

Week Ending 7 June

Weekly Change Comparison<sup>(1)</sup>

City Local Authorities <sup>(2)</sup>		% Change
	Walking	-24% ↓
	Cycling	-23% ↓
	Road Traffic (Car + Mcl) <sup>(4)</sup>	2% ↑
	Road Traffic (LGV + HGV) <sup>(4)</sup>	9% ↑
	Grocery & Pharmacy <sup>(5)</sup>	6% ↑
	Retail & Recreation <sup>(5)</sup>	4% ↑
	Parks <sup>(5)</sup>	58% ↑
	Bus Concession	6% ↑

Rest of Scotland LA Average <sup>(3)</sup>		% Change
	Walking	-14% ↓
	Cycling	-26% ↓
	Road Traffic (Car +Mcl) <sup>(4)</sup>	12% ↑
	Road Traffic (LGV + HGV) <sup>(4)</sup>	9% ↑
	Grocery & Pharmacy <sup>(5)</sup>	8% ↑
	Retail & Recreation <sup>(5)</sup>	5% ↑
	Parks <sup>(5)</sup>	48% ↑
	Bus Concession	10% ↑

(1) The Weekly Change Comparison compares this week (week ending 31 May) and last week (week ending 7 June)

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

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

(4) Small traffic counter sample size for Glasgow

(5) 31 May latest full week of available data for Google movements trends

Week Ending 7 June

## Weekly Change Summary

- Week ending 7 June was the first full week following the announcement of Phase 1 of the Scottish Government's easing of lockdown restrictions, with Friday 29 May representing the first day of transition.
- For walking, Local Authorities from the sample data generally showed a decrease compared to week ending 31 May. Across the weekday period all Local Authorities recorded a decrease of more than 15%. The decline in activity observed is most likely attributed to less favourable weather conditions compared with the previous week. Greater variation was observed between Local Authorities for weekend walking levels than for weekday activity, with Argyll & Bute and East Dunbartonshire showing increases whereas declines or consistent levels observed in other areas.
- Similar to observed walking trips, cycling trips in week ending 7 June decreased in all Local Authorities across the week. The most significant decreases were observed during the weekday period, ranging from 27% to 41%, likely due to the less favourable weather conditions.
- Google Mobility Data, week ending 31 May being the latest full week available at the time of reporting, showed weekly increases across all monitored categories suggesting that people were generally out more, possibly due to businesses re-opening, some industries returning to work, and improved weather encouraging outdoor activities following the transition into Phase 1.
- The level of bus concessionary travel has increased across the country by 8% compared to the previous week. There were visible peaks in such travel in Glasgow, Edinburgh, Dundee and Other Regions in Scotland on Monday 1 June and Friday 5 June.
- Glasgow Central and Edinburgh Waverley stations both saw increases in footfall of 16% and 9% respectively.
- Glasgow Subway patronage increased compared with the previous week, with a significant increase reported on Sunday 7 June which is likely attributed to the Black Lives Matter protests that took place that day.
- Weekday road traffic across the country has generally increased week on week since the commencement of Phase 1.
- Weekend road traffic reported a weekly decrease in trips which is most likely attributed to a combination of warmer weather in the previous weekend and easing of lockdown restrictions. Since the Phase 1 announcement, the greatest increases have predominantly been observed in rural areas, most noticeably around national parks and popular walking areas such as Loch Lomond and The Trossachs, Cairngorms and around Tyndrum along the A82 and A85.
- Cross border traffic saw increases of around 11% against the previous week, another week on week increase. This was higher than growth observed on the national trunk road network, which saw an increase of around 8%.

Week Ending 7 June

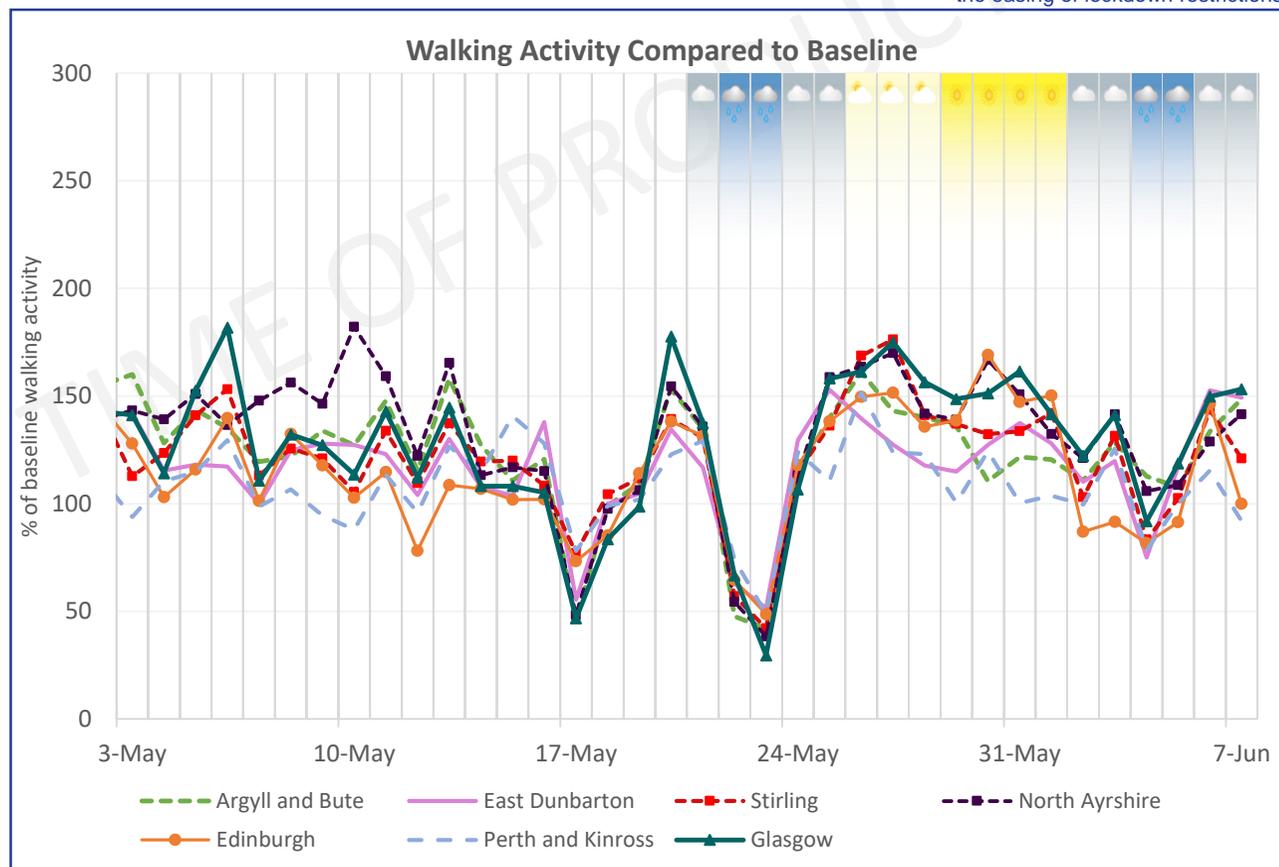
Active Travel – Walking (Week on Week)

### Walking: Week on Week Comparison

Source: Local Authorities and Cycling Scotland  
Confidence: Medium

Baseline: Index 100 = 18 May to 24 May  
(Baseline = Week before transition to Phase 1 of Scotland's Route Map towards the easing of lockdown restrictions)

- In week ending 7 June there was a decrease in walking trips on average across the full week in all Local Authorities compared to week ending 31 May.
- Walking activity in City Local Authorities was around 24% lower on average than in week ending 31 May. Edinburgh recorded a more pronounced decline than other regions, with a decrease of 27%.
- As a whole, non-City Local Authorities observed an average decrease of 14% in walking activity compared to the previous week. The most significant decrease observed in non-City Local Authorities was recorded in Stirling, where the decline was close to 20% compared to previous week.



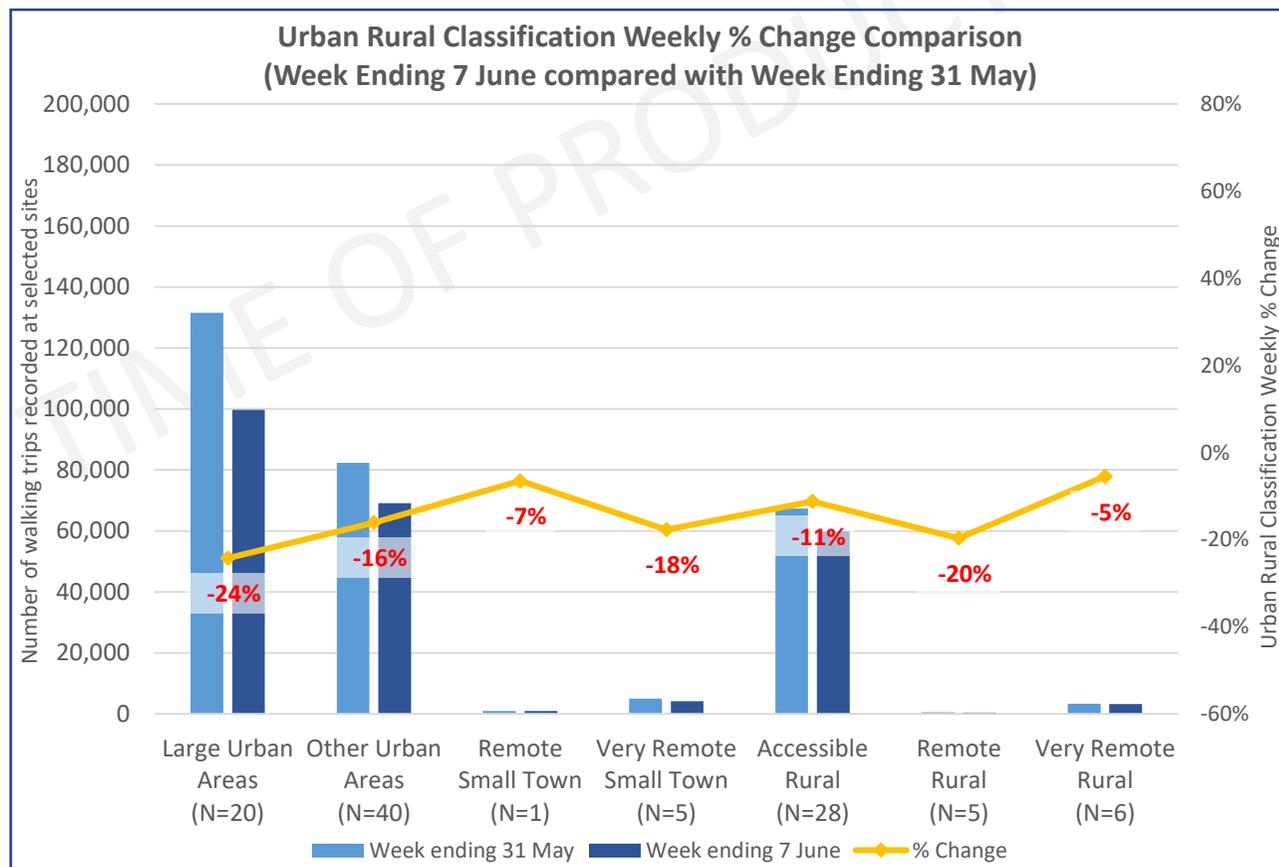
Week Ending 7 June

## Active Travel – Walking Urban Rural Classification

### Walking: Urban Rural Walking Activity

Source: Local Authorities and Cycling Scotland  
Confidence: Medium

- All categories across the Urban Rural 8 Fold classification recorded a decline in walking activities compared to week ending 31 May.
- The highest decline was recorded in Large Urban Areas, where the number of trips decreased by 24%. Significant declines were also observed in Other Urban Areas, Very Remote Small Town and Remote Rural Areas, where walking decreased by more than 15%.
- Decreases observed in Remote Small Towns and Very Remote Rural areas were less significant than other categories between week ending 7 June and the previous week, with declines ranging between 5% and 9%.



Data processed based on The Scottish Government's 8 Fold Urban Rural Classification 2016 which provides a consistent way of defining urban and rural areas across Scotland.

