COVID19 Trends in Sub-National Travel

July Report

Monthly Change Comparison (1)

City Local Authorities(2)	% Change
Walking	-12% ↓
Cycling	-14% ↓
Bus Concession	94% ↑
Road Traffic (Car + Mcl)(4)	25% ↑
Road Traffic (LGV + HGV)(4)	16% ↑
Grocery & Pharmacy(5)	-1% ↓
Retail & Recreation(5)	20% ↑
Parks(5)	4% ↑

Rest of Scotland LA Average(3)	% Change
Walking	6% ↑
Cycling	-17% ↓
Bus Concession	127% ↑
Road Traffic (Car +Mcl)(4)	42% ↑
Road Traffic (LGV + HGV)(4)	16% ↑
Grocery & Pharmacy(5)	6% ↑
Retail & Recreation(5)	28% ↑
Parks(5)	63% ↑

(1) The Monthly Change Comparison compares the last week in July (week ending 2 August) with last week in June (week ending 28 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) 26 July latest full week of available data for Google movements trends

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Monthly Change Results Summary

COVID19 Trends in Sub-National Travel

July Report

Currently in Phase 3 of the Scottish Government's Route Map for the easing of lockdown restrictions which was announced on 9 July.

Monthly Change Summary

- **Walking Trips** – From the sample data for walking, Local Authority counters showed decrease in movements over the month of July. Levels of activity fluctuated significantly over this period, likely due to changes in weather conditions. Walking movements in City Local Authorities (Glasgow and Edinburgh) and Stirling were lower compared to the equivalent 2019 period, whereas other Non-City Local Authorities have reported higher movements, particularly Argyll and Bute and North Ayrshire.
- **Cycling Trips** – Similar to observed walking trips, cycling trips decreased on average in all Local Authorities between the start and end of July. Decreases in non-City Local Authorities were much more pronounced than City Local Authorities on average, largely as a result of the significant declines in East Dunbartonshire and North Ayrshire, where activity decrease by 33% and 32% respectively. Activity was below levels observed in the equivalent 2019 period in City Local Authorities, Stirling and East Dunbartonshire, but significantly higher in other areas.
- **Bus Concessionary Travel** – The level of bus concessionary travel has increased throughout July and up to 37% of equivalent periods levels.
- **Rail Stations (Gla. Central and Edi. Waverley)** – Major railway stations recorded increased monthly footfall in July with growth of over 120% (Central) and 140% (Waverley), continuing a trend of week on week growth in rail movements. Observed increases were higher than the growth seen at sample English stations (81%).
- **Glasgow Subway and Edinburgh Trams** – Patronage has increased significantly in July. However, Subway and Trams remain below levels recorded in the equivalent period in 2019, at 50% and less than 30%, respectively, of these volumes on average across the week.
- **CalMac Ferry** – Significant patronage and traffic growth was reported over July in line with the commencement of expanded service provision and extension of booking timeframes from the start of July. Despite increases across July, these levels remain below the equivalent 2019 period.
- **Trunk Road Traffic** – Traffic volumes were observed as lower than typical levels observed pre COVID-19 around major cities and urban areas, however some rural regions such as Argyll and Bute and Highland reported volumes above pre COVID-19 baseline levels.
  - Road traffic across the country has increased through the month of July. The most noticeable increases were observed around Argyll and Bute on the A82 and A85, around Highland on A9 through the Cairngorms and towards Wick, A82 around Fort William and A87 through Skye. Continuing the trend since the announcement of Phase 1, the greatest increases in trunk road traffic have predominantly been observed in rural areas, most noticeably around national parks and popular walking areas, in line with favourable weather conditions and holidays.
- **Cross Border Traffic (Trunk Roads)** – Over the month of July cross border traffic increased by 67%, higher than the national average of 37%. However, average levels remained below volumes recorded in the equivalent 2019 period.
- **Google Mobility Data** – More pronounced monthly increases in ‘Retail and Recreation’, ‘Grocery and Pharmacy' and 'Parks' movements were observed in rural regions such as Highland, Argyll and Bute and Dumfries and Galloway, with City Local Authorities reporting less growth than other parts of the country. 'Retail and Recreation' observed the largest increase in movements of the categories across the whole of the country.

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Monthly Change Text Summary

COVID19 Trends in Sub-National Travel

July Report

Monthly Report Contents

ACTIVE TRAVEL

INCLUDES

PUBLIC TRANSPORT

INCLUDES

ROAD TRAFFIC

INCLUDES

GOOGLE MOVEMENTS

INCLUDES

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Monthly Change Report Contents

COVID19 Trends in Sub-National Travel

July Report

ACTIVE TRAVEL – Walking

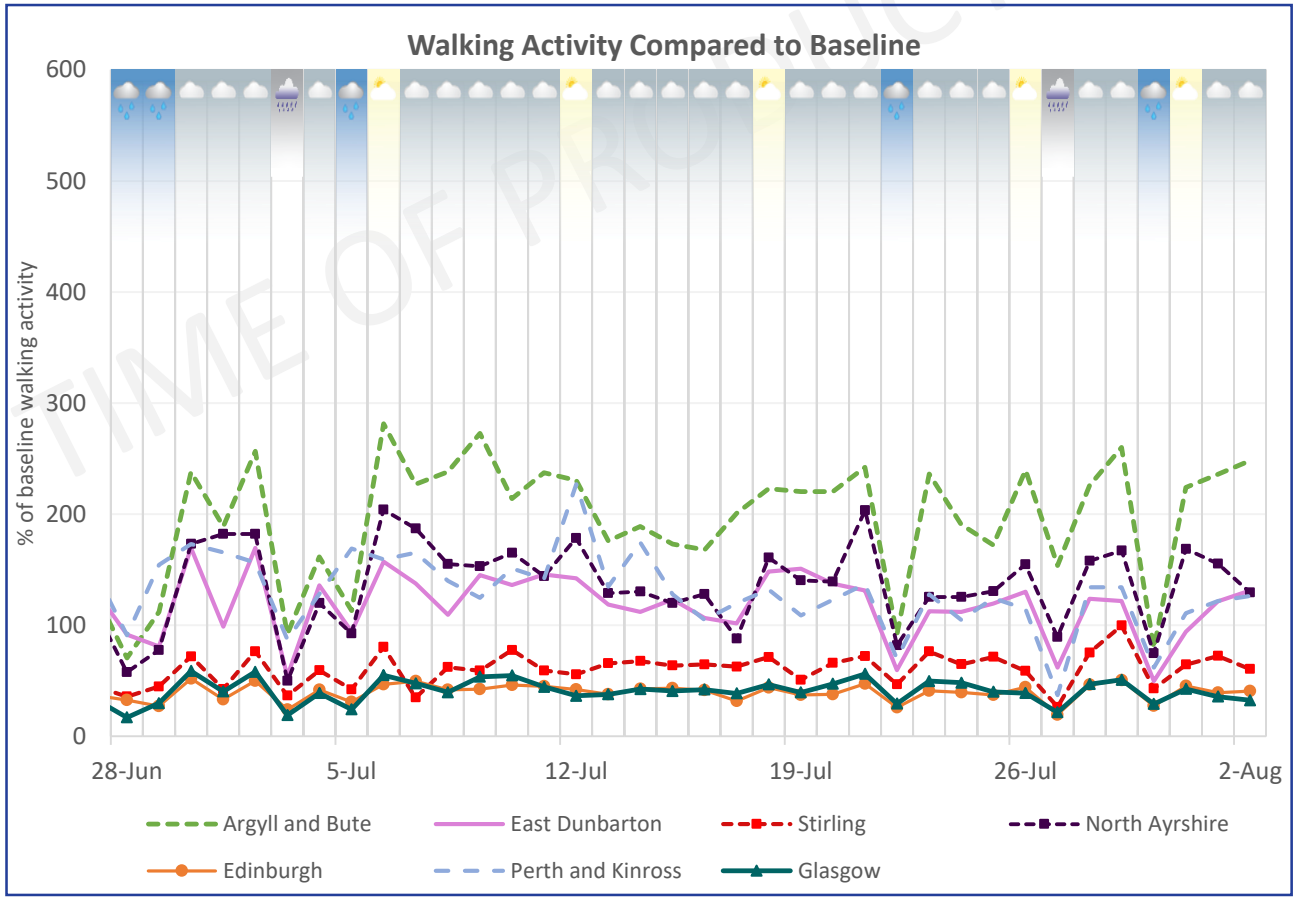
Key Points

- City Local Authorities recorded a more significant decline on average than the rest of the country compared to week ending 28 June, with a decrease of 14%. Non-City Local Authorities recorded an average decrease of 4%. East Dunbartonshire saw the highest full-week percentage change with a 22% decline.
- Walking activity in week ending 2 August was significantly higher compared to the equivalent 2019 period in Argyll and Bute and North Ayrshire. Activity was broadly consistent in East Dunbartonshire and Perth and Kinross, while other areas were below 2019 levels.
- In week ending 2 August there was a slight decline in walking trips in most Local Authorities on average across the week compared to week ending 26 July. Walking trips fluctuated significantly throughout the week due to weather conditions.
- As a whole, walking activity in City Local Authorities dereased by 7% compared to the previous week, while non-City Local Authorities saw a decline of 14%. Walking in Edinburgh and Glasgow remained below typical levels recorded in the equivalent 2019 period.

Walking: Monthly Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = June 2019



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COVID19 Trends in Sub-National Travel

July Report

ACTIVE TRAVEL – Walking Urban Rural Classification

Key Points

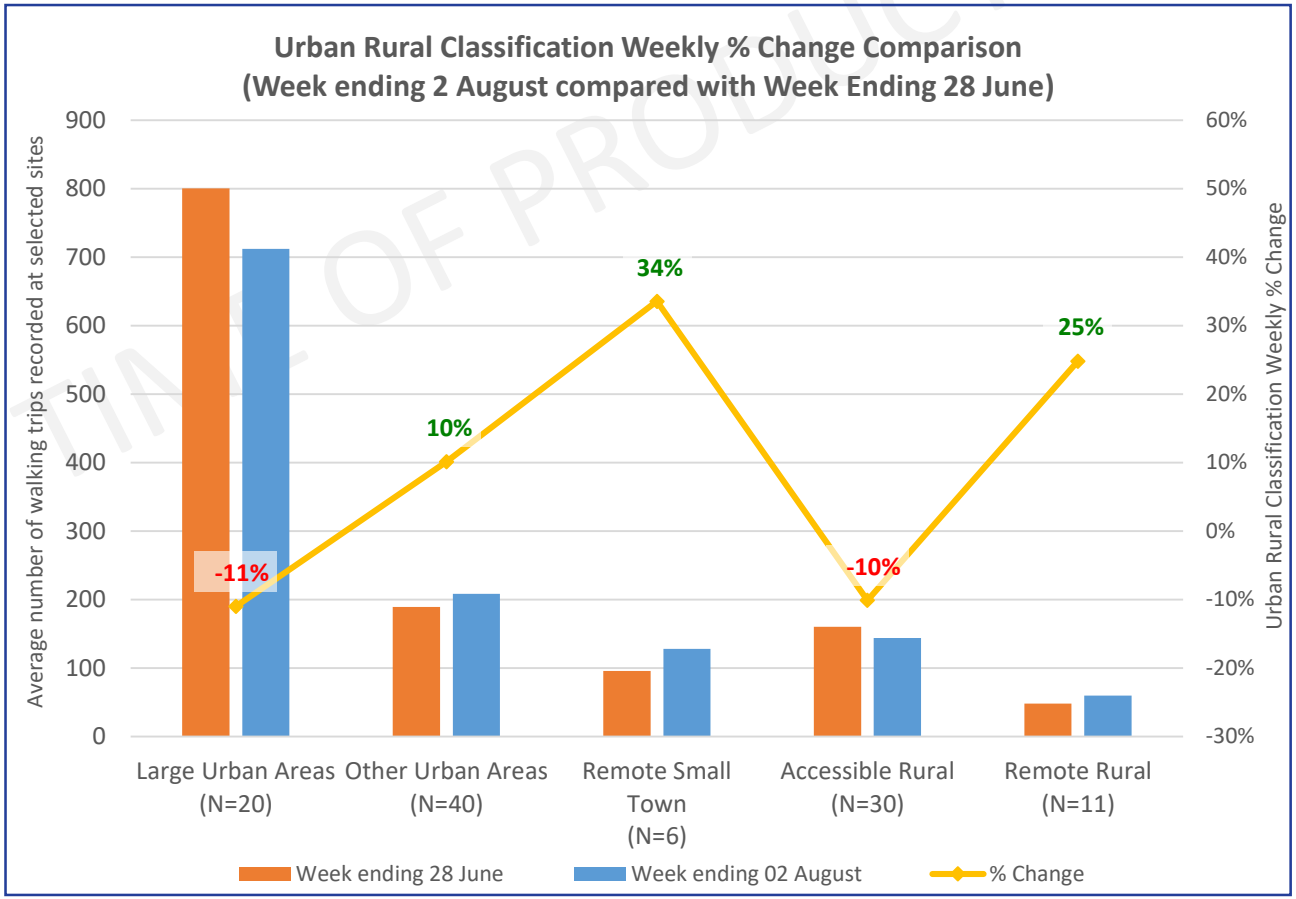
- Although most Local Authorities saw a decline in walking activity in week ending 2 August compared to week ending 28 June, some increase were observed when considering Urban Rural areas.
- The highest increase over this period was seen in Remote Small Towns, with growth of 34%, while Remote Rural and Other Urban Areas also saw significant increases, at 25% and 10% respectively.
- Large Urban Areas and Accessible Rural saw declines on 11% and 10% respectively.

