

Monthly Change Headlines



- **Active Travel** – Monthly increases were observed in walking and cycling activity for every local authority in March, with more significant growth observed in cycling in line with seasonal increases. Compared to the equivalent 2020 period, noticeable growth was observed in walking activity in Edinburgh towards the end of the month and into April. Cycling levels declined towards the end of the month and into April across the country despite levels being above typical levels in the middle of the month in all Local Authorities.
- **Bus Concessionary Travel** – Bus Concessionary Travel over March increased compared with February whilst baseline levels remained well below typical levels at 34%.
- **Rail Stations (Glasgow Central and Edinburgh Waverley)** – Observed footfall in Edinburgh Waverley and Glasgow Central stations increased in March compared with February, though more pronounced at Edinburgh Waverley with a 38% increase. Volumes remained well below baseline levels
- **Glasgow Subway and Edinburgh Trams** – Glasgow Subway and Edinburgh Trams recorded monthly increases in patronage, more pronounced on Glasgow Subway with 33%, but both remained significantly below baseline levels and particularly in the case of Edinburgh Tram operating at 6% to 7% of typical levels.
- **CalMac and NorthLink Ferries** – Car, Passenger and Commercial Vehicles volumes increased in March compared to February for NorthLink and most CalMac services. Argyll and Lochaber was the only region to record a decrease in volumes, with a month to month decline in Commercial Vehicles volumes. Passenger and Car volumes in March were below baseline levels in all regions. Commercial Vehicles levels saw some growth, with volumes above baseline in Firth of Clyde (1%) and the Northern Isles (17%).
- **Trunk Road Traffic** – With the exception of a limited number of sites, traffic levels recorded over the month of March have increased consistently across Scotland compared to February. However, traffic volumes remain lower than the baseline period (first two weeks of March 2020).
- **Cross-Border Traffic** – March cross-border traffic levels increased month on month by 16%, slightly higher than the national trunk road average increase of 15%. Overall cross-border levels remain below the equivalent period in 2019/2020, with HGV volumes being closer to and for large parts of the month exceeding baseline levels.
- **Google Mobility Data** – ‘Grocery and Pharmacy’, ‘Retail and Recreation’, ‘Parks’ and ‘Workplace’ movements increased in all regions month on month, with growth highest outside of the city LAs. Compared to baseline, volumes remain significantly down for ‘Retail and Recreation’ and ‘Workplace’ movements in all Local Authorities. ‘Grocery and Pharmacy’ movements varied between regions, with some growth compared to baseline recorded. ‘Parks’ movements were above baseline levels in all areas with the exception of Argyll and Bute, where a marginal decline of -1% was recorded.

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ACTIVE TRAVEL Monthly Change ⁽¹⁾



City Local Authorities ⁽³⁾		% Change ⁽²⁾	Rest of Scotland LA Average ⁽⁴⁾		% Change ⁽²⁾
	Walking	15% ↑		Walking	34% ↑
	Cycling	96% ↑		Cycling	73% ↑

(1) Monthly Change compares the whole of January (1 Feb to 28 Feb) with the whole of March (1 Mar to 4 April) due to the variability of movement data in each week of the months assessed

(2) Baseline comparison refers to March 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** – Every Local Authority recorded a monthly increase in walking activity comparing March and February. The highest growth was recorded in Argyll and Bute (69%). Walking levels in most parts of the country were comparable to baseline level over the month of March, but levels in Edinburgh were much higher towards the end of the month and into April compared to the equivalent 2020 period.
- Cycling Trips** – Cycling activity increased in all Local Authorities in March compared to February, in line with seasonal increases at this time of year. Edinburgh and Perth and Kinross saw the highest monthly increases on average in March, with growth of 128% and 129% respectively. Activity in other Local Authorities ranged between 52% and 99%. Compared to the equivalent 2020 period, there was a notable decline in cycling levels towards the end of the month and into April across the country, whereas cycling was higher than baseline levels through the middle of the month in all Local Authorities.