Prepared on behalf of Transport Scotland's COVID-19 Support Hub, any enquires should be made to [TS.Covid19Support@gov.scot](mailto:TS.Covid19Support@gov.scot)  
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Week Ending 7 June

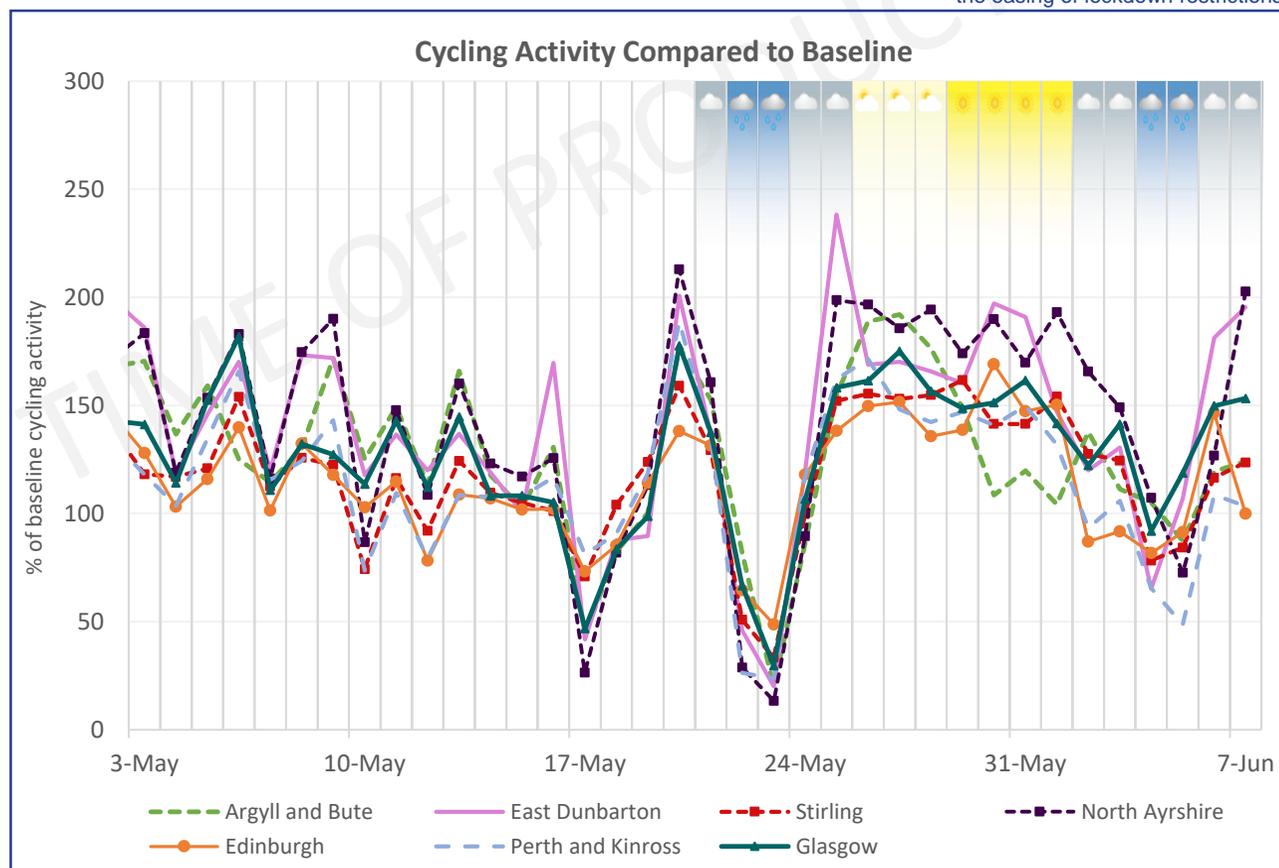
## Active Travel – Cycling (Week on Week)

### Cycling: Week on Week Comparison

Source: Local Authorities and Cycling Scotland  
Confidence: Medium

Baseline: Index 100 = 18 May to 24 May  
(Baseline = Week before transition to Phase 1 of Scotland's Route Map towards the easing of lockdown restrictions)

- Similar to observed walking trends, cycling trips decreased in week ending 7 June compared to the previous week. Recorded levels were also more variable than the previous week, likely due to weather conditions.
- In line with less favourable weather conditions, the highest declines observed were on Thursday 4 June and Friday 5 June, when cycling activity was lower than baseline levels in all Local Authorities.
- Cycling in all Local Authorities recorded a decrease of 20% or more across the full week. Perth and Kinross saw the highest decline in cycling activity with a decrease of 38% compared with week ending 31 May.
- At the end of week ending 7 June some Local Authorities showed an upward trend in the number cycling trips. Observed trip increases were most pronounced in East Dunbartonshire and North Ayrshire.



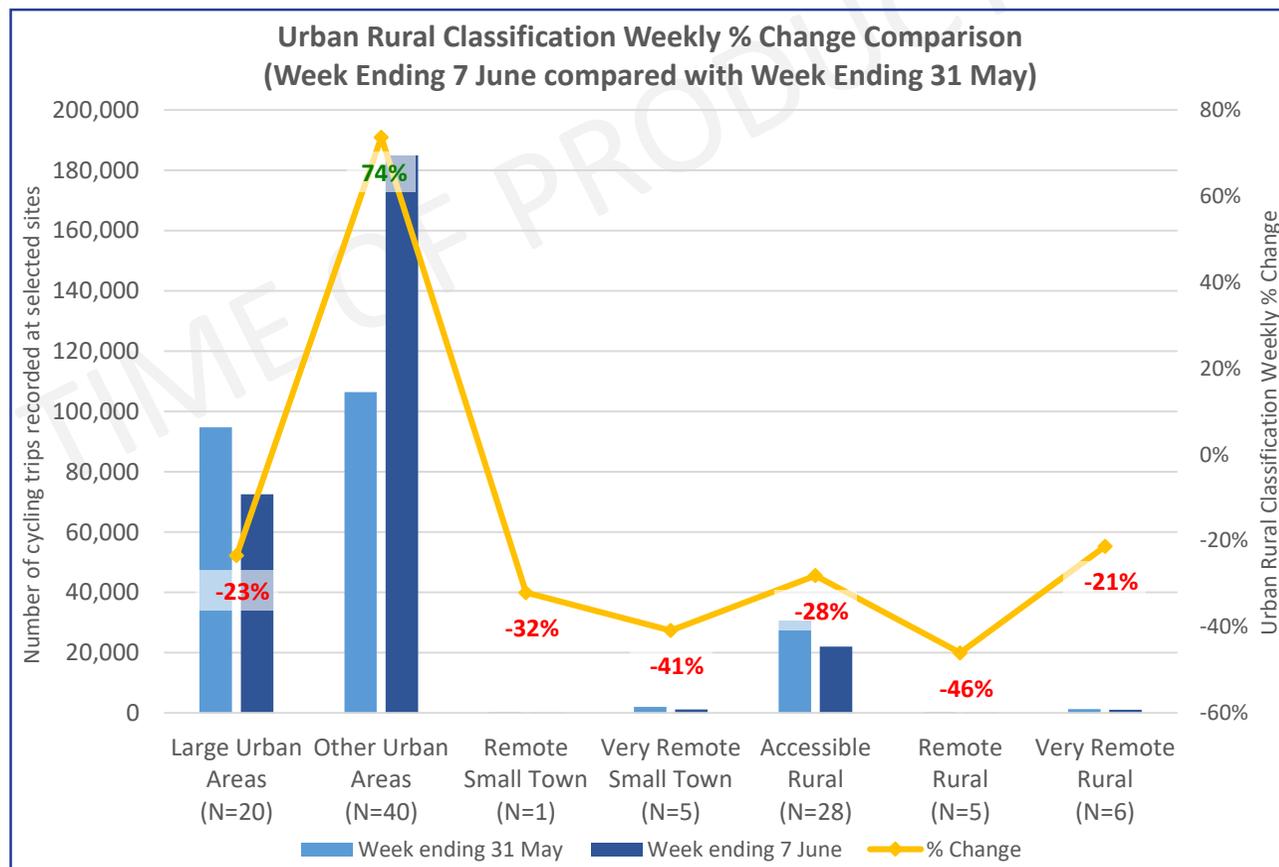
Week Ending 7 June

## Active Travel – Cycling Urban Rural Classification

### Cycling: Urban Rural Cycling Activity

Source: Local Authorities and Cycling Scotland  
Confidence: Medium

- Cycling activity decreased across Scotland in week ending 7 May compared to week ending 31 May with declines observed in almost every area. The outlier from this was Other Urban Areas, where a week on week increase of 74% was recorded.
- Where decreased activity was observed, the level of cycling activity fell by between 21% and 46% compared to week ending 31 May, with Remote Rural areas recording the greatest decline.



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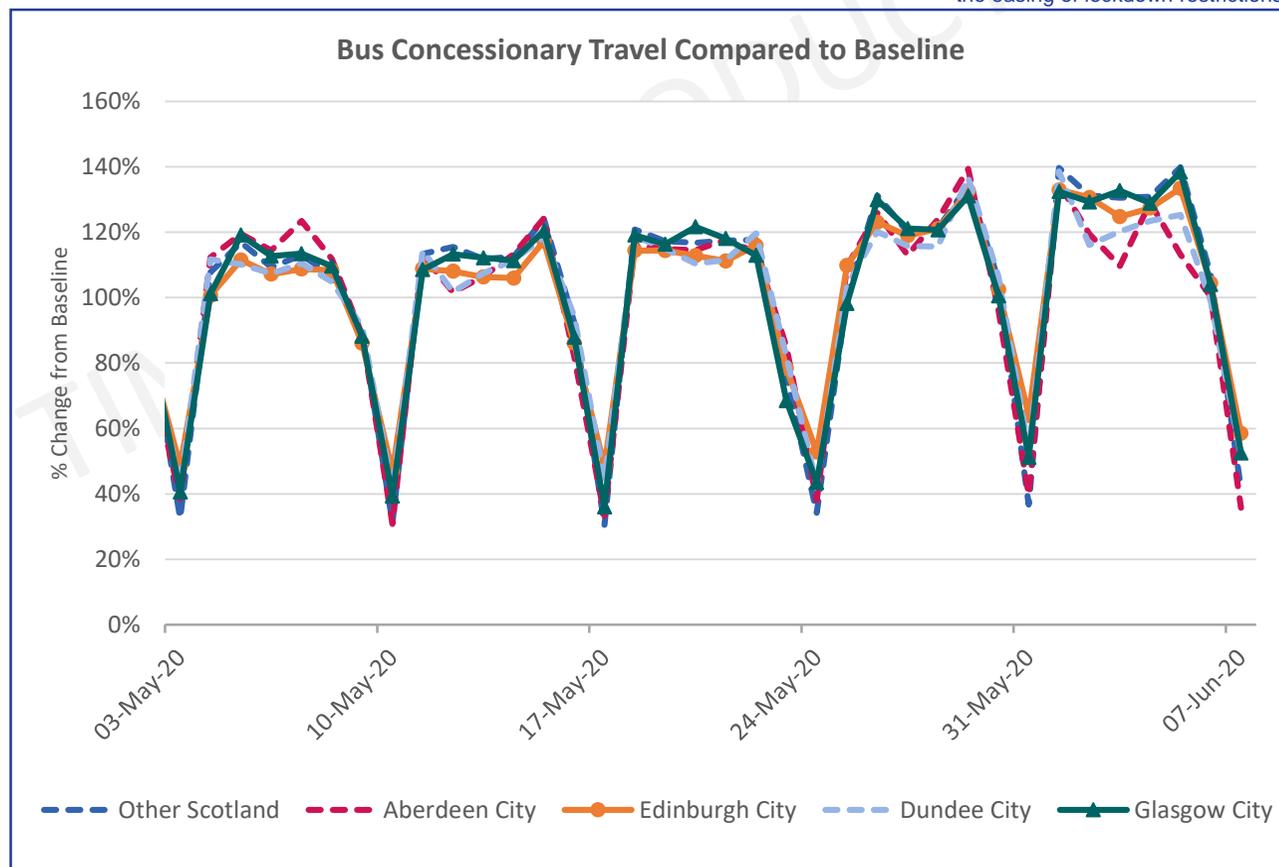
## Bus Concessionary Travel

### Bus Concessionary Travel

Source: ITSO Electronic Transactions Data (Excludes Manual Transactions)  
Confidence: Medium

Baseline: Index 100 = 18 May to 24 May  
(Baseline = Week before transition to Phase 1 of Scotland's Route Map towards the easing of lockdown restrictions)

- The level of bus concessionary travel across the country in week ending 7 June increased by 8% compared to week ending 31 May. This level of growth is consistent with that observed between weeks ending 24 May and 31 May.
- Peaks in travel were visible on Monday 1 June and Friday 5 June in Edinburgh, Glasgow, Dundee and in Other Scotland. The pattern observed in Aberdeen was slightly different to other regions, with peaks on Monday 1 June and Thursday 4 June.
- Aberdeen and Dundee experienced a notable mid-week dip in travel, with a decline occurring on Tuesday 2 June in Dundee and on Wednesday 3 June in Aberdeen.