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

Walking: Urban Rural Walking Activity

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Monthly Change Comparison



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COVID19 Trends in Sub-National Travel

July Report

ACTIVE TRAVEL – Cycling

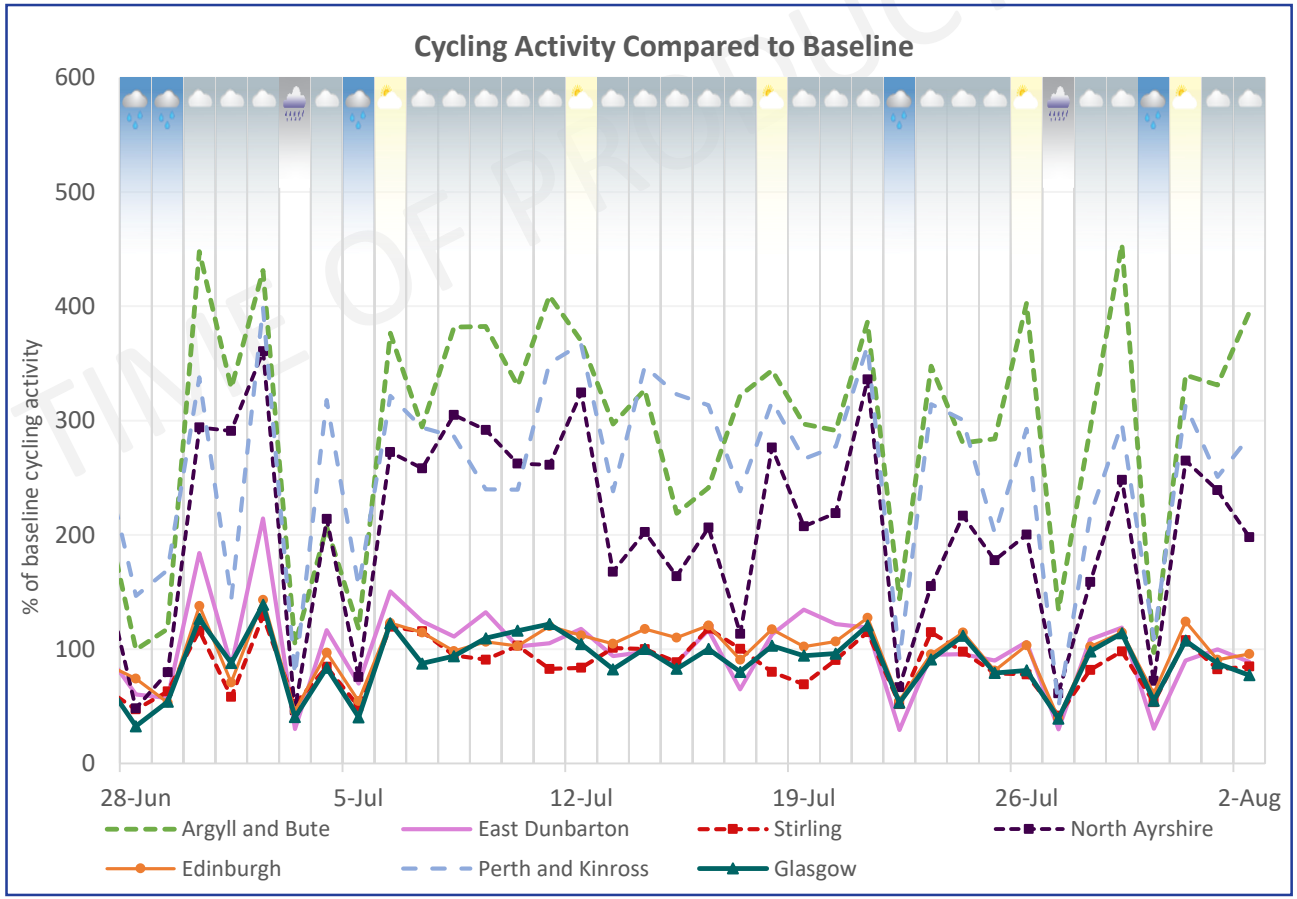
Key Points

- From week ending 28 June to week ending 2 August, cycling activity declined across all regions. Non-City Local Authorities saw a much more significant decline (-27%) as a whole compared to City Local Authorities (-13%). This is due to the more significant declines seen in East Dunbartonshire and North Ayrshire, which had decreases of 33% and 32% respectively.
- Similar to walking, cycling activity in Argyll and Bute and North Ayrshire was higher in week ending 2 August compared to the equivalent 2019 period, but Perth and Kinross also saw significant increases. Other areas have seen declines compared to 2019 levels.
- Cycling activity fluctuated significantly across week ending 2 August and appears to have been heavily influenced by weather. All Local Authorities recorded declines week on week. The highest decrease was recorded in Perth and Kinross with a decline of 17%.
- Compared to the previous week, non-City Local Authorities recorded slightly higher declines overall than City Local Authorities, with decreases of 12% and 8% respectively. Weekend levels were higher for both groups compared to weekday activity.

Cycling: Monthly Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = June 2019



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COVID19 Trends in Sub-National Travel

July Report

ACTIVE TRAVEL – Cycling Urban Rural Classification

Key Points

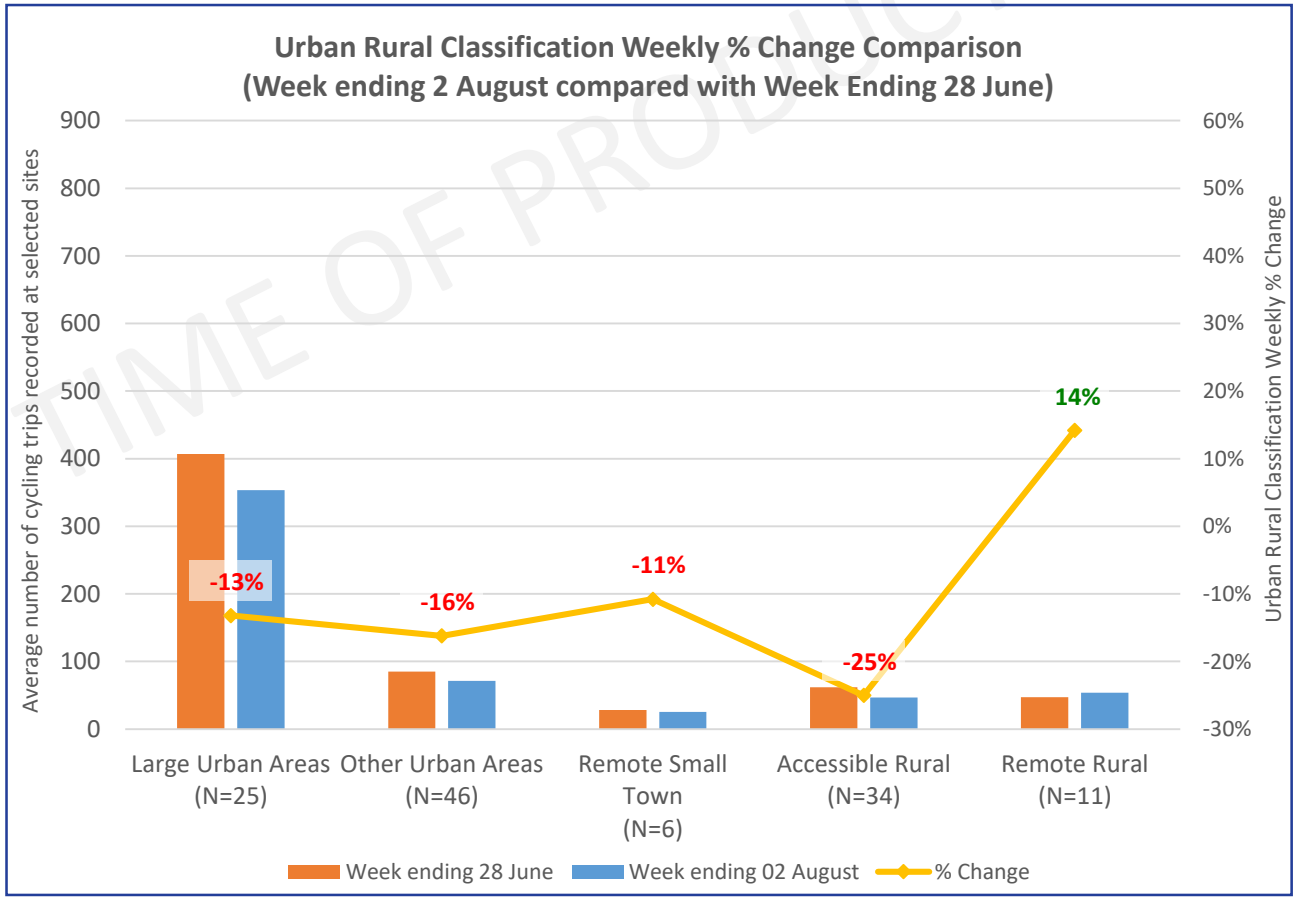
- Similar to observed cycling activity by Local Authority, cycling levels by Urban Rural Classification generally declined in week ending 2 August compare to week ending 28 June.
- The largest decrease was recorded in Accessible Rural locations, with a decline of 25%, while decreases in Remote Small Towns, Large Urban Areas and Other Urban Areas ranged from -11% to -16%.
- Remote Rural was the only category to see an increase in cycling activity, with growth of 14%.

