made their current trip, it is calculated that approximately 50,000 (36%) of the estimated annual single trips recorded via the sample were 'new trips'. • The re-opening of the Borders Railway has resulted in significant modal shift from the car to public transport. • There has also been a shift from bus to rail with 29% of those users who made their trip by another mode stating that they previously made their current journey by bus. • There was generally a high level of satisfaction with the quality of service. Overall, users were least satisfied with facilities / services and the availability of staff at the station(s).
Link to report	https://www.transport.gov.scot/publication/borders-railway-year-1-evaluation/

Title	Economic Assessment of Air Departure Tax
Publication date	December 2017
Contractor	Peter Brett Associates
Purpose of research	To provide an economic assessment of the Scottish Government's plans for a 50% reduction in the overall burden of Air Departure Tax (ADT) by the end of the current session of the Scottish Parliament.
Main findings	<ul style="list-style-type: none"> • The analysis modelled nine scenarios: three options for making the tax reduction: a 100% cut in band A, 100% cut in band B, and a 50% reduction in bands A and B. under each of these, the analysis looked at different assumptions about the extent to which airlines pass on the cut to passengers (known as 'pass through'), whether fully, partially (50%) or not at all. • It looked at both potential 'demand-side' impacts – i.e. any boost to passenger numbers from lower fares – and 'supply-side' effects – (i.e. new air routes, productivity gains, and tourism sector effects). It captures these as changes to passenger numbers, employment and output (GVA) and compares them to the revenue losses from reducing the tax. • The analysis projected passenger numbers to increase compared to the baseline forecast in all scenarios.

	<ul style="list-style-type: none"> • The impacts, especially the supply-side impacts, were greatest in the scenarios where airlines retain the tax cut and use it to, for example, expand routes. The report notes that since airline responses to any tax cut will vary, the most likely outcome in reality will be partial pass-through and the results must be viewed in light of this. • Focusing solely on the partial pass-through scenarios, the greatest economic impact was projected under a 100% cut to band A, followed by a 50% cut in bands A and B. Under the scenario in which all of the cut is to band B, the value of the projected economic effects was not sufficient to offset the potential tax revenue foregone. • Looking across all scenarios, the greatest economic impacts were projected when the tax is reduced by cutting band A. However, this is also associated with the largest revenue losses.
Link to report	www.gov.scot/Publications/2017/12/2270

Title	Estimate of the Impact on Emissions of a Reduction in Air Departure Tax in Scotland
Publication date	August 2017
Contractor	In-house
Purpose of research	This paper updates and extends the assessment published by Transport Scotland in 2014 which estimated the initial one-year greenhouse gas emissions impact from a 50% reduction in UK Air Passenger Duty (APD).
Main findings	<ul style="list-style-type: none"> • Updates and extends the assessment published by Transport Scotland in 2014 which estimated the initial one-year greenhouse gas emissions impact from a 50% reduction in UK Air Passenger Duty (APD). • The potential impact on aviation emissions from a 50% reduction in ADT has been calculated for years 2018 to 2021. The estimated net growth in emissions (including the effects of passenger switching) ranges from between 0.087 and 0.101 MtCO₂e in 2018 to between 0.090 and 0.105 Mt CO₂e in 2021.
Link to report	http://bit.ly/2o18etH

Title	Greenhouse Gas Emissions Reduction Potential in the Scottish Transport Sector From Recent Advances in Transport Fuels and Fuel Technologies
Publication date	January 2017
Contractor	Element Energy
Purpose of research	An analysis of expected emission from Scottish transport under a range of policy environments to assess the potential for emission reduction.
Main findings	<ul style="list-style-type: none"> • There is potential for significant reductions (emissions of 8.9 MtCO₂e/year in 2030 compared to 12.2 MtCO₂e/year in 2015, excluding demand growth reduction) to be achieved with plausible deployments of efficient vehicles and zero emission powertrains. • Light vehicles offer the greatest potential for emissions reductions, through improving efficiency and adoption of low and zero emission powertrains, although it remains to be seen how mass-market