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

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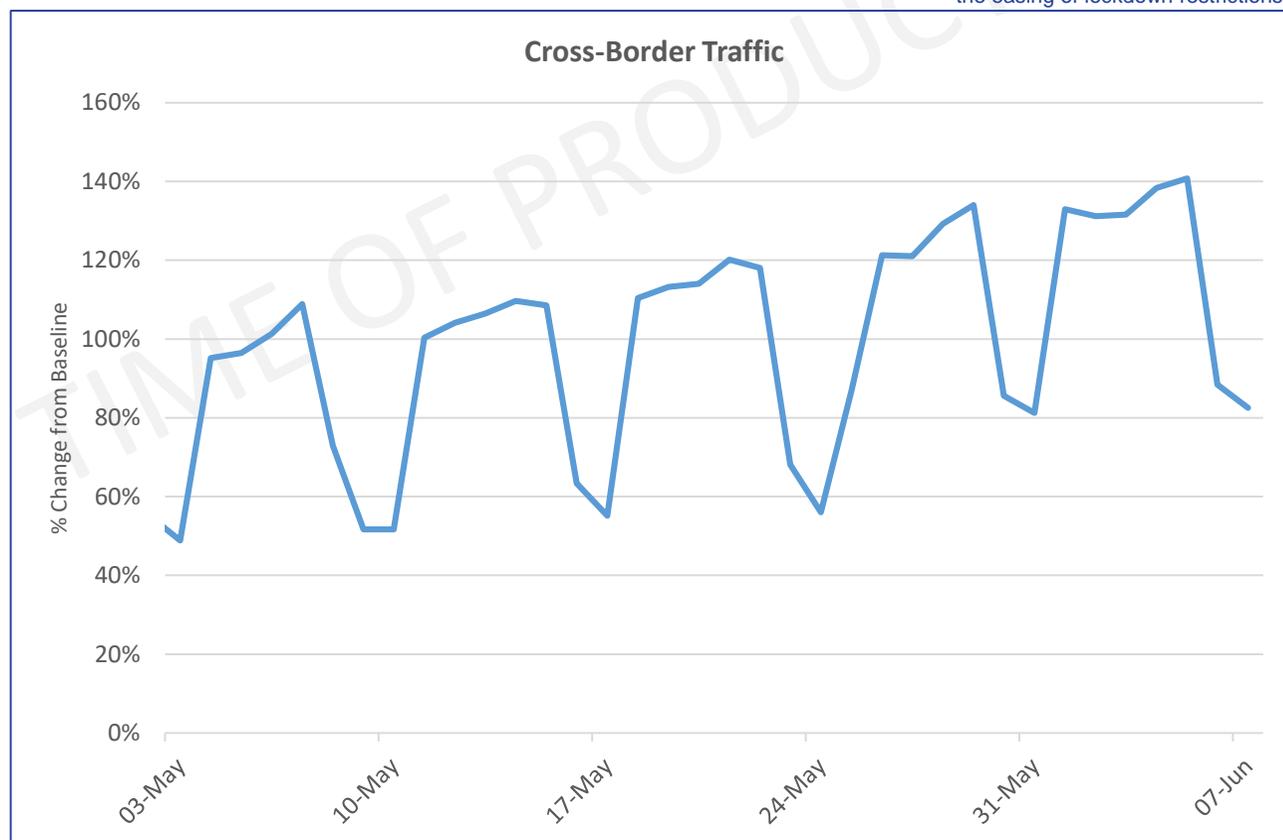
## Cross-Border Trunk Road Traffic

### Cross-Border Trunk Road Traffic

Source: Road Counters

Baseline: Index 100 = 18 May to 24 May  
(Baseline = Week before transition to Phase 1 of Scotland's Route Map towards the easing of lockdown restrictions)

- Cross-border traffic volumes were 11% higher in week ending 7 June compared to the previous week.
- Observed growth was higher than the 8% week on week growth recorded nationally.
- The traffic counter located on the M6 South of Gretna, which monitors the traffic in both directions, recorded increases of 13% and 12% for northbound and southbound flows respectively compared to week ending 31 May. This represents a change from week ending 31 May, which saw slightly higher increase in southbound movements than northbound movements compared to the previous week.



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

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Week Ending 7 June

## Country-wide Traffic Changes – Weekday (compared with baseline)

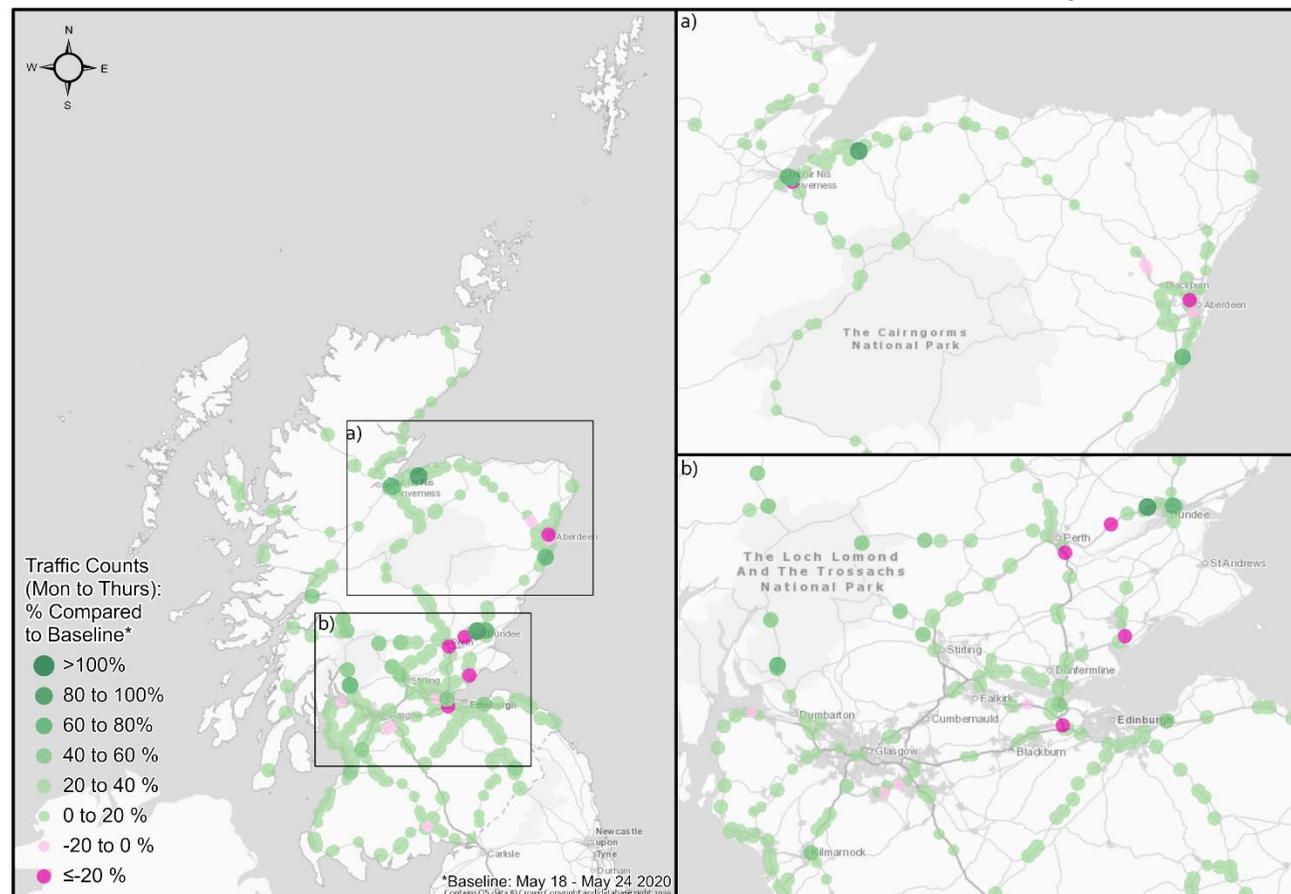
- Increases in weekday traffic volumes were observed across most of the country compared to week ending 31 May. The transition to Phase 1 of the easing of lockdown restrictions is likely to have contributed to this growth.
- Dundee and Inverness had the highest increases, both in terms of week on week growth and growth compared to baseline.
- Most trunk road corridors have recorded traffic volume increases of around or in excess of 20%, though traffic growth was less significant on the A9 and A96.
- A small proportion of count sites recorded declines in traffic volumes compared to baseline, with the most notable decreases observed on the A90 between Perth and Dundee. The majority of these locations also recorded declines compared to week ending 31 May.

### Country-wide Traffic Changes

Source: Road Counters

Baseline: Index 100 = 18 May to 24 May

(Baseline = Week before transition to Phase 1 of Scotland's Route Map towards the easing of lockdown restrictions)



Data is informed by trunk road traffic counters only and does not include the local road network

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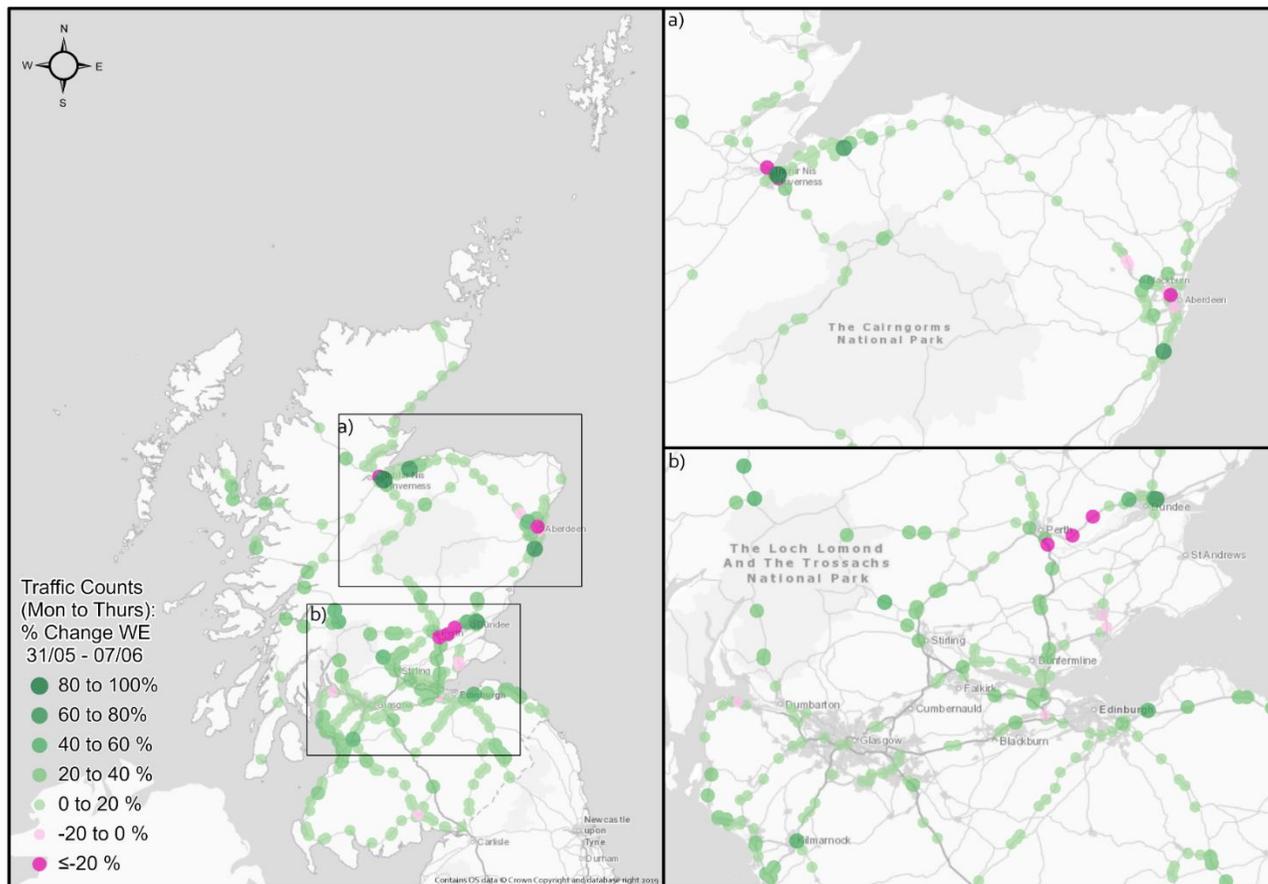
Week Ending 7 June