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

Cycling: Urban Rural Cycling Activity

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Monthly Change Comparison



COVID19 Trends in Sub-National Travel

July Report

PUBLIC TRANSPORT – Bus Concessionary Travel

Key Points

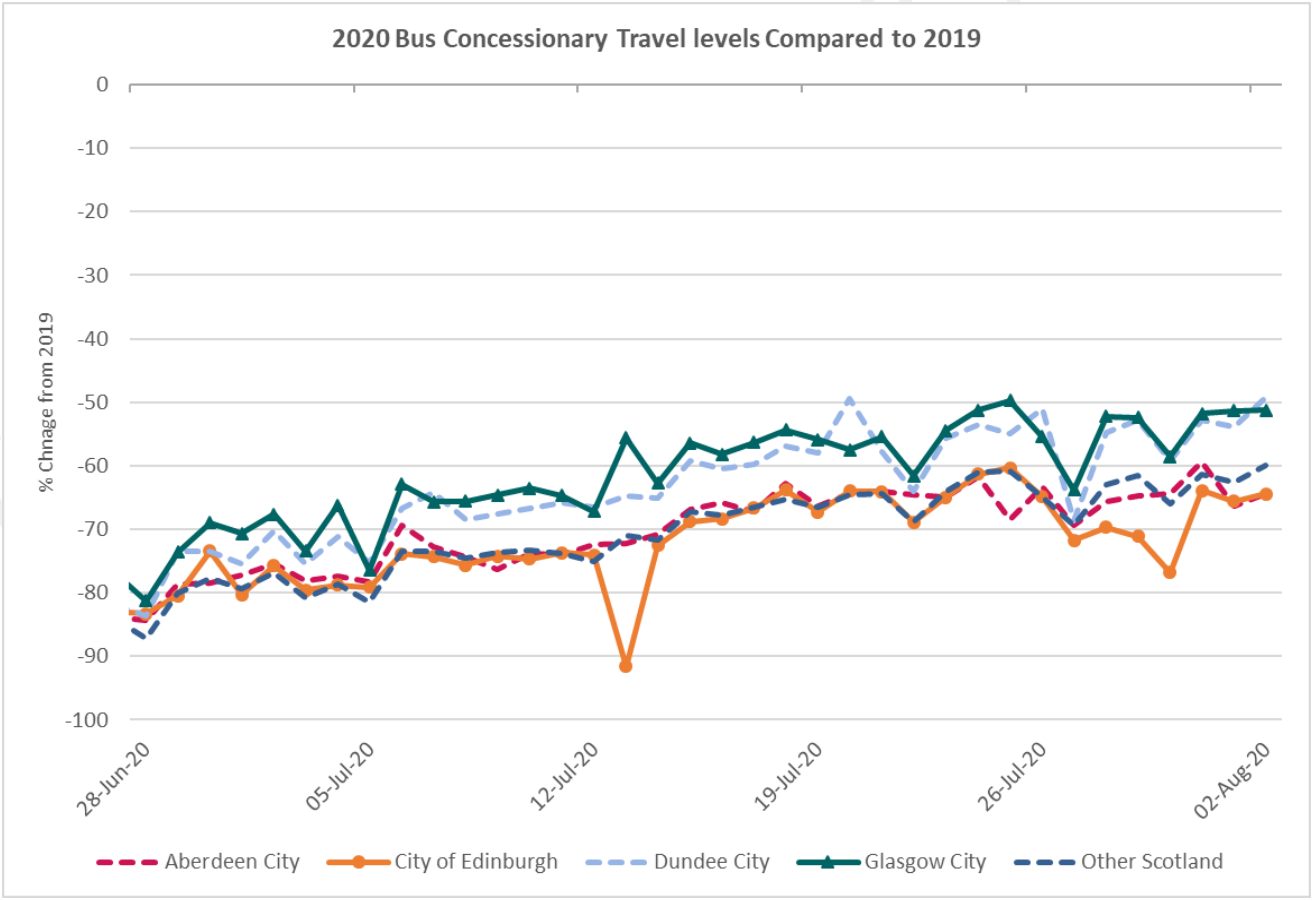
- Throughout the month of July bus concessionary travel has been steadily increasing from 18% of 2019 levels during week ending 28 June to 37% of 2019 levels in week ending 2 August.
- Notable declines in concessionary travel were recorded across all Local Authorities on the 27 July and 30 July, with Edinburgh levels being down by 77% against the baseline on 30 July.
- Levels in Glasgow and Dundee appear to be recovering faster than other areas, being closer to 2019 demand than Edinburgh and Aberdeen. During week ending 2 August, travel in Glasgow and Dundee was at 46% and 44% of 2019 levels respectively. Edinburgh volumes were 31% of the equivalent period in 2019 and Aberdeen travel was at 35%.

***DATA NOTE**: 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.*

Bus Concessionary Travel

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

Baseline: Index 100 = Equivalent Period in 2019



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COVID19 Trends in Sub-National Travel

July Report

PUBLIC TRANSPORT – Train Station

Key Points

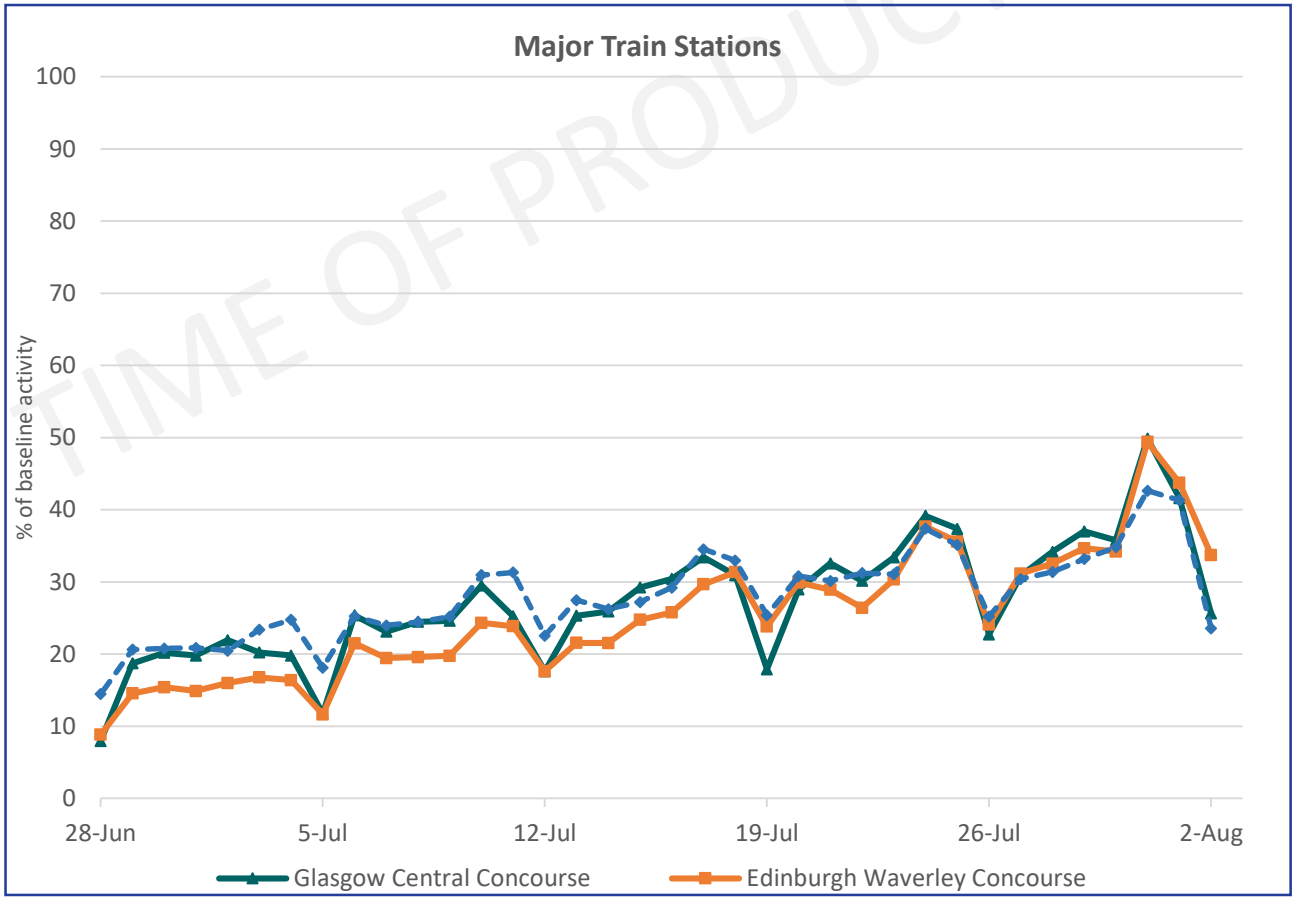
- Significant monthly increases were observed at both Edinburgh Waverley station and Glasgow Central, with recorded growth of 144% and 126% comparing week ending 2 August with week ending 28 June. Observed increases were higher than the growth seen at sample English stations (81%).
- In the last week, Edinburgh Waverley continued to report increases throughout the whole week, however, weekend growth was much higher than midweek growth, at 30% compared to 19%. Glasgow Central recorded weekly growth of 14% for weekday and 12% for weekend, whereas English stations recorded weekend growth at 11% compared to 8% for weekday.
- Compared to baseline, rail passenger volumes remain significantly down. Volumes at Edinburgh Waverley were at 37% of baseline levels on average for week ending 2 August, while Glasgow Central volumes were similar, at 36% of baseline.

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

Major Train Stations

Source: Network Rail
Confidence: High

Baseline: Index 100 = 2 Mar to 15 Mar



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COVID19 Trends in Sub-National Travel

July Report

PUBLIC TRANSPORT – Glasgow Subway and Edinburgh Tram

Key Points

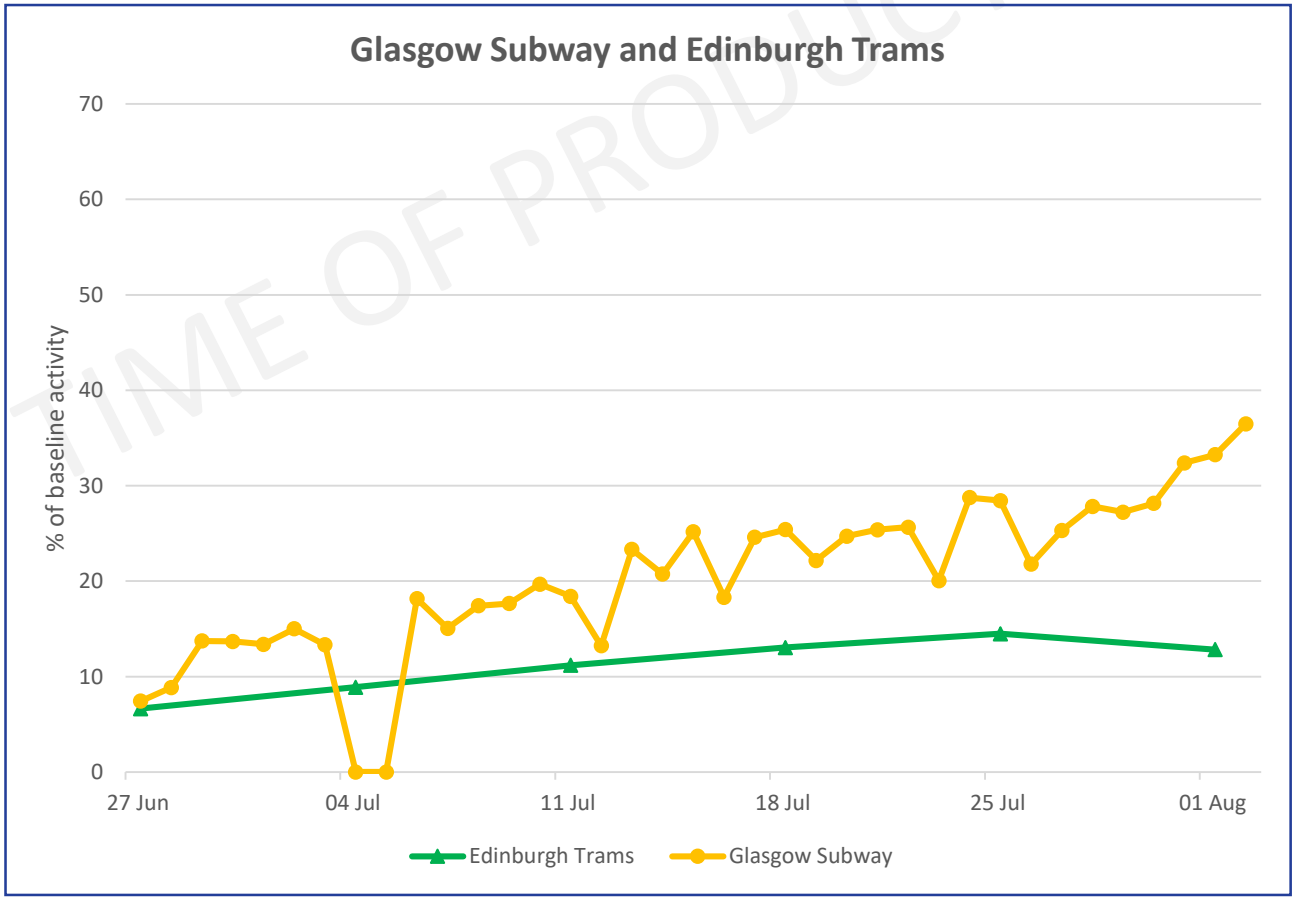
- Monthly patronage volumes significantly increased for both Edinburgh Trams and Glasgow Subway, with 212% and 131% increases respectively.
- Passenger volumes increased week on week for both Edinburgh Trams and Glasgow Subway, with 10% and 12% increases respectively. Edinburgh Trams observed a more pronounced increase of 16% on the weekend, in line with increased rail use in Edinburgh during the weekend.
- Comparing week ending 2 August (end of July) to the equivalent period in 2019, average patronage through the week was observed at 13% for Edinburgh Trams and 30% for Glasgow Subway.

