



## Monthly Change Headlines

- **September Travel Summary** – This month has observed a general decrease across most modes of travel, potentially due to a combination of regional lockdown measures introduced through the month, end of the holiday period and less favourable weather conditions. This is the first noticeable downward trend since May when stricter lockdown measures were in place.
- **Active Travel** – Walking and cycling movements both fell through the month of September. Weather appears to be the key contributor to this fall in travel, with colder and less favourable conditions.
- **Bus Service Provision** – Bus provision varied across the country, with some Local Authorities at or below pre-COVID-19 levels of provision. Most notably service provision in increased between 1am and 4am, up in excess of 40% points compared to last month and was predominantly driven by Edinburgh and the Lothian region.
- **Bus Concessionary Travel** – Bus concessionary travel has been one of the few modes to buck the trend with slight increases in September to be around 50% of 2019 levels.
- **Rail Stations (Glasgow Central and Edinburgh Waverley)** – Major railway stations recorded decreased monthly footfall in September seeing footfall below 40% of the equivalent 2019 period levels at both stations.
- **Glasgow Subway and Edinburgh Trams** – Patronage has decreased in September, particularly for Edinburgh Trams with a drop of 20% with both services remained significantly below equivalent 2019 levels.
- **CalMac Ferries** – Decreases in passengers, vehicles and commercial traffic were reported in September across all regions. Despite this the decreases seen were less than those in 2019 as the tourist season ended resulting in all modes moving closer to 2019 levels.
- **Trunk Road Traffic** – September traffic volumes saw decreases in rural areas and some gains in urban areas but overall remained level. Rural areas tended to be above the levels seen in early March, in contrast to urban areas that were still significantly below baseline.
- **Cross-Border Traffic** – Cross border traffic saw large decreases in September in contrast to the trunk road network, ending up 15% below 2019 levels.
- **Google Mobility Data** – Compared to August, 'Workplace' movements in September showed growth across the country. 'Grocery and Pharmacy' and 'Retail and Recreation' movements saw relatively minor monthly changes, seeing little new regional variation with city local authorities remaining lower against the baseline than the rest of the country.

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### ACTIVE TRAVEL Monthly Change <sup>(1)</sup>



City Local Authorities <sup>(2)</sup>		% Change	Rest of Scotland LA Average <sup>(3)</sup>		% Change
	Walking	-3% ↓		Walking	-11% ↓
	Cycling	-3% ↓		Cycling	-25% ↓

(1) The Monthly Change Comparison compares the last week in September (week ending 4 October) with last week in August (week ending 30 August)

(2) City Local Authorities includes Glasgow City and Edinburgh City

(3) Rest of Scotland Local Authorities (LA) includes Argyll & Bute, East Dunbartonshire, North Ayrshire, Perth & Kinross and Stirling

### Summary

- Walking Trips** – From the sample data for walking, monthly activity decreased across most of the country in the month of September, with only Edinburgh reporting an increase. The monthly walking changes observed in Local Authorities ranged from 15% (Edinburgh) to -32% (Glasgow), the latter possibly due to the local lockdown restrictions. Levels of activity fluctuated significantly throughout the month, likely due to changes in weather conditions and possibly influenced by prevailing colder temperatures. Walking movements in Edinburgh, Glasgow and Stirling were lower compared to the June 2019 period, whereas non-City Local Authorities reported levels around or above baseline levels. The largest increases compared to baseline were observed in Argyll and Bute and North Ayrshire.
- Cycling Trips** – On average, cycling activity decreased for most regions between the start and end of September, with the exception Edinburgh where growth of 8% was observed. Non-City Local Authorities recorded a more pronounced drop in cycling activity. The largest declines were observed in East Dunbartonshire, Perth and Kinross, North Ayrshire and Argyll and Bute, ranging from 31% to 43%. Activity was below baseline levels recorded in the June period for Edinburgh, Stirling and East Dunbartonshire, but significantly higher in Argyll and Bute, and higher in North Ayrshire and Perth and Kinross, though this was less pronounced compared to the previous month.
- Baseline Comparison** – June 2019 is the baseline period used for comparison and therefore may underestimated typical active travel movements for this time of year.

### ACTIVE TRAVEL – Walking



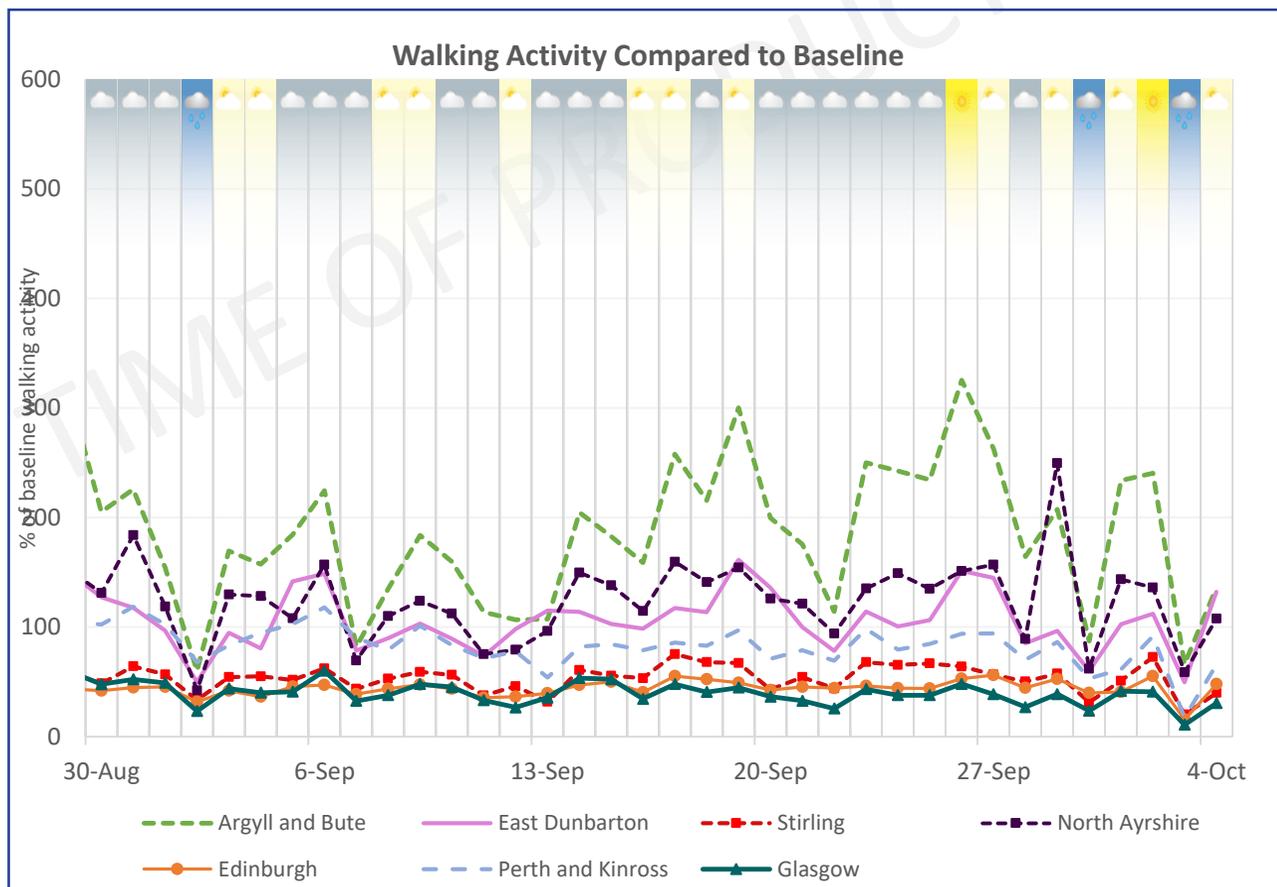
#### Key Points

- Most Local Authorities recorded a decrease in walking activity comparing week ending 4 October to week ending 30 August. Only Edinburgh observed an increase of 15%.
- Walking activity in week ending 4 October was higher compared to the June 2019 period in Argyll and Bute and North Ayrshire, but dropped below base levels on days with less favourable weather conditions similar with other regions. Walking activity recorded in East Dunbartonshire was generally above volumes recorded in the June 2019 baseline period, activity in Perth and Kinross was around baseline levels, while activity in other areas was below baseline, particularly in Glasgow.
- There is a visible steady decline in walking activity towards the end of the month, possibly due to colder weather conditions.
- In week ending 4 October, walking trips in all Local Authorities saw a decline in weekly walking trips, though this was likely influenced by the poor and colder weather conditions. Argyll and Bute and Perth and Kinross reported the highest decreases, with 29% and 26% respectively.

#### Walking: Monthly Comparison

Source: Local Authorities and Cycling Scotland  
Confidence: Medium

Baseline: Index 100 = June 2019



### ACTIVE TRAVEL – Walking Urban Rural Classification



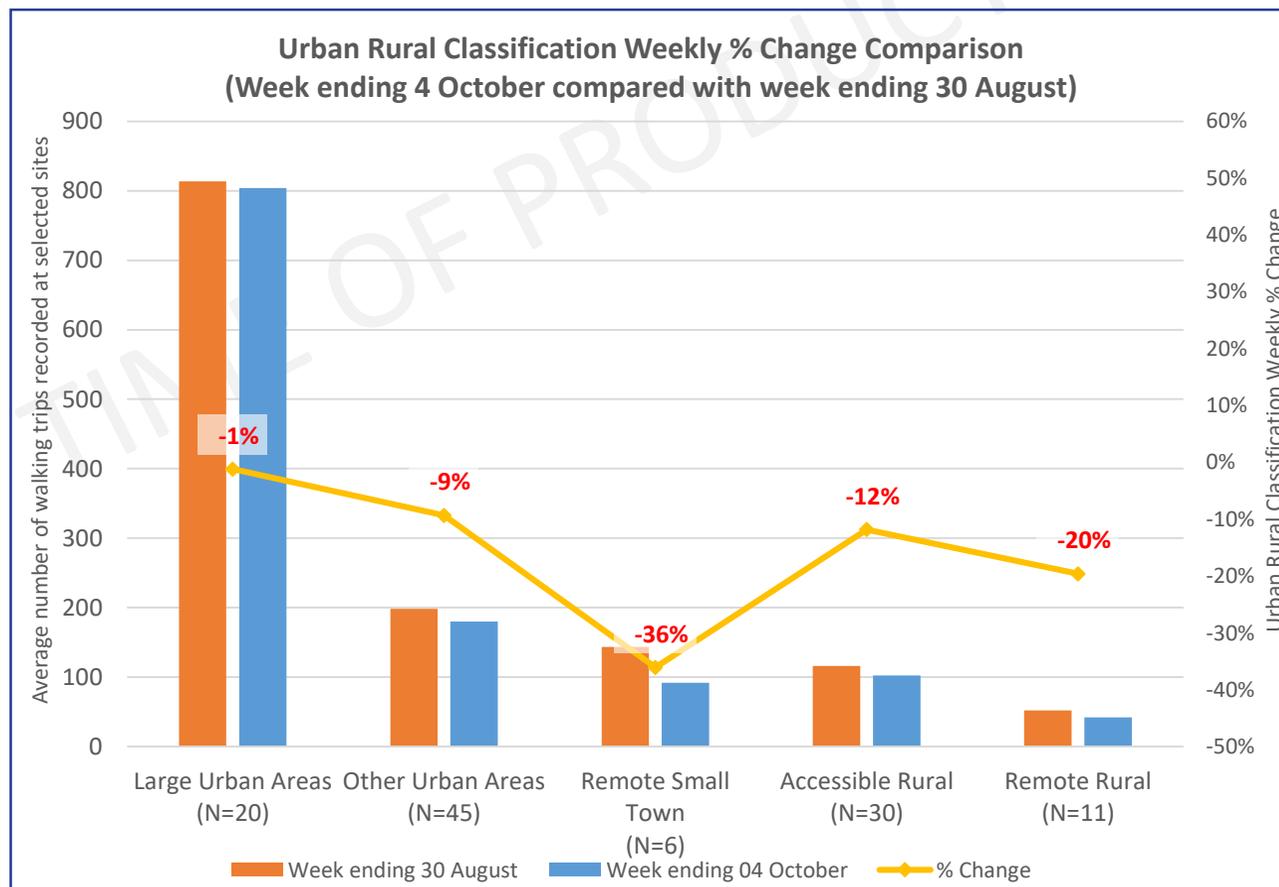
#### Key Points

- Walking activity in week ending 4 October compared to week ending 30 August decreased in urban areas and towns.
- The highest decrease over this period was seen in Remote Small Towns, contrary to the previous month, with a decline of 36%.
- Accessible Rural and Remote Rural areas also saw declines, with volumes reducing by 12% and 20% respectively.
- Urban areas observed a less pronounced decrease, with Other Urban Areas and Large Urban Areas reporting declines of 1% and 9%.