ACTIVE TRAVEL – Walking



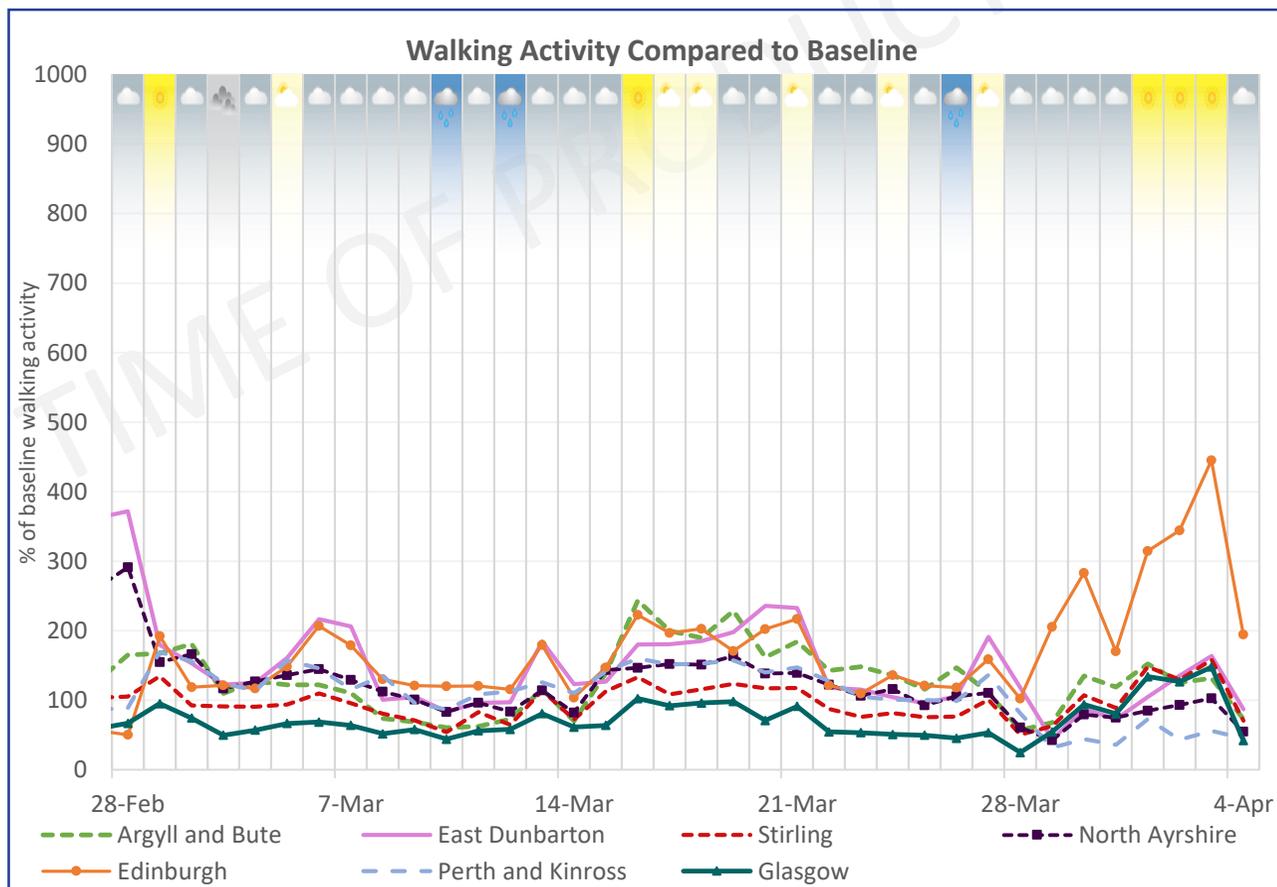
Key Points

- All Local Authorities recorded monthly increases in walking activity on average over March.
- Argyll and Bute saw the highest monthly increase in walking activity for consecutive months, with growth of 69%.
- The most notable change occurred in Edinburgh, where activity increased above baseline levels in late March and early April, most likely due to the favourable weather over the bank holiday weekend.

Walking: Monthly Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = Equivalent 2020 Period