DATA NOTE: In weekend 4 -5 July Glasgow Subway maintanance services were conducted

Glasgow Subway and Edinburgh Tram

Source: SPT and Edinburgh Trams
Confidence: High

Baseline: Index 100 = Equivalent Period in 2019



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COVID19 Trends in Sub-National Travel

July Report

PUBLIC TRANSPORT – Ferries CalMac (Monthly Change)

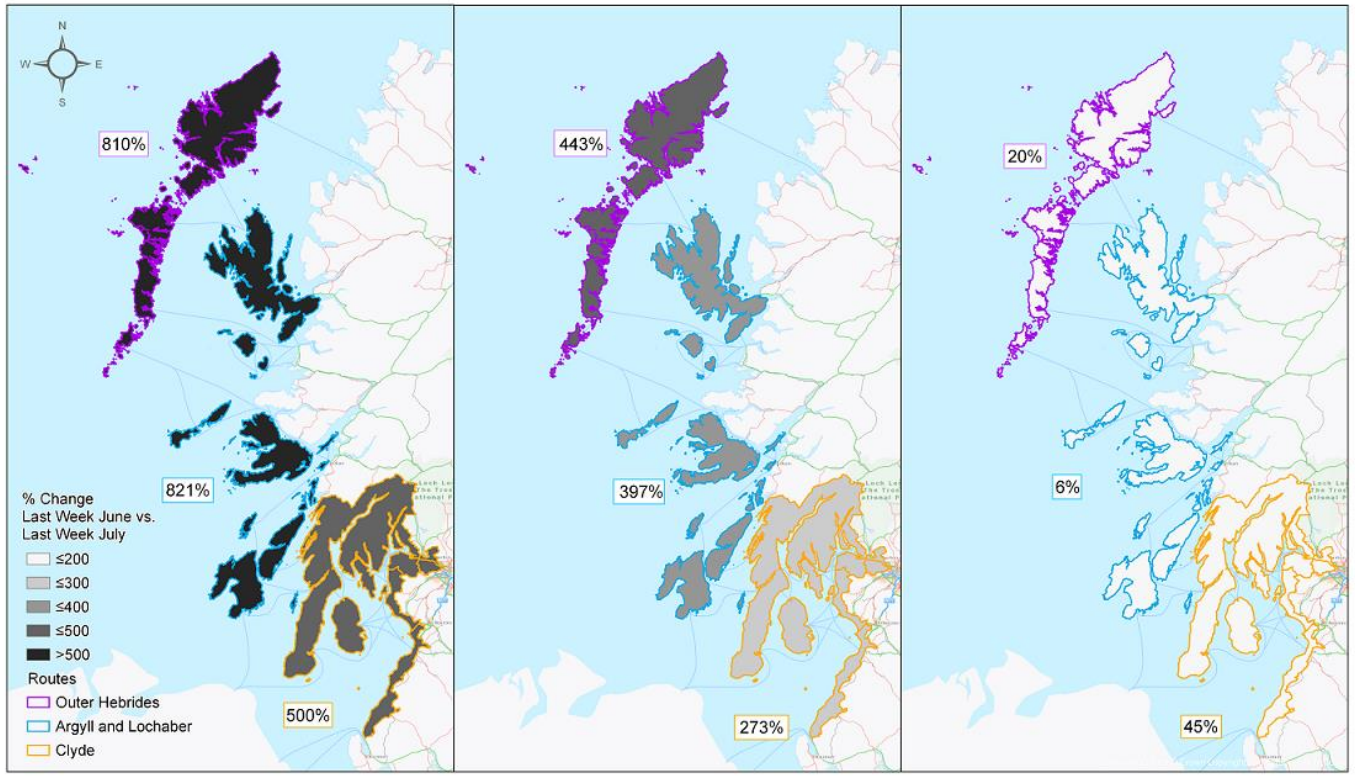
Key Points

- Over July in the period from week ending 3 July to week ending 31 July, CalMac volumes saw significant growth, coinciding with increased services / extended timetables from the start of July and extension of timeframes for bookings.
- Ferry passenger numbers over this period rose by 800% against the end of June in 'Outer Hebrides' and 'Argyll and Lochaber'. Passenger growth in the 'Firth of Clyde' area was 500% against the week ending 3 July.
- Similarly high increases were seen in car tips, with 'Outer Hebrides' and 'Argyll and Lochaber' again seeing higher growth, at 443% and 397% against the end of June respectively. Growth in Firth of Clyde was also very significant at 273%.
- Growth in commercial vehicle trips was less pronounced than passenger and car travel, but still significant. 'Firth of Clyde' volumes were 45% higher than June, with 'Outer Hebrides' 20% higher, and 'Argyll and Lochaber' 6% higher.

CalMac Ferries Data

Source: CalMac
Confidence: High

Monthly Change Comparison



DATA NOTE: 'Outer Hebrides' includes: Outer Hebrides. 'Argyll and Lochaber' includes: Skye, Raasay, Small Isles, Southern Hebrides and Inner Hebrides. 'Clyde' includes: Firth of Clyde. All data within this report is unaudited and provisional. The figures are for guidance only and should not be regarded as exact or quoted *period*.

COVID19 Trends in Sub-National Travel

July Report

PUBLIC TRANSPORT – Ferries CalMac (Change from Baseline)

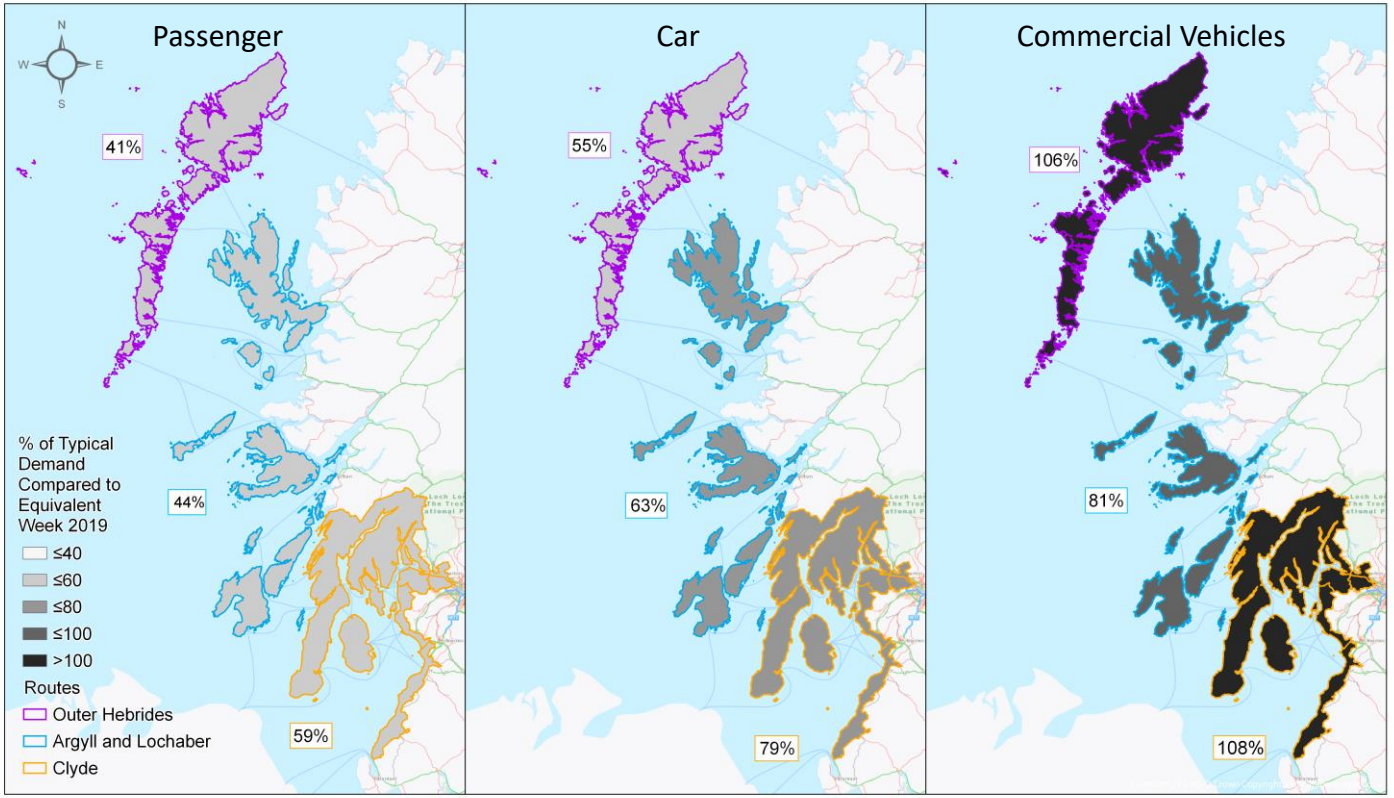
Key Points

- Passenger and car volumes on CalMac services in week ending 31 July remain significantly below levels recorded the equivalent period in 2019, while commercial vehicle numbers are closer or have exceeded these levels.
- Passenger volumes were below 60% of 2019 volumes in all areas at the end of July.
- Car volumes as a percentage of 2019 traffic was higher than passenger levels, with end of July volumes in 'Firth of Clyde' being the highest at 79%, followed by 'Argyll and Lochaber' at 63%, and 'Outer Hebrides' at 55%.
- Commercial vehicle volumes on CalMac services exceeded levels recorded for the equivalent 2019 period in both 'Outer Hebrides' (106%) and Firth of Clyde' (108%). Volumes in in 'Argyll and Lochaber' were slightly lower at 81% of 2019 levels.

CalMac Ferries Data

Source: CalMac
Confidence: High

Baseline: Index 100 = Equivalent Period in 2019



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COVID19 Trends in Sub-National Travel

July Report

ROAD TRAFFIC – Cross-Border Trunk Road Traffic

Key Points

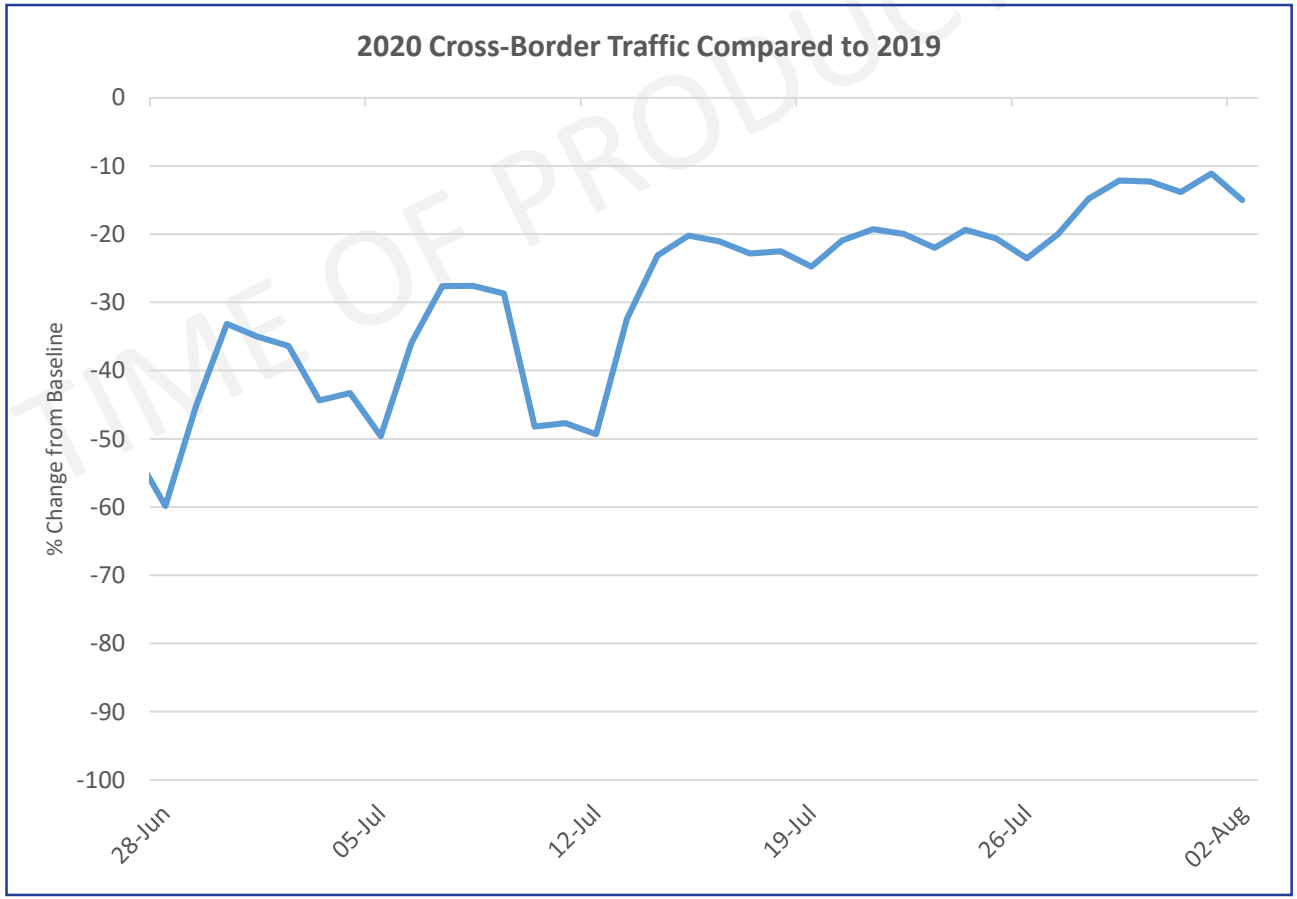
- Cross-border traffic volumes have increased throughout the month of July. The first half of the month saw significant fluctuations in daily flows, while the second half recorded a steady increase.
- Week ending 28 June recorded cross-border traffic 45% lower than the equivalent period in 2019 while, on average, week ending 2 August saw traffic volumes 14% lower than 2019 levels.
- On average, cross-border traffic volumes were 67% higher in week ending 2 August compared to week ending 28 June.
- The traffic counter located on the M6 South of Gretna, which monitors traffic in both directions, recorded increases of 68% and 61% for northbound and southbound flows compared to week ending 28 June.