#### Walking: Urban Rural Walking Activity

Source: Local Authorities and Cycling Scotland  
Confidence: Medium

Monthly Change Comparison



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

### ACTIVE TRAVEL – Cycling



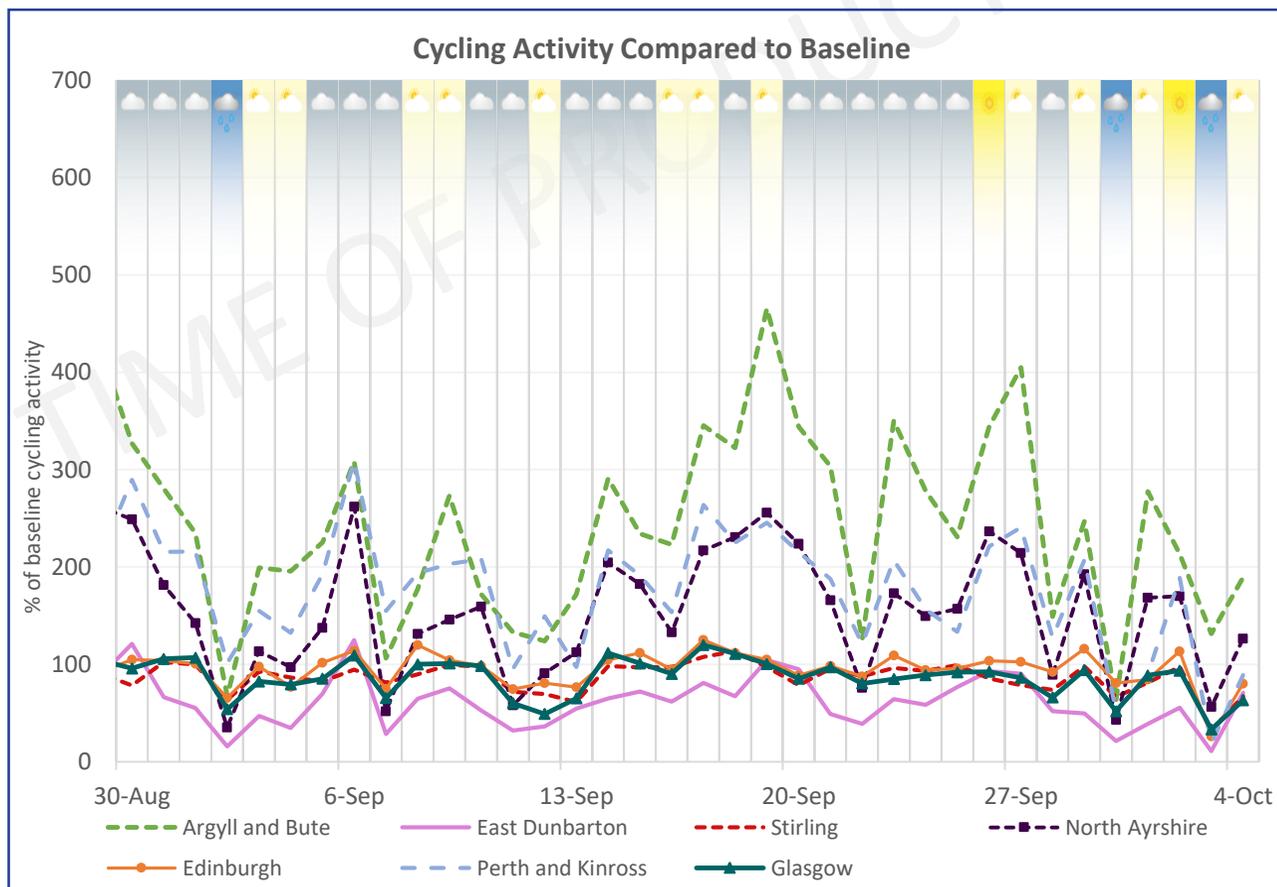
#### Key Points

- Similar to walking, from week ending 30 August to week ending 4 October, cycling activity declined across most regions in the country with the exception of Edinburgh where an increase of 8% was observed. Non-City Local Authorities observed a more noticeable drop in activity with the largest declines seen in Argyll and Bute, North Ayrshire, Perth and Kinross and East Dunbartonshire ranging from 43% to 31% respectively.
- Similar to the previous month, although less pronounced, cycling activity in Argyll and Bute, North Ayrshire and Perth and Kinross remained higher through most of September compared with June 2019 baseline. Other areas remained comparable to or below 2019 levels, with East Dunbartonshire noticeably lower compared to other regions.
- Cycling activity reported significant drops in demand during the week ending 4 October and appeared to be heavily influenced by weather conditions and colder temperatures.
- Compared to the previous week, all Local Authorities reported decreases, with the most pronounced declines observed in Perth and Kinross (-39%), Argyll and Bute (-38%) and East Dunbartonshire (-36%).

#### Cycling: Monthly Comparison

Source: Local Authorities and Cycling Scotland  
Confidence: Medium

Baseline: Index 100 = June 2019



### ACTIVE TRAVEL – Cycling Urban Rural Classification



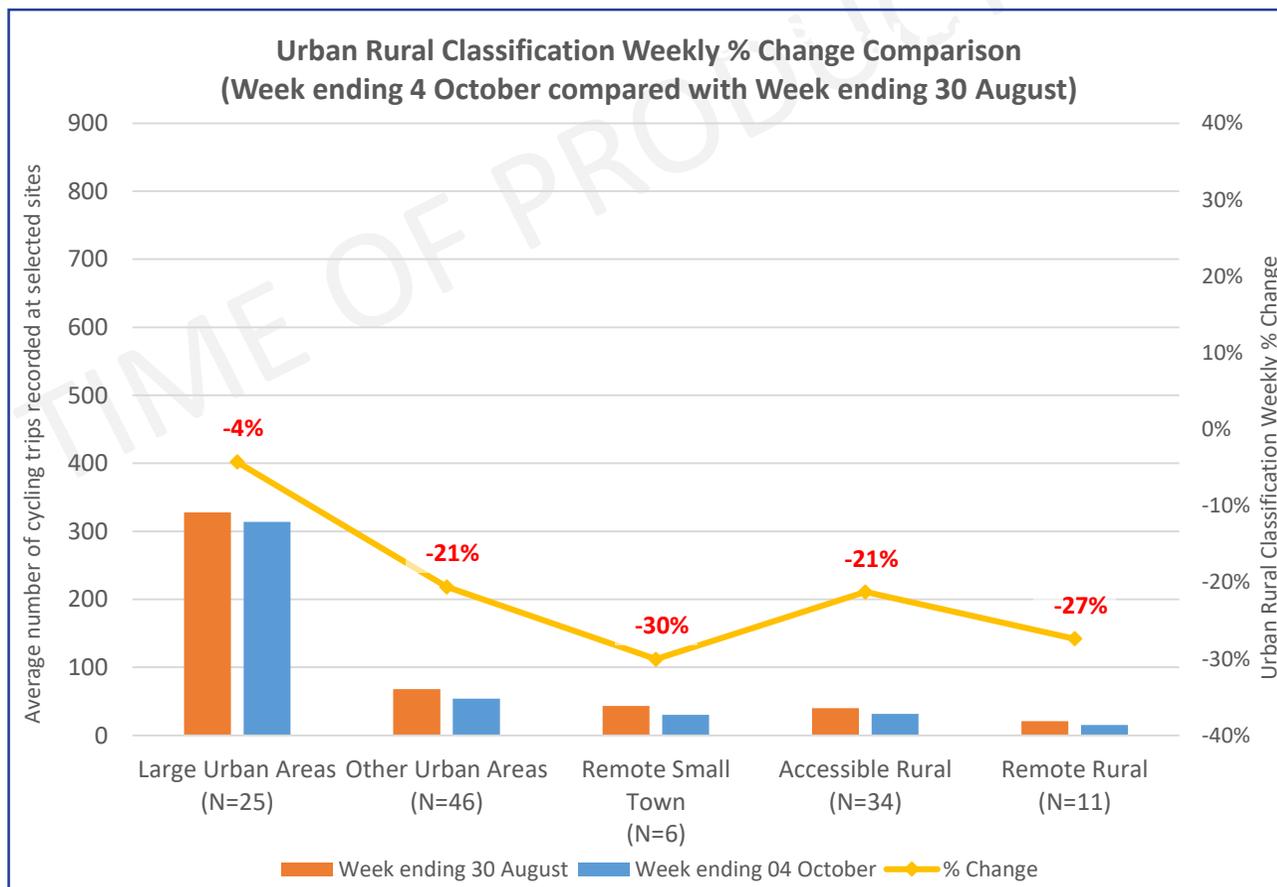
#### Key Points

- Cycling levels by Urban Rural Classification in week ending 4 October compared to week ending 30 August declined in both urban and non-urban areas
- The largest decrease in cycling activity was observed in Remote Small Towns, with a decline of 30%.
- Remote Rural also observed a noticeable decrease in cycling with a decline of 27%, similar to Accessible Rural areas where a decline of 21% was recorded.
- A less pronounced decline was observed in Large Urban Areas, at 4%, whereas Urban Areas recorded a similar change to the other regions, with a decrease of 21%.

#### Cycling: Urban Rural Cycling Activity

Source: Local Authorities and Cycling Scotland  
Confidence: Medium

Monthly Change Comparison



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

### PUBLIC TRANSPORT Monthly Change <sup>(1)</sup>



Bus and Train Monthly Change <sup>(1)</sup>		% Change
	Bus Service Provision <sup>(2)</sup>	5% ↑
	Bus Concessionary Travel <sup>(2)</sup>	3% ↑
	Rail Stations (Central and Waverley)	-14% ↓

Other Modes Monthly Change <sup>(1)</sup>		% Change
	Glasgow Subway	-1% ↓
	Edinburgh Tram	-20% ↓
	CalMac Passenger & Cars <sup>(3)</sup>	-18% ↓
	CalMac Commercial Vehicles <sup>(3)</sup>	-12% ↓

(1) The Monthly Change Comparison compares the last week in August (week ending 4 October) with last week in July (week ending 30 August)

(2) Percentage change includes all local authorities of Scotland

(3) CalMac Ferries data is provided from Friday to Friday therefore Monthly Change compares week of the 26 Sep to 2 Oct with the 22 to 28 August

### Summary

- Bus Service Provision** – Bus service provision varies across the country. Several Local Authorities are now reporting at or above pre-COVID levels (equivalent period in 2018), with Aberdeen City the highest, at 110%, and Stirling the lowest, at 57% of typical levels. There was a noticeable monthly increase in service provision between the hours of 1am and 4am, with the increase in excess of 40% for each hour.
- Bus Concessionary Travel** – Bus concessionary travel has been steadily increasing in August, rising from 47% of 2019 levels during week ending 30 August up to 50% of 2019 levels in week ending 4 October.
- Rail Stations (Glasgow Central and Edinburgh Waverley)** – Major railway stations recorded decreased monthly footfall in September, 9% at Central and 20% at Waverley, first noticeable downward trend since May where stricter lockdown measures were in place. Footfall was below 40% of the equivalent 2019 period levels at both Central and Waverley, a drop of 4% and 10% respectively compared to week ending 30 August.
- Glasgow Subway and Edinburgh Trams** – Subway and Tram patronage decreased through September, remaining below levels recorded in the equivalent period in 2019, at 32% (Subway) and 23% (Tram) on average for the week ending 4 October, a decline from the end of August.
- CalMac Ferry** – Decreased patronage, vehicles and commercial traffic was reported over September across all regions. For the most part, levels remained below the equivalent 2019 period, with the exception of Commercial Vehicle traffic in both Clyde and Outer Hebrides, which both grew by 9%. Passenger traffic was down by 33% to 39% compared to 2019 levels, and Car traffic declined by between 17% and 20%.