ACTIVE TRAVEL – Walking Urban Rural Classification



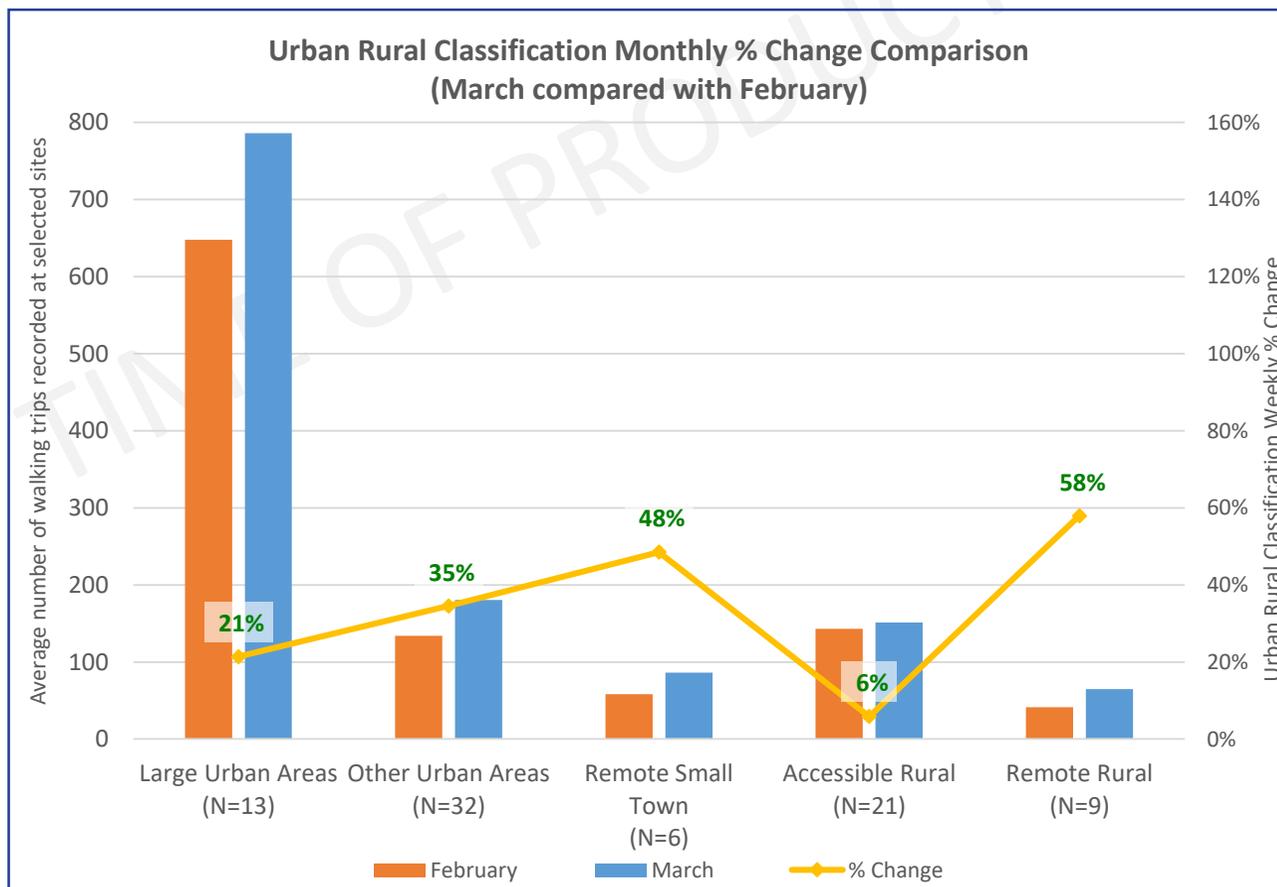
Key Points

- From the sample sites available, walking activity increased for all Urban Rural Classifications across the country in March.
- Remote Rural locations recorded the largest increase in walking activity, with average growth of 58% compared to the previous month.