NOTE: *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).*

Cross-Border Trunk Road Traffic

Source: Road Counters
Confidence: Medium

Baseline: Index 100 = Equivalent Period in 2019



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COVID19 Trends in Sub-National Travel

July Report

ROAD TRAFFIC – Country-Wide Traffic (Compared to Prior Month)

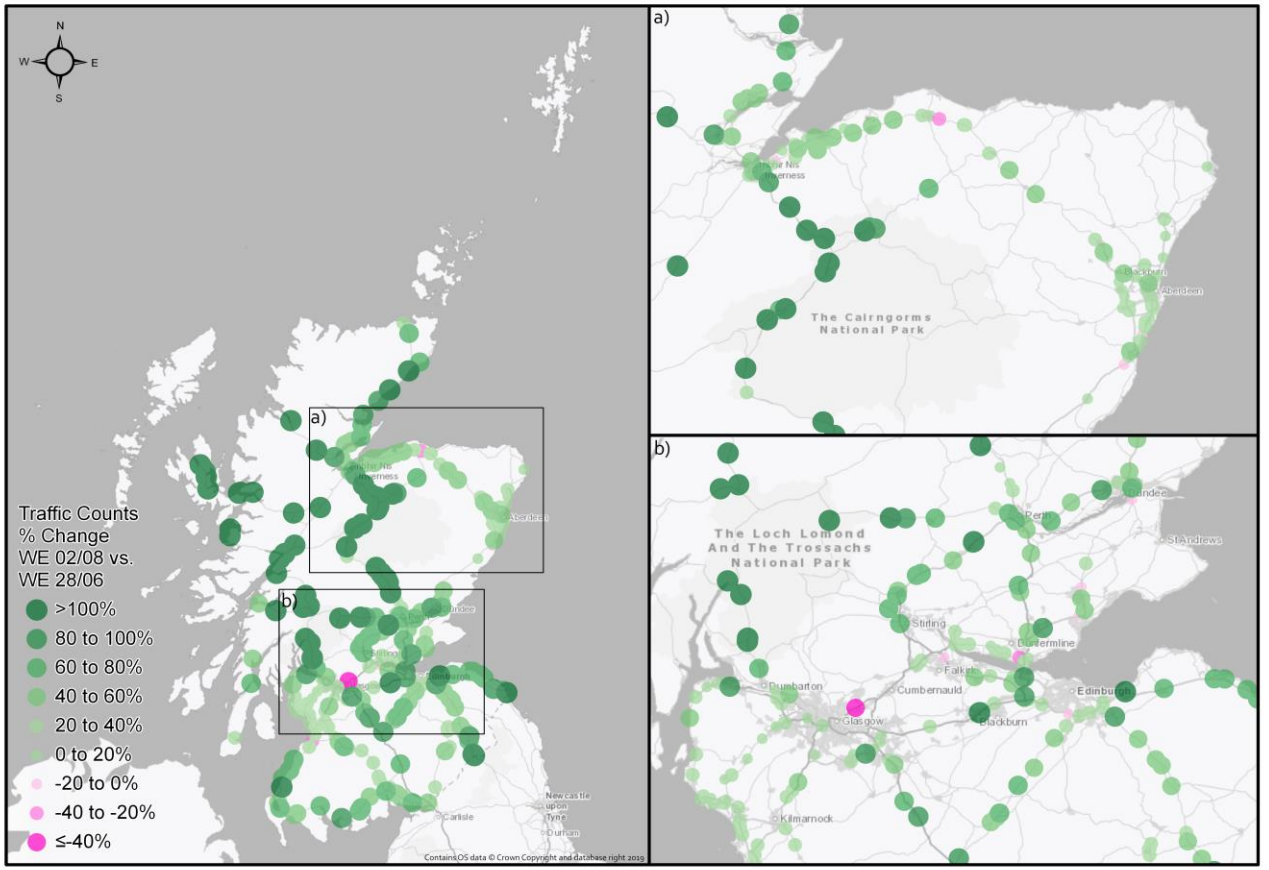
Key Points

- Monthly volumes have largely increased across most of the country comparing the end of July (week ending 2 August) with the end of June (week ending 28 June), continuing the trend of growth observed since the announcement of Phase 1.
- The most notable monthly increases were recorded in the rural parts of the country around Argyll and Bute on the A82 and A85, around Highland on A9 through the Cairngorms and towards Wick, A82 around Fort William and A87 through Skye, as well as clusters around the Borders on the A1 and A8 corridors. These highlighted areas reported double the traffic volume levels observed at the end of June.
- Compared to the pre COVID-19 baseline period of 2 March to 15 March this year, traffic volumes remain at around a 40% decline around major cities and urban areas. However, traffic volumes are up on baseline levels around Argyll and Bute (Loch Lomond and Trossachs in particular) and Highland, as well as some corridors in Borders and Dumfries and Galloway. This is likely associated with the presence of national parks and known walking areas in these locations.

Country-Wide Road Traffic

Source: Road Counters
Confidence: Medium

Monthly Change Comparison



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

COVID19 Trends in Sub-National Travel

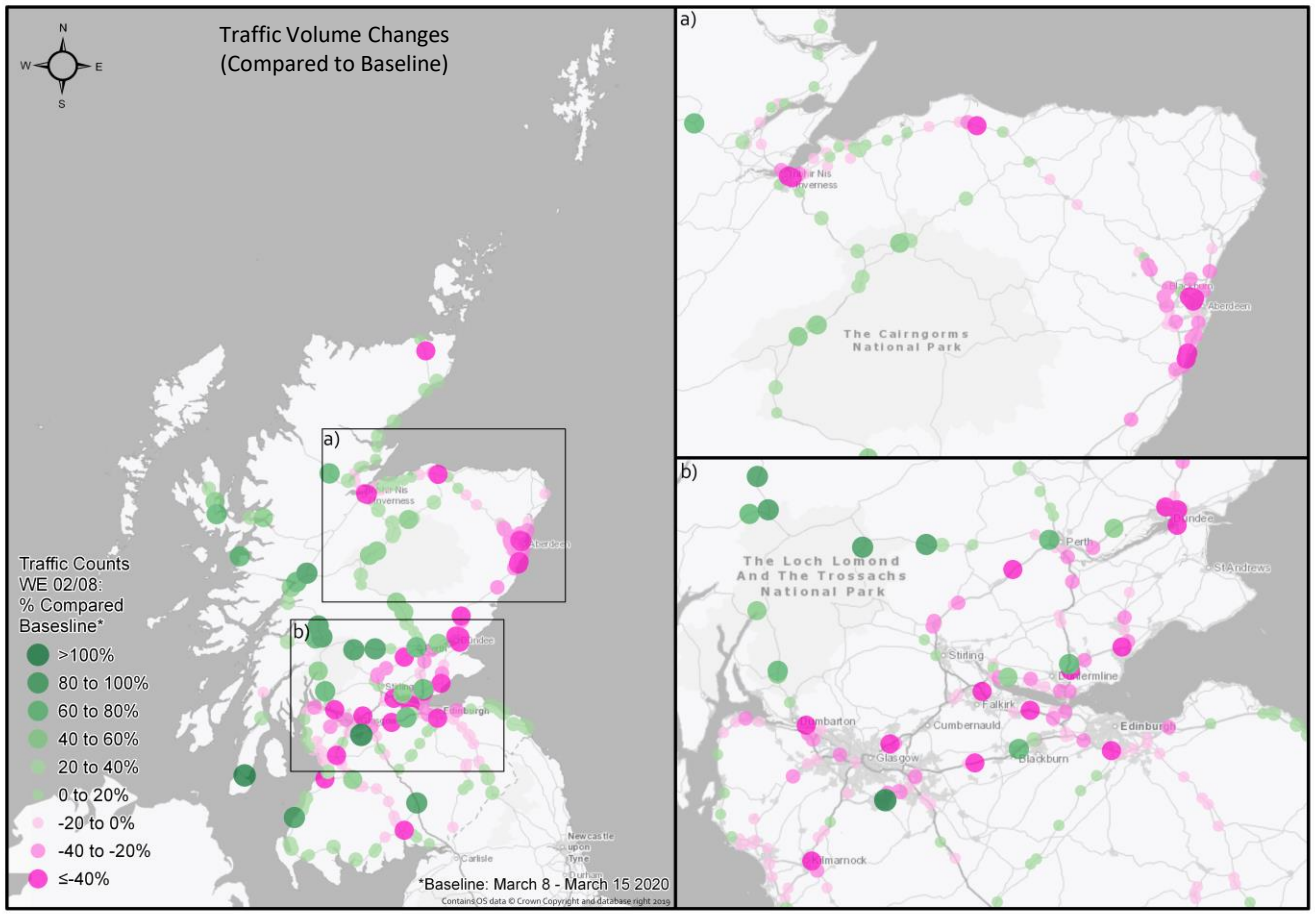
July Report

ROAD TRAFFIC – Country-Wide Traffic (Compared to Baseline)

Country-Wide Road Traffic

Source: Road Counters
Confidence: Medium

Baseline: 2 March to 15 March



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COVID19 Trends in Sub-National Travel