	<p>customers will buy PHEVs, BEVs, and FCEVs as their ownership costs approach those of conventional vehicles.</p> <ul style="list-style-type: none"> • By contrast, emissions from long haul trucks, aviation, and shipping are likely to be challenging to reduce due to expected increases in demand and a current lack of zero emission options. • The analysis highlights the challenge of meeting the deep reductions required if transport sector emissions are to fall in-line with the overall Scottish target. • Delivering these additional reductions will require a combination of demand reduction (or at least a reduction in the projected increase in demand), earlier and more widespread deployment of zero emission heavy vehicles including in long haul trucks, and increases in the projected rate of emissions reductions in the marine and aviation sectors, each of which is very challenging to achieve practically. • A range of supportive policies and regulations could be used to influence emissions reductions, particularly through the uptake rates of low and ultra-low emission vehicles, and different policy measures implemented at different levels of government.
Link to report	https://www.transport.gov.scot/publication/greenhouse-gas-emissions-reduction-potential-scottish-transport-sector/

Title	How Scotland's Transport Network Supports the Growth Sectors
Publication date	November 2016
Contractor	Aecom
Purpose of research	Transport Scotland commissioned research to investigate how the Growth Sectors use the transport network.
Main findings	<ul style="list-style-type: none"> • Of those interviewed, the view was that transport is not the main issue experienced by businesses in Scotland at the moment. Although, all respondents indicated that a strong, resilient transport network was crucial for growth and attracting investment, as well as promoting innovation. • Respondents acknowledged recent improvements to the transport network and highlighted pinch points on the network. • The four Case Studies provide on-the-ground evidence of how the transport network enables companies to carry out essential business: moving inputs and products between sites and to market, with all companies relying on a mix of modes. Companies spoke positively about the transport network which is seen as flexible and is instrumental in helping companies to meet the needs of their customers. The network has also helped them to expand their business into new locations. The case studies highlight the importance of the network to the rural economy.
Link to report	https://www.transport.gov.scot/publication/how-scotland-s-transport-network-supports-the-growth-sectors/

Title	National Transport Strategy Early Engagement Consultation Survey: Analysis of Responses to the Public Consultation Exercise
Publication date	June 2017
Contractor	Craigforth
Purpose of	To provide an analysis of an early engagement survey intended to

research	shape the key themes of the National Transport Strategy (NTS) Review.
Main findings	<ul style="list-style-type: none"> • A total of 614 responses were submitted, of which 76 were from groups or organisations and 538 from individual members of the public. • Around 4 in 5 respondents thought the current Strategy's outcomes (improved journey times and connections; reduced emissions; improved quality, accessibility and affordability) will still be relevant over the next 20 years. • A number of key themes emerged from the analysis of further comments made: Promoting cycling, walking and active travel; environmental issues, including reduced emissions; high quality, integrated public transport; rural and island transport; affordability and accessibility; use and quality of the road-network; funding and resourcing pressures; population and preference driven challenges and opportunities; brexit-related challenges; technology-related challenges and opportunities; and strategic policy links (i.e. how the new NTS will interact with or support the delivery of a range of other policy objectives).
Link to report	https://www.transport.gov.scot/publication/national-transport-strategy-early-engagement-consultation-survey/

Title	National Transport Strategy: Call for Evidence Summary Report
Publication date	January 2018
Contractor	In-house / NTS Review Research and Evidence Working Group
Purpose of research	To summarise the themes, gaps and uncertainties in the evidence arising from submissions to the Call for Evidence conducted as part of the National Transport Strategy (NTS) Review
Main findings	<ul style="list-style-type: none"> • 66 responses to the call for evidence were received from a wide variety of organisations and sectors. • Around 800 citations to a wide range of supporting pieces of evidence were made by respondents. This included articles from scientific journals, reports from both national and local government, and reports from the private and third sectors. • The report summarises findings from evidence received in response to seven question areas given in the Call for Evidence: economic growth and inclusive growth; transport mode choice and demand; the environmental impact of transport; active travel; safe and resilient transport; transport governance; and potential changes in society and technology.
Link to report	https://www.transport.gov.scot/publication/call-for-evidence-summary-report-january-2018-research-and-evidence-working-group-national-transport-strategy-review/

Title	The Carbon Account for Transport Volume 9
Publication date	December 2017
Contractor	In-house
Purpose of research	The Carbon Account for Transport presents detailed analysis of Scottish transport emissions to 2015, along with commentary on the emissions impact of policies and infrastructure plans.