### PUBLIC TRANSPORT – Bus Concessionary Travel



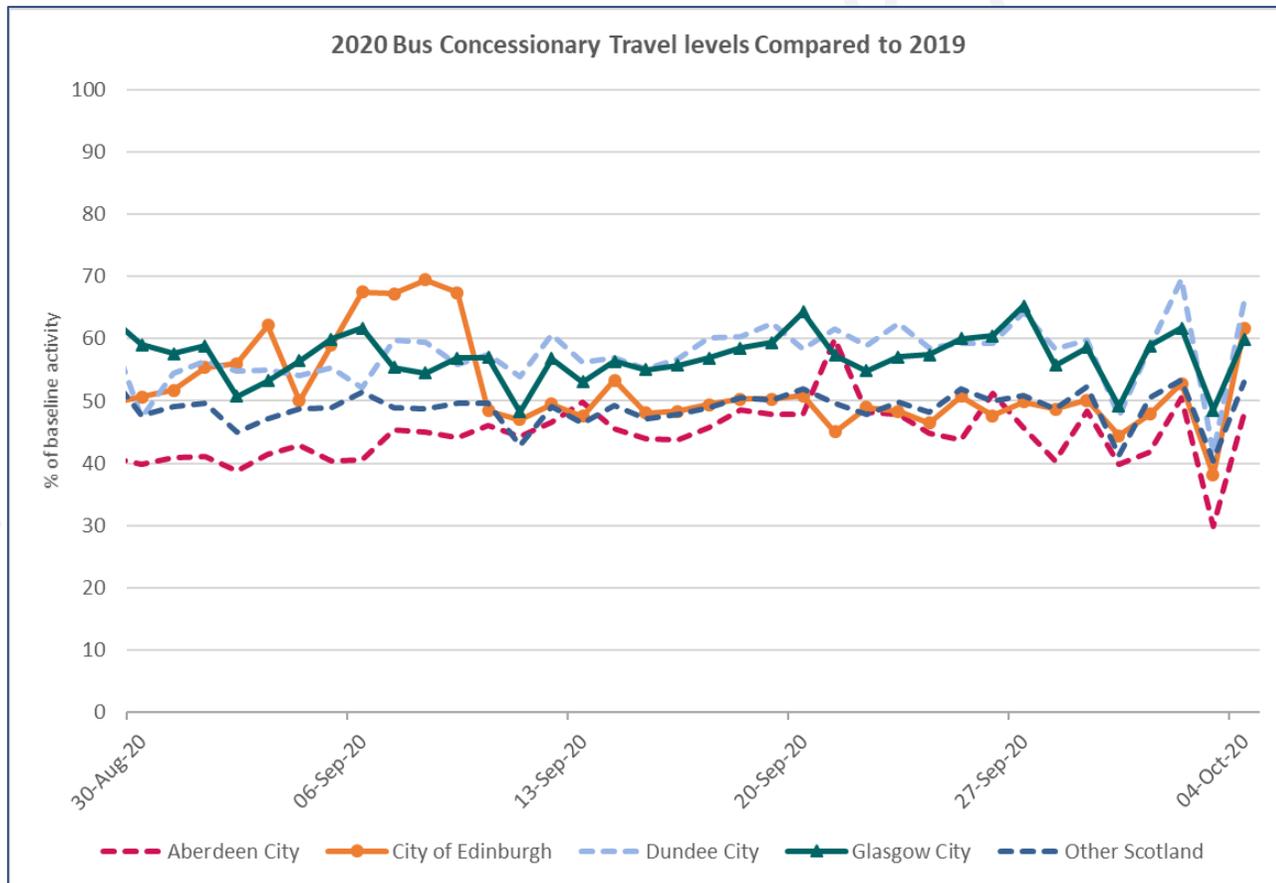
#### Key Points

- Throughout the month of September Bus Concessionary Travel activity remained significantly below levels recorded over the equivalent period in 2019. However, travel increased from 47% of 2019 levels during week ending 30 August to 50% of 2019 levels in week ending 4 October.
- Notable declines in concessionary travel were recorded across all Local Authorities on 30 September and 3 October 2020, likely due to very poor weather. Activity in many Local Authorities has declined compared to baseline levels, most significantly in Aberdeen where volumes were down 70% against the baseline on 3 October 2020. The largest reduction seen was in Shetland, with a decrease of 77%.
- Levels in Glasgow and Dundee appear to be recovering faster than other cities, being closer to 2019 demand than Edinburgh and Aberdeen. During week ending 4 October 2020, travel in Glasgow and Dundee was at 56% and 57% of 2019 levels respectively. Edinburgh travel was 49% of the equivalent period in 2019, while Aberdeen was at 43%.
- Levels were higher in Edinburgh City for the week commencing 7 September due lower typical volumes in the equivalent 2019 period.

#### Bus Concessionary Travel

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

Baseline: Index 100 = Equivalent Period in 2019



**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.

### PUBLIC TRANSPORT – Weekday Bus Services Supply by Region



#### Key Points

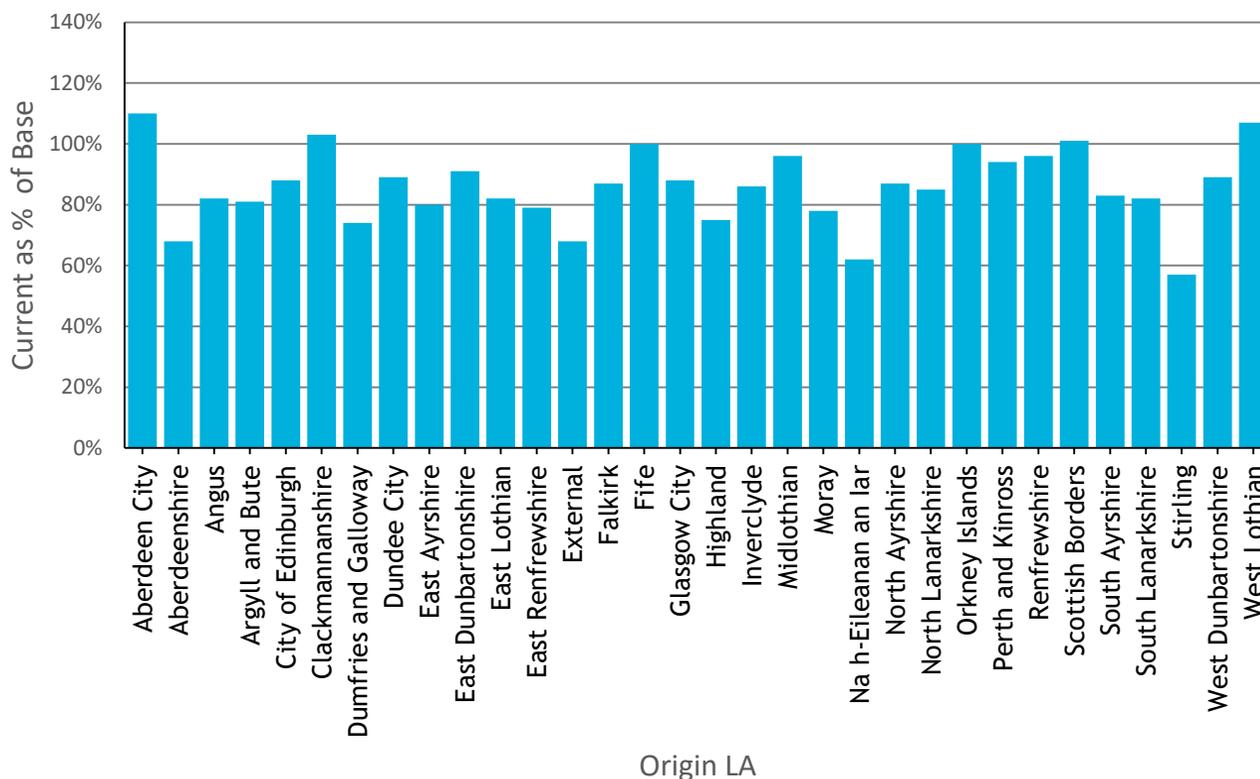
- Bus service data is derived from Traveline and reported for Wednesday 30 September 2020, with base comparison being Wednesday 5 September 2018.
- Bus service operation in many Local Authorities is approaching baseline levels. Similar to the previous month, West Lothian, Clackmannanshire and Orkney Islands were at or above pre-COVID-19 operations, but in September Aberdeen City, Scottish Borders and Fife also reached these levels.
- Notable reduced bus service operations were evident in the same regions compared to August, with Stirling, Na h-Eileanan an Iar, and Aberdeenshire Local Authority services and External services (services originating outside Scotland), all below 70% of base volumes recorded in September 2018.
- Stirling recorded the lowest levels, at 57% of baseline, potentially linked to the university moving to online classes.
- For City Local Authorities, Aberdeen reported the highest levels compared to baseline operation, at 110%, whereas operations in Edinburgh, Glasgow and Dundee were between 88% to 89%.

#### Bus Service Operation by Region

Source: Traveline Weekly Bus Tracker Wednesday 30 September  
Confidence: Medium

Baseline: Index 100 = Wednesday 5 September 2018

#### Summary by Origin LA



**DATA NOTE:** Bus data only includes operators across the country with more than 500 services per day.

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.

ACTIVE TRAVEL

PUBLIC TRANSPORT

ROAD TRAFFIC

GOOGLE DATA

### PUBLIC TRANSPORT – Weekday Bus Services Supply by Hourly Profile



#### Key Points

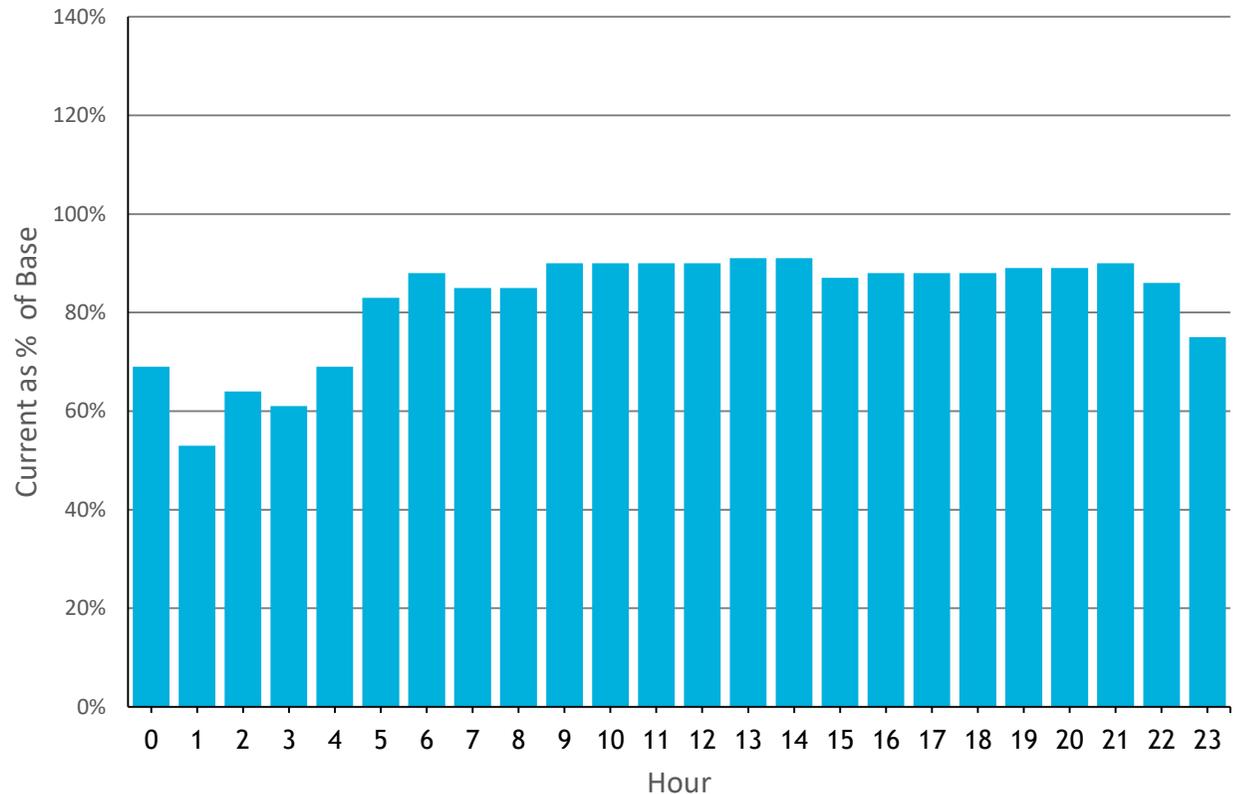
- Bus service data is derived from Traveline and reported for Wednesday 30 September 2020, with base comparison being Wednesday 5 September 2018.
- Compared to the previous month, the most significant change in bus provision in September 2020 occurred between 1am and 4am. August levels were below 10%, whereas September levels ranged from 53% to 64%, equating to increases in excess of 40%.
- This increase was predominantly in Edinburgh and the Lothians and part of a planned increase in Lothian group services across the day.
- Bus operation throughout the day (5am to 11pm) was generally similar to pre-COVID-19 levels, consistently above 80% of baseline over this period. This is a similar trend to the previous month but slightly higher.
- Similar to last month, there is a drop off in bus services between 11pm and 4am, with operation ranging from 53% to 75% of baseline levels.

