



### Monthly Change Headlines

- **December Travel Summary (30 November to 10 January)** – December has seen a general decrease across most modes of travel, which may be due to a combination of many parts of the country being under strict lockdown restrictions for most of the month as well as less favourable weather and colder conditions. There was some evidence of increased travel between December 14 and 25, where local authorities under COVID-19 Protection Level Tier 4 were moved down to Tier 3 on December 11, particular for traffic and shopping related travel, though declined again following the reintroduction of Tier 4 on December 26 for all mainland local authorities.
- **Active Travel** – Walking and cycling movements fell in most local authorities over the month of December and early January, with city or urbanised regions recording more significant declines than other areas. Weather conditions and high COVID-19 Protection Level restrictions are likely to have contributed to the relatively low volumes observed.
- **Bus Concessionary Travel** – Bus concessionary travel has seen a decline in December, decreasing from 41% of 2019 levels during week ending 29 November to 25% of 2020 levels in week ending 10 January.
- **Rail Stations (Glasgow Central and Edinburgh Waverley)** – Glasgow Central and Edinburgh Waverley railway stations footfall was below levels observed over the equivalent 2019 and 2020 period, with 15% of typical activity recorded at Edinburgh Waverley, and 13% at Glasgow Central.
- **Glasgow Subway and Edinburgh Trams** – Subway and Tram patronage decreased significantly through December, with a month on month declines of 42% and 59% respectively. Both remained below previous year levels, seeing 9% of typical for Edinburgh Trams and 13% of typical for Glasgow Subway.
- **CalMac Ferries** – All regions saw a significant decrease month on month in Passenger and Car traffic, though a less pronounced decline in Commercial Vehicle levels. Passenger and Car traffic remained below 2019/2020 equivalent period volumes, while Commercial Vehicle volumes saw growth compared to baseline.
- **Trunk Road Traffic** – December traffic volumes declined month on month across most of the country. Where growth was observed this tended to be in small clusters, mainly in the vicinity of urban areas. Compared to the March 2020 pre-COVID-19 baseline period, traffic generally remained below baseline levels. Traffic volumes around large urban centres were below baseline levels.
- **Cross-Border Traffic** – On average over the month of December and early January cross-border traffic decreased by 12% compared to November levels, lower than the national average decrease of 16%. Average traffic levels remained below those recorded in the equivalent 2019/2020 period.
- **Google Mobility Data** – Over December, Grocery and Pharmacy movements saw relatively minor changes compared to the previous month, ranging between -6% and 3%. Parks movements fluctuated and saw significant regional variation, while Retail and Recreation and Workplace activity both declined in all areas. Declines in movements were clearly visible in all regions following the introduction of Protection Level 4 restrictions to mainland authorities on 26 December. It is also notable that there was a clear increase in Retail and Recreation, and Grocery and Pharmacy movements in the days leading up to Christmas. Activity remains below baseline levels in each trips category for most areas, with Average Mobility being below baseline in all.

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



City Local Authorities <sup>(3)</sup>		% Change <sup>(2)</sup>	Rest of Scotland LA Average <sup>(4)</sup>		% Change <sup>(2)</sup>
	Walking	-27% ↓		Walking	-8% ↓
	Cycling	-45% ↓		Cycling	-30% ↓

(1) Monthly Change compares the whole of December and early January (up to 10<sup>th</sup>) with the whole of November due to the variability of movement data in each week of the months assessed

(2) Baseline comparison refers to December 2019 and January 2020

(3) City Local Authorities (LAs) includes Glasgow City and Edinburgh City

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

### Summary

- Walking Trips** – From the sample data for walking, activity decreased across most of the country in the month of December and early January. The average monthly walking changes observed in Local Authorities ranged between 9% (East Dunbartonshire) and -39% (Glasgow). Levels of activity fluctuated throughout the month, likely influenced by less favourable weather conditions and prevailing colder temperatures. Walking movements in Edinburgh and Glasgow were consistently lower than the equivalent 2019 and 2020 period. This was similarly the case in Stirling and Perth and Kinross (on average), whereas activity in other non-City Local Authorities was above baseline levels and significantly higher in some areas, particularly North Ayrshire.
- Cycling Trips** – On average, cycling activity decreased for all regions through December and early January compared with the whole month of November. With the exception of Argyll and Bute, all Local Authorities recorded a drop in cycling activity. The largest declines were recorded in Glasgow (-46%), Edinburgh (-45%) and Perth and Kinross (-45%). Activity recorded in the more urbanised areas of Edinburgh, Stirling and Glasgow was below baseline levels (December 2019 and January 2020) on average, but higher in the non-city Local Authorities for the same period. There was a notable drop in cycling activity from 27 December across most Local Authorities, except in North Ayrshire and Argyll and Bute, likely influenced by the re-introduction of Protection Level 4 on 26 December.

### ACTIVE TRAVEL – Walking



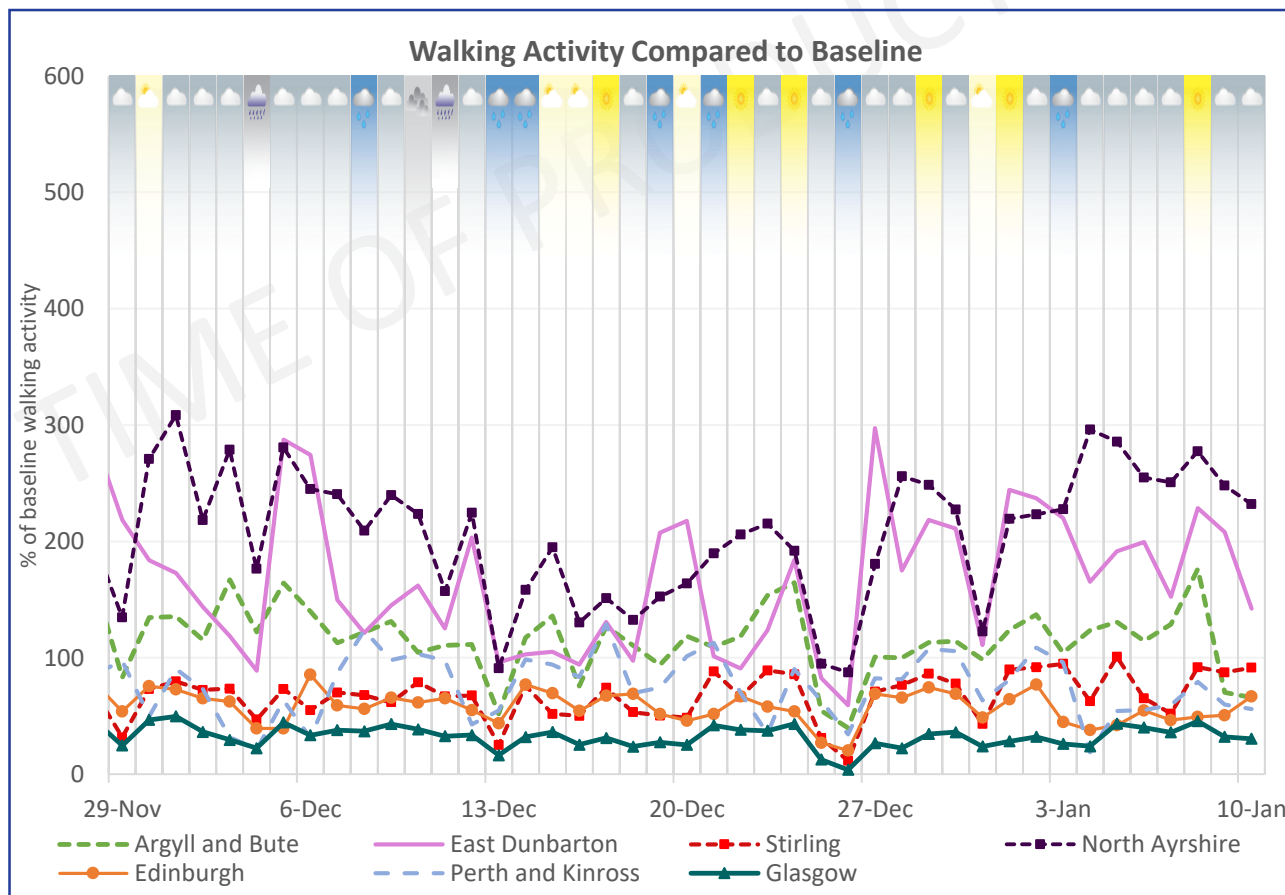
#### Key Points

- Most Local Authorities recorded decreased walking activity over the period from 30 November to 10 January compared with November. However, increases were recorded in North Ayrshire and East Dunbartonshire, with growth of 2% and 9% respectively, and Argyll and Bute saw no change. The largest decline in activity was recorded in Glasgow (-39%), followed by Perth and Kinross (-26%), Edinburgh (-22%) and Stirling (-19%).
- Walking activity in December and early January was higher than the equivalent period the previous year in North Ayrshire, East Dunbartonshire and Argyll and Bute, although volumes in Argyll and Bute dipped below these levels from 9 January. Activity in other areas was generally below baseline levels.
- Relatively significant fluctuations in activity were seen outside the major cities, particularly North Ayrshire and East Dunbartonshire. Volumes in Glasgow were the lowest compared to baseline of all areas, consistently below these levels over the whole period.

#### Walking: Monthly Comparison

Source: Local Authorities and Cycling Scotland  
Confidence: Medium

Baseline: Index 100 = December 2019 & January 2020



### ACTIVE TRAVEL – Walking Urban Rural Classification



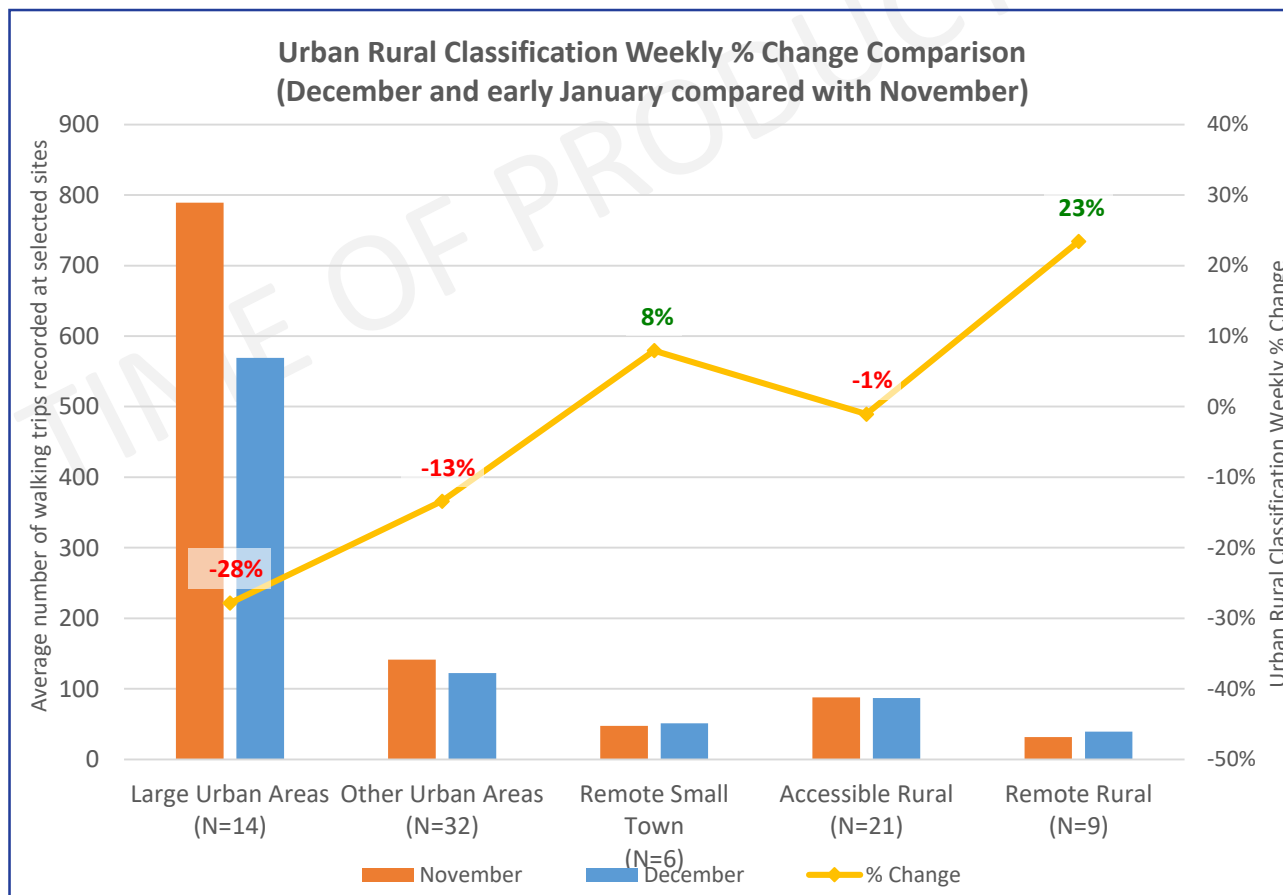
#### Key Points

- Compared to the previous month, walking activity over the 30 November to 10 January period varied significantly between urban, rural and remote regions.
- Large Urban Areas and Other Urban Areas saw declines of -28% and -13% respectively, while Remote Rural and Remote Small Towns saw increases of 23% and 8% respectively.
- Activity in Accessible Rural locations was neutral, with an average decline of -1% compared to November.