## Country-wide Traffic Changes – Weekday (compared with prior week)

### Country-wide Traffic Changes

Source: Road Counters

Baseline: Index 100 = 18 May to 24 May  
 (Baseline = Week before transition to  
 Phase 1 of Scotland's Route Map towards  
 the easing of lockdown restrictions)



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Week Ending 7 June

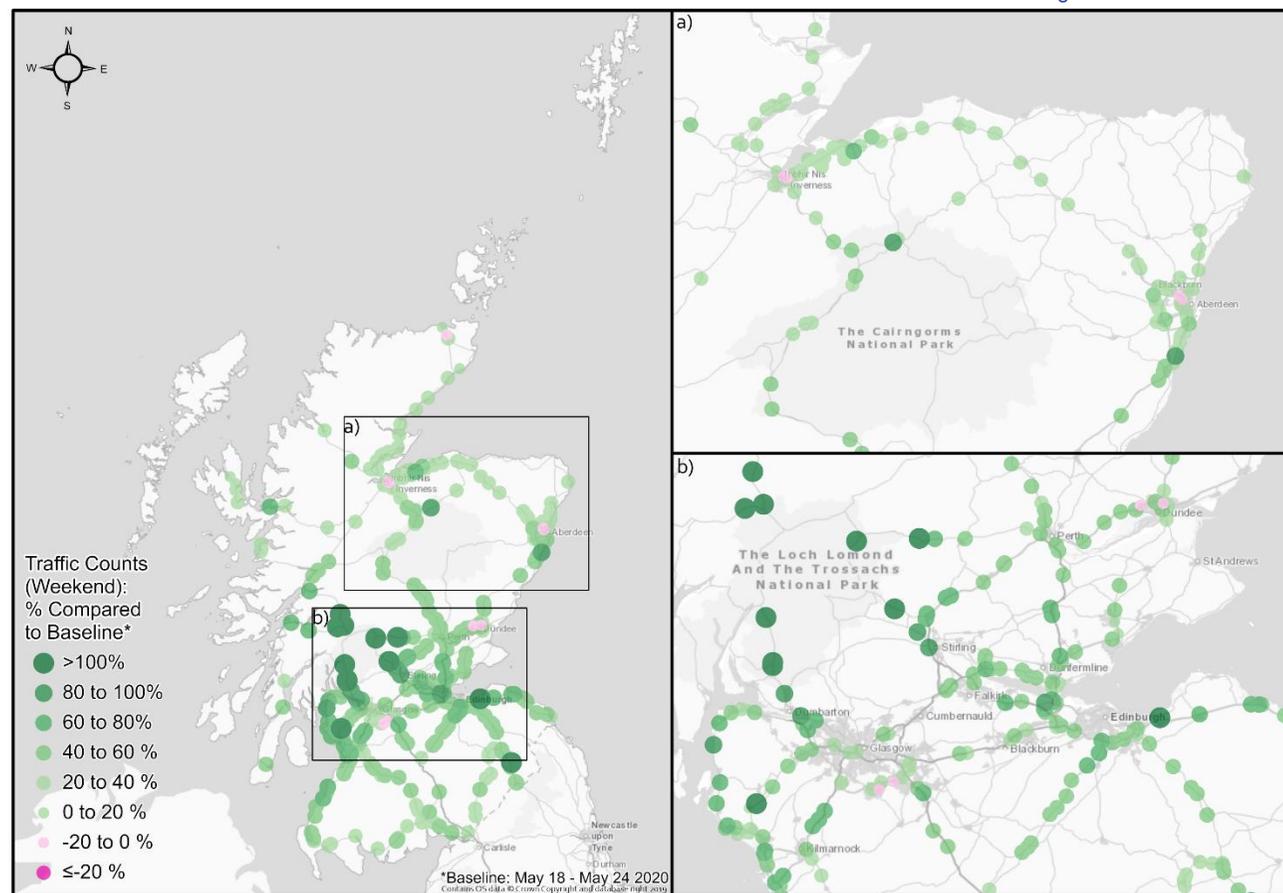
## Country-wide Traffic Changes – Weekend (compared with baseline)

- Compared to baseline, weekend traffic volumes generally increased across the country, most noticeably in rural areas. Traffic counts indicate that warmer weather and the transition to Phase 1 have led to increased travel to national parks, coastal areas and popular walking areas.
- Compared to week ending 31 May, decreases in weekend traffic volumes were observed across most of the country. This is likely attributed to a combination of week ending 31 May being the first weekend following the transition to Phase 1 and coinciding good weather conditions. Weekend weather conditions were less favourable in week ending 7 June.
- Week on week growth was recorded in some areas, including key Glasgow corridors (M77, M74 and A82), as well as the Queensferry Crossing where a slight increase in traffic was observed.
- Loch Lomond and The Trossachs continued to record traffic in excess of 100% of the baseline at several count sites around Tyndrum (A82 towards Glen Coe and Fort William, as well as A85 towards Oban), on the A82 at Loch Lomond, and on the A85 either side of Loch Earn, but remained below the previous weeks weekend levels.

### Country-wide Traffic Changes

Source: Road Counters

Baseline: Index 100 = 18 May to 24 May  
(Baseline = Week before transition to Phase 1 of Scotland's Route Map towards the easing of lockdown restrictions)



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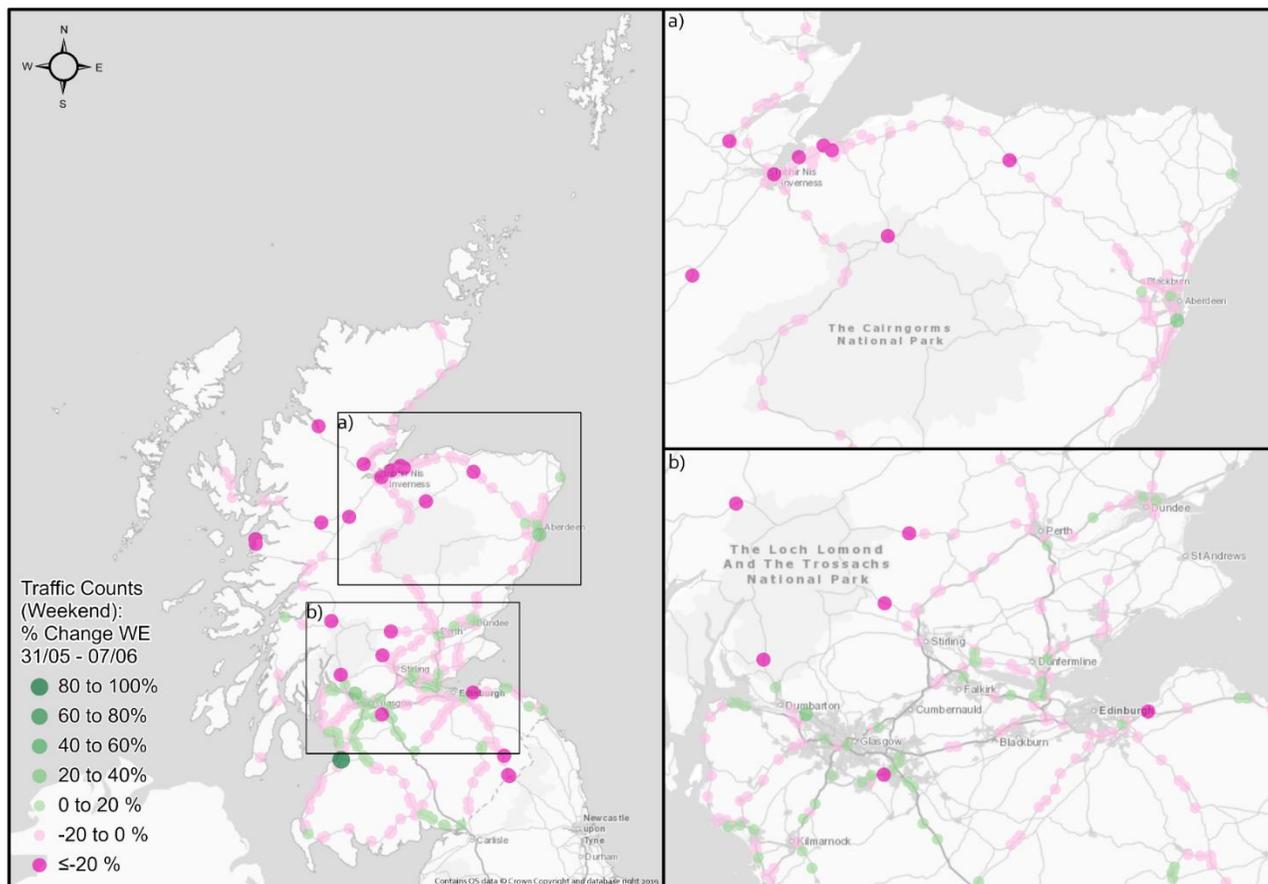
Week Ending 7 June

## Country-wide Traffic Changes – Weekend (compared with prior week)

### Country-wide Traffic Changes

Source: Road Counters

Baseline: Index 100 = 18 May to 24 May  
(Baseline = Week before transition to  
Phase 1 of Scotland's Route Map towards  
the easing of lockdown restrictions)



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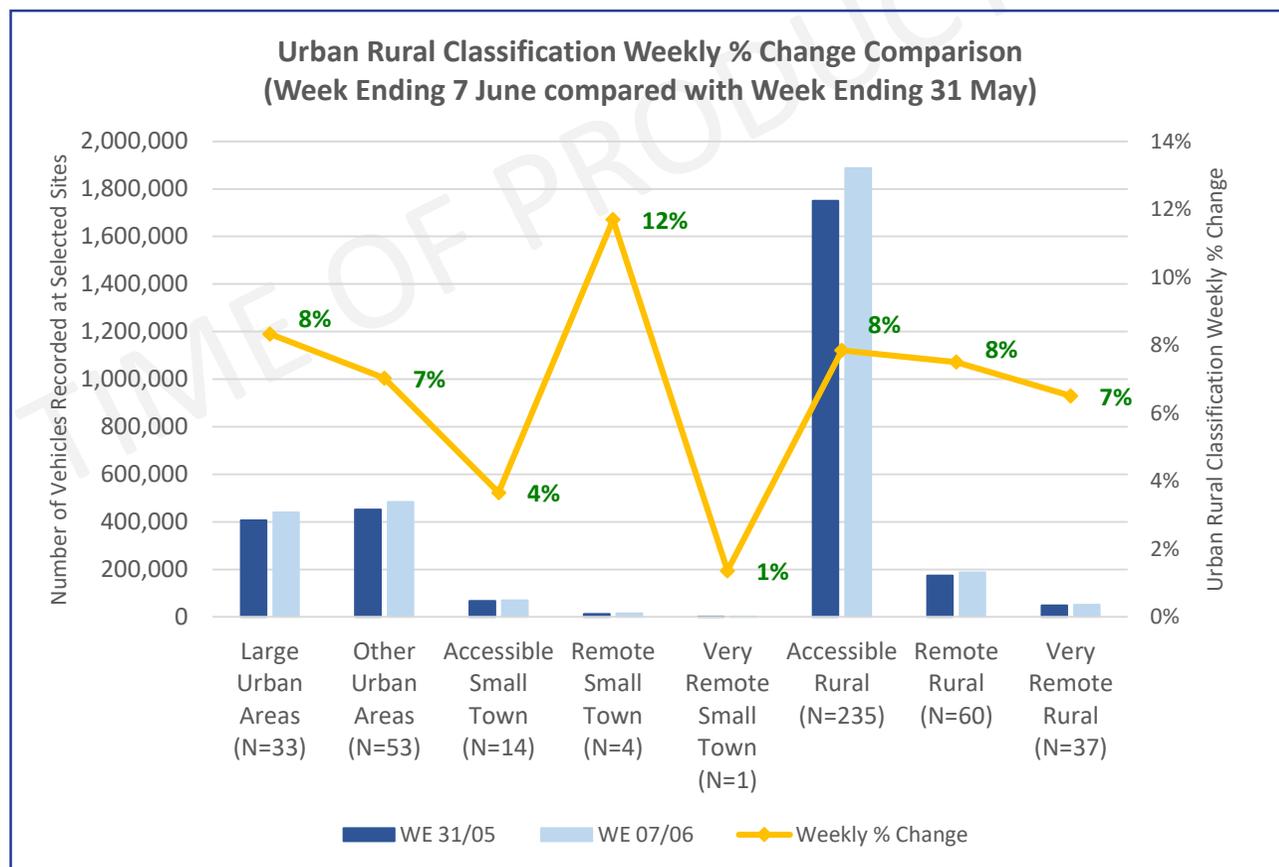
Week Ending 7 June

## Urban Rural Trunk Road Traffic

### Urban Rural Trunk Road Traffic

Source: Road Counters

- All categories across the Urban Rural 8 Fold classification saw a rise in the number of vehicles recorded at selected sites when compared to week ending 31 May.
- The highest increase was recorded in Remote Small Towns count sites, with 12% growth compared to the previous week.
- Accessible Rural, Remote Rural and Large Urban Areas saw an increase in line with the national average of 8%.
- Very Remote Rural and Other Urban Areas saw an increase slightly below the national average, with growth of 7%.