#### Bus Service Operation by Hourly Profile

Source: Traveline Weekly Bus Tracker Wednesday 30 September  
Confidence: Medium

Baseline: Index 100 = Wednesday 5 September 2018

#### Hourly Profile



**DATA NOTE:** Bus data only includes operators across the country with more than 500 services per day.

### PUBLIC TRANSPORT – Train Station



#### Key Points

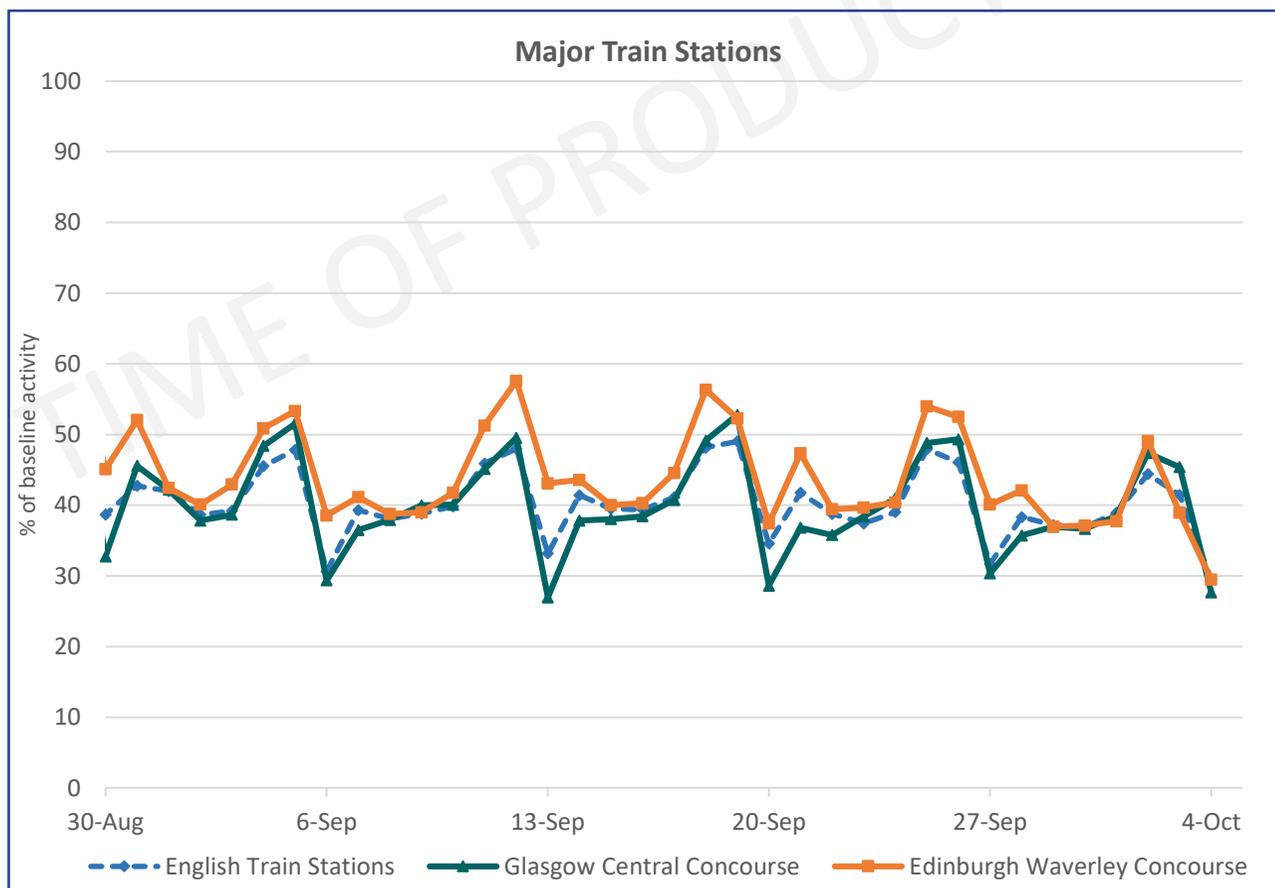
- Monthly decreases in footfall were recorded at both Edinburgh Waverley and Glasgow Central stations, with declines of 20% and 9% respectively comparing week ending 4 October to week ending 30 August. Glasgow Central Station saw a decline comparable to the average of sample English stations (8%).
- Edinburgh Waverley observed a much higher decrease at the weekend than midweek, 36% compared to 12%. Similarly, Glasgow Central recorded a decline of 3% over the weekday period, but decreases were also more pronounced over the weekend, at 21%. This was similarly the case elsewhere in the UK and may be due to heavy rain over this period.
- Rail passenger volumes remain significantly down compared to baseline, on a downtrend over the past month. Volumes at Edinburgh Waverley were 38% of baseline on average for week ending 4 October, a drop of 10% compared to week ending 30 August. Glasgow Central volumes were similar, at 39% of baseline, a less pronounced drop of 3% compared the last week of August.

**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



### PUBLIC TRANSPORT – Glasgow Subway and Edinburgh Tram



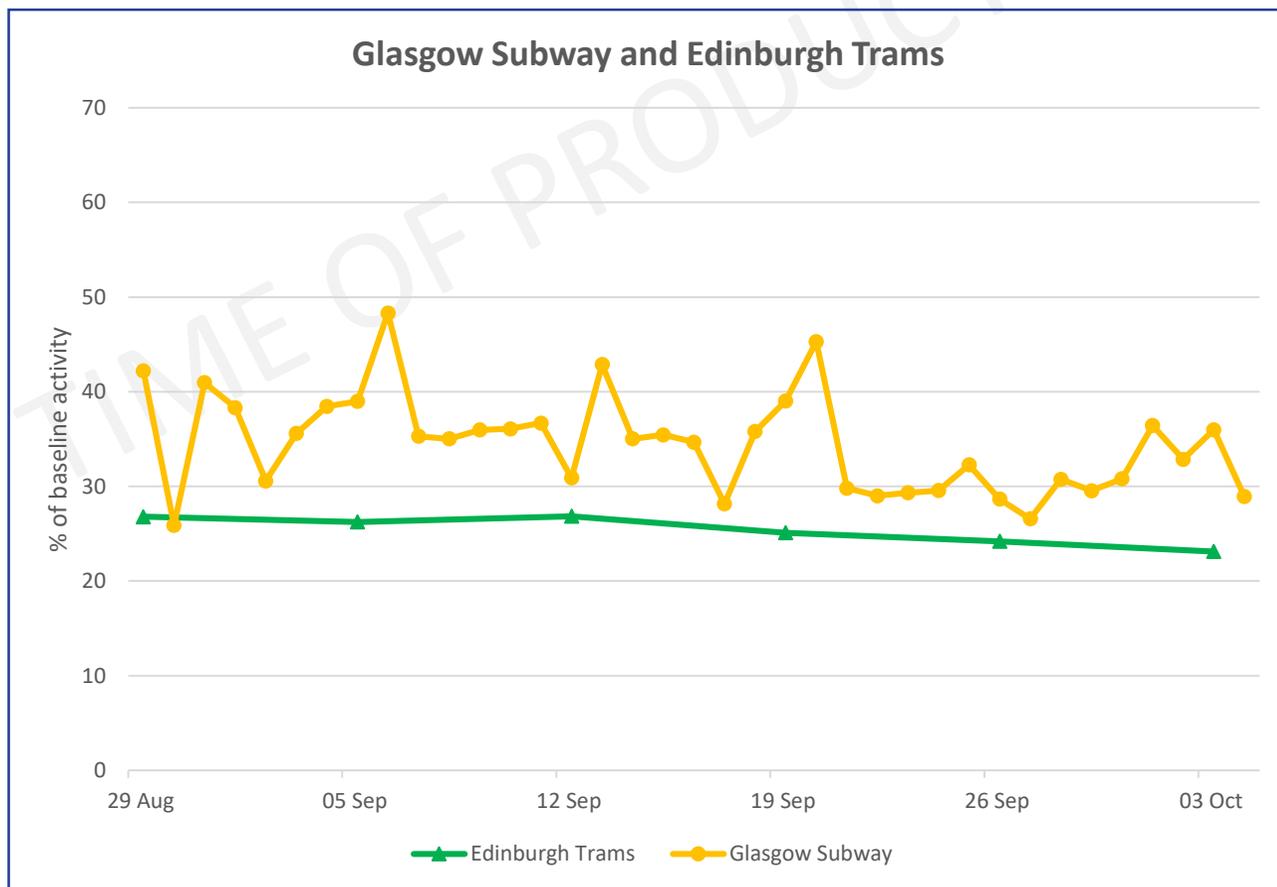
#### Key Points

- Monthly patronage volumes showed a decline for both Edinburgh Trams and Glasgow Subway, with decreases of 20% and 1% respectively. This is the first decrease in patronage since the strict lockdown measures through March and May.
- In the past week, passenger volumes have decreased on the Edinburgh Trams by 4%, whereas patronage on the Glasgow Subway has dropped slightly by 1%.
- Comparing week ending 4 October to the equivalent period in 2019, average patronage through the week was observed at 23% for Edinburgh Trams and 32% for Glasgow Subway, down 4% points and 3% points on last month respectively.
- There has been no noticeable increase in patronage with Universities in both cities commencing courses through September.
- The Subway data demonstrates a much more volatile pattern than the tram or rail network. This is due to the comparison date in 2019 being more volatile, which is not seen in the post Covid data, suggesting the Subway traditionally has a much stronger recreational use than the other rail modes.

#### Glasgow Subway and Edinburgh Tram

Source: SPT and Edinburgh Trams  
Confidence: High

Baseline: Index 100 = Equivalent Period in 2019



### PUBLIC TRANSPORT – Ferries CalMac (Monthly Change)

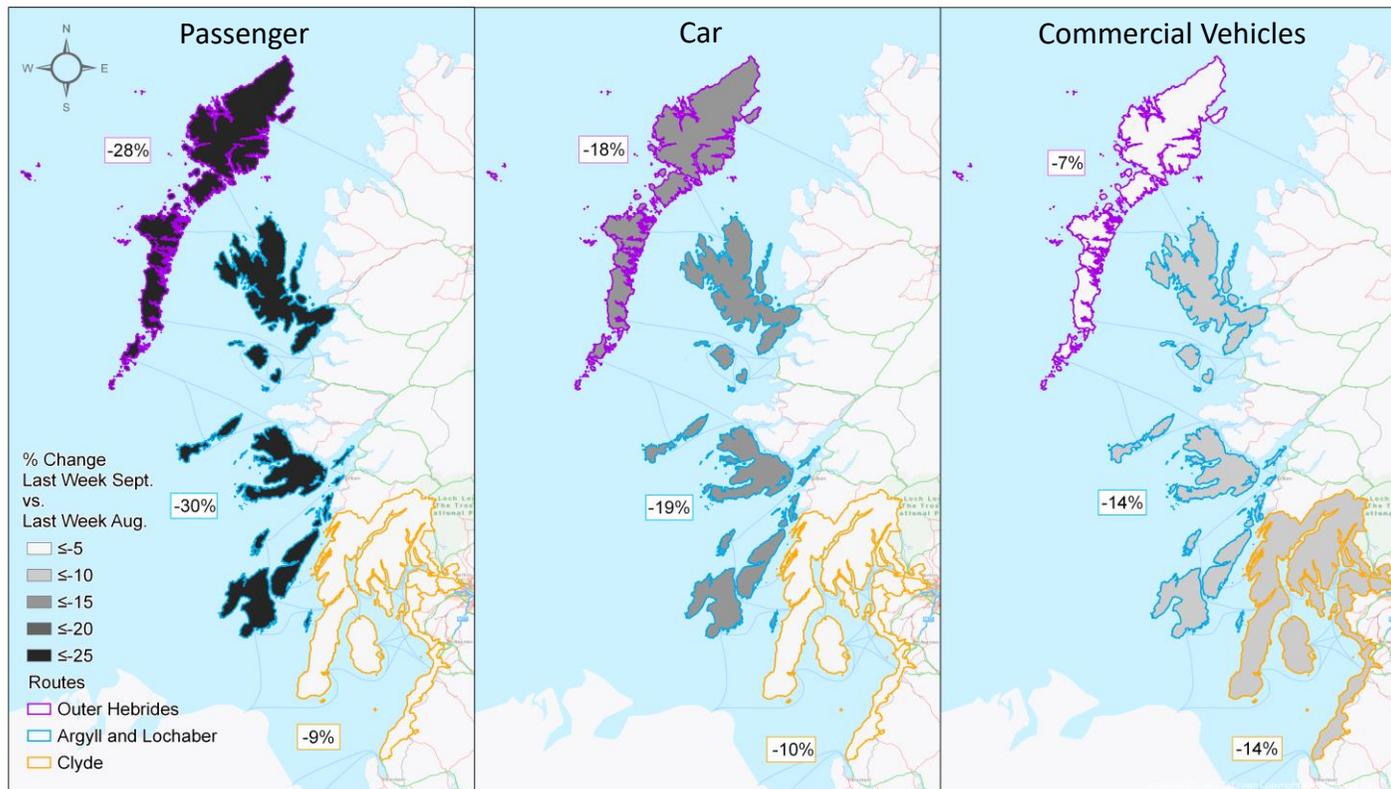


#### Key Points

- In the period from week ending 28 August to week ending 2 October, CalMac passenger volumes decreased by 28% in 'Outer Hebrides', and 30% in 'Argyll and Lochaber'. The decrease recorded in 'Firth of Clyde' was less pronounced, at 9%.
- Car volumes also saw declines in all regions. 'Outer Hebrides' decreased by 18%, and Argyll and Lochaber' volumes decreased by 19% over the same period. Levels in 'Firth of Clyde' were 10% below end of August volumes.
- Commercial vehicle volumes decreased in all areas during September. Both 'Argyll and Lochaber' and 'Firth of Clyde' dropped 14% below end of August levels. A similar decrease was recorded in 'Outer Hebrides', although a less pronounced decrease in, with a 7% decline over the same period.