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



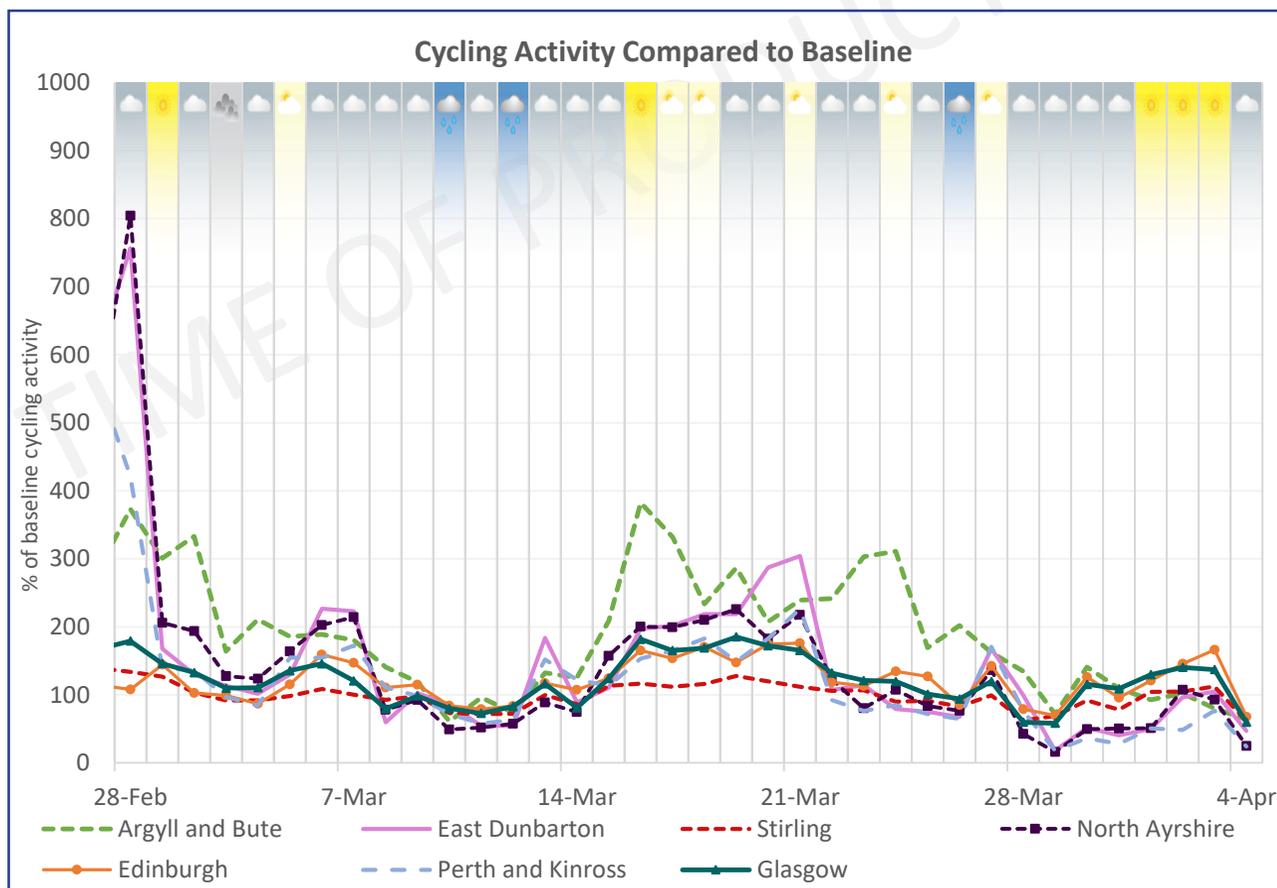
Key Points

- Similar to walking, monthly Cycling activity increased in all Local Authorities in March.
- Significant monthly growth was recorded in both Edinburgh (128%) and Perth and Kinross (129%), while other Local Authorities reported increases of between 52% and 99% over the same period.
- Higher figures in February 2021 for some local authorities are the result of a comparatively low baseline in February 2020.
- Cycling activity was higher than baseline levels through the middle of the month, with all Local Authorities recording volumes above baselines levels.

Cycling: Monthly Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = Equivalent 2020 Period