July Report

ROAD TRAFFIC – Urban Rural Trunk Road Traffic

Key Points

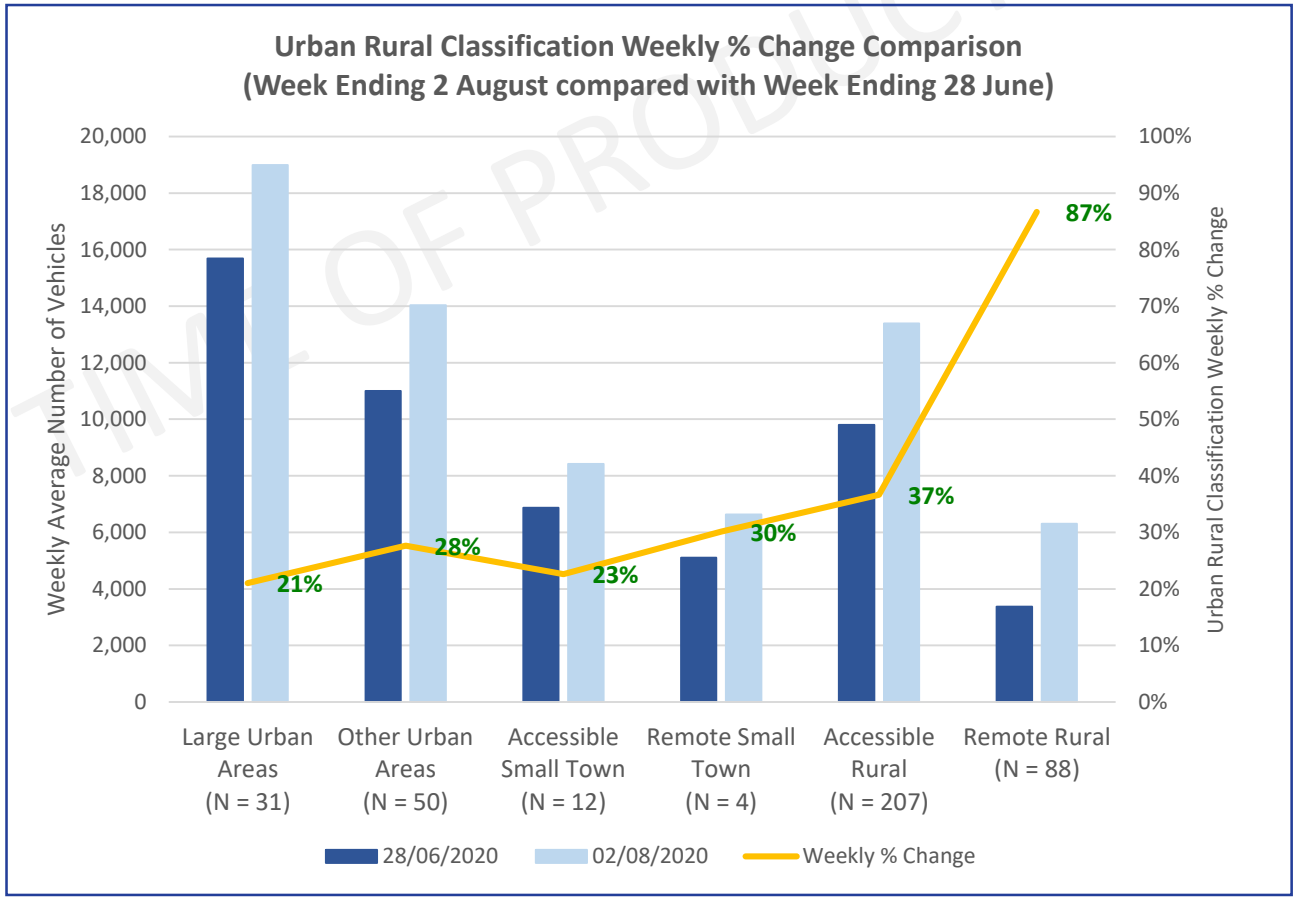
- All categories across the Urban Rural 6 Fold Classification saw a rise in the average weekly number of vehicles recorded at selected sites compared to week ending 28 June.
- The highest increase was recorded in the 'Remote Rural' category, with a growth of 87%.
- The 'Accessible Rural' area recorded an increase in line the national average increase of 37% while 'Large Urban Areas', 'Other Urban Areas', 'Accessible Small Tows' and 'Remote Small Town' categories recorded an increase slightly below the national average.

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

Urban Rural Trunk Road Traffic

Source: Road Counters
Confidence: Medium

Monthly Change Comparison



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COVID19 Trends in Sub-National Travel

July Report

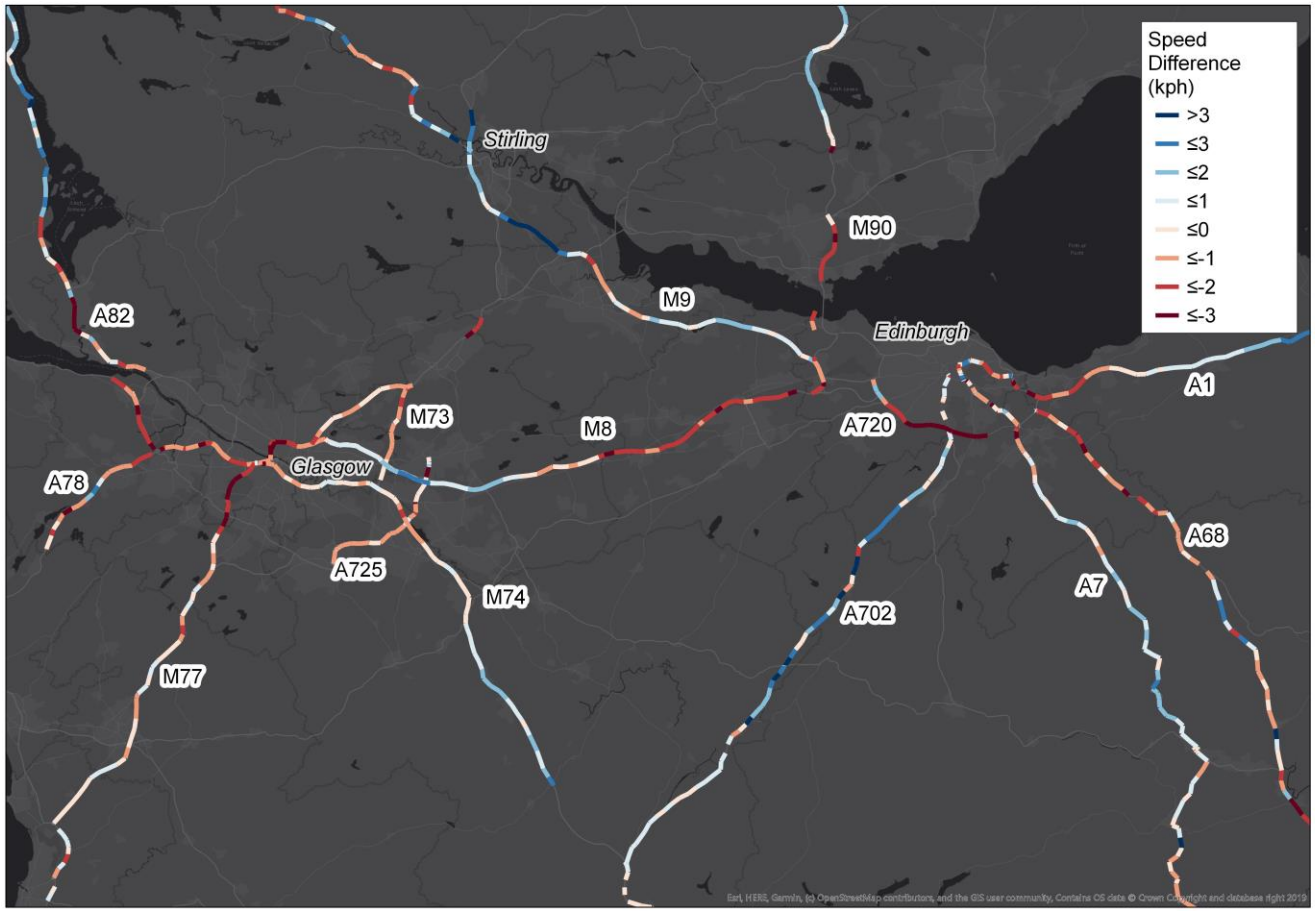
ROAD TRAFFIC – INRIX Trunk Road Speeds (Cities)

Key Points

- This map shows the difference in observed traffic speeds comparing July with June on key trunk road corridors around the Central Belt (Glasgow and Edinburgh). INRIX provides data on a link by link basis for corridors and therefore is shown section by section. The map compares the average speed observed on a weekday in June and July between the hours of 0800 to 0900 (morning commute) and for movements inbound towards each city.
- For Edinburgh, there was a visible decrease in speeds and thus congestion on approach to the city on most trunk road corridors and particularly the A720 compared with June.
- For Glasgow, similar to Edinburgh, there was a noticeable lower speeds and therefore congestion on approach to the city on most trunk road corridors. With exception of M8 and M74 which has largely observed unchanged speeds compared with June suggesting more consistent traffic volumes and patterns.

Trunk Road Traffic Speeds – Central Belt

Source: Road Counters
Confidence: Medium



COVID19 Trends in Sub-National Travel

July Report

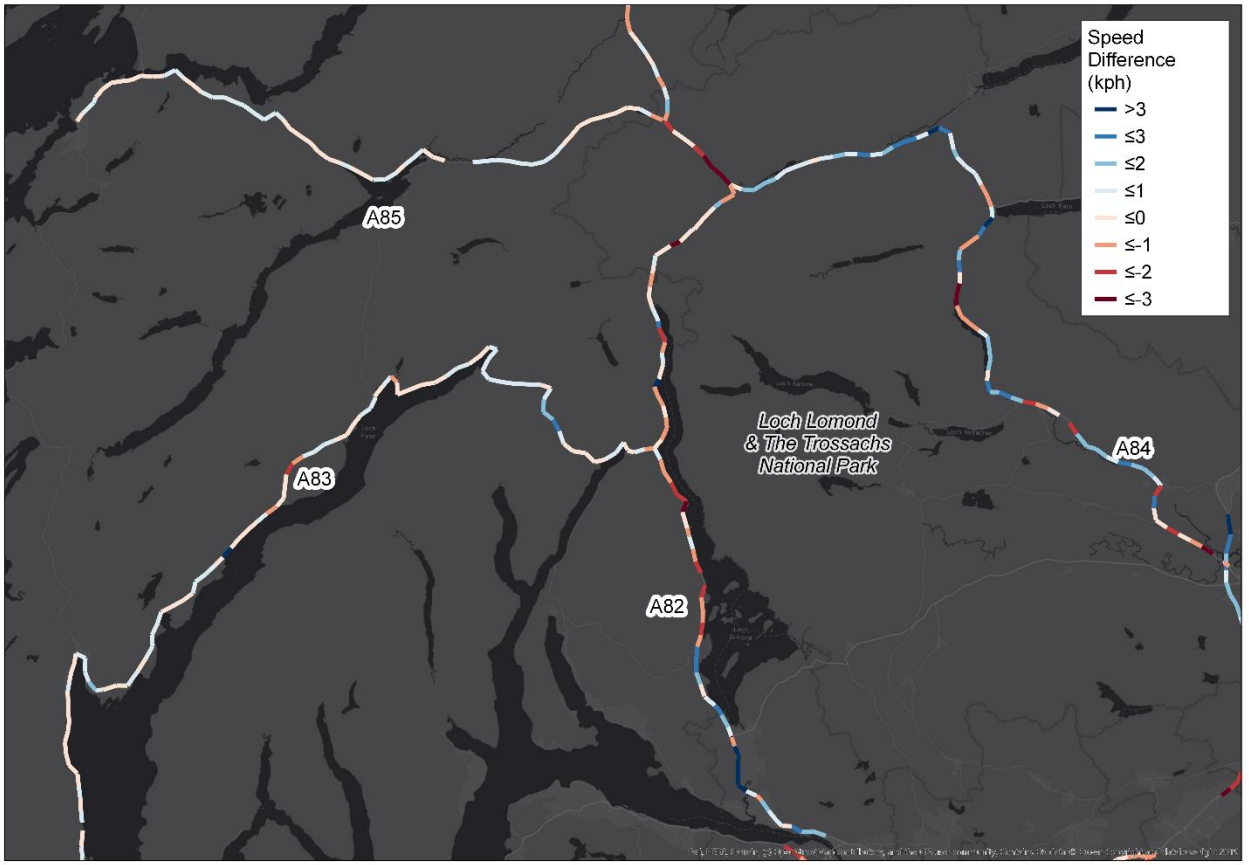
ROAD TRAFFIC – INRIX Trunk Road Speeds (Tourist Areas)

Key Points

- This map shows the difference in observed traffic speeds comparing July with June on key trunk road corridors around Loch Lomond and the Trossachs. The map compares the average speed observed on a weekend in June and July between the hours of 0800 to 0900 and in the direction towards the national park. With the national park being a known walking area, popular leisure and tourist destination, weekend movements have been the focus.
- For A82, there was a visible decrease in speeds and potential platooning on the north section of the corridor, particularly between Luss and Tarbet, compared with June. Continuing north, slower speeds were recorded on some sections along Loch Lomond up to Inverarnan. There was further slow speeds observed on the A82 between Crianlarich and Tyndrum.
- Other trunk road corridors in area such as the A83 and A85 reported speeds that were comparable and largely unchanged compared to observed levels in June.