#### CalMac Ferries Data

Source: CalMac  
Confidence: High



**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.

### PUBLIC TRANSPORT – Ferries CalMac (Change from Baseline)



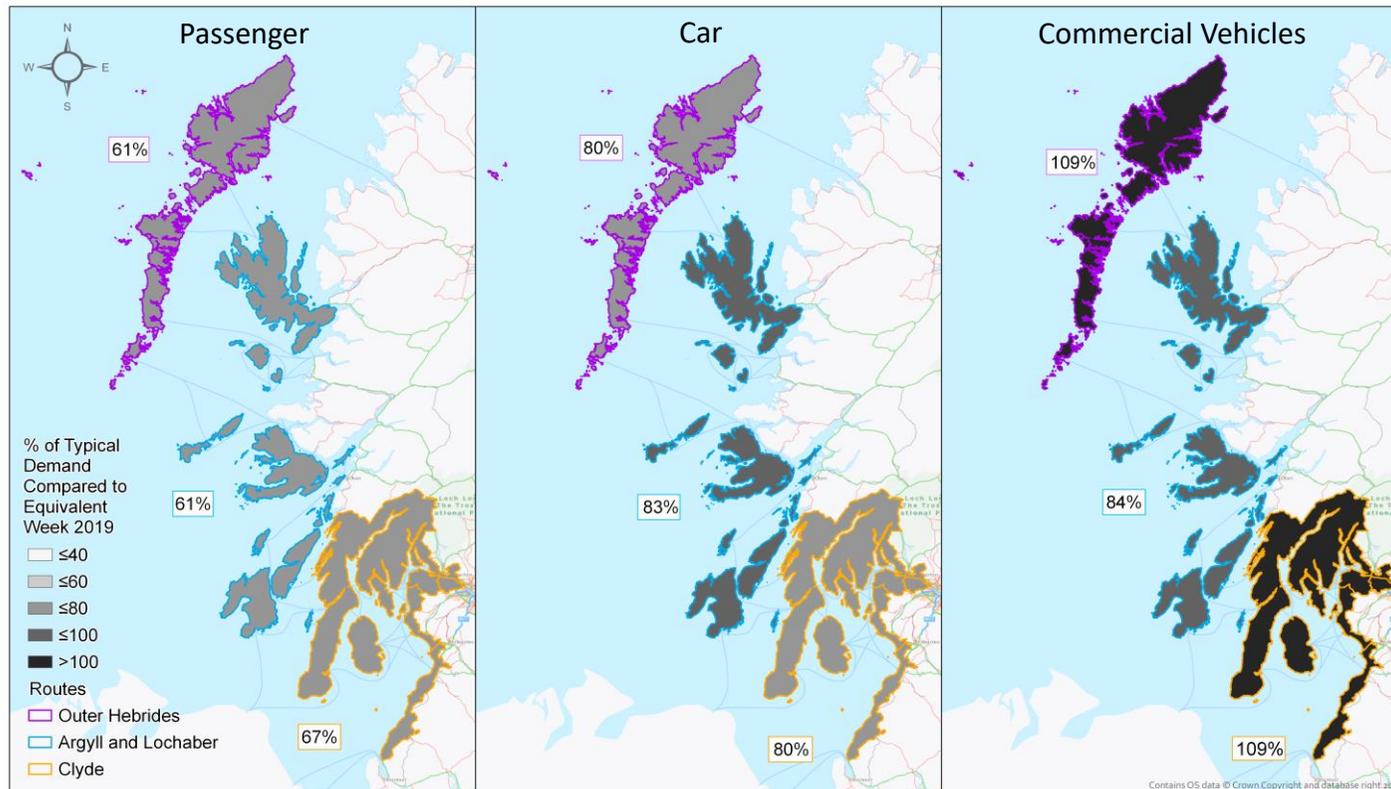
#### Key Points

- In week ending 4 October CalMac passenger and car volumes remained below levels recorded in the equivalent week of 2019, but saw closer to normal levels than the previous month.
- Passenger volumes were down by 33% in 'Firth of Clyde', and 39% in both 'Outer Hebrides' and 'Argyll and Lochaber'.
- For car volumes, 'Outer Hebrides' and 'Firth of Clyde' levels were 20% lower. The difference compared to baseline in 'Argyll and Lochaber' was less pronounced, with volumes down 17%. September data shows that 'Outer Hebrides' and 'Argyll and Lochaber' have broadly aligned with 'Firth of Clyde', which had been significantly closer to baseline levels in previous months.
- Commercial vehicle volumes in September for 'Outer Hebrides' and 'Firth of Clyde' were above 2019 levels, 9% higher in both areas. However, 'Argyll and Lochaber' remained below 2019 levels by 16%.

#### CalMac Ferries Data

Source: CalMac  
Confidence: High

Baseline: Index 100 = Equivalent Period in 2019



**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*.

### ROAD TRAFFIC Monthly Change <sup>(1)</sup>



City Local Authorities <sup>(2)</sup>		% Change	Rest of Scotland LA Average <sup>(3)</sup>		% Change
	Road Traffic (Car + Mcl) <sup>(4)</sup>	0%		Road Traffic (Car + Mcl) <sup>(4)</sup>	-6% ↓
	Road Traffic (LGV + HGV) <sup>(4)</sup>	6% ↑		Road Traffic (LGV + HGV) <sup>(4)</sup>	7% ↑

Monthly Change <sup>(1)</sup>	% Change	
	Cross-Border Trunk Road	-22% ↓

- (1) The Monthly Change Comparison compares the last week in September (week ending 4 October) with last week in August (week ending 30 August)
- (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

#### Summary

- **Cross Border Traffic (Trunk Roads)** – Over the month of September cross border traffic decreased by 22% compared to August levels, lower than the national average decrease of 1%. Average levels remained below volumes recorded in the equivalent 2019 period.
- **Trunk Road Traffic** – September traffic volumes declined month on month across most of the country. Where growth was observed, this tended to be in large urban areas. Compared to the March 2020 pre-COVID-19 baseline period, observed traffic increases were generally focussed in rural and popular outdoor areas, but this was less pronounced than the growth recorded in previous months. In contrast to this, volumes in large urban centres were below baseline levels.

### ROAD TRAFFIC – Cross-Border Trunk Road Traffic



#### Key Points

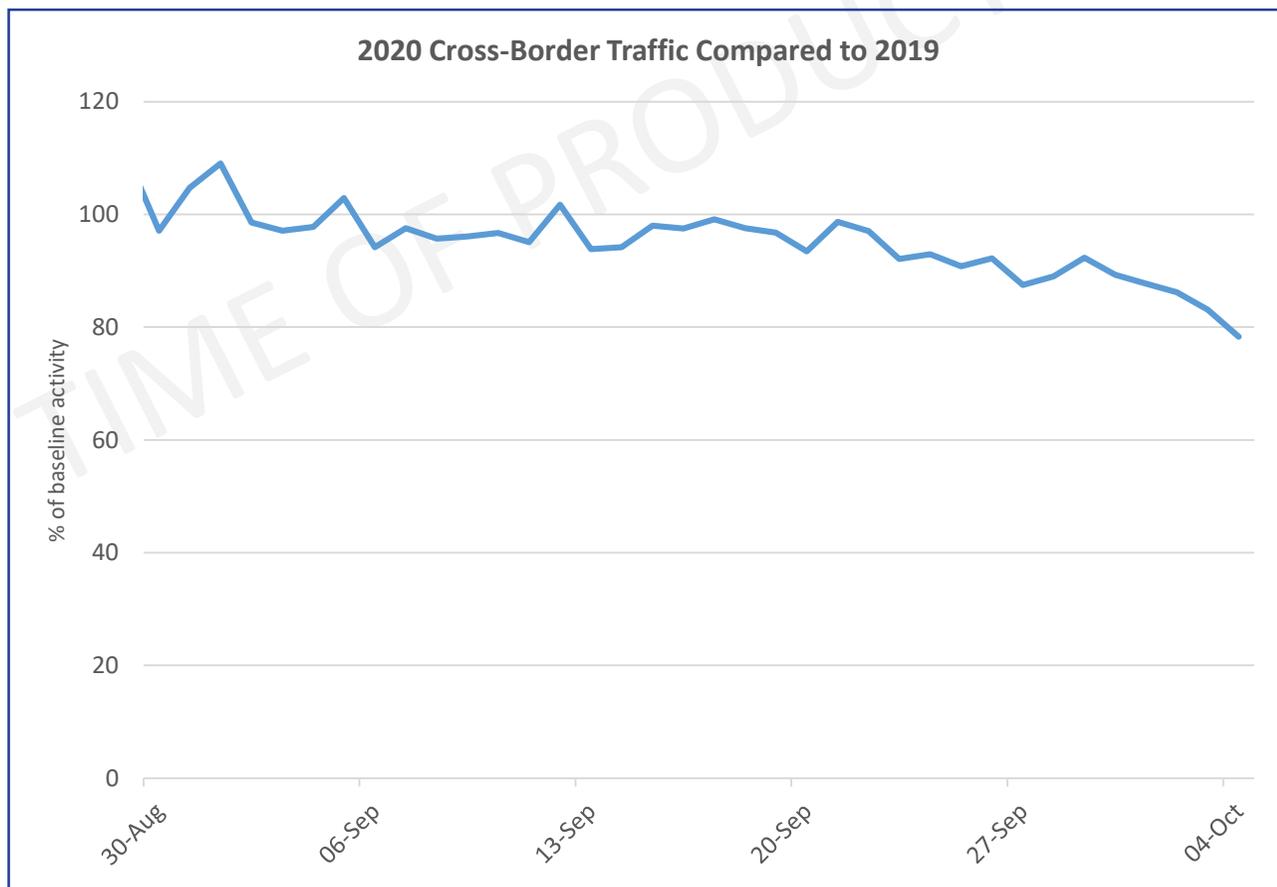
- The month of September saw an overall decrease in cross-border traffic. The average volumes for the month were 5% lower than the equivalent period in 2019. There was a noticeable decline in cross-border travel towards the end of the month, possibly due to school holidays.
- On average, week ending 4 October saw traffic volumes 13% lower than 2019 levels, representing a decrease compared to the previous month, where cross-border traffic week ending 30 August was 3% lower than the equivalent period in 2019.
- The traffic counter located on the M6 South of Gretna, which monitors traffic in both directions, recorded decreases of 19% and 21% for northbound and southbound flows in week ending 4 October compared to week ending 30 August.

**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



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



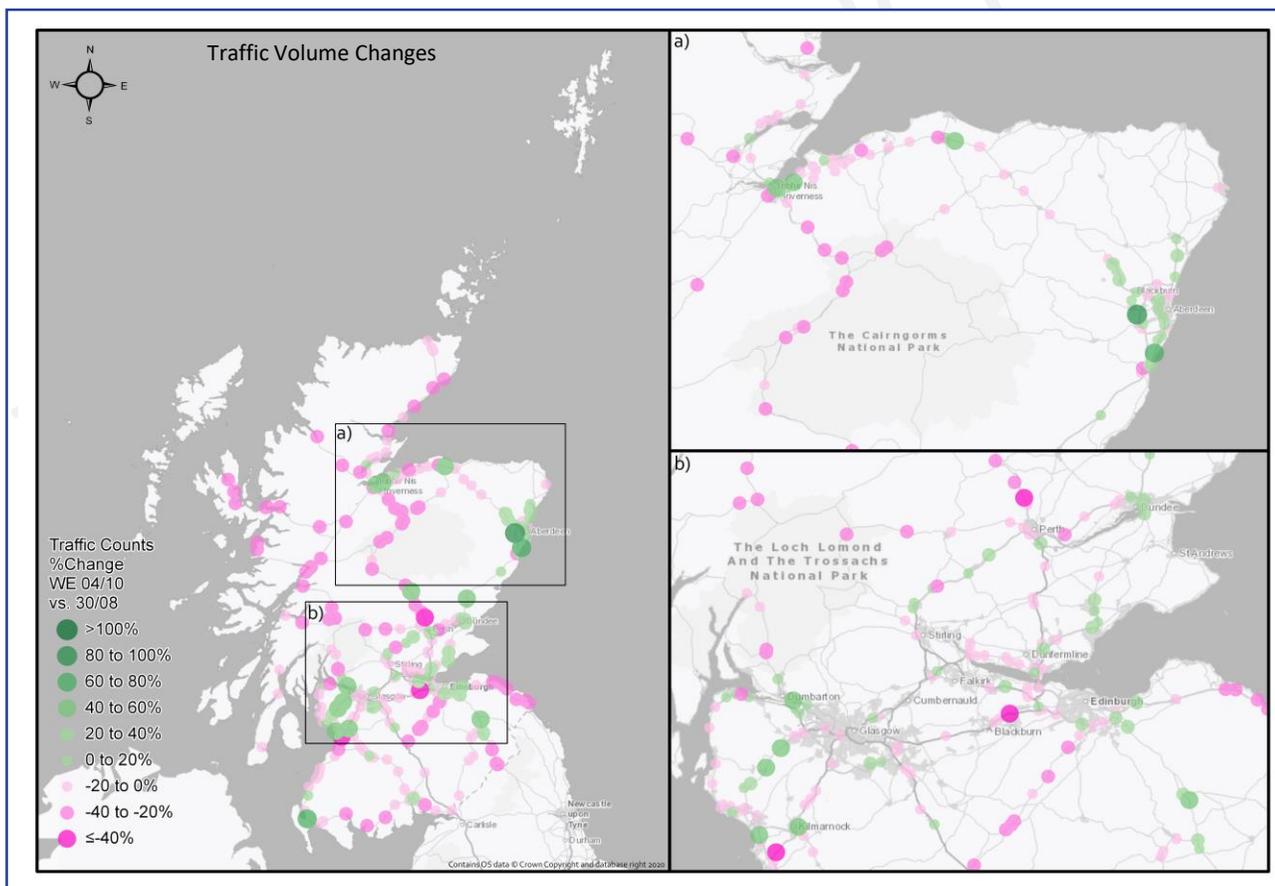
#### Key Points

- Compared to the previous month, the majority of count sites experienced declines. However, a number of sites saw growth, mainly urban areas.
- Monthly declines were particularly evident on sections of the A9 in rural areas, the A82 north of Balloch, the A87 across Skye, and the A85 near Comrie and Tyndrum. Observed reductions tended to range between -1% and -40%, with a small number of sites seeing greater declines.
- Where growth was observed, it tended to be on corridors in more built up areas. Of particular note were the increases seen around Aberdeen and Dundee on the A90 and A92, A96 at Inverness, and the A737 between Paisley and Irvine.
- Comparing September volumes to the baseline period (first two weeks of March), observed increases tended to be focused in rural and popular outdoor areas, particularly the A87 across Skye, the A9 in the vicinity of the Cairngorms, the A82 and A85 around Loch Lomond and the Trossachs, the A83 on the Kintyre Peninsula, and the A77 south of Ayr, although recorded growth was less pronounced than in previous months.
- Volumes in cities generally remain below baseline levels, with some isolated growth. Declines on the A90 and A92 between Aberdeen and Dundee, and on corridors between Ayr, Glasgow and Edinburgh are also notable.