#### 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



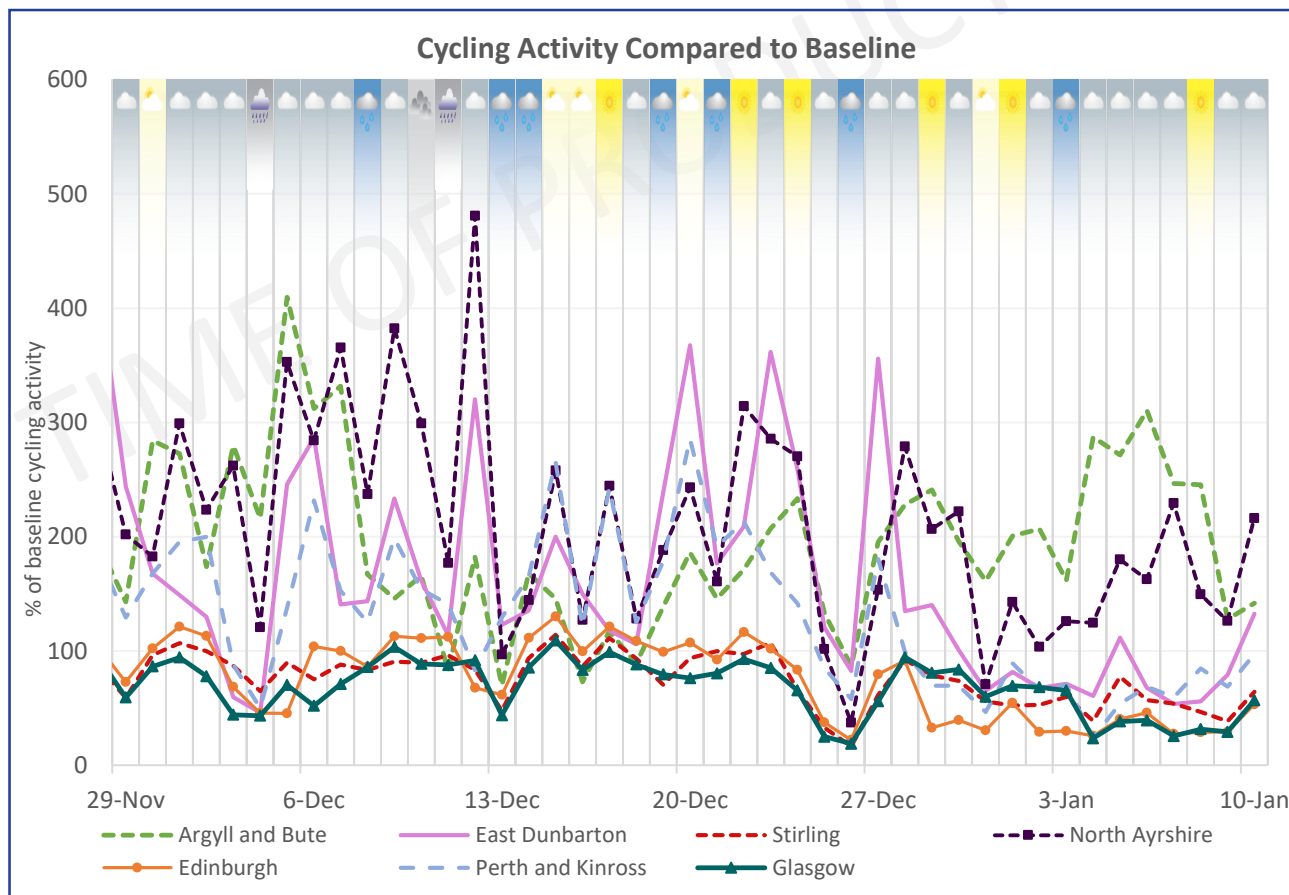
#### Key Points

- With the exception of Argyll and Bute, all Local Authorities recorded a decrease in cycling activity over the 30 November to 10 January period compared to the previous month. Argyll and Bute saw a modest increase of 6%.
- The greatest decline was recorded in Glasgow, with a decrease of -46%, and was similar to declines in Edinburgh and Perth and Kinross (-45% each). Other non-city Local Authorities saw slightly lower declines, ranging from -36% (Stirling) to -24% (North Ayrshire).
- Similar to walking activity, North Ayrshire, East Dunbartonshire and Argyll and Bute recorded considerable fluctuations in cycling, which were generally significantly higher than baseline. Volumes in Perth and Kinross saw much more variation compared to walking and were higher than baseline on average.
- In the more urbanised areas of Glasgow, Edinburgh and Stirling, activity was below baseline levels on average over the period, and rose above these levels on limited occasions. There was a notable increase in volumes following the review of COVID-19 protection levels on 14 December and from 27 December, though there was generally a declining trend from mid-December.

#### Cycling: Monthly Comparison

Source: Local Authorities and Cycling Scotland  
Confidence: Medium

Baseline: Index 100 = December 2019 & January 2020



### ACTIVE TRAVEL – Cycling Urban Rural Classification



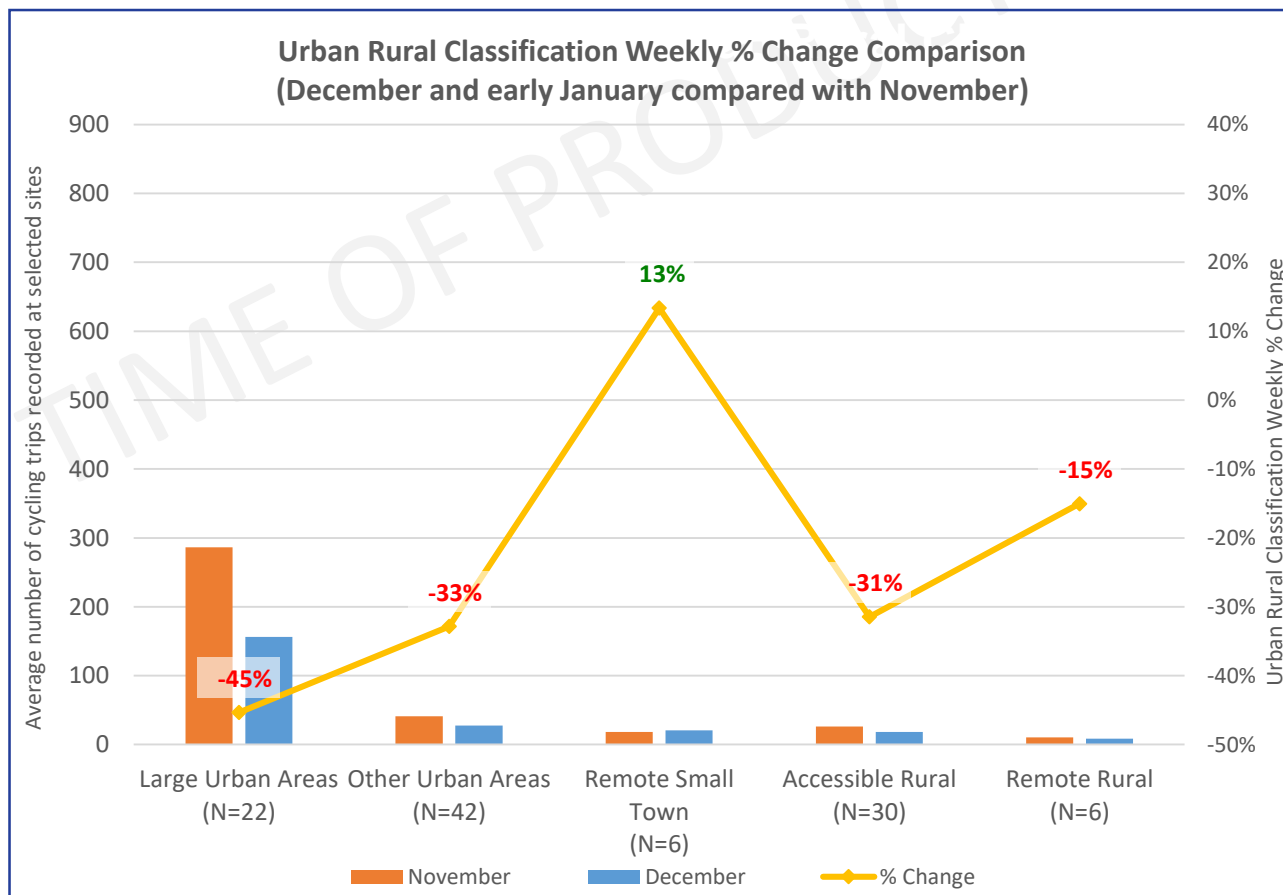
#### Key Points

- The pattern in cycling activity over the December and early January period compared to November was similar to that observed for walking for urban areas, with significant declines recorded for both modes. However, large declines in cycling activity were seen in Remote Rural and Accessible Rural areas, whereas these showed an increase or minimal change respectively for walking activity.
- With the exception of Remote Small Towns, where an increase of 13% was recorded, all areas recorded declines, ranging from -15% in Remote Rural Areas to -45% in Large Urban Areas.

#### 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 Concessionary Travel <sup>(2)</sup>	-51% ↓
	Rail Stations (Central and Waverley)	-37% ↓

Other Modes Monthly Change <sup>(1)</sup>		% Change
	Glasgow Subway	-42% ↓
	Edinburgh Tram	-59% ↓
	CalMac Passenger & Cars <sup>(3)</sup>	-50% ↓
	CalMac Commercial Vehicles <sup>(3)</sup>	-33% ↓

(1) The Monthly Change Comparison compares first full week in January (week ending 10 Jan) with last week in November (week ending 29 Nov)

(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 2 Jan to 8 Jan with the 21 Nov to 27 Nov

### Summary

- **Bus Concessionary Travel** – Bus concessionary travel has seen a decline in December, decreasing from 41% of 2019 levels during week ending 29 November down to 25% of 2020 levels in week ending 10 January.
- **Rail Stations (Glasgow Central and Edinburgh Waverley)** – Glasgow Central and Edinburgh Waverley railway stations recorded decreased monthly footfall, with declines of -36% and -39% respectively. Footfall was below baseline levels recorded in March 2020 at both locations, with 15% of typical activity recorded at Edinburgh Waverley, and 13% at Glasgow Central.
- **Glasgow Subway and Edinburgh Trams** – Subway and Tram patronage decreased through December, with month on month declines of -42% and -59% respectively. Both remained well below baseline levels recorded in the equivalent 2019/2020 period at 9% (Trams) and 13% (Subway).
- **CalMac Ferry** – Month on month decreases in passenger (-44% to -59%) and vehicle traffic (-39% to -56%) was recorded in all areas. Commercial traffic also declined in all regions to the month prior with decreases ranging from -23% to -40%. Volumes remained below the equivalent 2019/2020 period in all modes. Passenger traffic was down by 71% to 72% compared to 2019/2020 levels, while Car traffic declined by between 54% and 61%, and Commercial Vehicle levels increased by 23% to 58% over this period.



### PUBLIC TRANSPORT – Bus Concessionary Travel



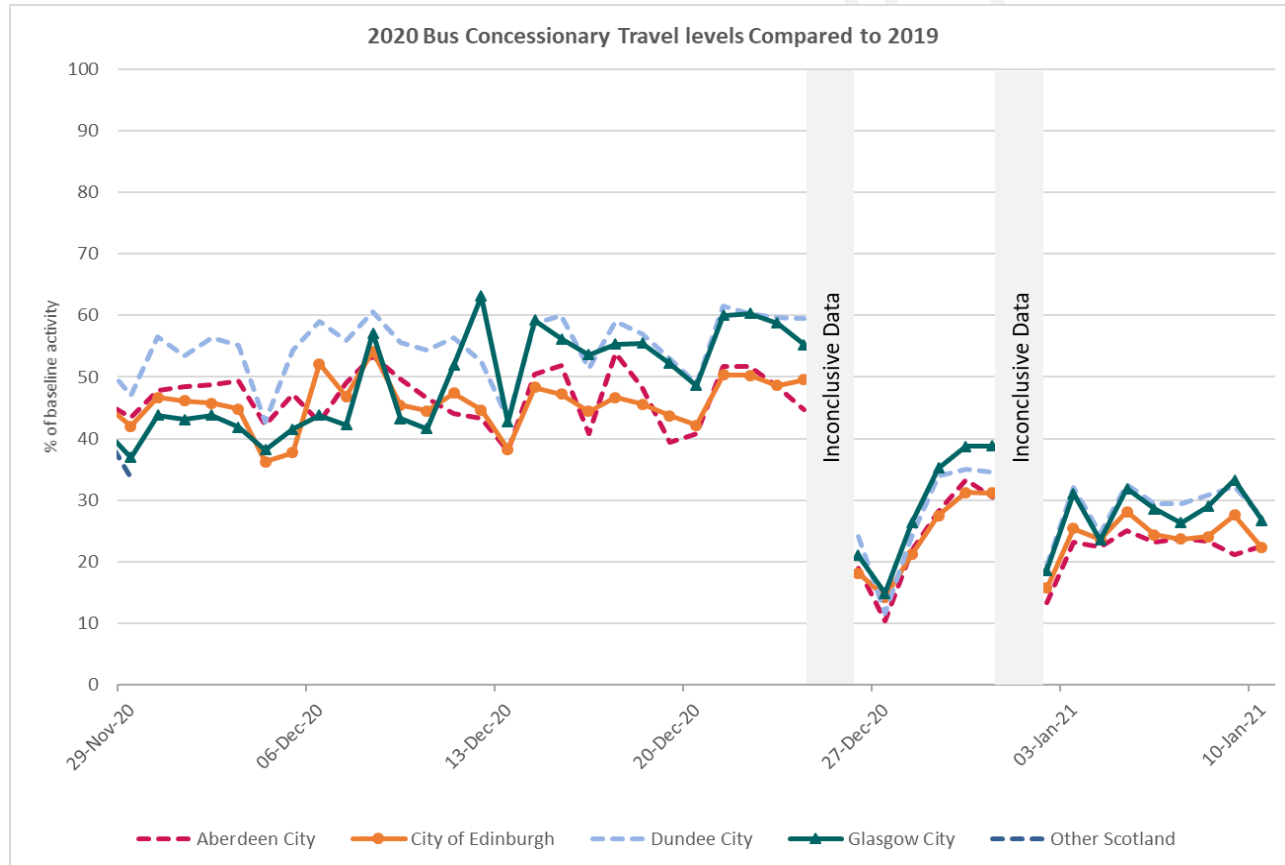
#### Key Points

- Throughout the month of December Bus Concessionary Travel activity remained significantly below levels recorded over the equivalent period in 2019/2020. Travel decreased from 41% of 2019 levels during week ending 29 November to 25% of 2020 levels in week ending 10 January.
- Midweek levels during the first half of the month were broadly consistent but a notable decrease in travel was recorded across all Local Authorities on Boxing Day and the following two days. Activity remained low during week ending 10 January, likely related to continued higher COVID-19 Protection Level restrictions.
- Bus Concessionary travel levels in Dundee and Glasgow were closer to 2020 demand than Edinburgh and Aberdeen. During week ending 10 January 2021, levels in Dundee and Glasgow were 29% and 28% of baseline respectively. Edinburgh travel was 25% of the equivalent period in 2019/2020, while Aberdeen was at 23%.