ACTIVE TRAVEL – Cycling Urban Rural Classification



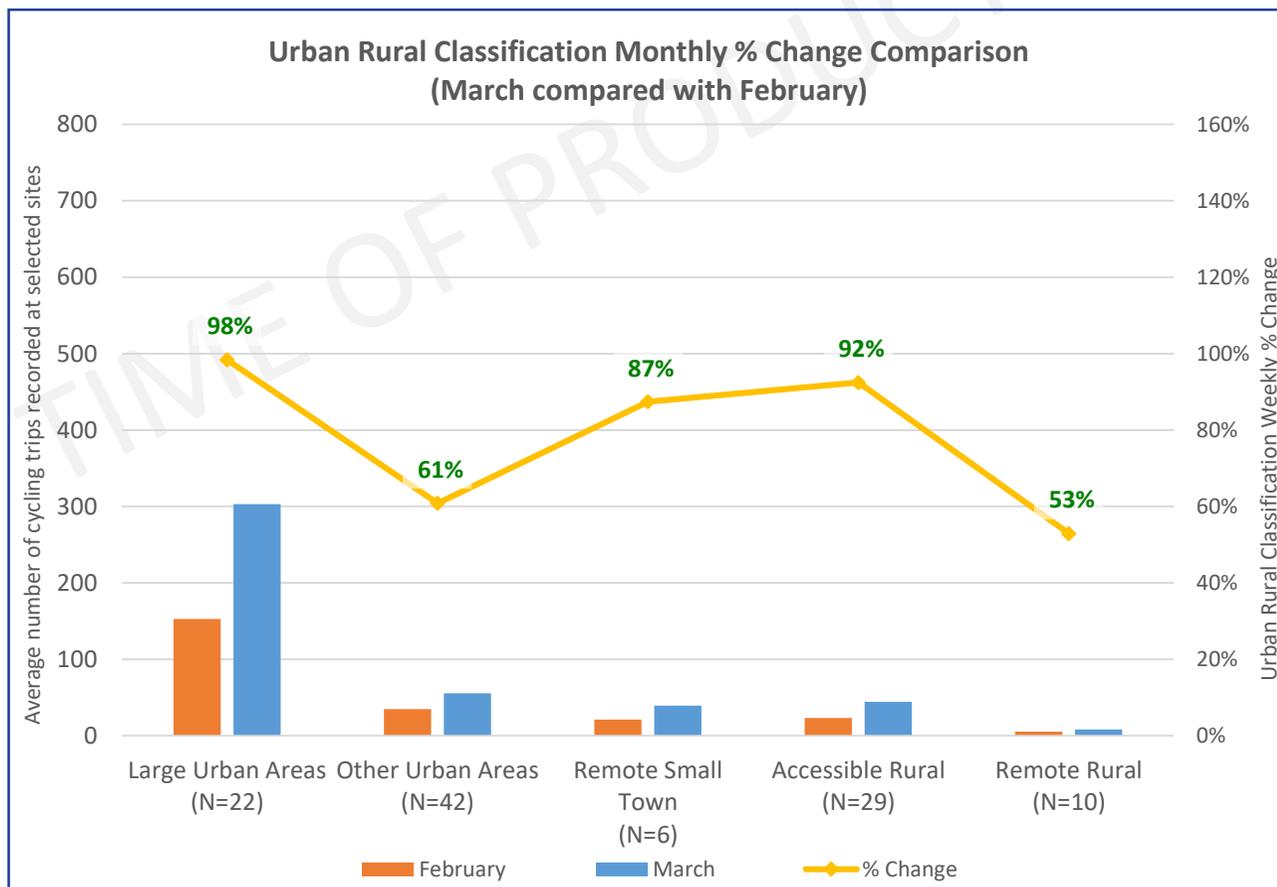
Key Points

- Cycling activity increased in March compared to the previous month for all Urban Rural Classifications sites assessed.
- Notable monthly increases were recorded across both urban and rural areas, with growth in geography categories ranging between 53% and 98% compared to the previous month. The highest rise occurred in Large Urban Centres followed by Accessible Rural.

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 ⁽¹⁾



Bus and Train Monthly Change ⁽¹⁾		% Change
	Bus Concessionary Travel ⁽²⁾	17% ↑
	Rail Stations (Central and Waverley)	24% ↑

Other Modes Monthly Change ⁽¹⁾		% Change
	Glasgow Subway	33% ↑
	Edinburgh Tram	18% ↑
	CalMac and NorthLink Passenger & Cars ⁽³⁾	18% ↑
	CalMac and NorthLink Commercial Vehicles ⁽³⁾	9% ↑

(1) The Monthly Change Comparison compares last full week in February (week ending 28 Feb) with first week in April (week ending 4 April)

(2) Percentage change includes all local authorities of Scotland

(3) CalMac and NorthLink Ferries data is provided from Friday to Friday. The Monthly Change compares week of 26 Mar to 2 Apr with the week of 20 Feb to 26 Feb. Baseline (equivalent period 2019) is estimated based on partial data.

Summary

- **Bus Concessionary Travel** – Bus Concessionary Travel over March increased compared with February, but remained well below baseline levels, at 34% of typical volumes on average.
- **Rail Stations (Glasgow Central and Edinburgh Waverley)** – Footfall in Edinburgh Waverley and Glasgow Central stations increased in March compared with February. The observed change was more pronounced at Edinburgh Waverley, with growth of 38%. Volumes at both locations remained well below baseline levels.
- **Glasgow Subway and Edinburgh Trams** – Glasgow Subway and Edinburgh Trams recorded monthly increases in patronage but volumes on both services remained significantly below baseline levels. The reduced patronage levels were more pronounced for Edinburgh Trams, which was operating at 6% to 7% of typical levels on average over the month.
- **CalMac and NorthLink Ferries** – Car, Passenger and Commercial Vehicles volumes increased in March compared to February for NorthLink and most CalMac services. Argyll and Lochaber was the only region to record a decrease in volumes, with a month to month decline in Commercial Vehicles volumes. Passenger and Car volumes in March were below baseline levels in all regions, whereas Commercial Vehicles volumes were above baseline in Firth of Clyde and the Northern Isles, but below baseline in Outer Hebrides and Argyll and Lochaber.