#### 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.

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.





### ROAD TRAFFIC – Urban Rural Trunk Road Traffic



#### Key Points

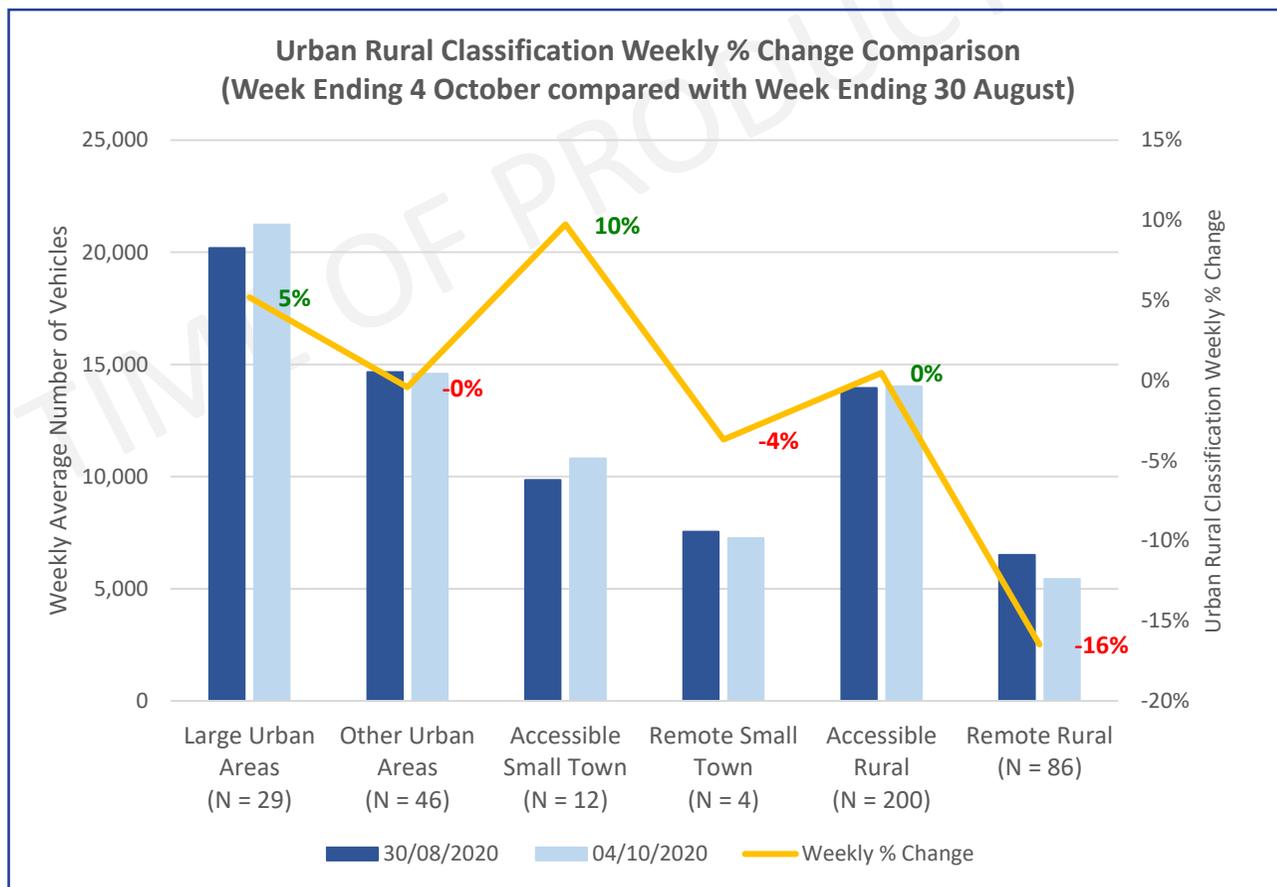
- In week ending 4 October only 2 categories across the Urban Rural 6 Fold Classification saw a rise in the average weekly number of vehicles recorded at selected sites compared to week ending 30 August.
- The highest increase was recorded in the 'Accessible Small Town' category, with growth of 10%.
- The 'Remote Rural' category saw the largest dip in the recorded number of vehicles across all categories, with a decrease of 16% compared to week ending 30 August.
- 'Remote Small Town' and 'Remote Rural' categories recorded an decrease lower than the national average decrease of 1%. 'Large Urban Areas' and 'Accessible Small Towns' showed 10% and 5% increases respectively, higher than the observed national average.
- The average weekly number of vehicles in 'Accessible Rural' and 'Other Urban Areas' categories remained broadly consistent between weeks ending 30 August and 4 October.

**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



### ROAD TRAFFIC – INRIX Trunk Road Speeds (Cities)



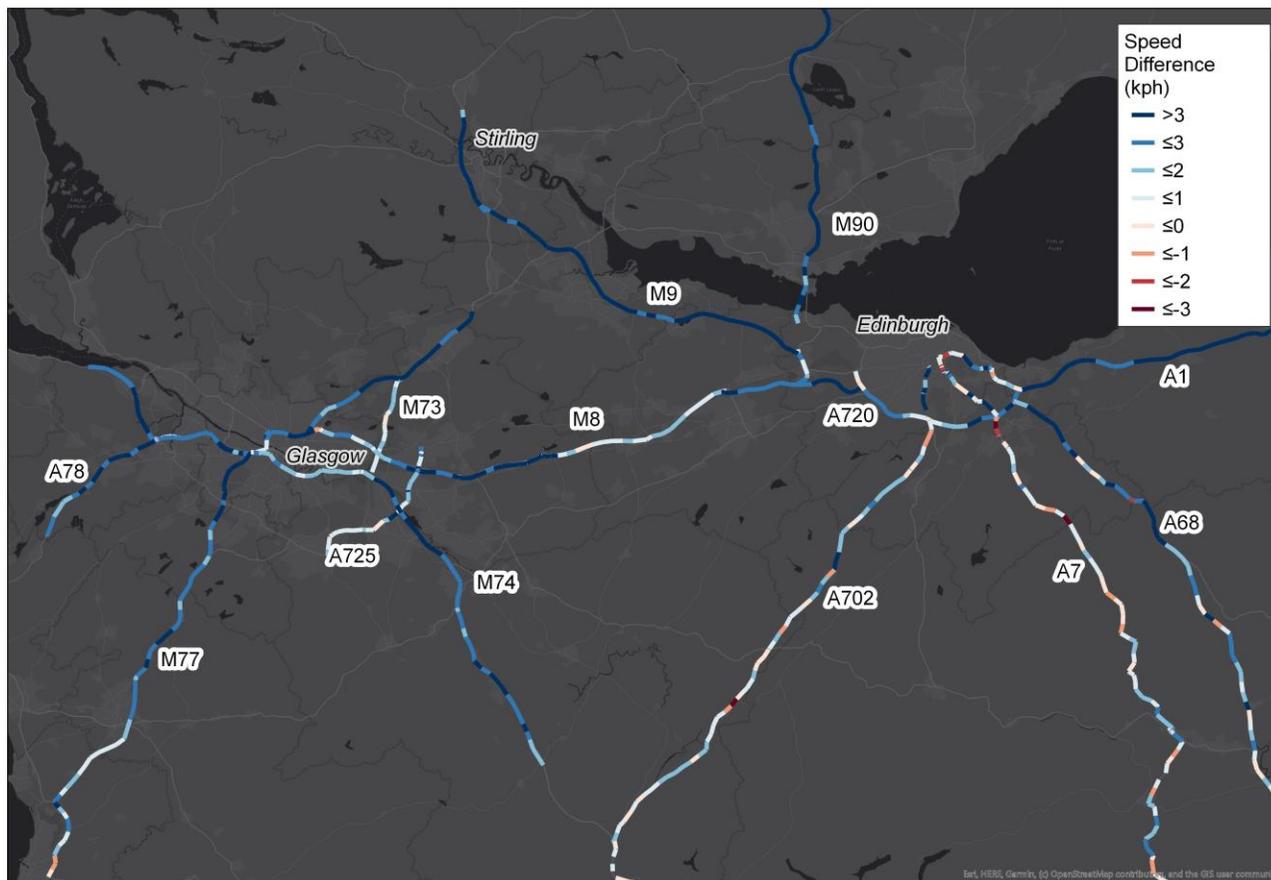
#### Key Points

- This map shows the difference in observed traffic speeds comparing September with August on key trunk road corridors around the Central Belt (Glasgow and Edinburgh). INRIX provides data on a link by link basis for corridors and is therefore shown section by section. The map compares the average speed observed on a weekday in August and September between the hours of 0800 to 0900 (morning commute) and for movements inbound towards each city.
- For Edinburgh, there was a visible increase in speeds and thus reduced congestion on approach to the city on trunk corridors from the east, particularly on the A1 and A68 compared with August. Both A7 and A702 remained comparable in speeds observed in the previous month suggesting consistent traffic volumes and profile patterns.
- Glasgow recorded higher speeds on all trunk road corridors and therefore reduced congestion on approach to the city. This may have been the result of the local lockdown restrictions imposed in the Greater Glasgow area.

#### Trunk Road Traffic Speeds – Central Belt

Source: INRIX  
Confidence: Medium

Monthly Change Comparison



Map, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

### ROAD TRAFFIC – INRIX Trunk Road Speeds (Tourist Areas)



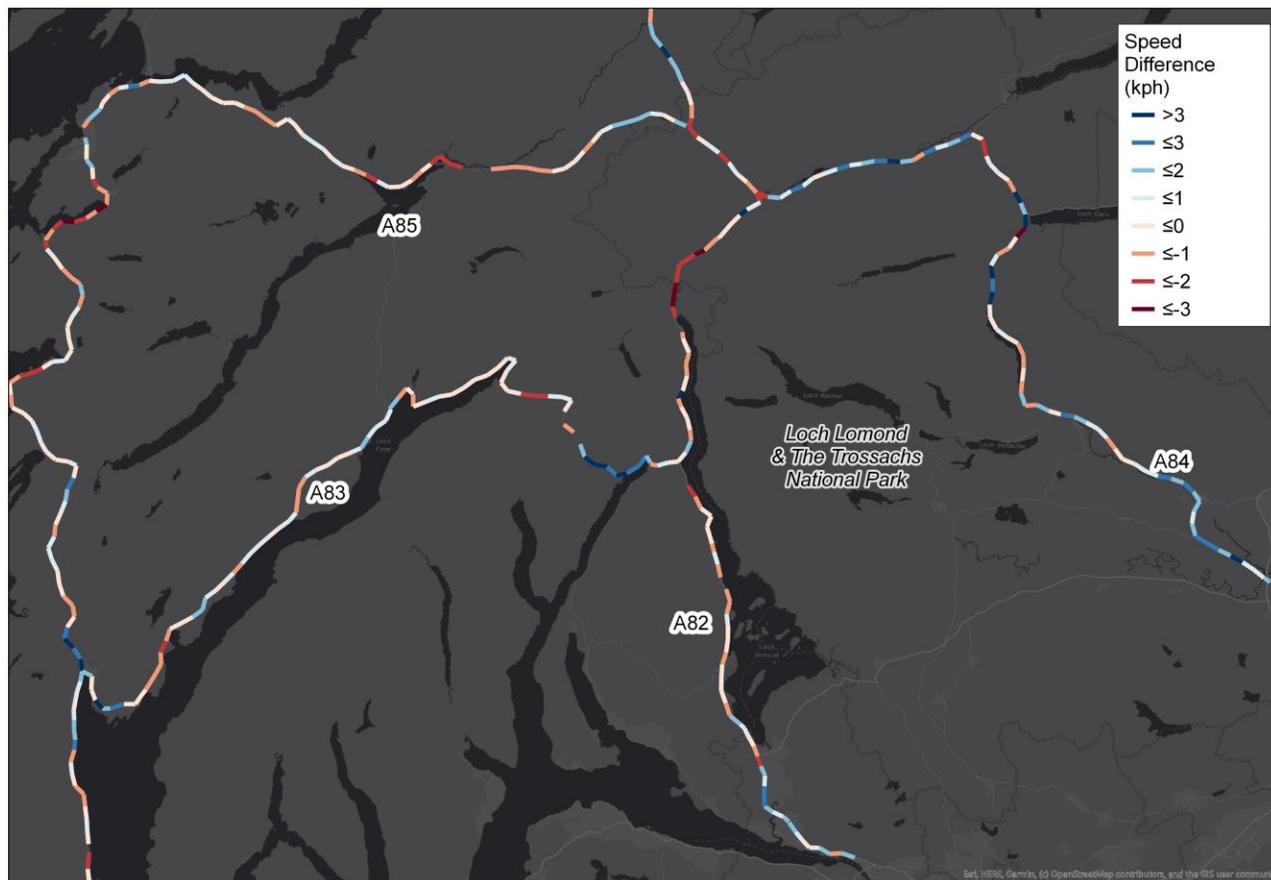
#### Key Points

- This map shows the difference in observed traffic speeds comparing September with August on key trunk road corridors around Loch Lomond and the Trossachs. The map compares the average speed observed on a weekend in August and September between the hours of 0800 to 0900 and in the direction towards the national park. With the national park being a known walking area and popular leisure and tourist destination, weekend movements have been the focus.
- Most trunk road corridors in the area observed comparable or a decrease in speeds compared with August.
- The lowest speeds were observed along the A82 corridor south of Crianlarich, a change in network operation compared to last month, as well as some sections further south of Tarbet.
- Slower speeds were also recorded along the A85 in the vicinity of Dalmally, whereas the rest of the corridor, along with A83, remained comparable to observed levels in August.
- A83 north of Arrochar observed an increase in speeds, possibly due to the opening of Rest and Be Thankful. Whilst A84 reported speed increases along sections of the corridor.