#### Bus Concessionary Travel

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

Baseline: Index 100 = Equivalent Period in 2019 & 2020



**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 – Train Station



#### Key Points

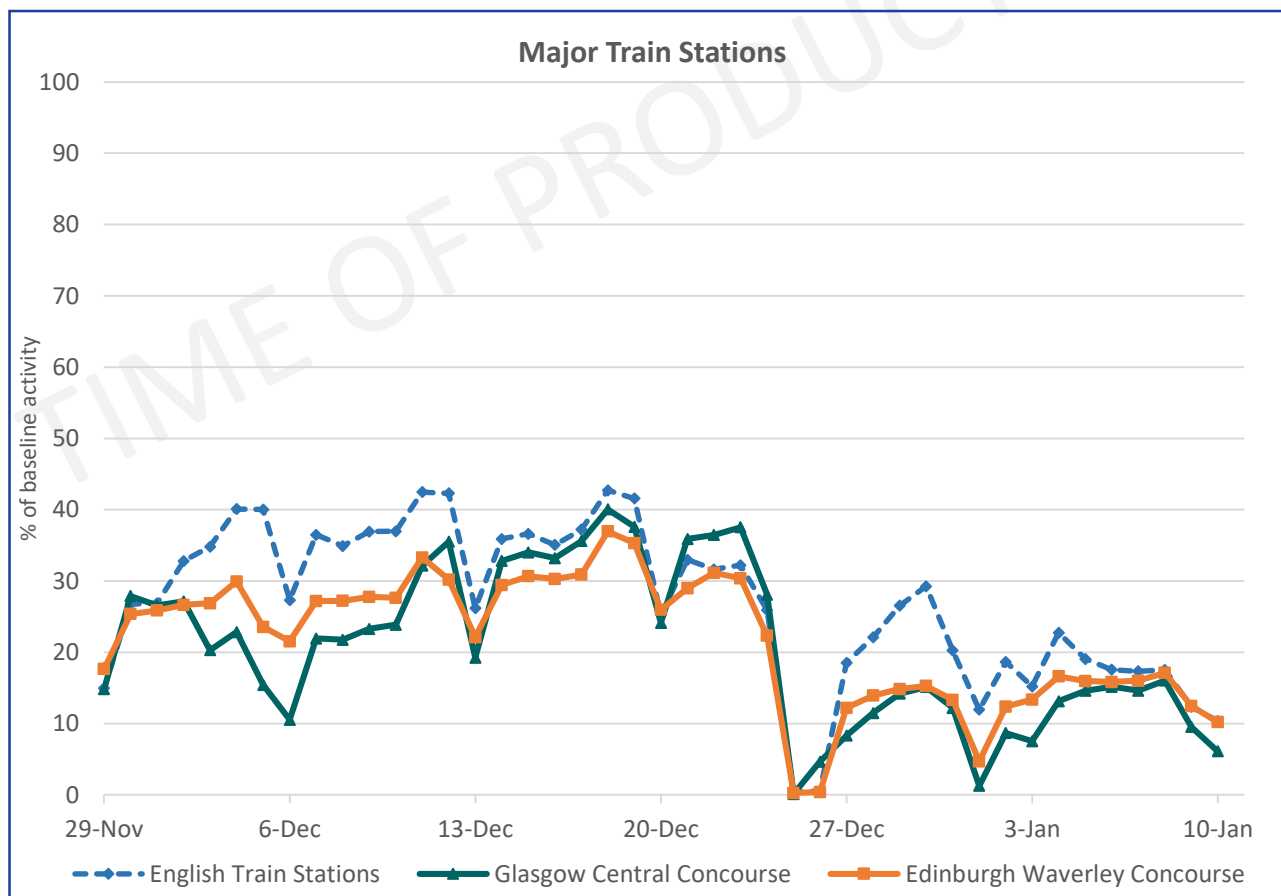
- Decreases in footfall were recorded at both Edinburgh Waverley and Glasgow Central stations comparing week ending 10 January to the last week of November, with declines of -39% and -36% respectively. Sample English stations also saw a decline over this period, with footfall decreasing by -28% on average.
- Compared to the last week of November the decline in week ending 10 January at Edinburgh Waverley (-36%) was slightly greater than Glasgow Central (-33%). The reverse was the case for weekend footfall, with a decrease of -48% at Glasgow Central and a -45% decrease at Edinburgh Waverley.
- Notwithstanding the low volumes observed on Christmas Day, Boxing Day and New Year's Day, footfall was generally lower in early January than in December, likely due to Protection Level 4 restrictions implemented across mainland Scotland from 26 December.
- Rail passenger volumes remain significantly below baseline levels for all stations, reflecting the continuation of high COVID-19 Protection Levels.

**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



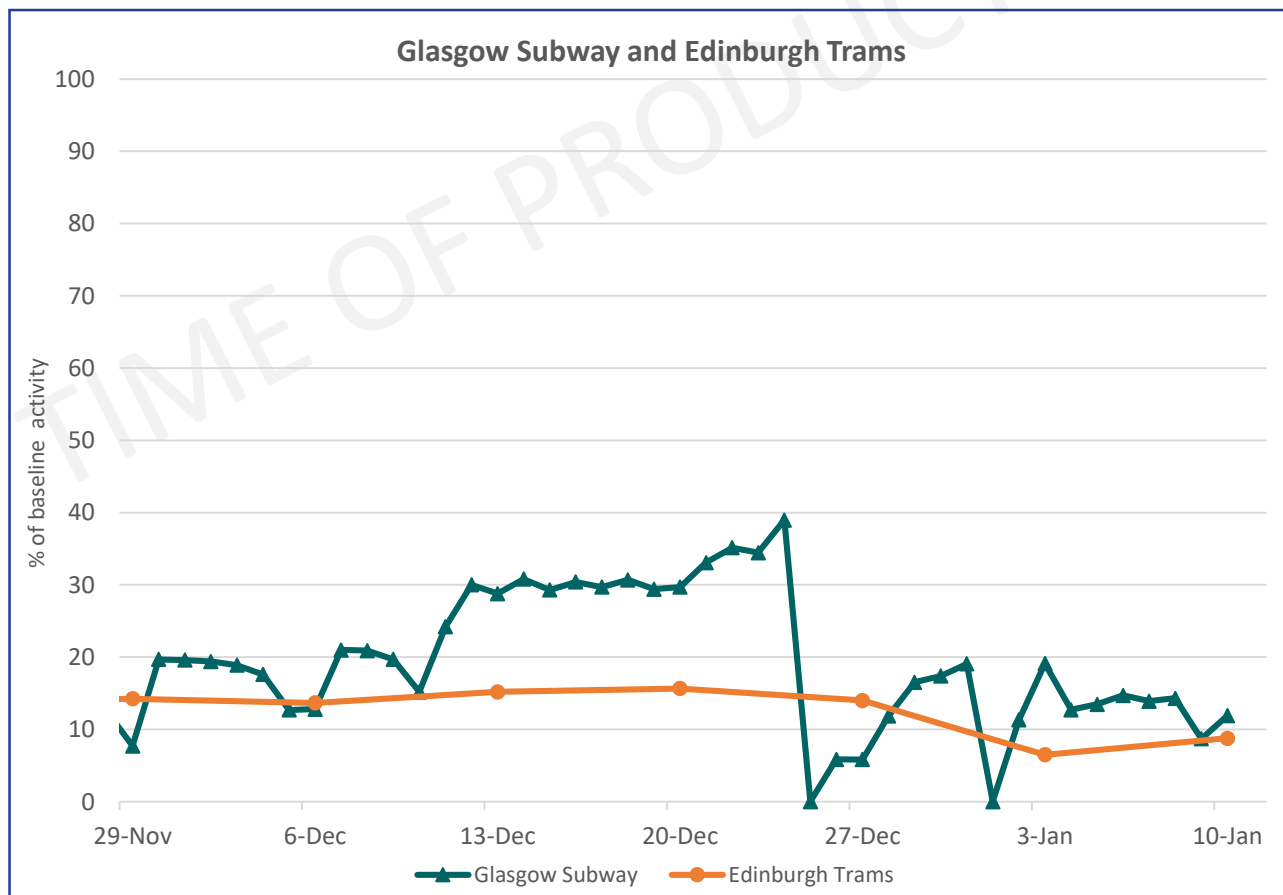
#### Key Points

- Over the 30 November to 10 January period, Glasgow Subway volumes declined by 42% compared to November, while Edinburgh Trams volumes saw a higher decrease of 59%.
- Compared to baseline, Edinburgh Trams volumes remained relatively steady on average in each week across December, reducing to consistent lower levels in early January.
- Greater variation in patronage was recorded in Glasgow Subway volumes compared to baseline. A clear increase was observed immediately prior to the reduction to Protection Level 3 restrictions, remaining at this higher level up to 20 December and increasing again up to Christmas Eve.
- Excluding the reduced volumes on Christmas Day, Boxing Day and New Year's Day, Glasgow Subway volumes after Christmas were generally similar to those over the first half of December, in line with the re-introduction of Protection Level 4 across mainland Scotland on 26 December.