Trunk Road Traffic Speeds – Tourist Areas

Source: Road Counters
Confidence: Medium



COVID19 Trends in Sub-National Travel

July Report

GOOGLE TRENDS – 'Grocery and Pharmacy' and 'Retail and Recreation'

'Grocery and Pharmacy' Key Points

- Grocery and Pharmacy movements have shown more growth through July outwith the City Local Authorities comparing the week ending 26 July with week ending 28 June. Dundee and Glasgow observed increases of 1% while Edinburgh and Aberdeen both reported decreases of -3% and -2% respectively. The average growth was 4% across the country though the largest increases were observed in more rural regions, most noticeably in Highland (30%), Argyll and Bute (22%), and Dumfries and Galloway (22%).
- Movements largely remained below typical levels recorded during the February baseline period compared with the end of July, with non-City Local Authorities ranging between -14% and 10% and City Local Authorities between -23% and 17%. Five Local Authorities were above baseline, Highland, Argyll & Bute, Dumfries and Galloway, East Lothian and North Ayrshire.

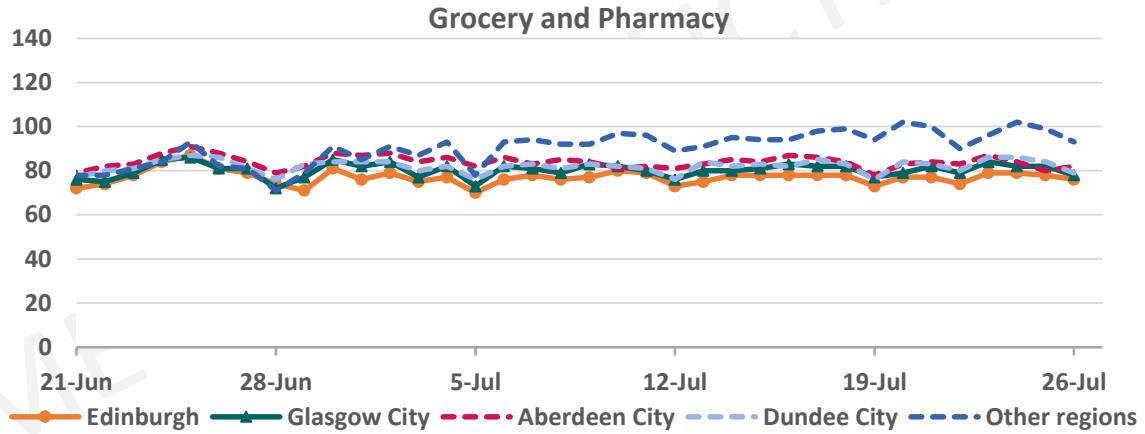
'Retail and Recreation' Key Points

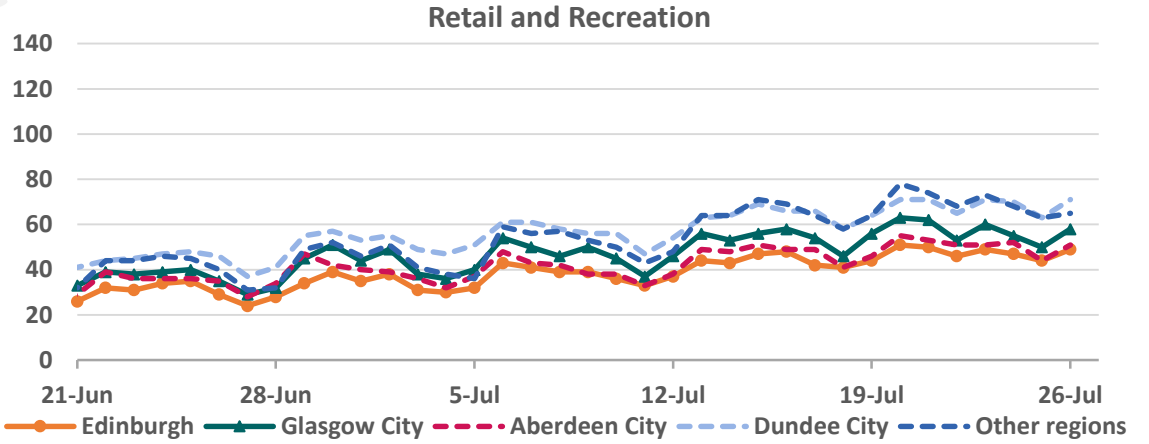
- Retail and Recreation movements have notably increased across Scotland in July with Local Authority movements ranging from 16% (Aberdeen) to 52% (Highland).
- There were steady increases observed in movements across the country last week, most noticeably in Highland (14%) and Argyll and Bute (12%).
- Movements remain below levels recorded during the February baseline period, with activity of between approximately 5% to 30% below baseline in non-City Local Authorities, and 30% to 50% in cities.

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 2 August 2020
Confidence: Low

Latest available data: Week Ending 26 July 2020
Baseline: Index 100 = February 2020





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

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COVID19 Trends in Sub-National Travel

July Report

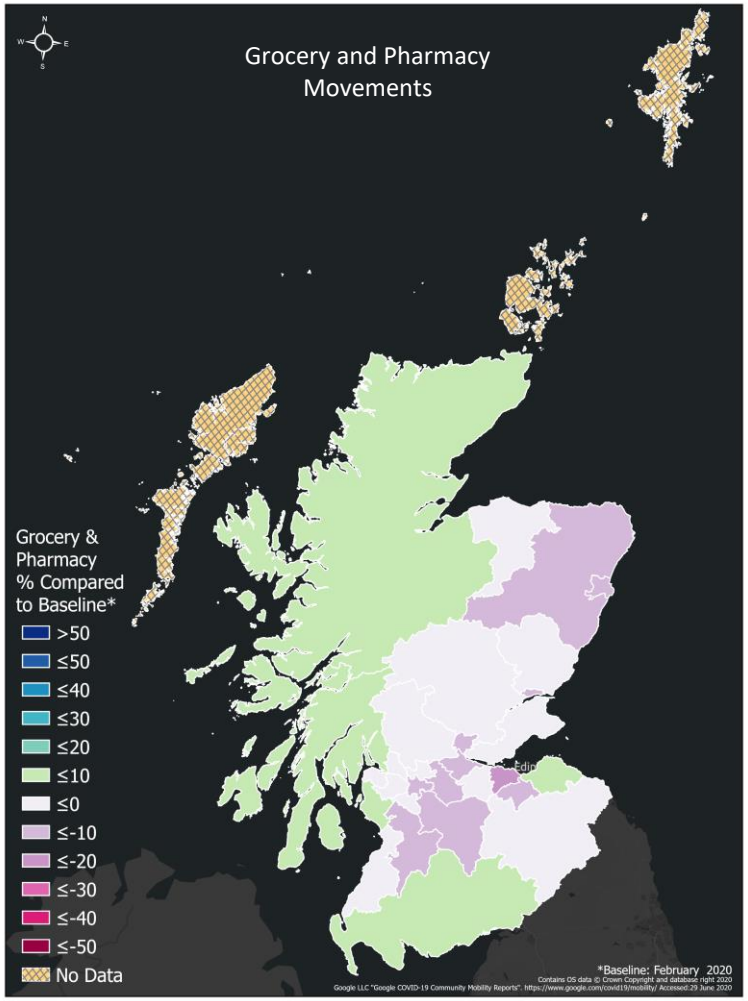
GOOGLE TRENDS – 'Grocery & Pharmacy' and 'Retail & Recreation'

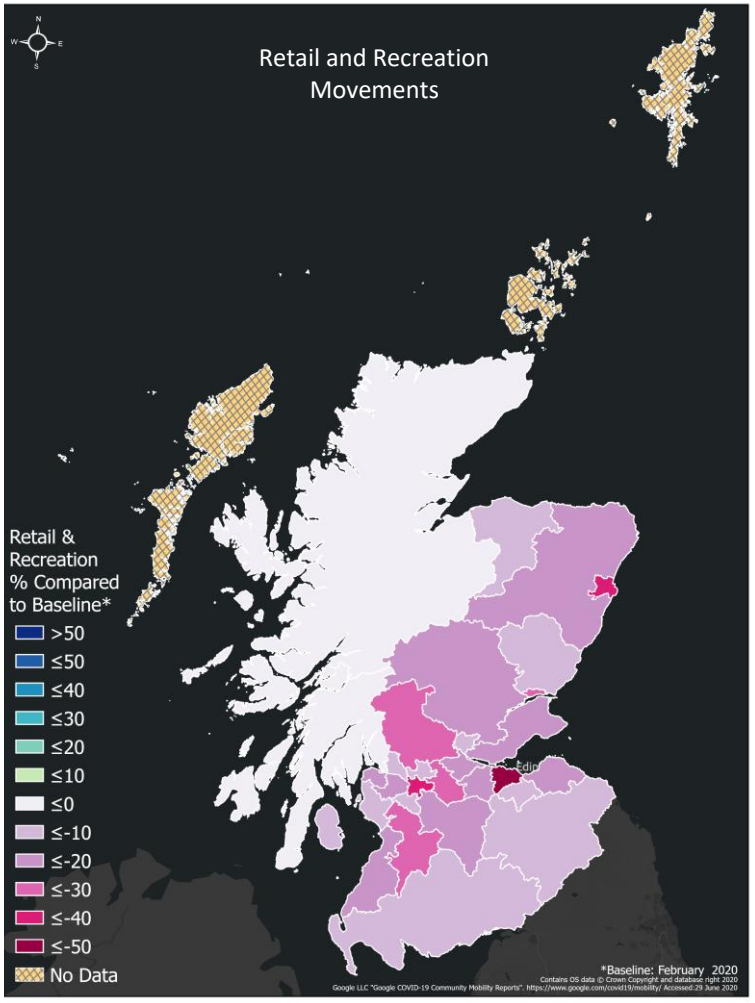
Google Movement Data for Scottish Cities

Source: Google Community Mobility Report
2 August 2020
Confidence: Low

Latest Available Data:
Week Ending 26 July 2020

Baseline: Index 100 = February 2020





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

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COVID19 Trends in Sub-National Travel

July Report

GOOGLE TRENDS – 'Parks' and 'Workplace'

'Parks' Key Points

- Parks movements have increased across the country comparing the last week in June (week ending 28 June) and end of July (week ending 26 July). This increase was more apparent in non-City Local Authorities, particularly rural regions, with Highland (188%), Argyll and Bute (151%) and Dumfries and Galloway (131%) reporting the most significant growth.
- Significant regional variation was observed comparing end of July to the February 2020 baseline.
- With the exception of West Lothian, where movements were 4% below baseline, all areas recorded volumes above February levels ranging from 9% (Dundee City) to 190% (Highland).