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Week Ending 7 June

## Google Trends – Grocery and Pharmacy

### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 9 June 2020

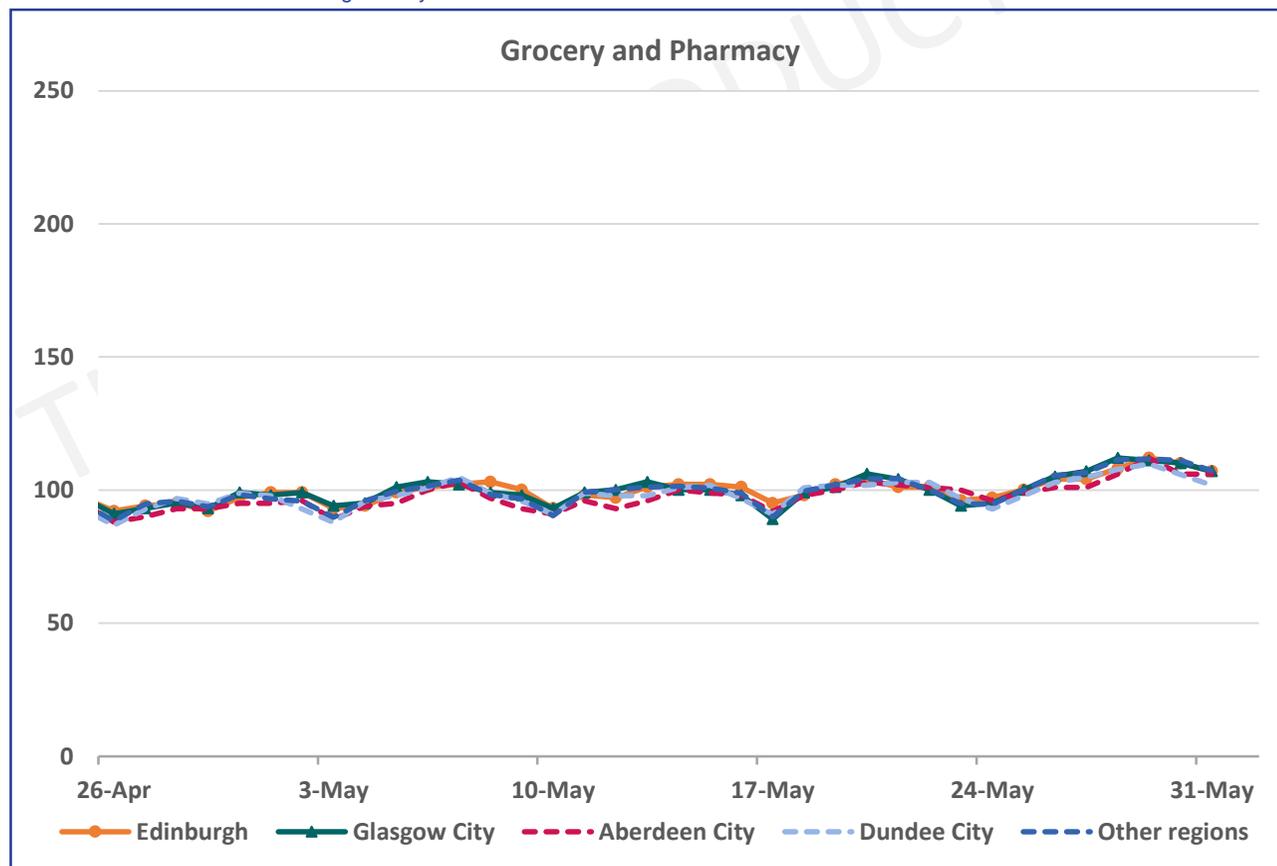
Confidence: Low

Latest available data: Week Ending 31 May 2020

Baseline: Index 100 = 18 May to 24 May

(Baseline = Week before transition to Phase 1 of Scotland's Route Map towards the easing of lockdown restrictions)

- Across Scotland Grocery and Pharmacy movements increased in week ending 31 May compared the previous week.
- In City Local Authorities the average growth observed was 6%, while in Other Regions in Scotland the change between week ending 31 May and the previous week was 8%.
- In line with observed week on week trend, all City Local Authorities and Other Regions as a whole saw a decline in activity into the weekend. This decline was more pronounced in Dundee. The weekend declines observed elsewhere were less significant than that seen in previous weeks.
- Grocery and Pharmacy mobility trends for week ending 31 May are visualised on the map provided overleaf.



Values have been calculated using a weighted population factor for Local Authorities.

Other regions refers to all Scotland LAs excluding Edinburgh, Glasgow, Aberdeen and Dundee City, where data is available

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Week Ending 7 June

Google Trends

Grocery and Pharmacy

## Google Movement Data for Scottish Cities

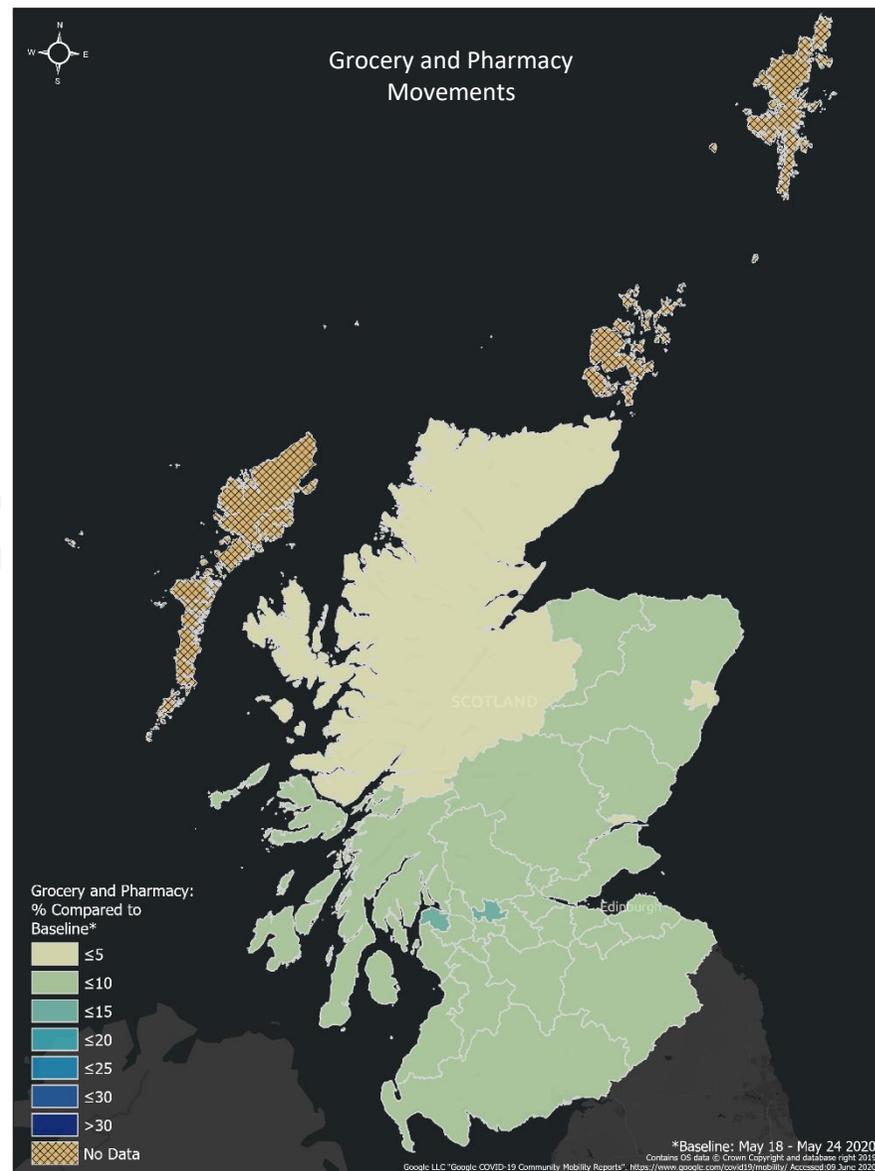
Source: Google Community Mobility Report Published 9 June 2020

Latest available data: Week Ending 31 May 2020

Confidence: Low

Baseline: Index 100 = 18 May to 24 May

- The most significant changes recorded from week ending 31 May to week ending 24 May were in central Scotland, with a 12% increase in Inverclyde and 11% increases seen in East Dunbartonshire and East Renfrewshire.
- The lowest increases were observed on the east coast, with growth of 4% in Aberdeen City and 5% in Aberdeenshire and Dundee.
- City Local Authorities recorded lower increases in Grocery and Pharmacy movements compared to most other Local Authorities Scotland. Glasgow recorded the highest growth of the City Local Authorities with an increase of 7%.



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

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Week Ending 7 June

## Google Trends – Retail and Recreation

### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 9 June 2020

Confidence: Low

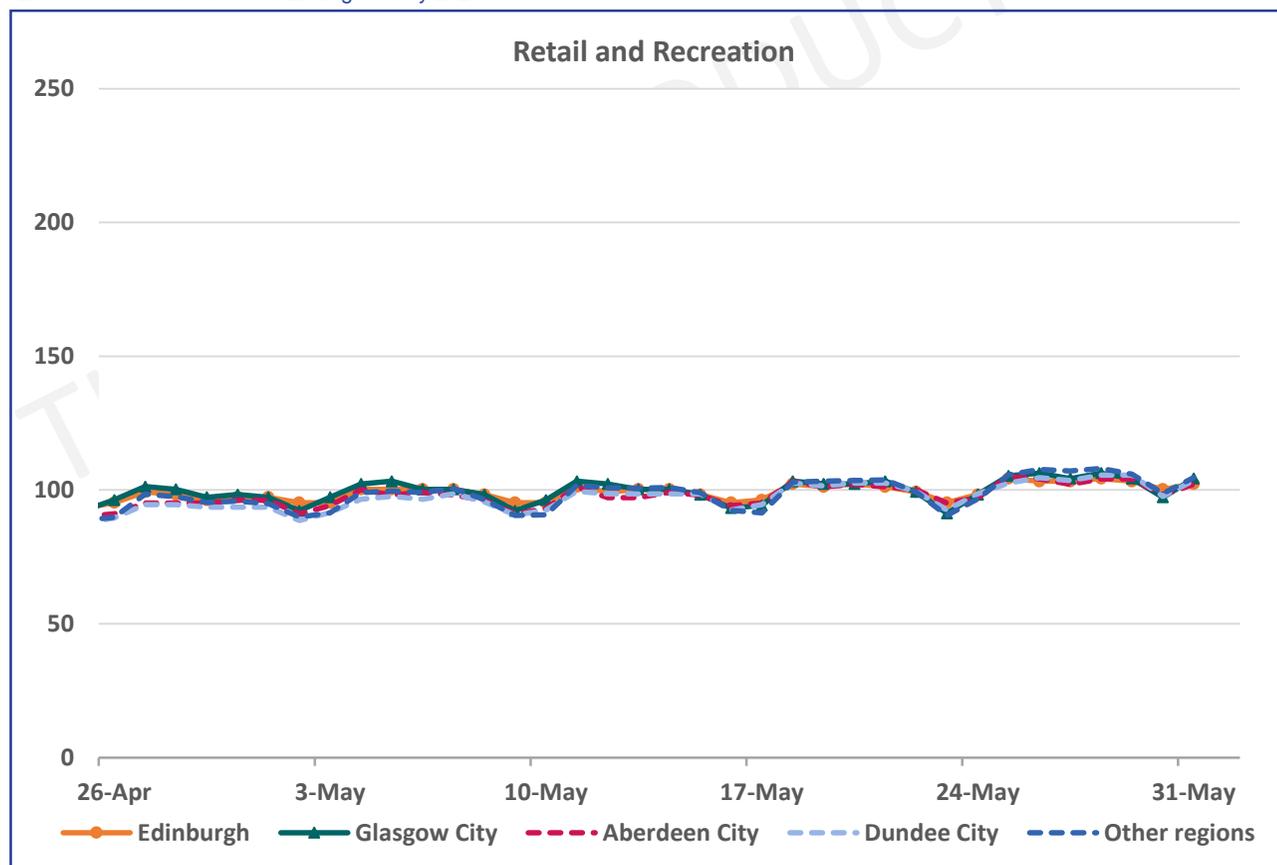
Latest available data: Week Ending 31 May 2020