#### Glasgow Subway and Edinburgh Tram

Source: SPT and Edinburgh Trams  
Confidence: High

Baseline: Index 100 = Equivalent Period in 2019 & 2020



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



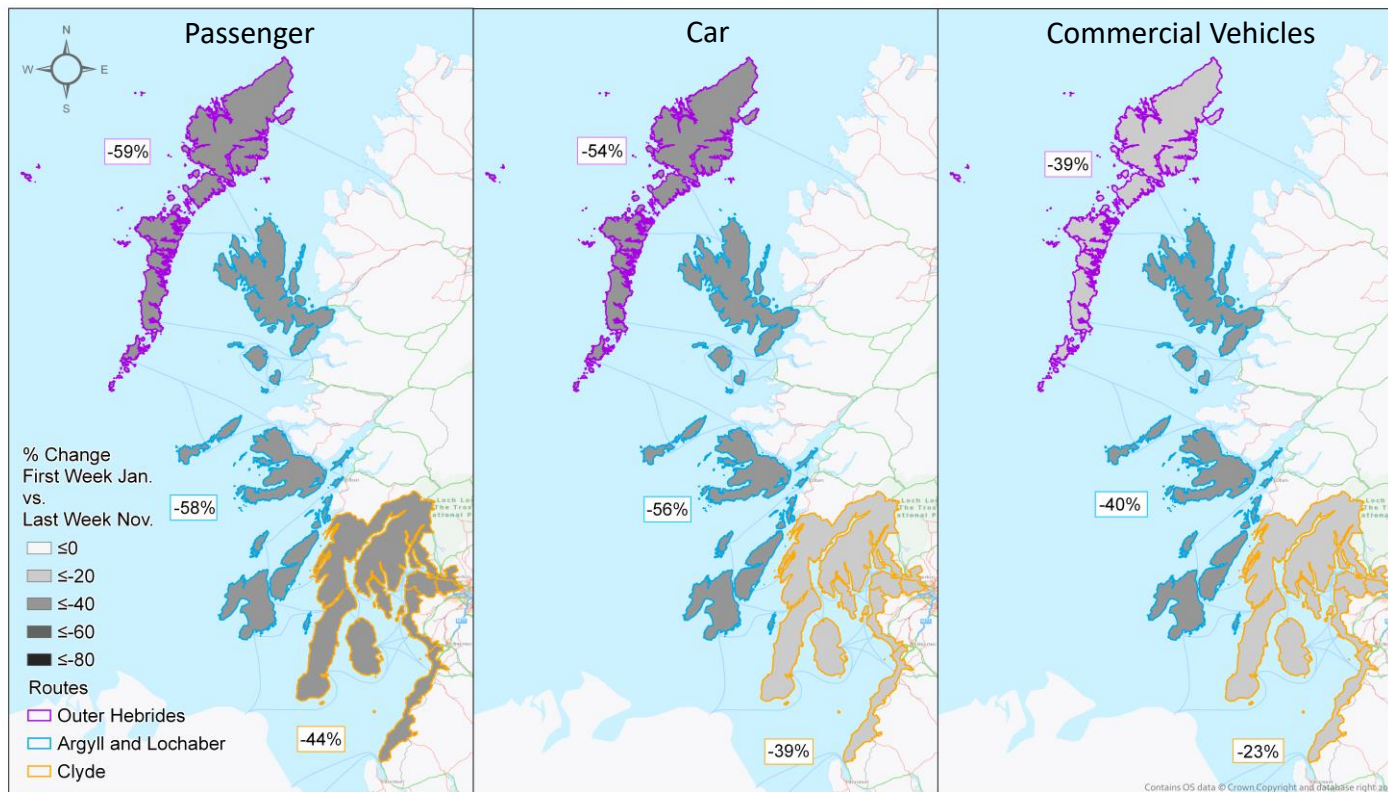
#### Key Points

- In the period from week ending 27 November (21 Nov to 27 Nov) to week ending 8 January (2 Jan to 8 Jan), CalMac passenger volumes decreased by 59% in 'Outer Hebrides', while 'Argyll and Lochaber' and 'Firth of Clyde' decreased by 58% and 44% respectively.
- Car volumes also saw declines in all regions. 'Outer Hebrides' and 'Argyll and Lochaber' observed more pronounced decreases, at 54% and 56% below end of October levels. 'Firth of Clyde' volumes also decreased, with a decline of 39% over the same period.
- Commercial vehicle volumes decreased in all regions, with a decline of 40% in 'Argyll and Lochaber' and declines of 23% and 39% in 'Firth of Clyde' and 'Outer Hebrides' respectively.

#### 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*.

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



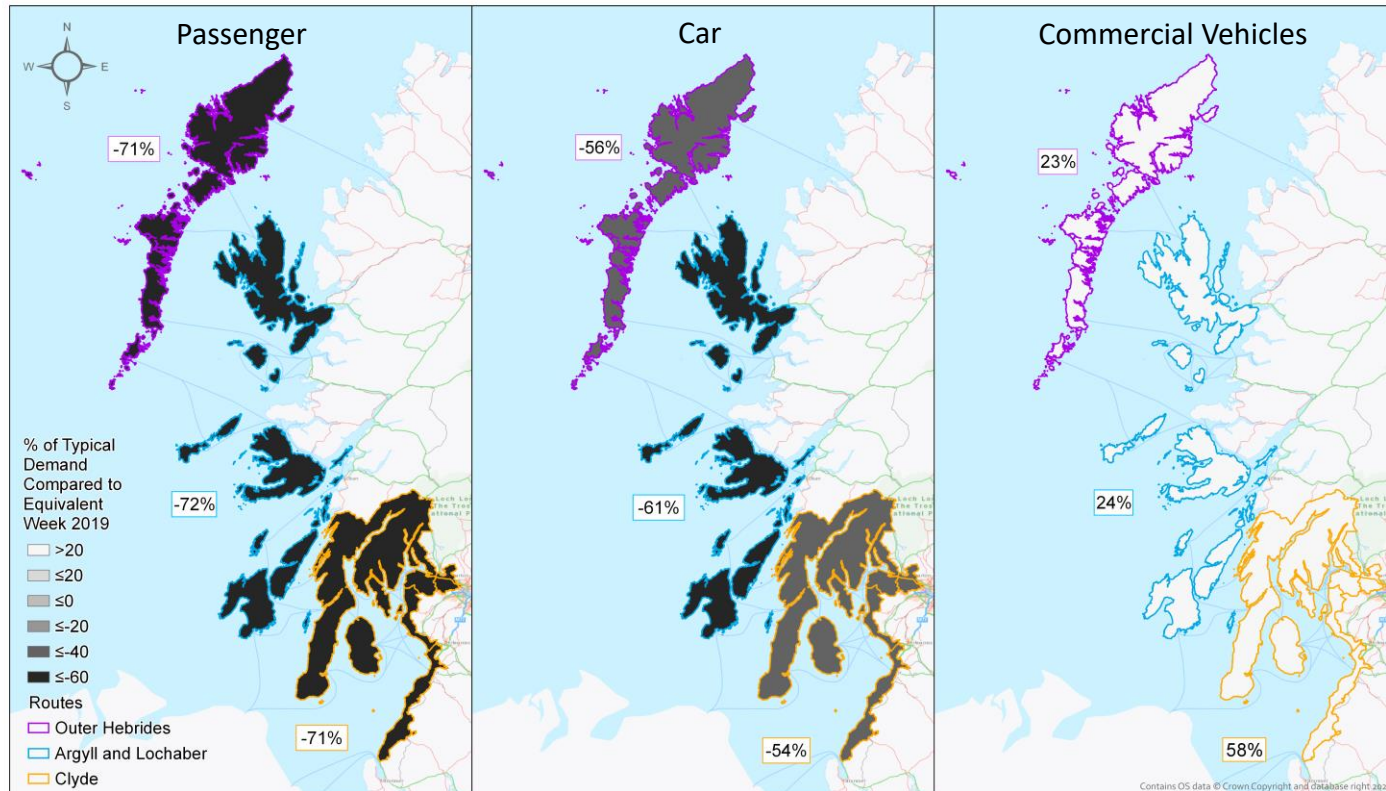
#### Key Points

- In week ending 8 January, CalMac passenger and car volumes remained considerably below levels recorded in the equivalent week in 2020.
- Passenger volumes were down 71% compared to baseline in 'Firth of Clyde' and 'Outer Hebrides', while 'Argyll and Lochaber' were down 72%.
- For car volumes, 'Firth of Clyde' levels were 54% of baseline, while the difference compared to baseline in 'Argyll and Lochaber' and 'Outer Hebrides' was higher, with volumes down 61% and 56%.
- Commercial vehicle volumes were higher than 2019/2020 baseline levels, up by 23% in 'Outer Hebrides', 58% in 'Firth of Clyde' and, 'Argyll and Lochaber' 24%. Although this is in part due to lower than average levels seen in 2020.

#### CalMac Ferries Data

Source: CalMac  
Confidence: High






Baseline: Index 100 = Equivalent Period in 2019 & 2020



**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>	-13% ↓		Road Traffic (Car + Mcl) <sup>(4)</sup>	-16% ↓
	Road Traffic (LGV + HGV) <sup>(4)</sup>	-14% ↓		Road Traffic (LGV + HGV) <sup>(4)</sup>	-21% ↓
Monthly Change <sup>(1)</sup>		% Change			
	Cross-Border Trunk Road	-12% ↓			

(1) The Monthly Change Compares the average daily value for the whole of December and early January (up to 10<sup>th</sup>) with an average daily value for the whole of November

(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 (LAs) 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)** – On average over the month of December and early January cross-border traffic decreased by 12% compared to November levels, lower than the national average decrease of 16%. Average traffic levels remained below those recorded in the equivalent 2019 and 2020 period.
- **Trunk Road Traffic** – December and early January traffic volumes declined month on month across most of the country. Limited growth was observed and this tended to be in small clusters, mainly in the vicinity of urban areas near Dundee and Edinburgh. Compared to the March 2020 pre-COVID-19 baseline period, observed traffic generally remained below baseline levels. Traffic volumes around large urban centres were below baseline levels and declines on the A9, A90, A92 and A82 were particularly notable.

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



#### Key Points

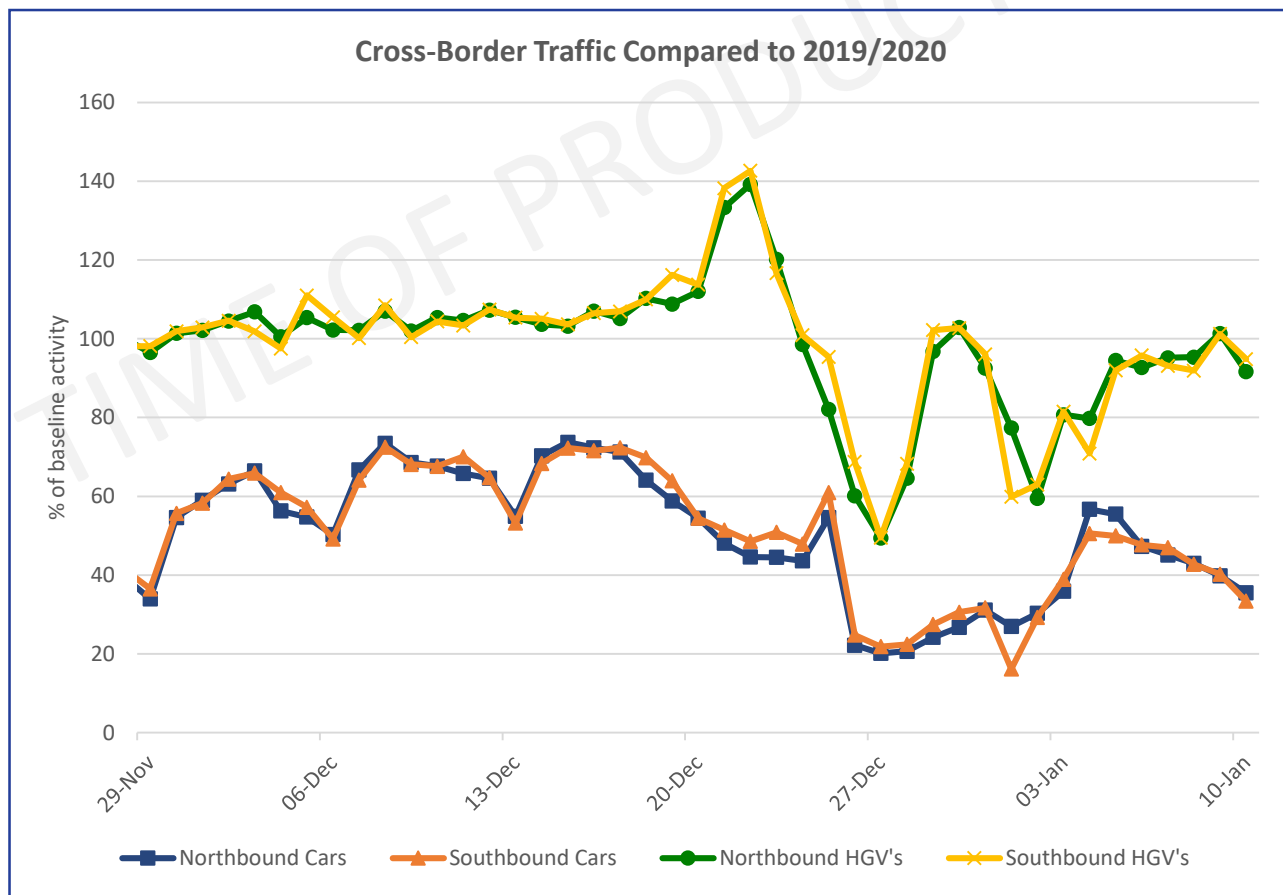
- The month of December and early January saw an overall decrease in cross-border traffic. An average decline of 12% in traffic was recorded compared to November.
- December and early January saw traffic volumes 38% lower than baseline levels on average, representing a decrease compared to November, when cross-border traffic was 33% lower than the previous year.
- There were noticeable drops in traffic levels on Boxing Day and the following two days, and on 1 January, likely due to Tier 4 restrictions introduced on the 26 December. December 27 recorded the lowest level of cross-border activity of 22% of the equivalent period in 2019/2020.
- For the first half of December HGV levels remained broadly consistent with 2019 levels in both directions. The days before Christmas saw an increase in HGV activity with a peak of around 140% of baseline levels.