#### Trunk Road Traffic Speeds – Tourist Areas

Source: INRIX  
Confidence: Medium

Monthly Change Comparison





### GOOGLE TRENDS Monthly Change <sup>(1)</sup>

City Local Authorities <sup>(2)</sup>		% Change	Rest of Scotland LA Average <sup>(3)</sup>		% Change
	Grocery & Pharmacy <sup>(4)</sup>	2% ↑		Grocery & Pharmacy <sup>(4)</sup>	0%
	Retail & Recreation <sup>(4)</sup>	1% ↑		Retail & Recreation <sup>(4)</sup>	-1% ↓
	Parks <sup>(4)</sup>	-4% ↓		Parks <sup>(4)</sup>	-7% ↓
	Workplace <sup>(4)</sup>	3% ↑		Workplace <sup>(4)</sup>	5% ↑
	Overall Mobility <sup>(4)</sup>	1% ↑		Overall Mobility <sup>(4)</sup>	1% ↑

(1) Monthly Change compares the whole of September with the whole of August due to the variability of movement data in each week across the months assessed

(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) 30 August latest full week of available data for Google movements trends

### Summary

- **Google Mobility Data** – Considering data for the whole of September, ‘Grocery and Pharmacy’ and ‘Retail and Recreation’ movements showed relatively minor changes compared to the previous month. Relatively low levels of growth were seen in all city regions and many non-city regions, the highest being for Retail and Recreation movements in Clackmannanshire (6%) and Aberdeen (7%). Some non-city regions recorded declines, the greatest being Highland, with a 6% reduction month on month under each category.
- There were significant data gaps for Park movements over the month of September, with no data available for several non-city regions. Nevertheless, activity continued to follow the trend of significant regional variation and both increases and decrease recorded over the month.
- Comparing September to August, workplace movements increased in all regions, with growth ranging from 2% (Glasgow) to 10% (Orkney).

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.





### GOOGLE TRENDS – ‘Grocery and Pharmacy’ and ‘Retail and Recreation’

#### ‘Grocery and Pharmacy’ Key Points

- Grocery and Pharmacy movements on average over September showed minimal change in most areas compared to the previous month. City regions all experienced growth, with increases of between 1% (Glasgow) and 3% (Dundee and Edinburgh). Greater variation was observed in non-city regions. Monthly changes ranged from -3% to 3% in most areas, but Highland and Argyll and Bute recorded slightly greater declines of -6% and -4% respectively.
- Many areas remain below baseline levels. The difference was greater in city regions, ranging between -13% (Dundee) and -17% (Glasgow). However, some non-city regions also remain significantly below baseline, including Falkirk (-13%) and North Lanarkshire (-11%). Some areas have experienced growth over this period, notably Highland (14%) and Dumfries and Galloway (9%) and North Ayrshire (6%).

#### ‘Retail and Recreation’ Key Points

- Changes in Retail and Recreation movements were minor in most areas month on month, with similar levels and variation in city and non-city regions. The most pronounced increases were recorded in Aberdeen (7%) and Clackmannanshire (6%), while the greatest increases were recorded in Highland (-6%), Midlothian (-5%) and West Dunbartonshire (-4%).
- Activity tended to be lower compared to baseline in city regions, ranging from -19% (Dundee) to -45% (Aberdeen). Activity also remained below baseline levels in most non-city regions, however, growth was observed in both Argyll and Bute (21%) and Highland (10%).

#### Google Movement Data for Scottish Cities

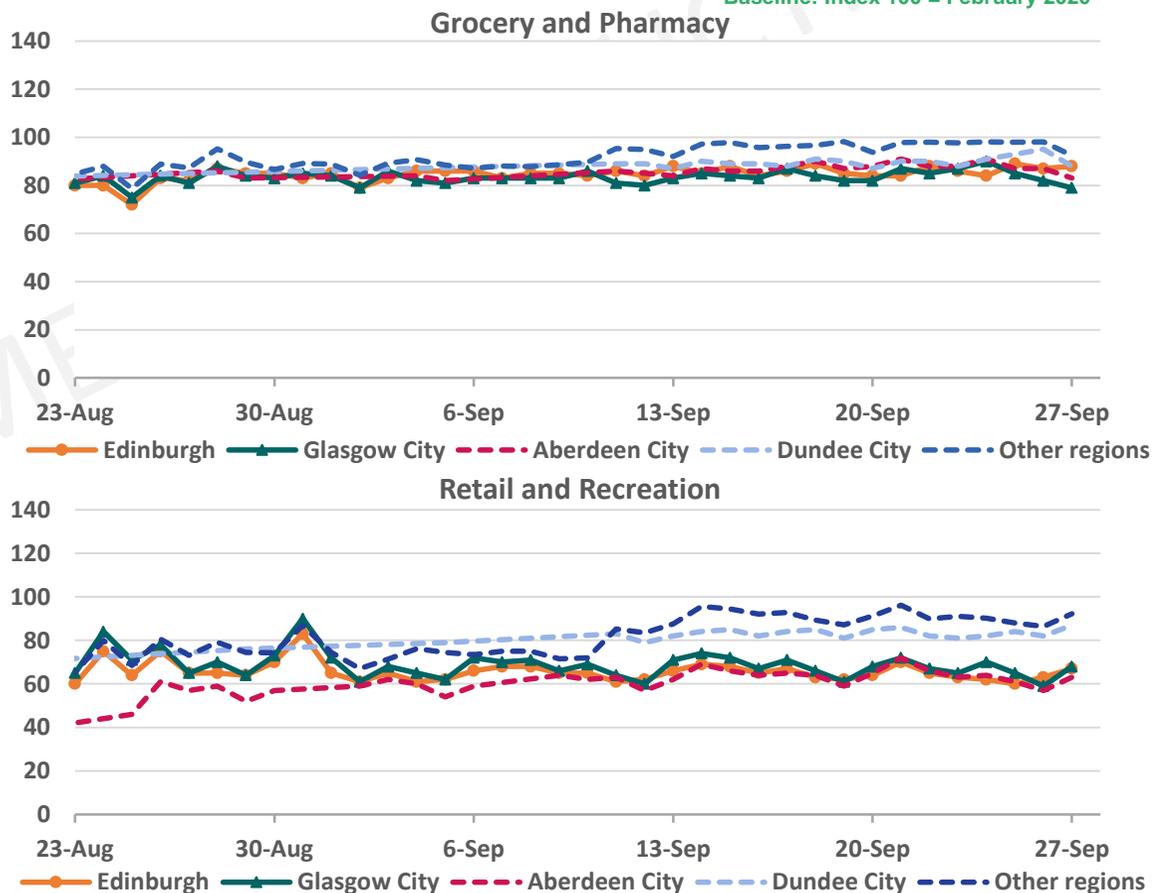
Source: Google Community Mobility Report 06 October 2020

Confidence: Low

Latest available data:

Week Ending 27 September 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.*





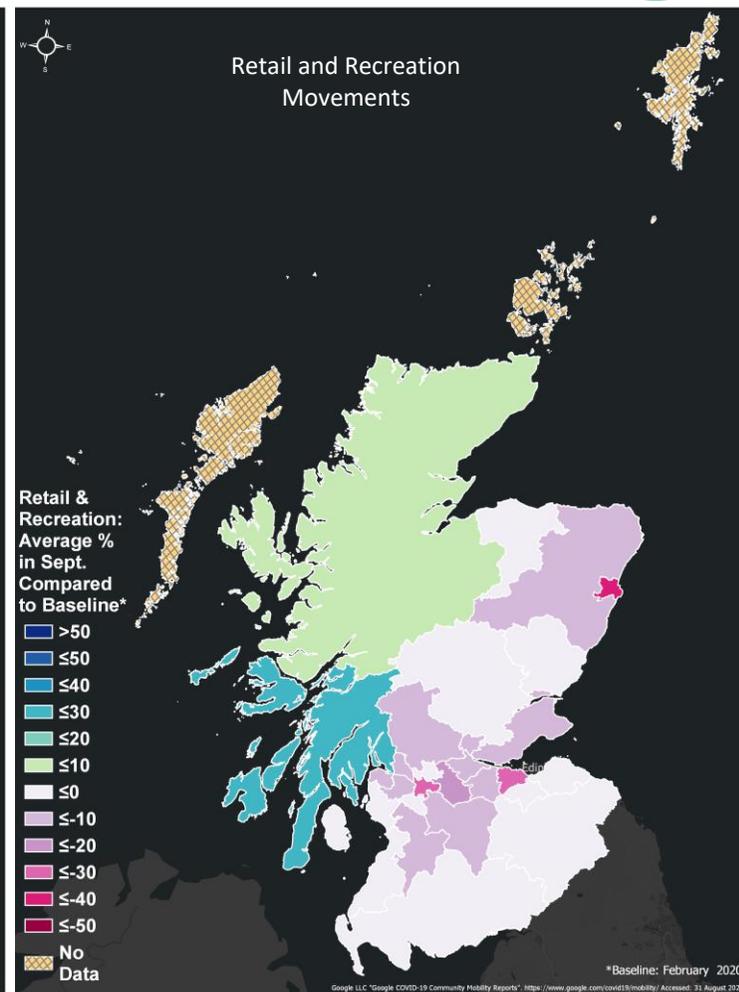
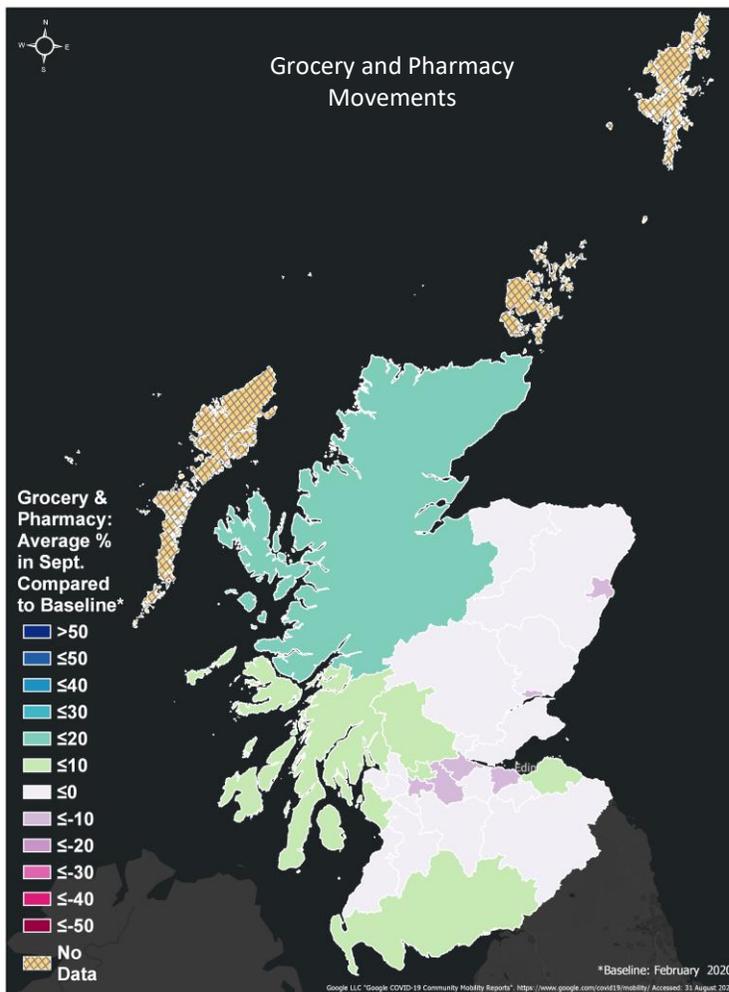
### GOOGLE TRENDS – ‘Grocery & Pharmacy’ and ‘Retail & Recreation’

#### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report  
06 October 2020  
Confidence: Low

Latest Available Data:  
Week Ending 27 September 2020

Baseline: Index 100 = February 2020



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

### GOOGLE TRENDS – ‘Parks’ and ‘Workplace’



#### ‘Parks’ Key Points

- There were significant data gaps for Park movements over the month of September, with no data available for several non-city regions. However, the data available shows substantial regional variation, with large increases in some areas and large decreases in others. The greatest month on month changes were seen in Argyll and Bute (-47%) and Renfrewshire (25%).
- Regional variation was similar comparing September Parks movements to the Baseline period, however, activity in all areas was above baseline, with the exception of West Lothian, where activity is -31%. The most significant increases were seen non-city regions, notably Highland (221%), Argyll and Bute (159%) and Dumfries and Galloway (123%). Increases in cities ranged between 18% (Glasgow) and 60% (Aberdeen).

#### ‘Workplace’ Key Points

- In September, Workplace movements increased in all areas compared to the previous month. Similar increases were seen across the country, typically ranging between 2% and 7%. However, slightly higher growth was recorded in Clackmannanshire (8%), Na h-Eileanan an Iar (9%), Stirling (9%), and Orkney (10%).
- While workplace movements saw monthly growth, activity was down in all areas compared to baseline. Reductions were more pronounced in city regions, at -36% (Dundee) to -47% (Edinburgh), compared to -22% (Moray and Dumfries and Galloway) to -38% (East Renfrewshire).