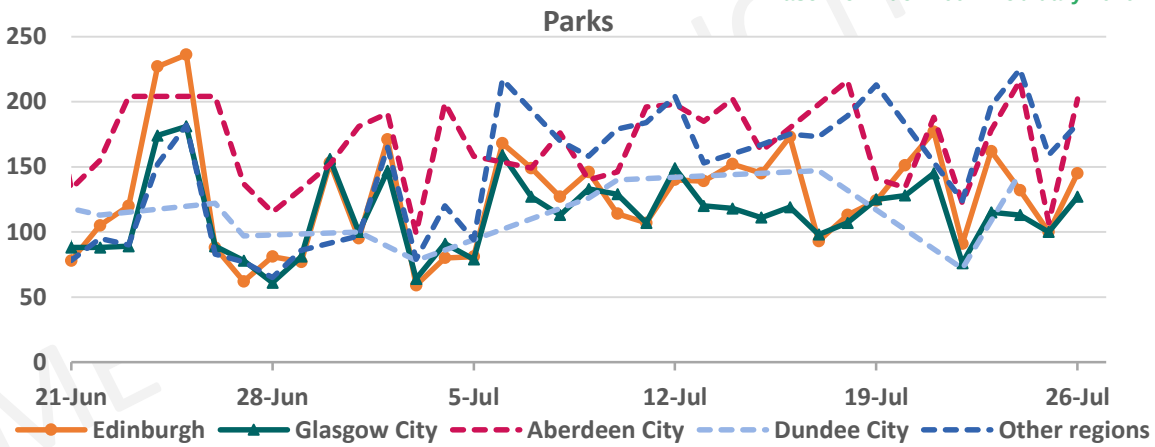
'Workplace' Key Points

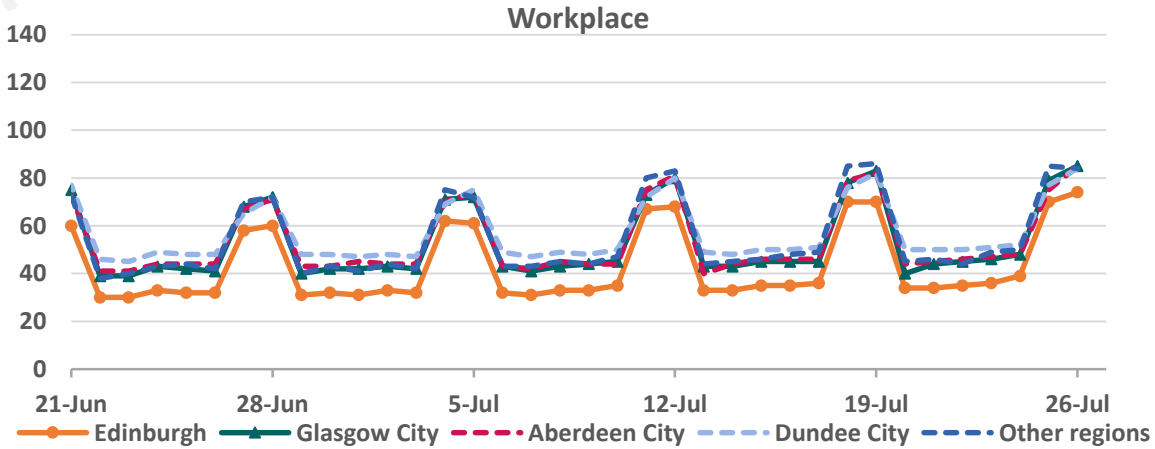
- Workplace movements across Scotland have increased by an average of 7% comparing the end of July with the last week in June, with observed growth varying between 2% (Orkney) and 11% (Argyll and Bute) for individual Local Authorities.
- In the last week, there was a slight increase of 1% on average in movements across the country.
- Although growth was observed over July, Workplace movements remain significantly below the levels recorded in the February baseline period, ranging from 31% below baseline in Dumfries and Galloway to 54% below baseline in Edinburgh.

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 2 August 2020
Confidence: Low

Latest available data: Week Ending 26 July 2020
Baseline: Index 100 = February 2020





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

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COVID19 Trends in Sub-National Travel

July Report

GOOGLE TRENDS – 'Parks' and 'Workplace'

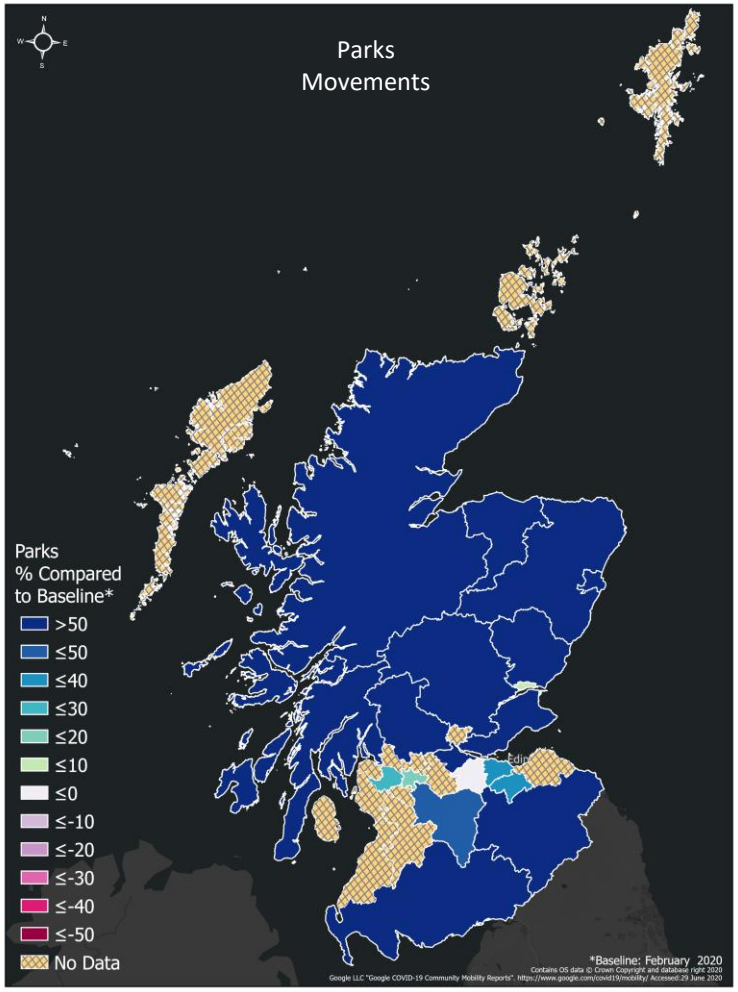
Google Movement Data for Scottish Cities

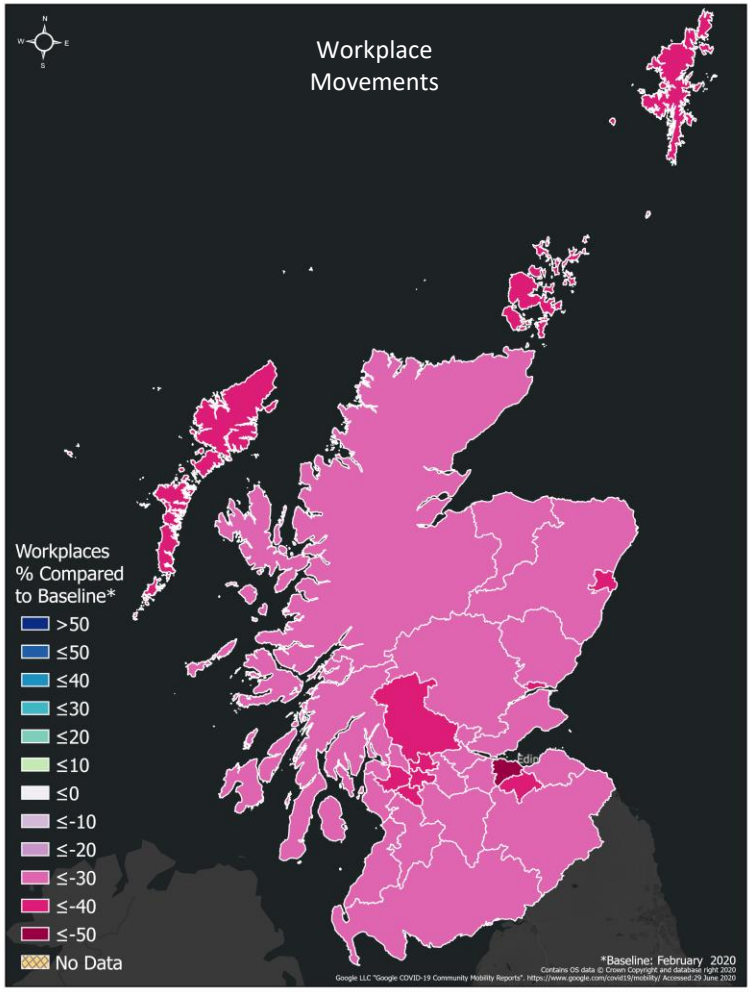
Source: Google Community Mobility Report
2 August 2020

Confidence: Low

Latest Available Data:
Week Ending 26 July 2020

Baseline: Index 100 = February 2020





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

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COVID19 Trends in Sub-National Travel

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GOOGLE TRENDS – Mobility

Key Points

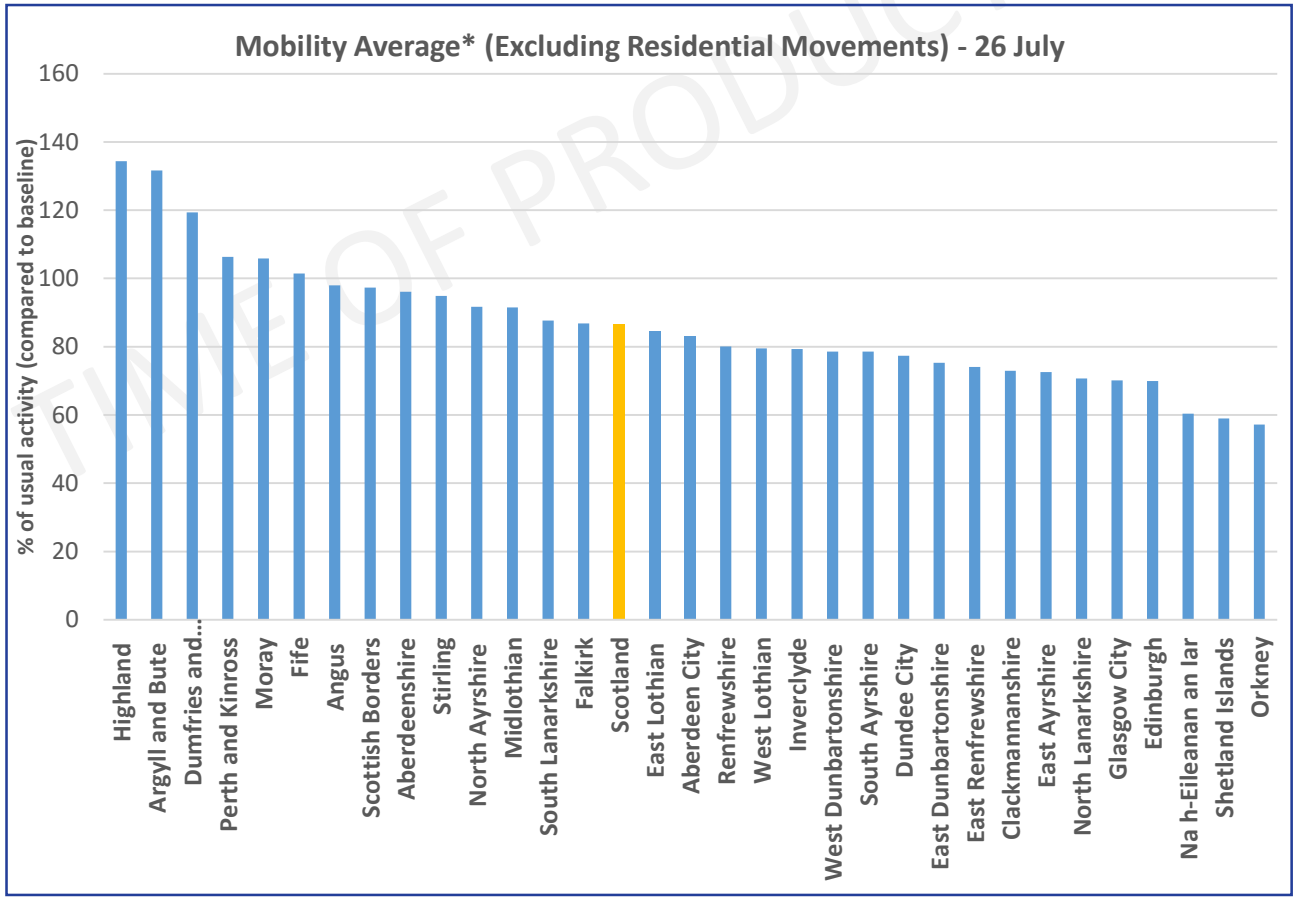
- Average mobility by Local Authority area considers all categories with the exception of Residential. Mobility for all categories in week ending 26 July is compared to the baseline February 2020 period.
- Average mobility increased for City Local Authorities comparing week ending 2 August and week ending 28 June. A similar increase was recorded in the major cities, with Dundee, Edinburgh and Glasgow all increasing by 9% over this period, while Aberdeen saw an increase of 8%.
- For the same period, overall mobility in non-City Local Authorities increased in all areas except for Shetland Islands and Na h-Eileanan an Iar, where monthly declines of 6% and 1% were observed respectively. The most significant increases were recorded in Highland (68%) and Argyll and Bute (62%).
- Overall mobility remains largely below February baseline levels with an average of 14% across Scotland, though Highland, Argyll and Bute, Dumfries and Galloway, Perth and Kinross, Moray and Fife were above baseline.

DATA NOTE: 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.

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 2 August 2020
Confidence: Low

Latest available data: Week Ending 26 July 2020
Baseline: Index 100 = February 2020



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COVID19 Trends in Sub-National Travel

July Report

The Small Print

Purpose and Baseline

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

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

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

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

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

Walking and Cycling

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

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

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

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

Datasets Small Print

The Small Print – Cont.

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

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

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

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

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

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

Google Movement Data

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

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