**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 & 2020



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



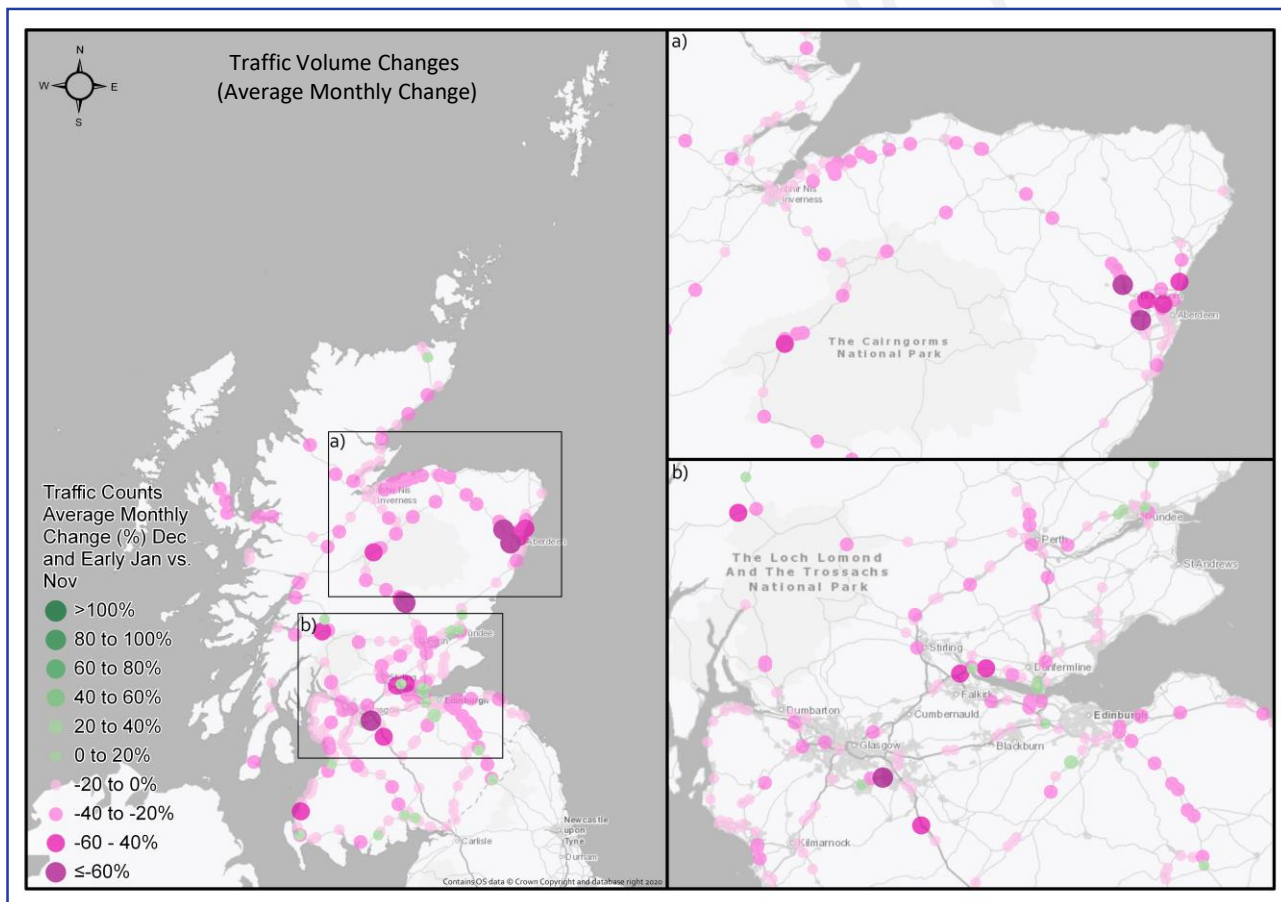
#### Key Points

- In the month of December and early January compared to November, the majority of count sites experienced declines. However, a limited number of sites saw a slight growth.
- Monthly declines were particularly evident on sections of the A9, the A90 and A96 particularly in the vicinity of Aberdeen, the M74, and in rural areas. Observed reductions tended to range between -1% and -60%, with several other sites seeing greater declines.
- Where growth was observed, it tended to be in small clusters. Increases were particularly notable around Dundee and Edinburgh.
- Comparing December and early January volumes to the baseline period (first two weeks of March), the majority of sites recorded a decrease in traffic. There is a decline in traffic volumes in all major corridors around Scotland.
- Volumes in cities generally remain below baseline levels. Declines on the A9, A90, A92 and A82 were particularly 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.

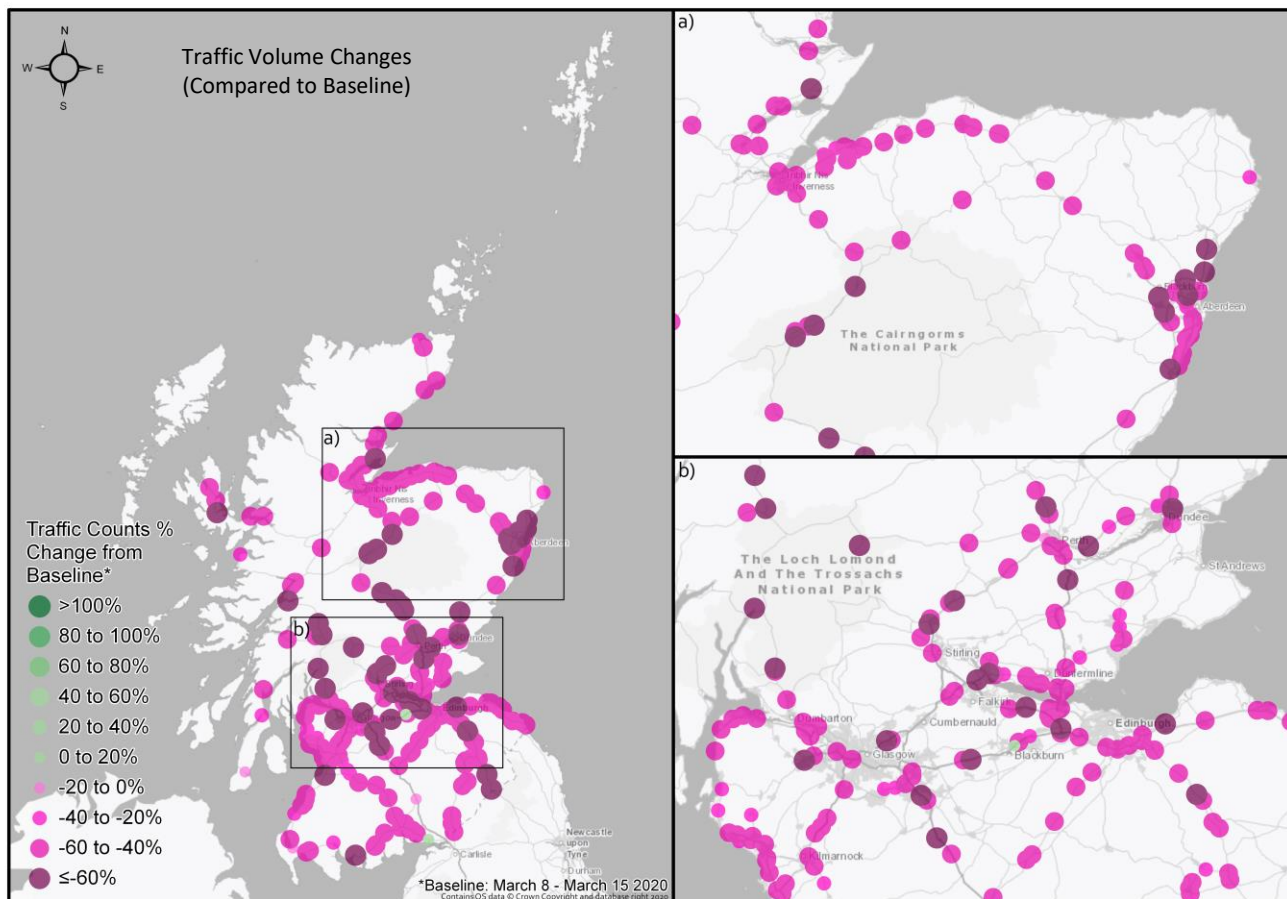




#### Country-Wide Road Traffic

Source: Road Counters  
Confidence: Medium

Baseline: 2 March to 15 March



### ROAD TRAFFIC – Urban Rural Trunk Road Traffic



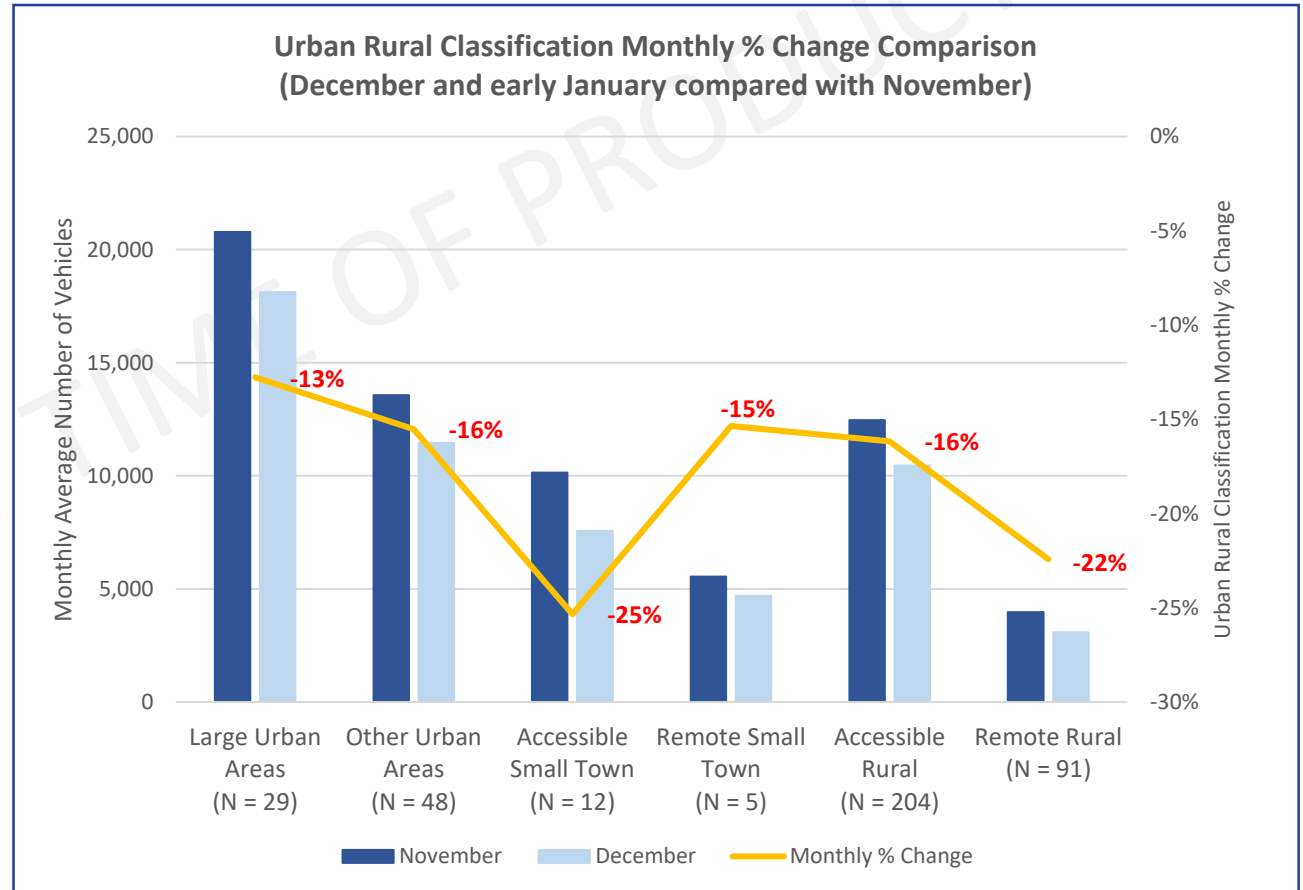
#### Key Points

- On average over December and early January all categories across the Urban Rural 6 Fold Classification (representing selected sites) saw a decrease in the number of vehicles recorded compared to November.
- The lowest reduction in traffic was recorded in the 'Accessible Small Town' category, with a decrease of 25%. 'Remote Rural' category also recorded a decline of 22% lower than the national average decrease of 16%.
- 'Other Urban Areas' and 'Accessible Rural' categories saw a decrease in line with the national average of 16%.
- 'Large Urban Areas' and 'Remote Small Towns' categories observed a decrease of 13% and 15% compared respectively compared to November.

#### Urban Rural Trunk Road Traffic

Source: Road Counters  
Confidence: Medium

Monthly Change Comparison



**DATA NOTE:** Average number of trips are calculated as per counter values for each category.

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



#### Key Points

- Trunk Road Traffic Speeds map shows the difference in observed traffic speeds through December and early January compared to November on key trunk road corridors around the Central Belt (Glasgow – Edinburgh). INRIX provides data on a link by link basis for corridors, allowing data to be visualised for each road section. The map compares the average speed observed on a weekday in November and December between 0900 and 1000 (most congested hour in morning period) and inbound movements for each city.
- For Edinburgh, compared with November there was a visible increase in speeds, and therefore reduced congestion, on approach to the city on trunk corridors, particularly the M90, M9, A1, A720 and sections of the A68. The A702 saw comparable speeds for the most part to the previous month, suggesting consistent traffic volumes and profile patterns.
- Similar to Edinburgh, Glasgow recorded an increase in speeds on most trunk road corridors on approach to the city and therefore reduced congestion levels to November. Exceptions to this were observed on the M8 and M77 on approach to the city as well as sections of the A68, which recorded speeds lower than the previous month.