Baseline: Index 100 = 18 May to 24 May

(Baseline = Week before transition to

Phase 1 of Scotland's Route Map towards the easing of lockdown restrictions)

- Retail and Recreation movements increased across Scotland in week ending 31 May compared to the previous week.
- In City Local Authorities, Glasgow and Dundee saw slightly higher average growth across the week, at 4% compared to the 3% growth recorded in Aberdeen and Edinburgh.
- Other regions recorded growth of 5% across the week.
- Retail and Recreation mobility trends for week ending 31 May are visualised on the map provided overleaf.



Values have been calculated using a weighted population factor for Local Authorities.

Other regions refers to all Scotland LAs excluding Edinburgh, Glasgow, Aberdeen and Dundee City, where data is available.

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Week Ending 7 June

Google Trends

Retail and Recreation

## Google Movement Data for Scottish Cities

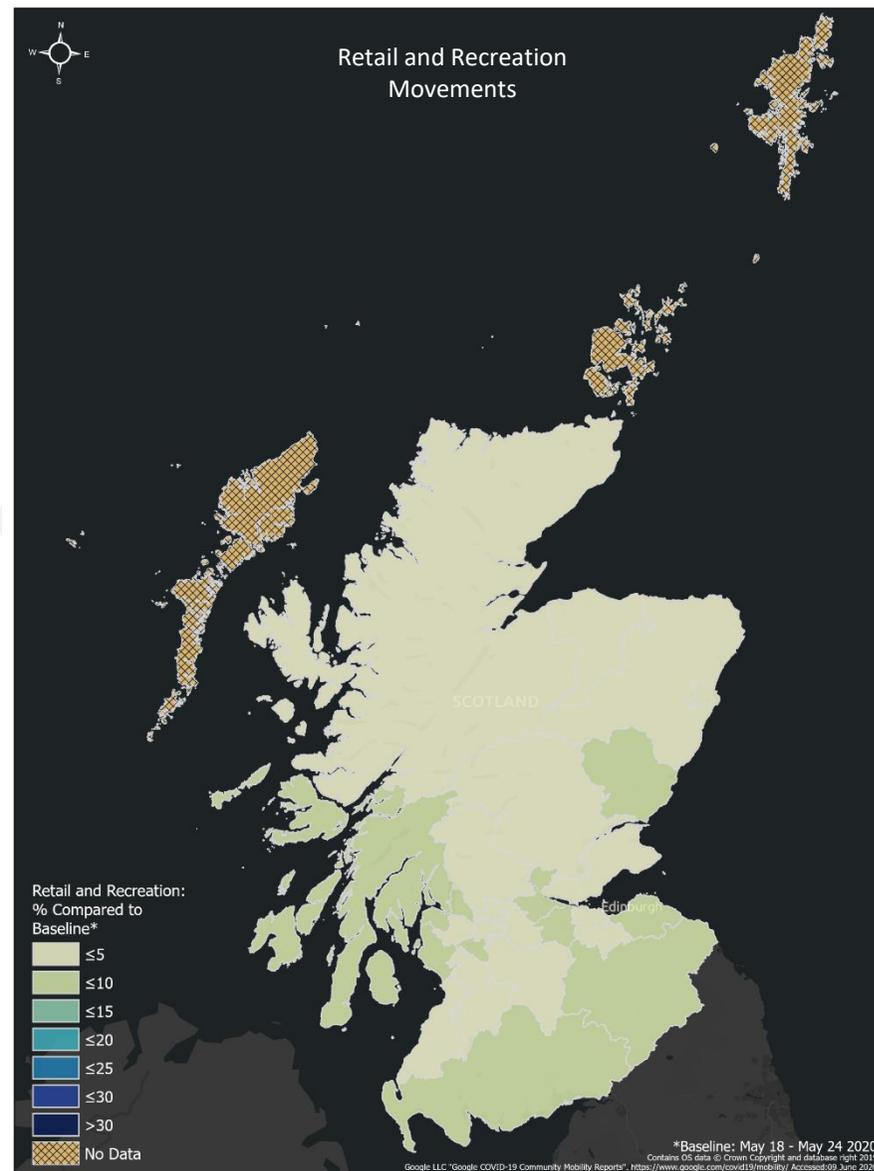
Source: Google Community Mobility Report Published 9 June 2020

Latest available data: Week Ending 31 May 2020

Confidence: Low

Baseline: Index 100 = 18 May to 24 May

- In week ending 31 May the most significant changes in Retail and Recreation movements recorded compared to the previous week were in Angus, Argyll & Bute, Clackmannanshire, East Lothian and East Renfrewshire, where movements increased by 9%.
- The lowest growth was observed in Aberdeen, Edinburgh, Midlothian and Renfrewshire, with a 3% increase.
- Similar to Grocery and Pharmacy movements, City Local Authorities recorded lower increases compared the majority of other Local Authorities.



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

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Week Ending 7 June

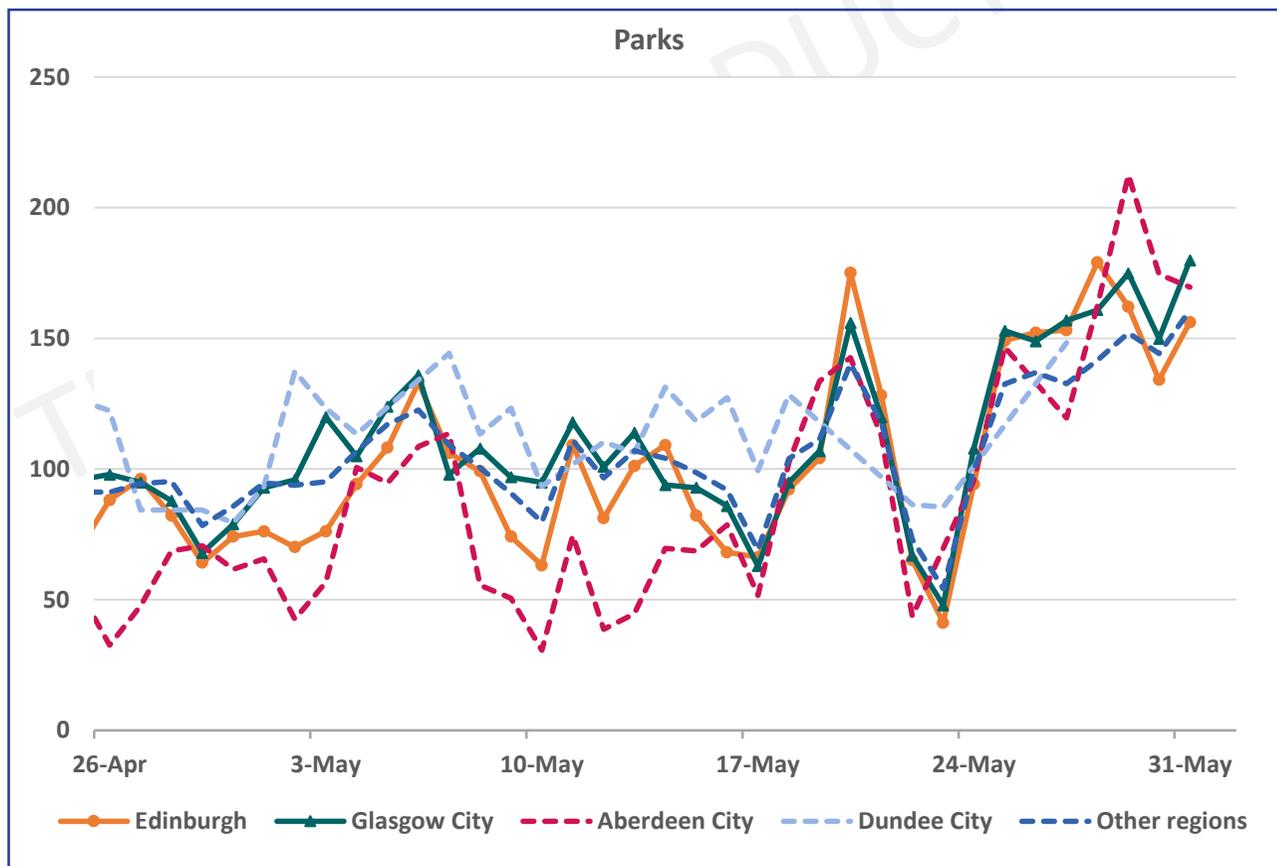
Google Trends – Parks

### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 9 June 2020  
 Confidence: Low  
 Latest available data: Week Ending 31 May 2020

Baseline: Index 100 = 18 May to 24 May  
 (Baseline = Week before transition to Phase 1 of Scotland's Route Map towards the easing of lockdown restrictions)

- Parks movements have experienced significant fluctuations on a weekly basis due to their susceptibility to changes in weather conditions.
- All Local Authorities experienced increased Parks movements in week ending 31 May due to good weather conditions across this period, particularly later in the week. This is in line with trends observed for active travel where movements noticeably increase with favourable weather conditions.
- The highest growth in Parks activity was observed in Aberdeen, where a peak of 213% compared to baseline (week before transition into Phase 1) was observed on 29 May. Aberdeen also saw the greatest fluctuation in Parks movements across the week.
- Parks mobility trends for week ending 31 May are visualised on the map provided overleaf.



Values have been calculated using a weighted population factor for Local Authorities.  
 Other regions refers to all Scotland LAs excluding Edinburgh, Glasgow, Aberdeen and Dundee City, where data is available.  
 The latest available data for Dundee City is Week Ending 27 May.