Main findings	<ul style="list-style-type: none"> • Scottish transport emissions rose in 2014 and 2015 and now stand at 13.1 MtCO₂e. 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 of 14.9 MtCO₂e. • Between 2014 and 2015 the largest proportional rise in emissions was from aviation. The largest absolute rise was from road transport, of which the largest contributors were light goods vehicles. • 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. Together, these Scottish-funded transport infrastructure projects are estimated to generate a small increase in emissions relative to an outcome without this infrastructure.
Link to report	https://www.transport.gov.scot/publication/carbon-account-for-transport-volume-9-2017/

Title	The Value of the Trunk Road Network to Society and the Economy in Scotland.
Publication date	March 2017
Contractor	Transport Research Laboratory
Purpose of research	An estimate of the economic and societal contribution made by Scotland's Trunk Road Network.
Main findings	<ul style="list-style-type: none"> • Scotland's Trunk Road Network (TRN) is one of the major infrastructure assets in the country with a gross asset value of over £20 billion. The TRN has a significant economic impact, facilitating employment and enabling economic and societal activities across Scotland. • The TRN was estimated to contribute around £1.38 billion approximate Gross Value Added (aGVA) each year through the activities of road freight, public transport and road construction and maintenance on that part of the road network. • Estimates show the Scottish TRN directly supports more than 31,000 jobs across the economy – approximately 1.2% of all jobs in the country, through road freight operations, public transport and the construction and maintenance work on the TRN. • Businesses benefit from use of the TRN through access to domestic and international markets. The TRN provides economic benefits for road users through travel journey time, and therefore cost, savings on the TRN relative to other roads. • For Scotland's tourism industry, an efficient TRN enables it to successfully compete with international competitors and attract worldwide visitors, by offering safe and efficient access throughout the country including remote tourist destinations. • The TRN in Scotland has beneficial societal impacts. Investment in the TRN improves communities' access to a range of opportunities: education, employment, healthcare as well as leisure activities, especially those in remote rural areas.
Link to report	https://www.transport.gov.scot/publication/the-value-of-the-trunk-road-network-to-society-and-the-economy-in-scotland/

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 2016, published September 2017 *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 2016, published in October 2017

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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).

From its inception TSUG has had strong links with the government departments responsible for transport statistics. It has developed an excellent working relationship with the Transport Analytical Services Team of Transport Scotland.

The aims of TSUG are:

- to identify problems in the provision and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers;
- to encourage the proper use of statistics through greater publicity.
- 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.

The membership of TSUG includes government agencies, local authorities, trade associations, transport consultants, transport operators and universities, as well as individual professionals. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further information about TSUG and membership, please visit the website at www.tsug.org.uk or contact:

TSUG Membership Secretary
Heather Ward
Department of Civil,
Environmental & Geomatic Engineering
UCL
Gower Street
London WC1E 6BT

TSUG Representative for Scotland
Dr Jock Robertson
Tel: 01529 497354
Mobile: 07712 750658
Email: robertson@rtclincs.co.uk

Tel: 020 7679 1564
Email: admin@tsug.org.uk

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Correspondence and enquiries

For enquiries about this publication please contact:

Andrew Knight,
Transport Scotland Analytical Services,
Telephone: 0131 244 7256,
e-mail: transtat@transport.gov.scot

For general enquiries about Scottish Government statistics please contact:

Office of the Chief Statistician, Telephone: 0131 244 0442,
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- are available in more detail through Scottish Neighbourhood Statistics
- are available as part of a GB dataset on data.gov.uk
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