#### Trunk Road Traffic Speeds – Central Belt

Source: INRIX  
Confidence: Medium

Monthly Change Comparison



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



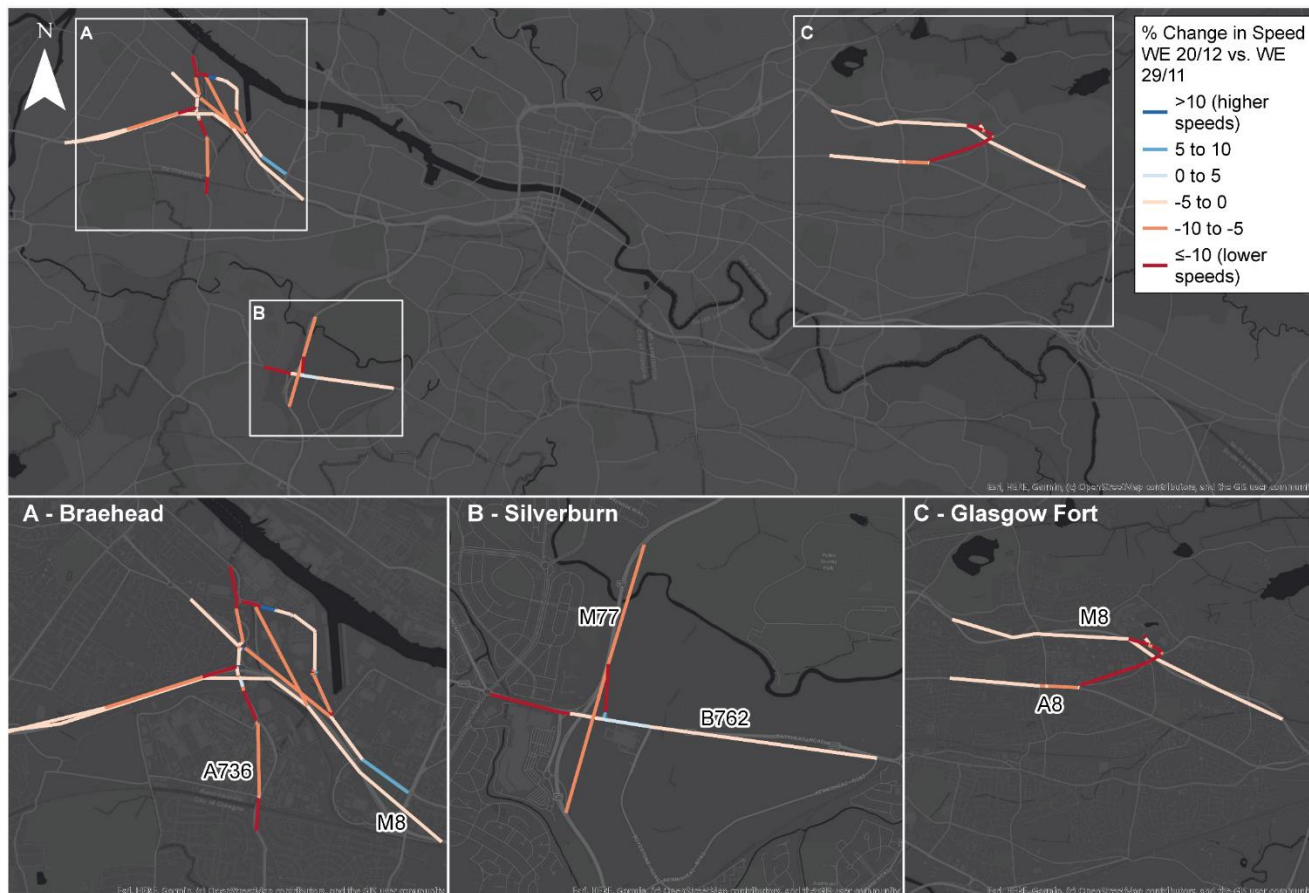
#### Key Points

- Trunk Road Traffic Speeds map shows the difference in observed traffic speeds between the week ending 29 November and the week ending 20 December on routes leading into retail parks in the Glasgow area. INRIX provides data on a link by link basis for corridors, allowing data to be visualised for each road section.
- At Braehead, Silverburn and Glasgow Fort there was an observable decrease in average speed seen on the roads leading to the retail parks, with many sections seeing speeds decrease by over 10%. Nearby trunk road sections were also saw speed decrease by up to 10% suggesting the increases were significant enough to affect general traffic.
- In line with other data sources there is evidence of significant increases in retail activity and road traffic though December, as level 4 restrictions were eased.

#### Trunk Road Traffic Speeds – Retail sites

Source: INRIX  
Confidence: Medium

November – December comparison



### ROAD TRAFFIC – Local Road Traffic



#### Key Points

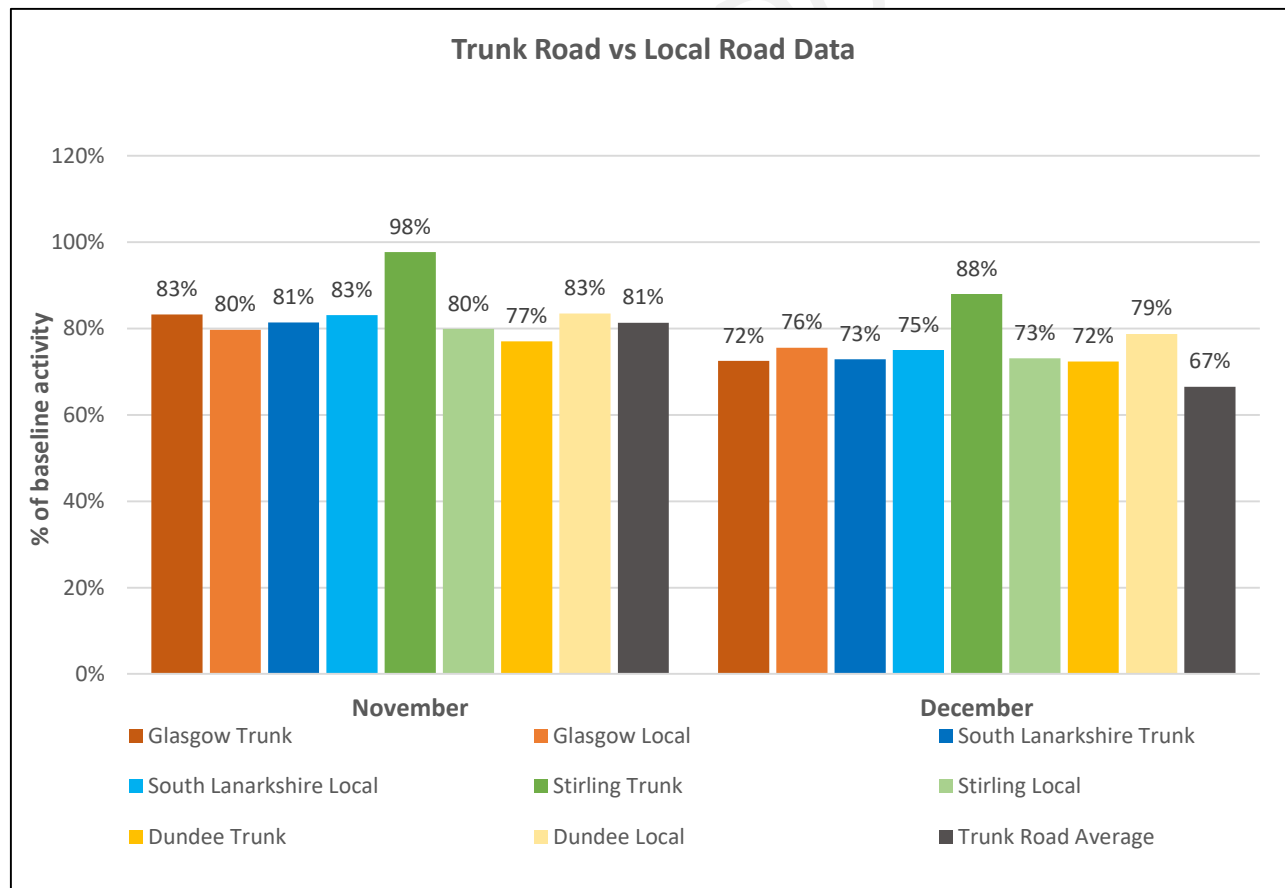
- Local road traffic observed over December showed decreases across the board compared to November.
- Most local roads saw similar decreases against their baselines to those of nearby trunk roads, with the exception of Stirling and Dundee that saw lower and higher local road use respectively.
- Local road traffic has mirrored the trunk road network throughout most of the Covid-19 pandemic with only a few notable exceptions.
- In the first stage of lockdown, Glasgow council saw a smaller decline in levels than the trunk road and other council areas, but converged with the other local authorities by Phase 3.
- From Phase 3 until the Strategic Framework levels were introduced the trunk road levels were closer to pre-covid levels than those seen on the local roads.
- Early indications over the festive period suggest that local road did not see as much of a decline as a result of the festive season and subsequent increased restrictions.

#### Local and Trunk Road Traffic Data (Nov 2020 and Dec 2020)

##### Baseline Change Comparison

Baseline: Index 100 = Fortnight beginning March 2, 2020

Source: Glasgow, Dundee, South Lanarkshire, and Stirling Council Local Authority Road Counters, and Trunk Road Counters



# COVID19 Trends in Sub-National Travel

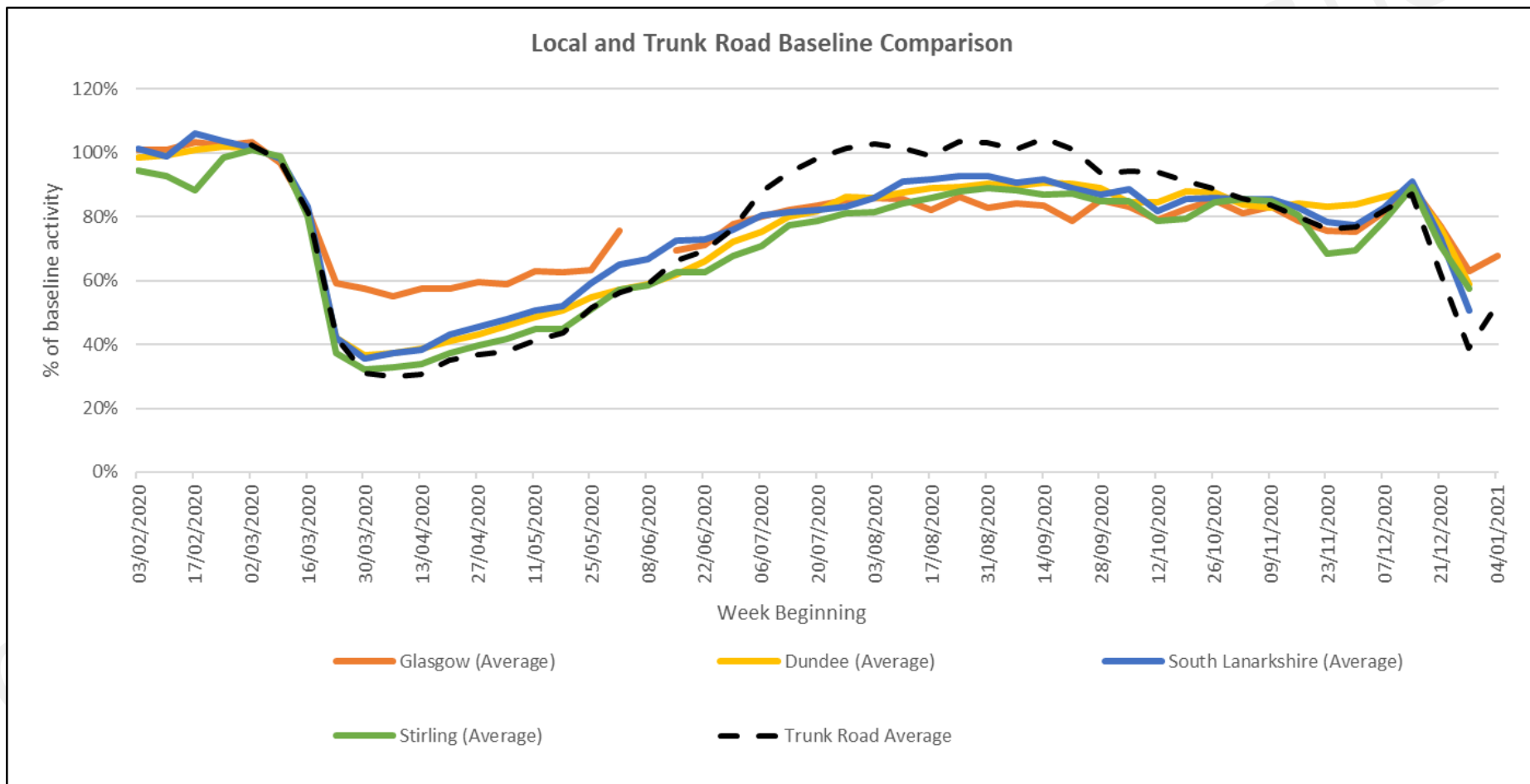
## December Report

### Local and Trunk Road Traffic Data (Feb 2020 to Jan 2021)

#### Baseline Change Comparison

Source: Glasgow Council Local Authority, Dundee Council Local Authority, South Lanarkshire Council Local Authority, Stirling Council Local Authority, Road Counters

Baseline: Index 100 = Fortnight beginning March 2, 2020













Note: Data for Glasgow for the week commencing 8 June 2020 has been excluded due to anomalous readings.