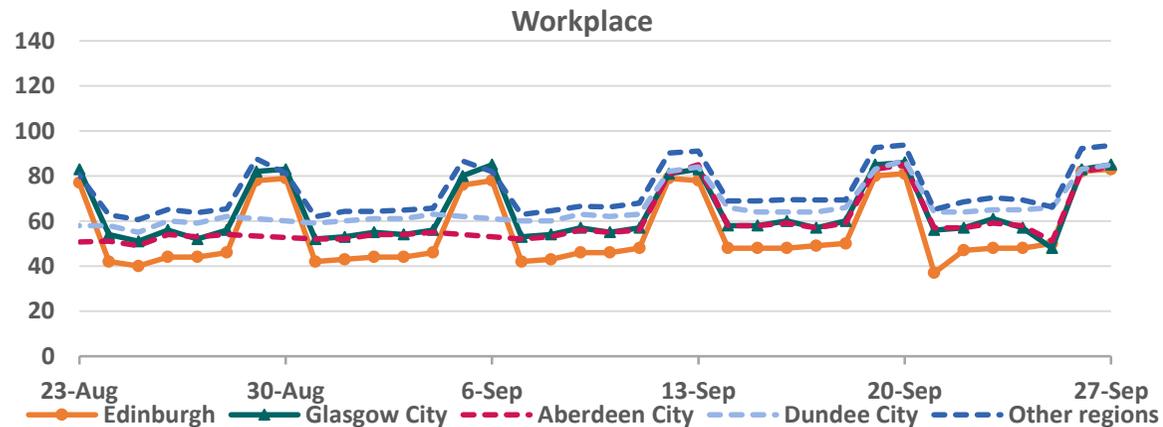
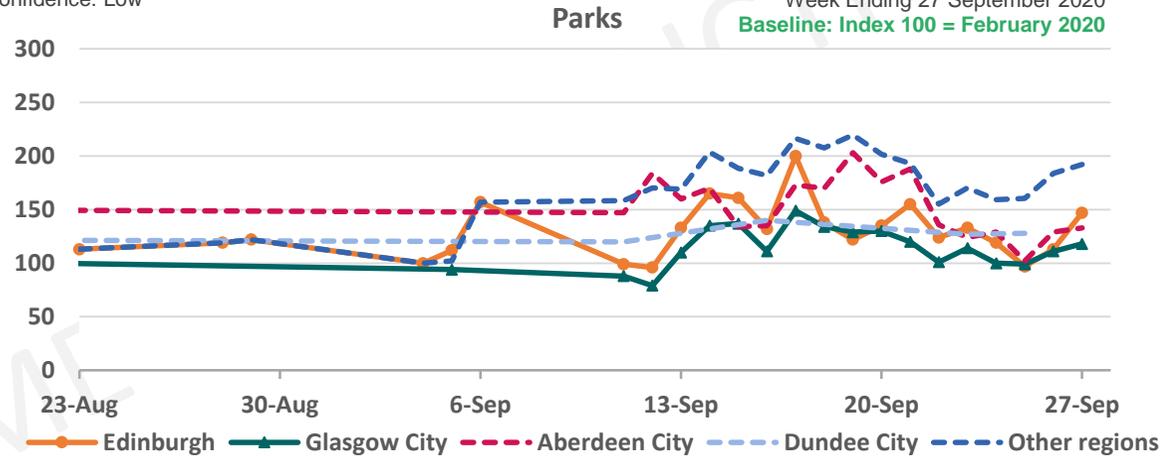
#### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 06 October 2020  
Confidence: Low

Latest available data:

Week Ending 27 September 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.

### GOOGLE TRENDS – ‘Parks’ and ‘Workplace’



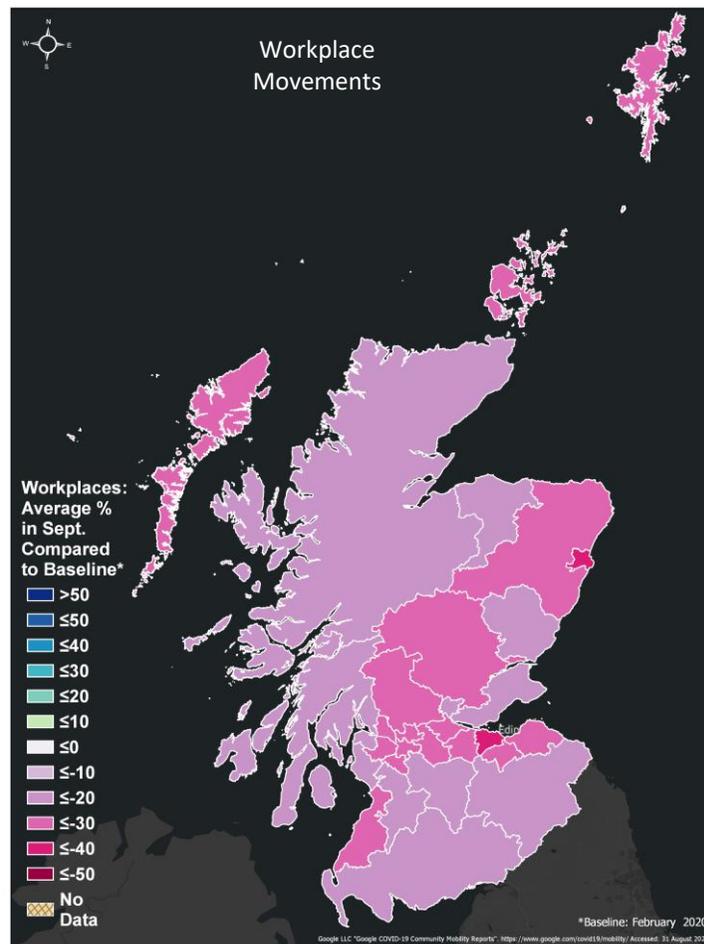
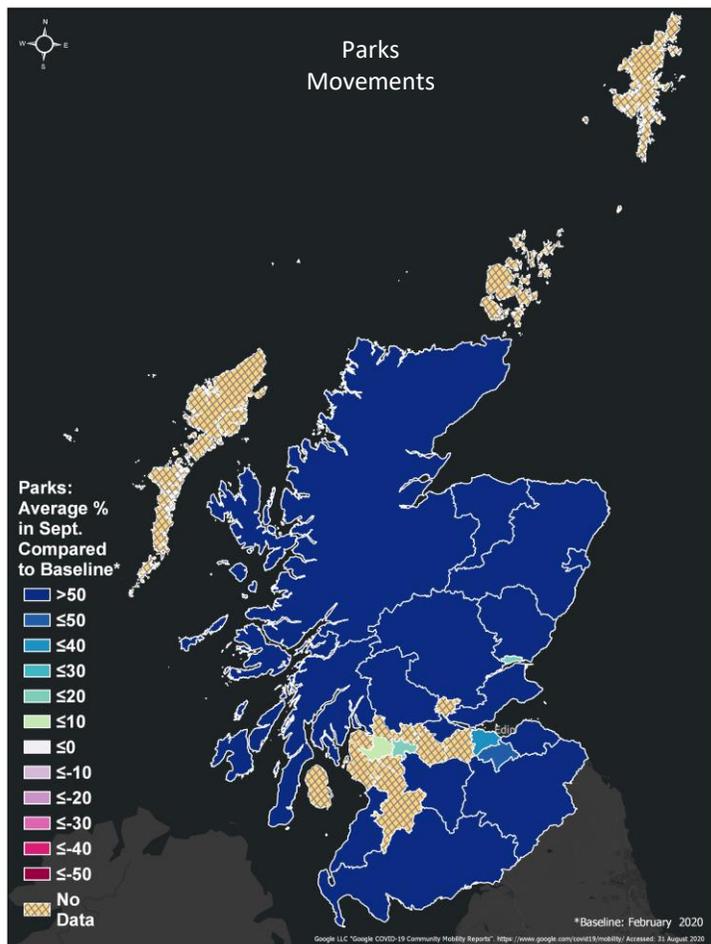
#### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report  
06 October 2020

Confidence: Low

Latest Available Data:  
Week Ending 27 September 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.

### GOOGLE TRENDS – Mobility



#### Key Points

- Excluding island regions due to limited data, over the month of September, most areas recorded minor or no change in average mobility compared to the previous month, with values ranging between -2% and 4%.
- More significant growth and declines were seen in some areas. Notable increases included 7% in Renfrewshire, 16% in Moray, and 22% in South Ayrshire. Notable declines included -7% in Dumfries and Galloway, and -12% in both Highland and Argyll and Bute.
- There is significant regional variation when comparing the mobility average for September to the baseline period of February 2020, with mobility in many areas remaining below baseline levels. In City regions, average mobility ranged from -16% in Dundee to -24% in Glasgow. Values significantly below baseline were also seen in non-city regions, notably East Ayrshire, Clackmannanshire, Renfrewshire, North Lanarkshire and West Lothian, with values between -20% and -25%. Some non-city regions have experienced growth however, notably Argyll and Bute (41%) and Highland (46%).

**DATA NOTE:** Average mobility for island Local Authorities is based on transit and workplace movements. Data for other categories has not been published for these regions.

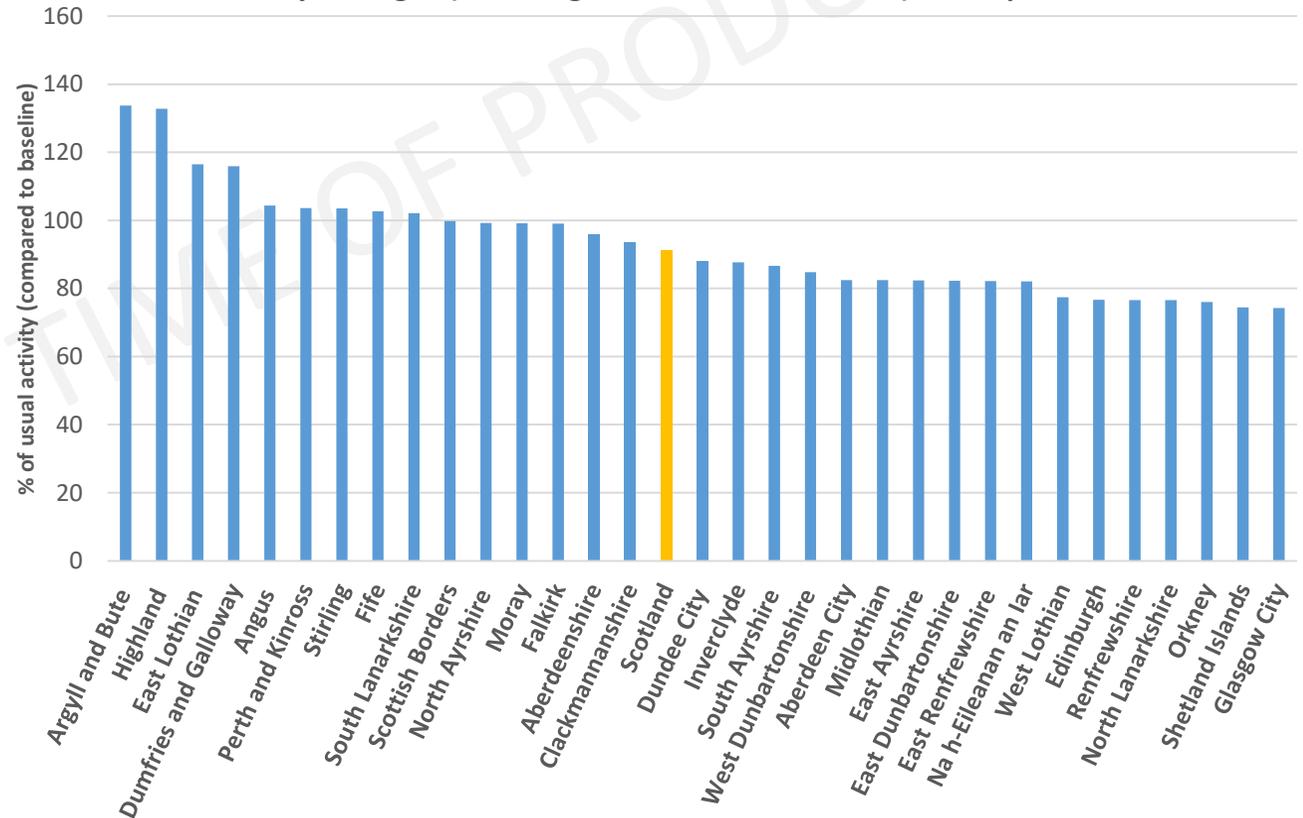
Prepared on behalf of Transport Scotland's COVID-19 Support Hub, any enquires should be made to [TS.Covid19Support@gov.scot](mailto:TS.Covid19Support@gov.scot). If this data is used in any ministerial (or other) briefings, please contact the same email address to check it is still accurate.

#### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 06 October 2020  
Confidence: Low

Latest available data: Week Ending 27 September 2020  
Baseline: Index 100 = February 2020

#### Mobility Average\* (Excluding Residential Movements) - 27 September



## 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.
- The median of the equivalent day from 3<sup>rd</sup> January to 6<sup>th</sup> 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.

### 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.

#### **Traveline**

Data is the percentage of services operating compared to the September 2018 baseline, with data coming from Traveline.

#### **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).

27 September was the latest full week of available Google data at the time of collection and therefore has been used as 'this week' comparison for this document.