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Week Ending 7 June

Google Trends  
Parks

## Google Movement Data for Scottish Cities

Source: Google Community Mobility Report Published 9 June 2020

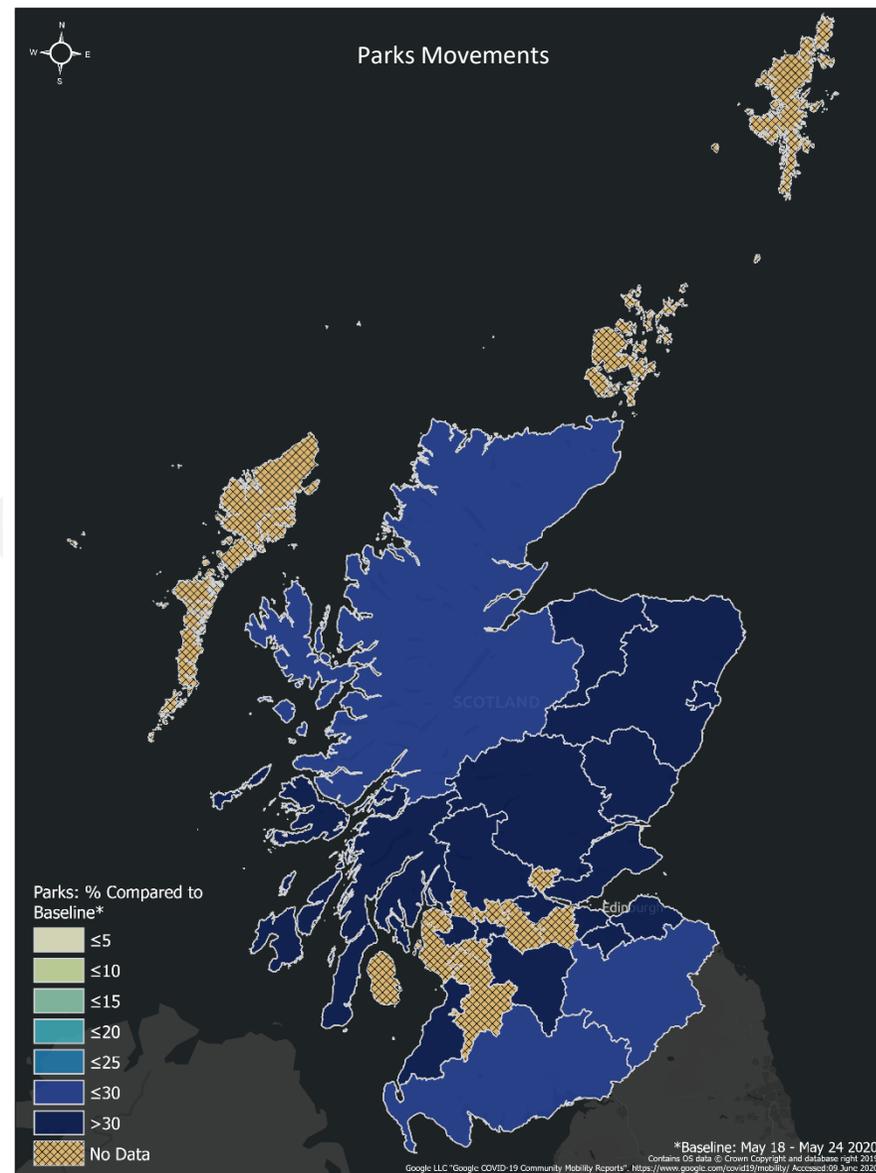
Latest available data: Week Ending 31 May 2020

Confidence: Low

Baseline: Index 100 = 18 May to 24 May

- Due to the higher temperatures and sunny weather conditions in week ending 31 May, Parks movements experienced significant growth across all regions.
- Compared to the previous week the highest increases observed were in East Lothian and South Ayrshire, where growth of 92% and 78% respectively was recorded. The lowest growth was recorded in Dumfries & Galloway, with an increase of 28%.
- Dundee recorded the least growth of all City Local Authorities for Parks movements, but the observed increase of 48% was also significant. The highest city growth was recorded in Aberdeen City, with an increase of 65%.

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



Week Ending 7 June

Google Trends – Workplaces

## Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 9 June 2020

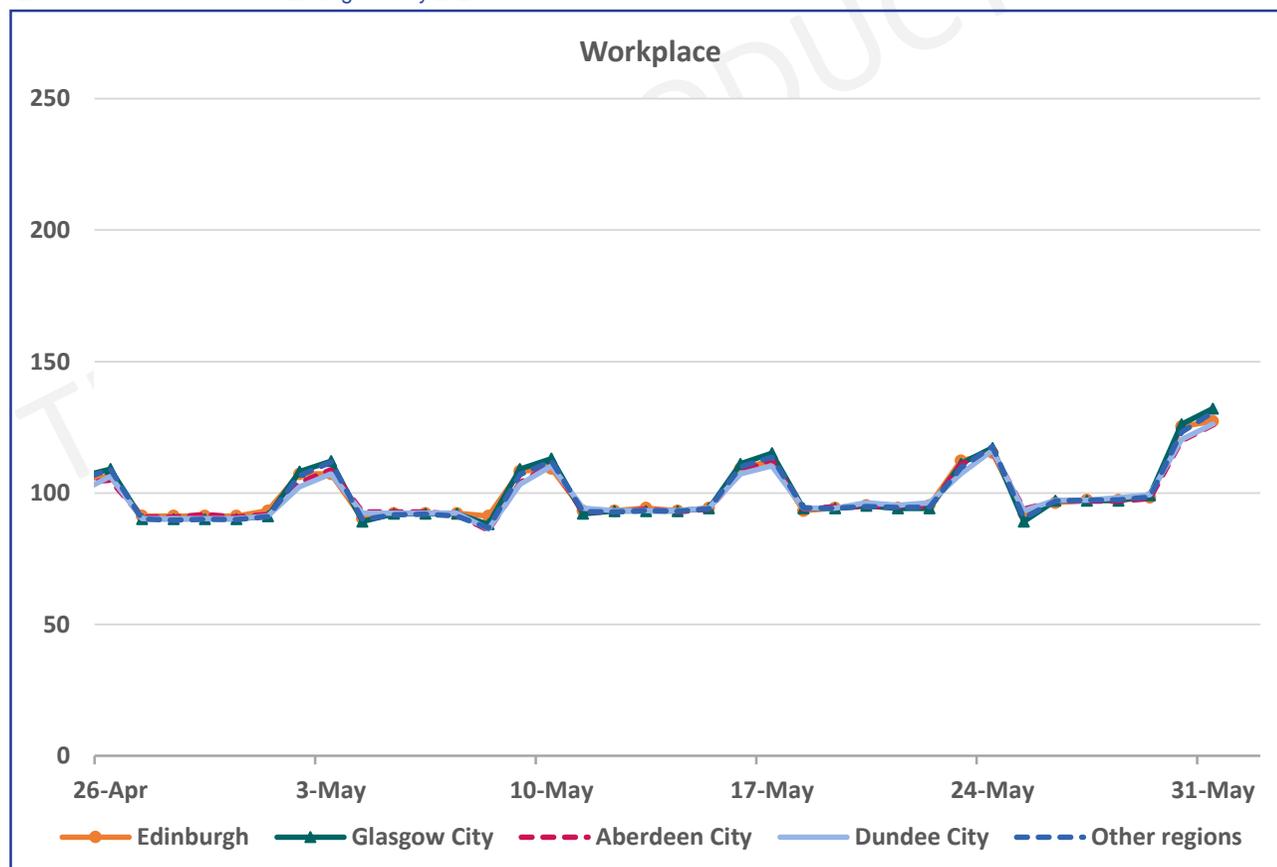
Confidence: Low

Latest available data: Week Ending 31 May 2020

Baseline: Index 100 = 18 May to 24 May

(Baseline = Week before transition to Phase 1 of Scotland's Route Map towards the easing of lockdown restrictions)

- In week ending 31 May Workplace movements across the whole of Scotland increased by an average of 5% compared to the week prior.
- Na h'Eileanan an Iar experienced the lowest increase with growth of 1%. The highest increase was recorded in Argyll & Bute, where Workplace movements grew by 7% week on week.
- Across the week, the lowest Workplace movements were observed on Monday 25 May, coinciding with the Bank Holiday.
- After the commencement of Phase 1 of the easing of lockdown restrictions on 29 May, weekend Workplace movements increased significantly in comparison with previous weeks.
- Workplace mobility trends for week ending 31 May are visualised on the map provided overleaf.



Values have been calculated using a weighted population factor for Local Authorities.

Other regions refers to all Scotland LAs excluding Edinburgh, Glasgow, Aberdeen and Dundee City, where data is available.

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Google Trends  
Workplaces

## Google Movement Data for Scottish Cities

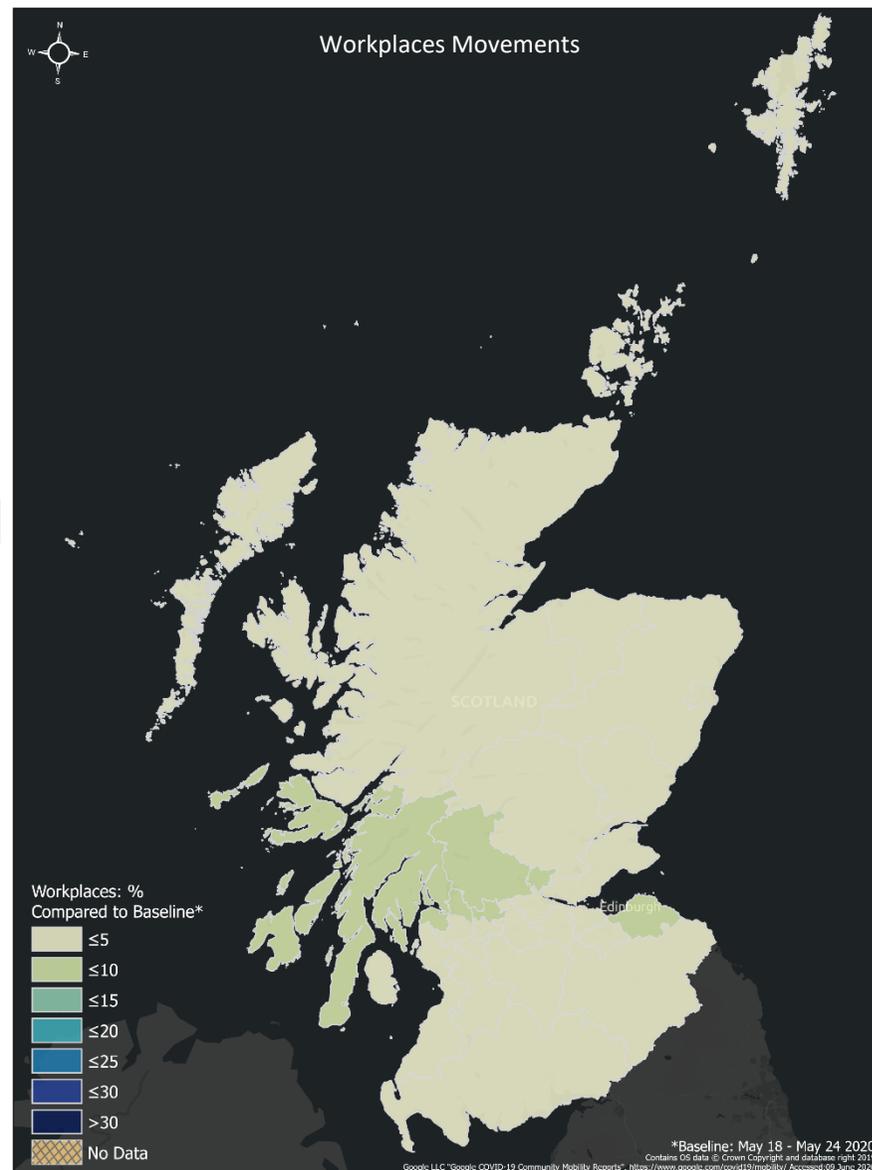
Source: Google Community Mobility Report Published 9 June 2020

Latest available data: Week Ending 31 May 2020

Confidence: Low

Baseline: Index 100 = 18 May to 24 May

- In week ending 31 May Workplace movements were at similar levels to the previous week across Local Authorities, with a low level of growth recorded. The highest growth was recorded in Argyll & Bute, where a 7% increase was observed.
- Na h-Eileanan an Iar showed the least change compared with previous week, with a 1% increase.
- City Local Authorities recorded a similar rise in Workplace movements in week ending 31 May compared to week ending 24 May. Workplace movements in Aberdeen and Dundee increased by 4%, while Glasgow and Edinburgh saw growth of 5%.