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 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>	-4% ↓		Grocery & Pharmacy <sup>(4)</sup>	0%
	Retail & Recreation <sup>(4)</sup>	-6% ↓		Retail & Recreation <sup>(4)</sup>	-8% ↓
	Parks <sup>(4)</sup>	-5% ↓		Parks <sup>(4)</sup>	-11% ↓
	Workplace <sup>(4)</sup>	-7% ↓		Workplace <sup>(4)</sup>	-11% ↓
	Overall Mobility <sup>(4)</sup>	-5% ↓		Overall Mobility <sup>(4)</sup>	-8% ↓

(1) Monthly Change compares the whole of December and early January (up to 3<sup>rd</sup>) with the whole of November due to the variability of movement data in each week of the months assessed

(2) City Local Authorities (LAs) include Glasgow, Edinburgh, Aberdeen and Dundee

(3) Rest of Scotland Local Authorities includes all regions except the four City Local Authorities

(4) Latest full week of available data for Google movements trends: Week ending 3 January

#### Summary – Google Mobility Data

- Over the month of December, Grocery and Pharmacy movements saw relatively minor changes compared to the previous month, ranging between -6% (Edinburgh) and -1% (Dundee) in city regions, and from -3% (Stirling) to 3% (East Ayrshire) in non-city regions.
- Month on month, Workplace movements decreased in all regions ranging from -6% (Edinburgh and Stirling) and -16% (Shetland Islands).
- Declines in Retail and Recreation and Workplace movements were clearly visible in all regions following the introduction of Protection Level 4 restrictions from 26 December. Grocery and Pharmacy movements also appear to be trending lower from this date. It is also notable that there was a clear increase in Retail and Recreation and Grocery and Pharmacy movements in the days leading up to Christmas.
- Average Mobility declined across all regions in December. Excluding the island regions due to limited data, the largest decrease was in Inverclyde, at -14%. Levels of Average Mobility decreased in all city regions, ranging from -3% (Glasgow) and -10% (Aberdeen).



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

#### ‘Grocery and Pharmacy’ Key Points

- On average in December, Grocery and Pharmacy movements showed minimal change in most areas compared to the previous month. City regions experienced minor declines, ranging between -6% (Edinburgh) and -1% (Dundee). In non-city regions, monthly changes ranged from -3% (Stirling) to 3% (East Ayrshire).
- Compared to baseline, volumes in city regions ranged between -9% (Aberdeen) and -16% (Edinburgh), while the largest reductions seen in non-city regions were in Perth and Kinross (-16%) and Highland (-15%). Some non-city regions did record growth, including East Dunbartonshire (7%), Renfrewshire (7%) and North Ayrshire (3%).
- Discounting minimal volumes over the Christmas and New Year Bank Holidays, movements were generally lower after Christmas likely due to Protection Level 4 restrictions across mainland Scotland from 26 December. The clear increase from 20 December leading into Christmas is also notable.

#### ‘Retail and Recreation’ Key Points

- Retail and Recreation activity declined in all areas and saw minimal regional variation in December. The most pronounced decline was in Moray (-12%), followed by Aberdeenshire (-11%), whilst the least in Inverclyde (-2%).
- Activity tended to be lower compared to baseline in city regions, ranging from -37% (Dundee) to -54% (Edinburgh). Activity also remained below baseline levels in all non-city regions. Similar to Grocery and Pharmacy activity, increased volumes were recorded in the days prior to Christmas.

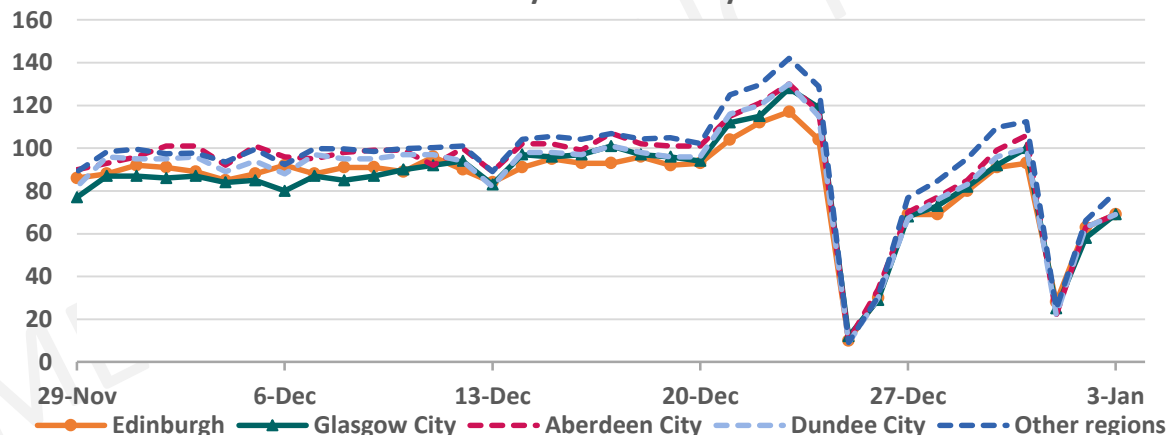
Prepared on behalf of Transport Scotland’s COVID-19 Support Hub, any enquires should be made to [TS.Covid19Support@gov.scot](mailto:TS.Covid19Support@gov.scot). If this data is used in any ministerial (or other) briefings, please contact the same email address to check it is still accurate.

#### Google Movement Data for Scottish Cities

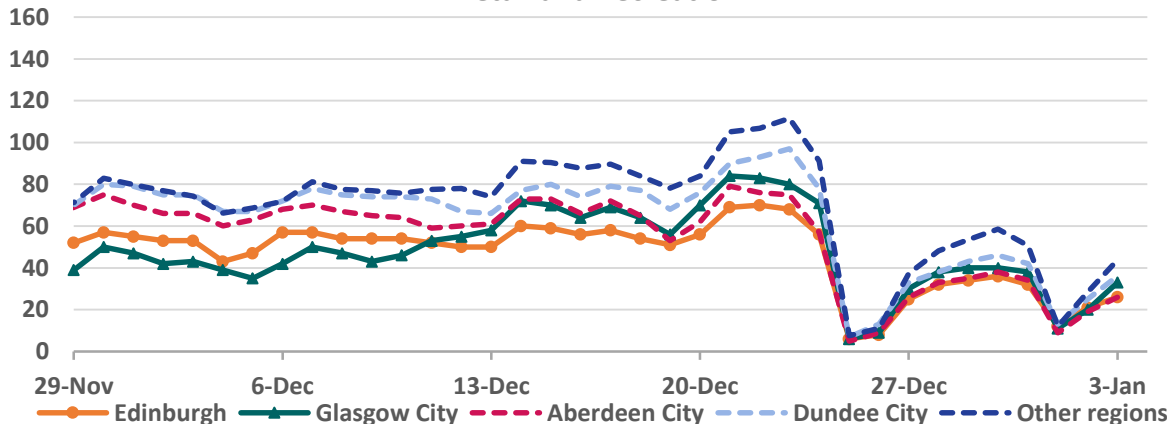
Source: Google Community Mobility Report 10 January 2021  
Confidence: Low

Latest available data:  
Week Ending 3 January 2021

**Grocery and Pharmacy** Baseline: Index 100 = February 2020



#### Retail and Recreation



**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.







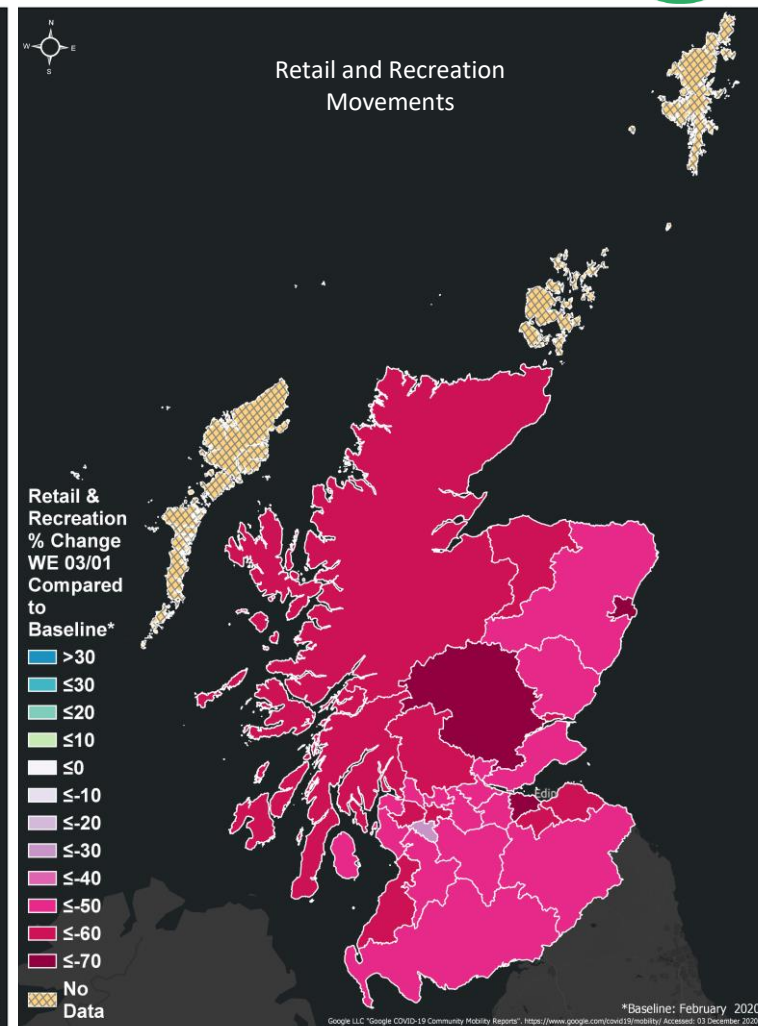
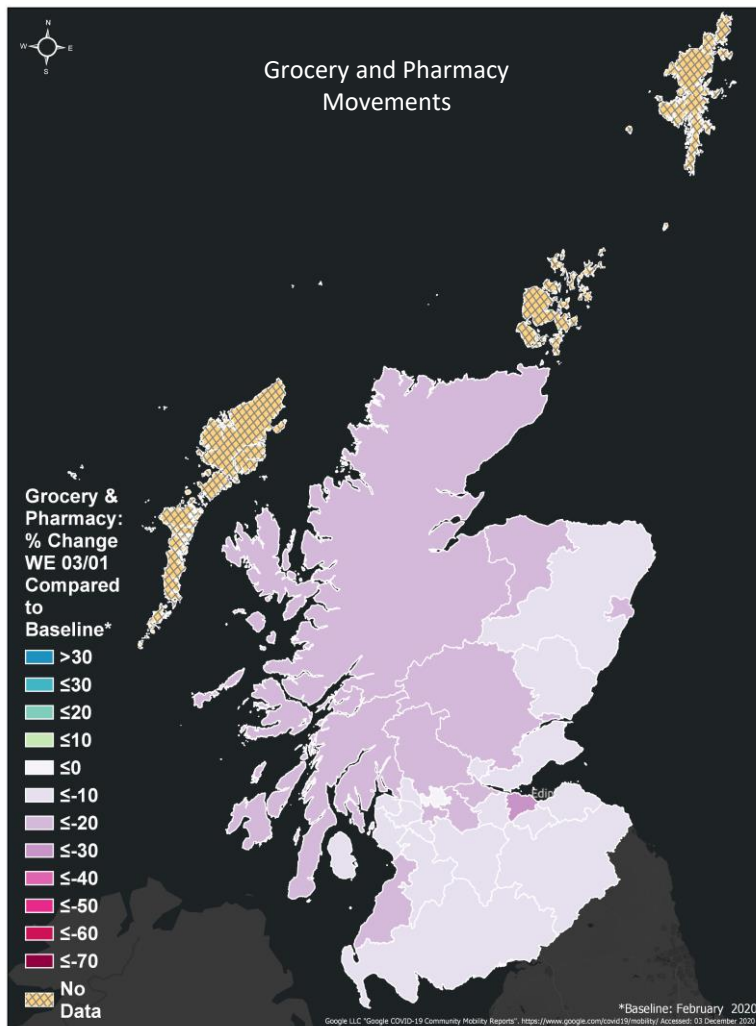
### GOOGLE TRENDS – ‘Grocery & Pharmacy’ and ‘Retail & Recreation’

#### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report  
10 January 2021  
Confidence: Low

Latest Available Data:  
Week Ending 3 January 2021

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 Parks movements over the month of December, with no data recorded for several non-city regions. Where data is available it shows some regional variation and fluctuation in activity over the period. With the exception of Glasgow, where an increase of 2% was recorded, all areas saw decreased activity compared to November, ranging from -31% (East Renfrewshire) to -2% (Renfrewshire and South Lanarkshire).
- Activity in most areas was below baseline levels. The exceptions to this were Renfrewshire, where volumes were 8% above baseline, and South Lanarkshire where activity was significantly higher, at 27% above baseline. The most pronounced declines were in Inverclyde (-68%) and West Dunbartonshire (-58%), while volumes in city regions ranged from -9% (Dundee) to -24% (Edinburgh).

#### ‘Workplace’ Key Points

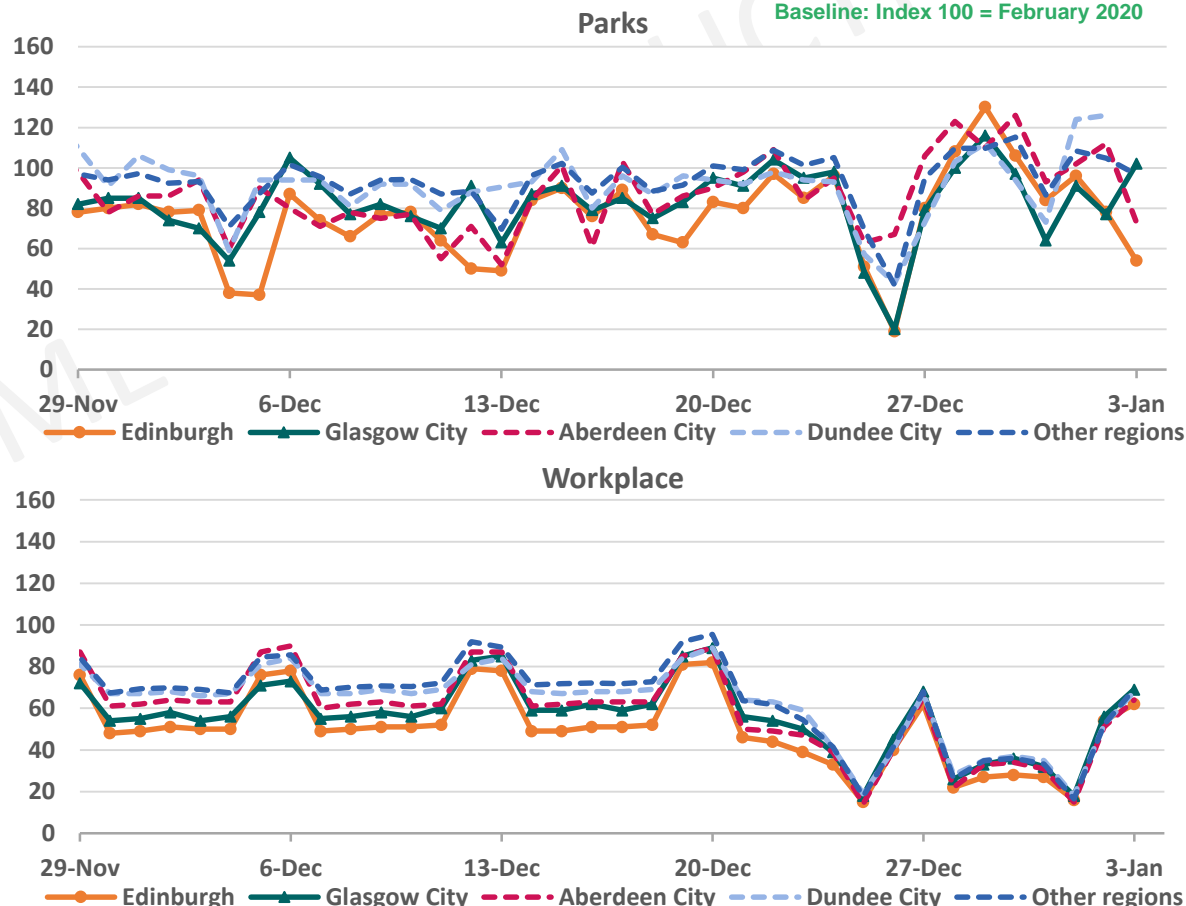
- In December, Workplace movements decreased in all areas compared to the previous month. Similar decreases were seen across most of the country, typically ranged between -16% (Shetland Islands) and -6% (Edinburgh and Glasgow)
- Workplace movements remained below baseline levels in all regions. Reductions were more pronounced in city regions, ranging from -39% (Dundee) to -50% (Edinburgh), compared to -44% (East Renfrewshire) and -29% (Dumfries and Galloway).

#### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 10 January 2021  
Confidence: Low

Latest available data:  
Week Ending 3 January 2021

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’

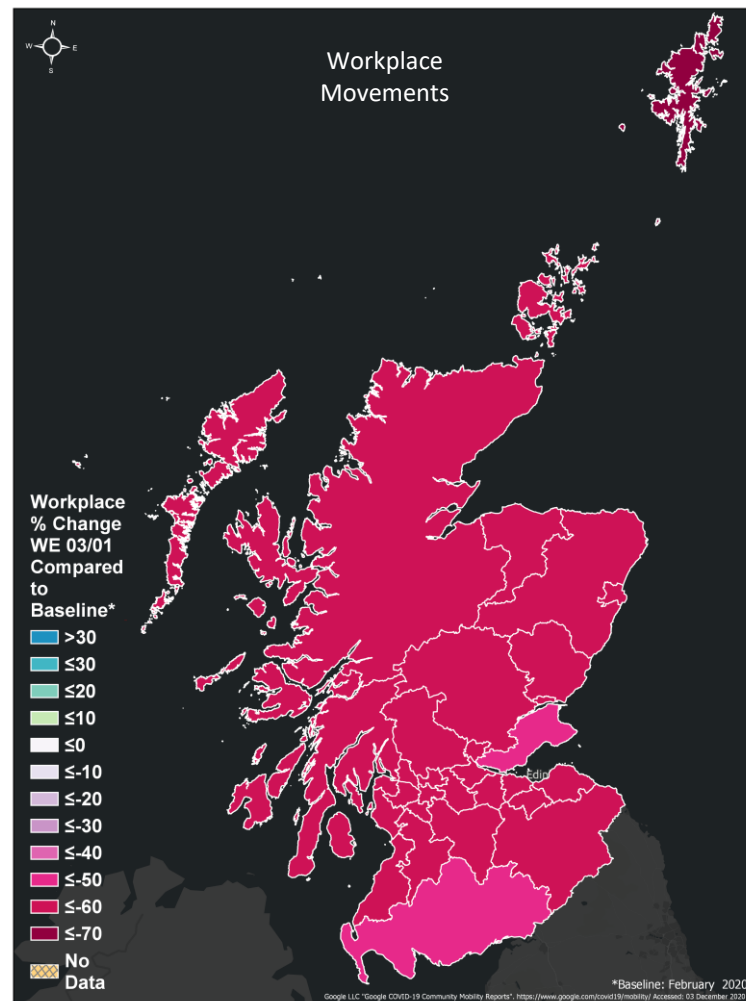
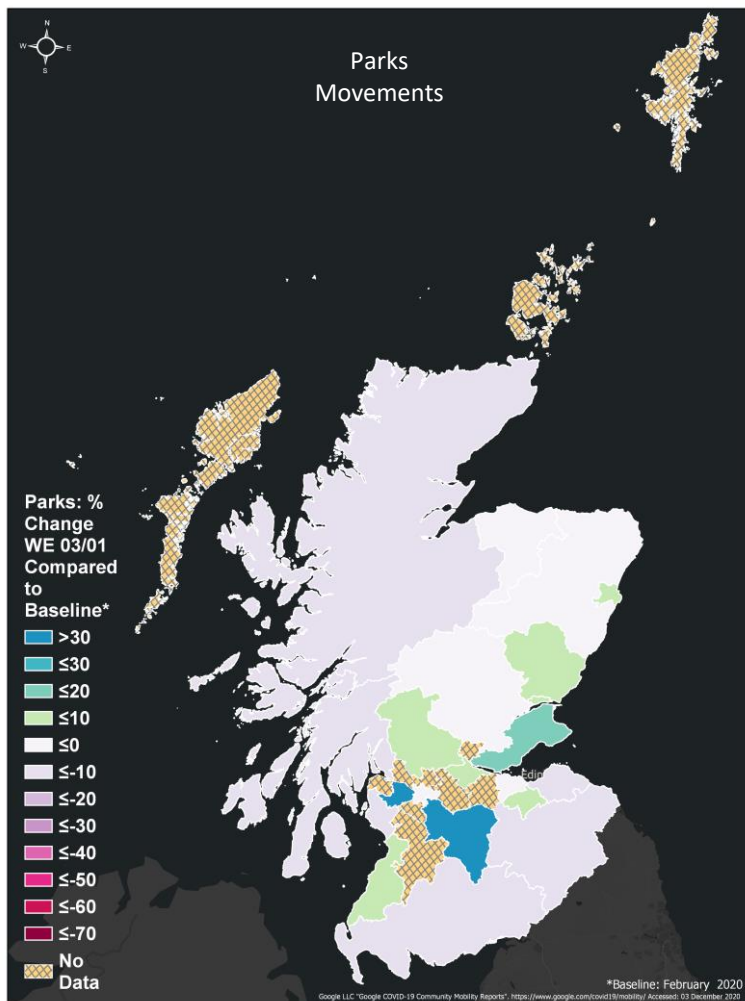


#### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report  
10 January 2021  
Confidence: Low

Latest Available Data:  
Week Ending 3 January 2021

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

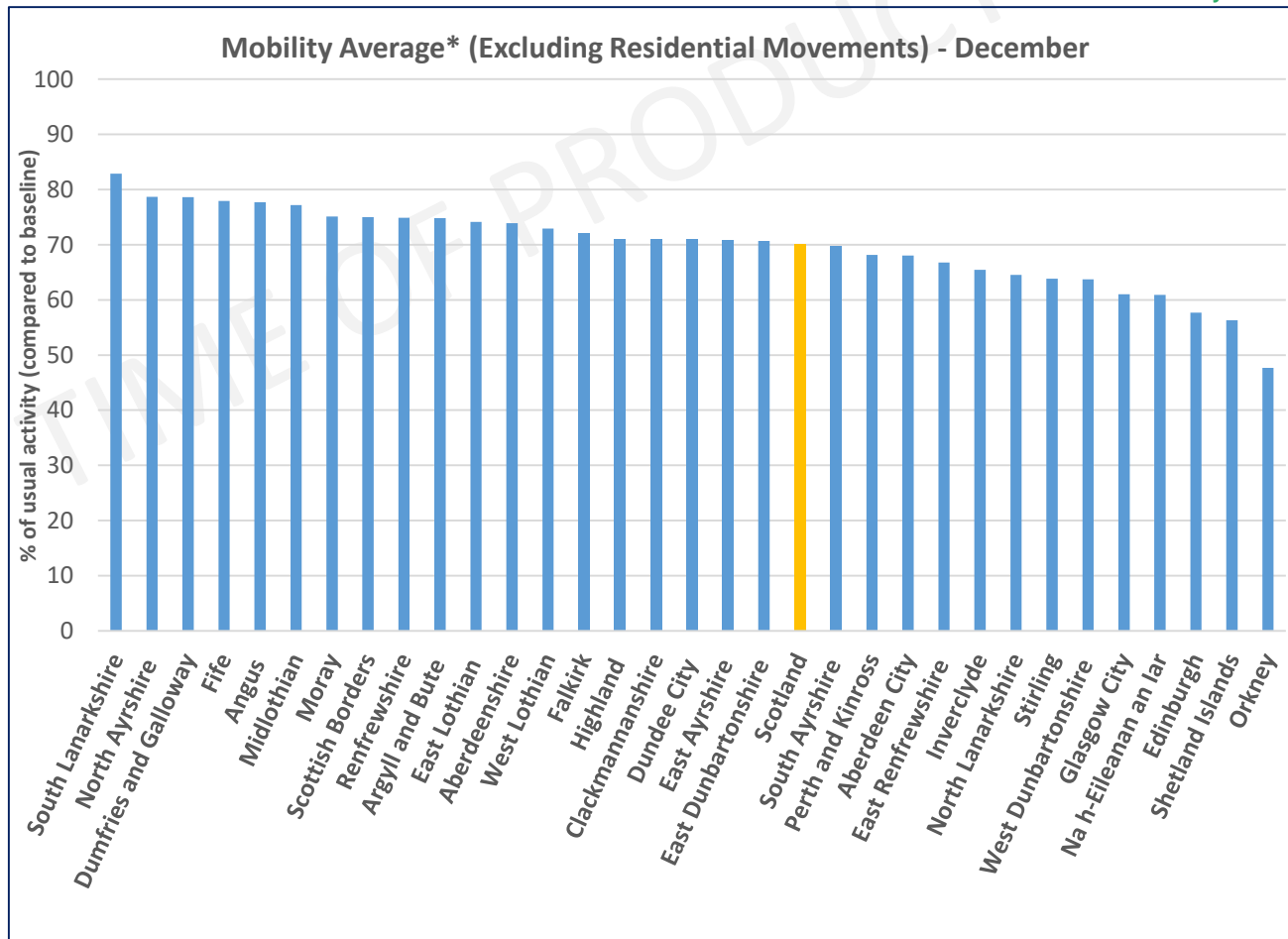
- Excluding island regions due to limited data, over the month of December all areas recorded a decline in average mobility compared to the previous month, with values ranging between -14% (Inverclyde) and -3% (Glasgow). The change is more evident in local authorities that were in lower Protection Level tiers, such as Inverclyde, in November, whereas Glasgow and surrounding local authorities have been in the highest Protection Level tier (Tier 4) for longer and therefore indicate less change due to restrictions.
- There is significant regional variation when comparing the mobility average for December to the baseline period of February 2020, with mobility in many areas remaining below baseline levels. In City regions, average mobility ranged from -29% in Dundee, to -43% points in Edinburgh. Values significantly below baseline were also seen in most non-city regions, ranging from -17% in South Lanarkshire to -36% in Stirling, West Dunbartonshire and North Lanarkshire.

**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.

#### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 10 January 2021  
Confidence: Low

Latest available data: Week Ending 3 January 2021  
Baseline: Index 100 = February 2020



## 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 and 2020 for concessionary bus, cross border traffic, subway, tram.
- The equivalent week in 2019 and 2020 for ferry passenger and vehicle carryings.
- A fixed baseline of June 2019 and 2020 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 2019 for the Google data.

### Walking and Cycling

For the walking and cycling data, available data is from counters predominantly located in Central Scotland, Tayside and Argyll & Bute and should be treated as an approximate estimate and not an accurate count for each area. The data has not been weighted to account for the difference in true populations between different locations.

Where counters do not have 2019 and 2020 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 other counters in that Local Authority to determine a multiplier to convert current week figures to an equivalent month in 2019 and 2020 figure.

### 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.