Week Ending 7 June

Google Trends – Mobility

### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 9 June 2020

Confidence: Low

Latest available data: Week Ending 31 May 2020

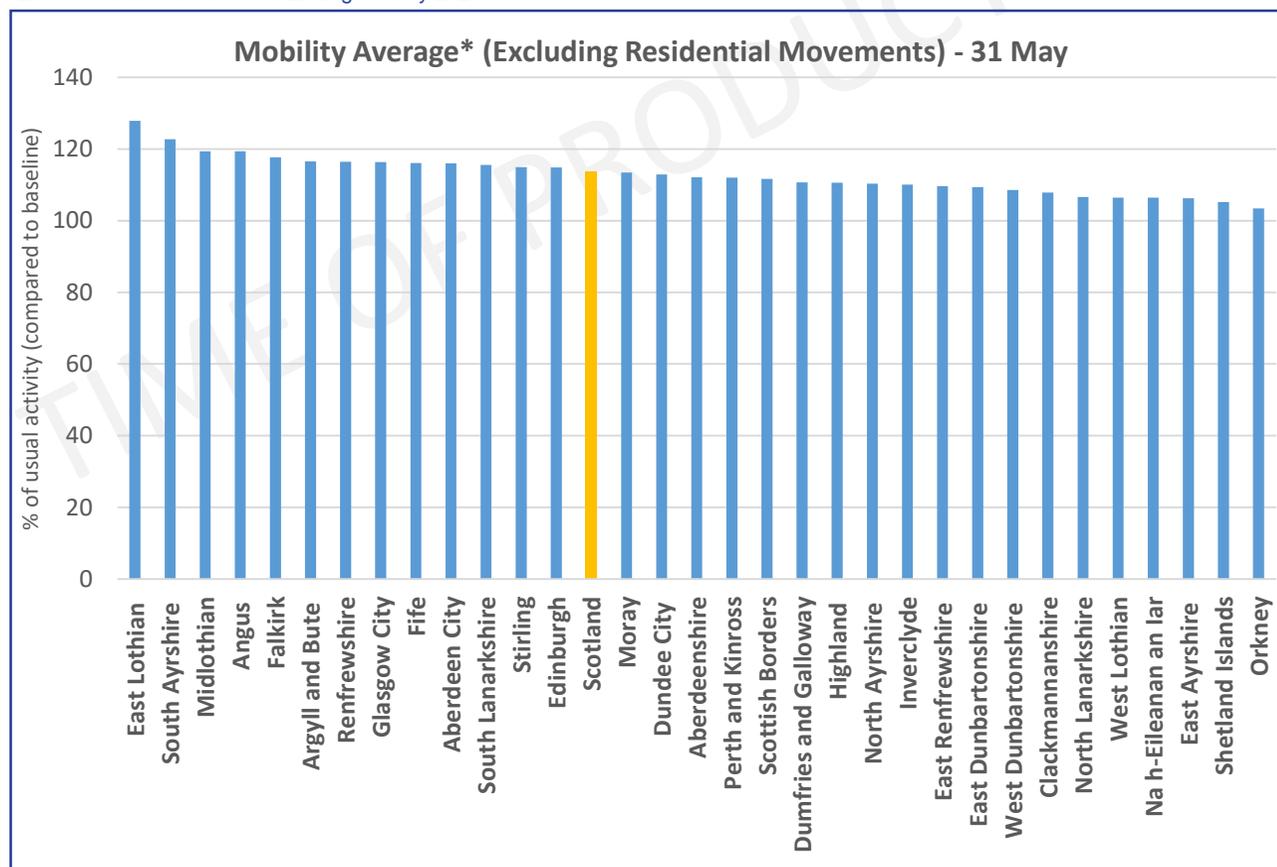
Baseline: Index 100 = 18 May to 24 May

(Baseline = Week before transition to

Phase 1 of Scotland's Route Map towards

the easing of lockdown restrictions)

- Average mobility by Local Authority area considers all categories with the exception of residential movements. Mobility for all categories in week ending 31 May is compared to the week ending 24 May baseline (week before the transition into Phase 1).
- Overall mobility has increased in week ending 31 May compared to baseline in every Local Authority. Average mobility for the whole of Scotland in week ending 31 May was nearly 14% higher than in week ending 17 May.
- While overall mobility increased, residential movements have decreased by 3% during week ending 31 May. The observed reduction may be related to the easing of lockdown restrictions.
- The highest increase in average mobility compared to baseline was observed in East Lothian. This increase in overall mobility was caused by significant change in Parks movements in that region.



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

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

Week Ending 7 June

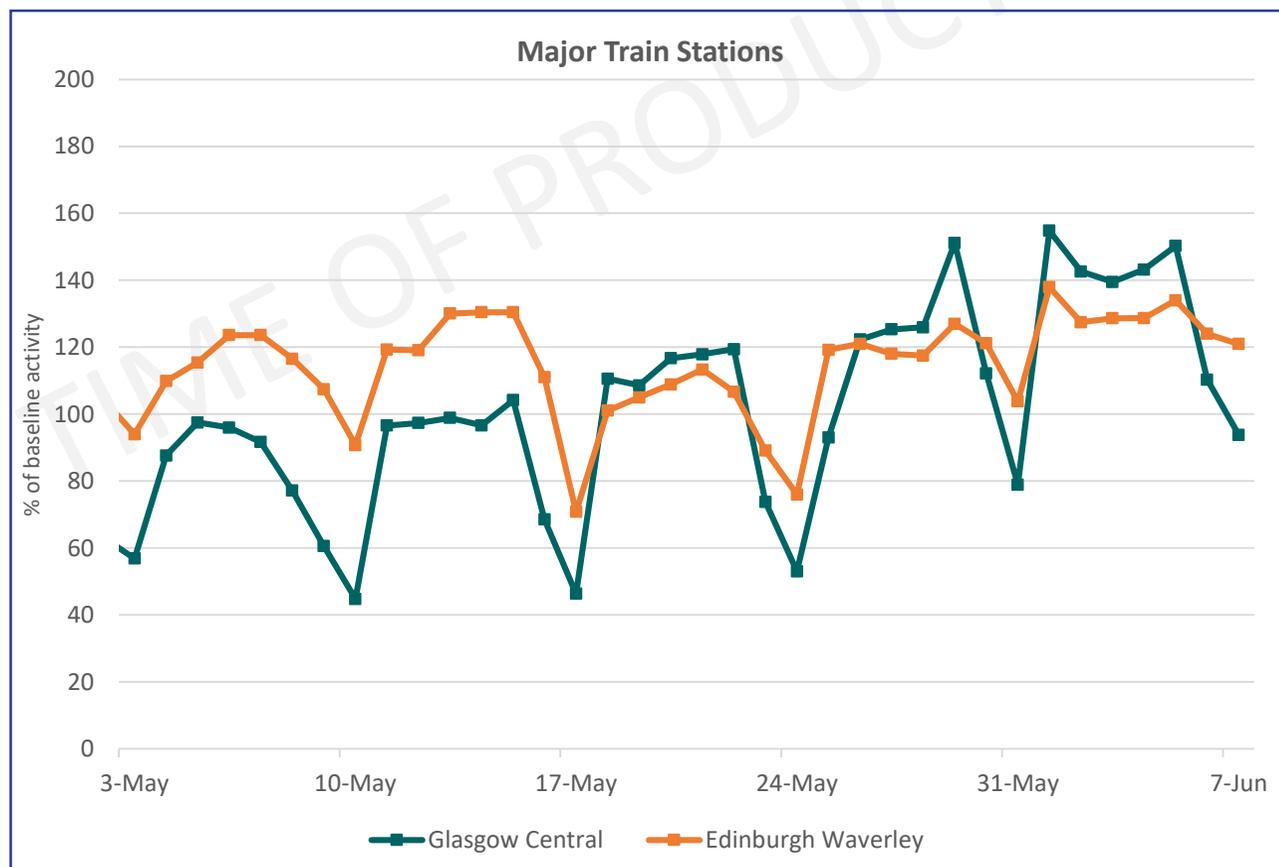
## Public Transport – Train Station

### Major Train Stations

Source: Network Rail  
Confidence: High

Baseline: Index 100 = 18 May to 24 May  
(Baseline = Week before transition to Phase 1 of Scotland's Route Map towards the easing of lockdown restrictions)

- Following the transition to Phase 1 in the easing of lockdown restrictions, which commenced on Friday 29 May, train station footfall has increased, with growth being more pronounced at Glasgow Central than Edinburgh Waverley.
- Glasgow Central Station recorded significant weekly growth of 16% in footfall compared to week ending 31 May. Most of this weekly increase was observed during the weekday period, with an increase of 18%. Weekend growth was 7%.
- Edinburgh Waverley footfall increased by 9% compared to the previous week, with both weekday and weekend periods reporting similar week on week changes.
- At Edinburgh Waverley the difference between weekday and weekend footfall levels has reduced significantly compared with previous weeks.



Data shown represents the level of footfall at station concourses.

Week Ending 7 June

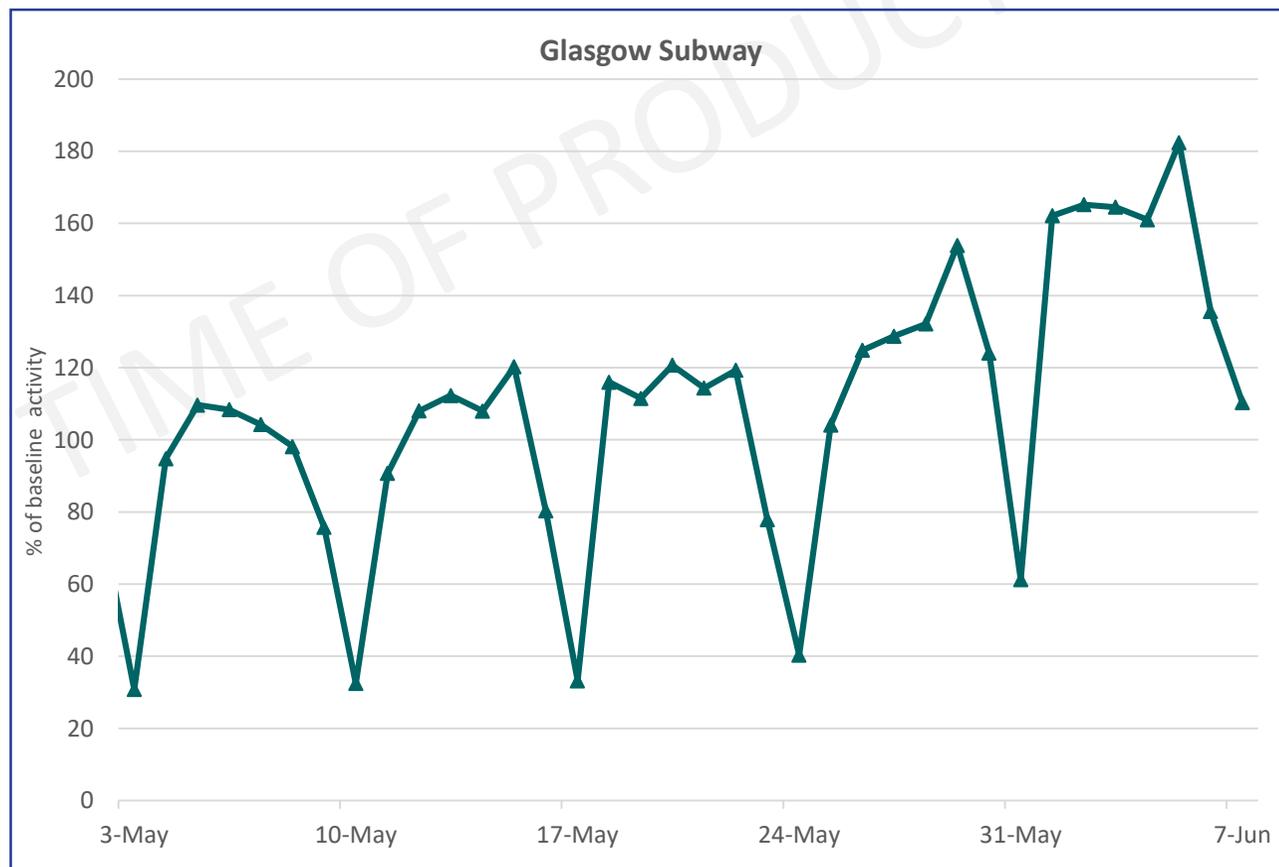
## Public Transport – Glasgow Subway

### Glasgow Subway

Source: SPT  
Confidence: High

Baseline: Index 100 = 18 May to 24 May  
(Baseline = Week before transition to Phase 1 of Scotland's Route Map towards the easing of lockdown restrictions)

- Glasgow Subway passenger numbers increased by nearly 30% on average across week ending 7 June compared to the previous week.
- Passenger numbers were more consistent across the Monday to Thursday period than has been observed in previous weeks. In line with the trend, a significant peak in volumes was observed on Friday 5 June.
- Sunday 7 June recorded increase in passenger volumes compared to past Sundays, when significant decline against weekadys was observed . This is likely due to the Black Lives Matter protests that took place on that day in George Square.



Week Ending 7 June

## The Small Print

### Purpose and Baseline

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

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

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

### Walking and Cycling

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

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

### Google Movement Data

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

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

Week Ending 7 June

**The Small Print – cont.**

## **Glasgow Subway Data**

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

## **Drakewell (Road Traffic Data)**

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

## **Train Station Data**

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

## **Urban Rural Classification 2016**

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