PUBLIC TRANSPORT – Bus Concessionary Travel



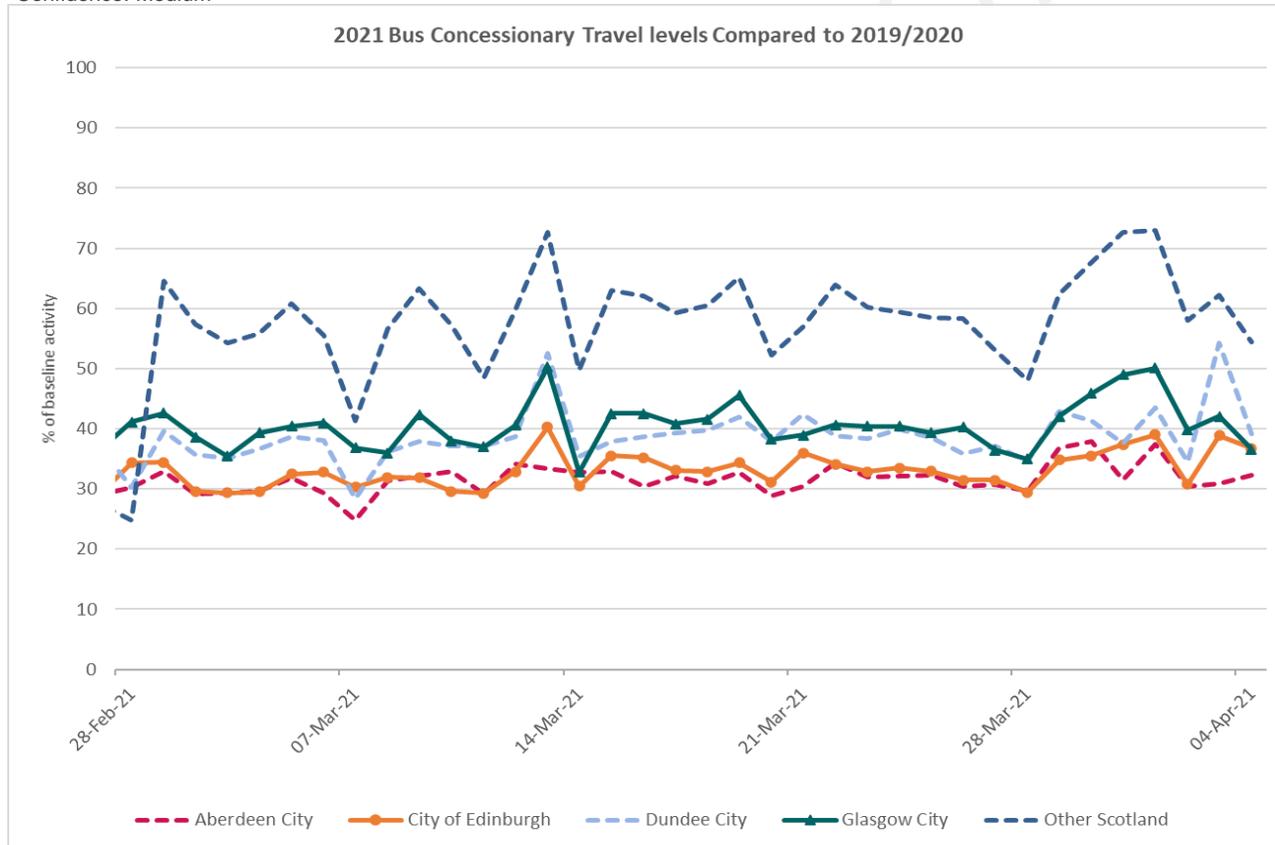
Key Points

- Bus Concessionary Travel over March increased by 17% compared with February using the last weeks of the month. This was a small increase compared to baseline patronage levels across the country, with March and February being at 34% and 30% of the equivalent period in 2019/20 respectively.
- Bus Concessionary travel levels in Dundee and Glasgow remain closer to 2019/20 demand than in Edinburgh and Aberdeen. During week ending 4 April 2021, levels in Glasgow and Dundee were at 42% and 47% of baseline respectively. Edinburgh travel was at 36% of the equivalent period in 2019/20, while Aberdeen was at 34%.

Bus Concessionary Travel

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

Baseline: Index 100 = Equivalent Period in 2019/20



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



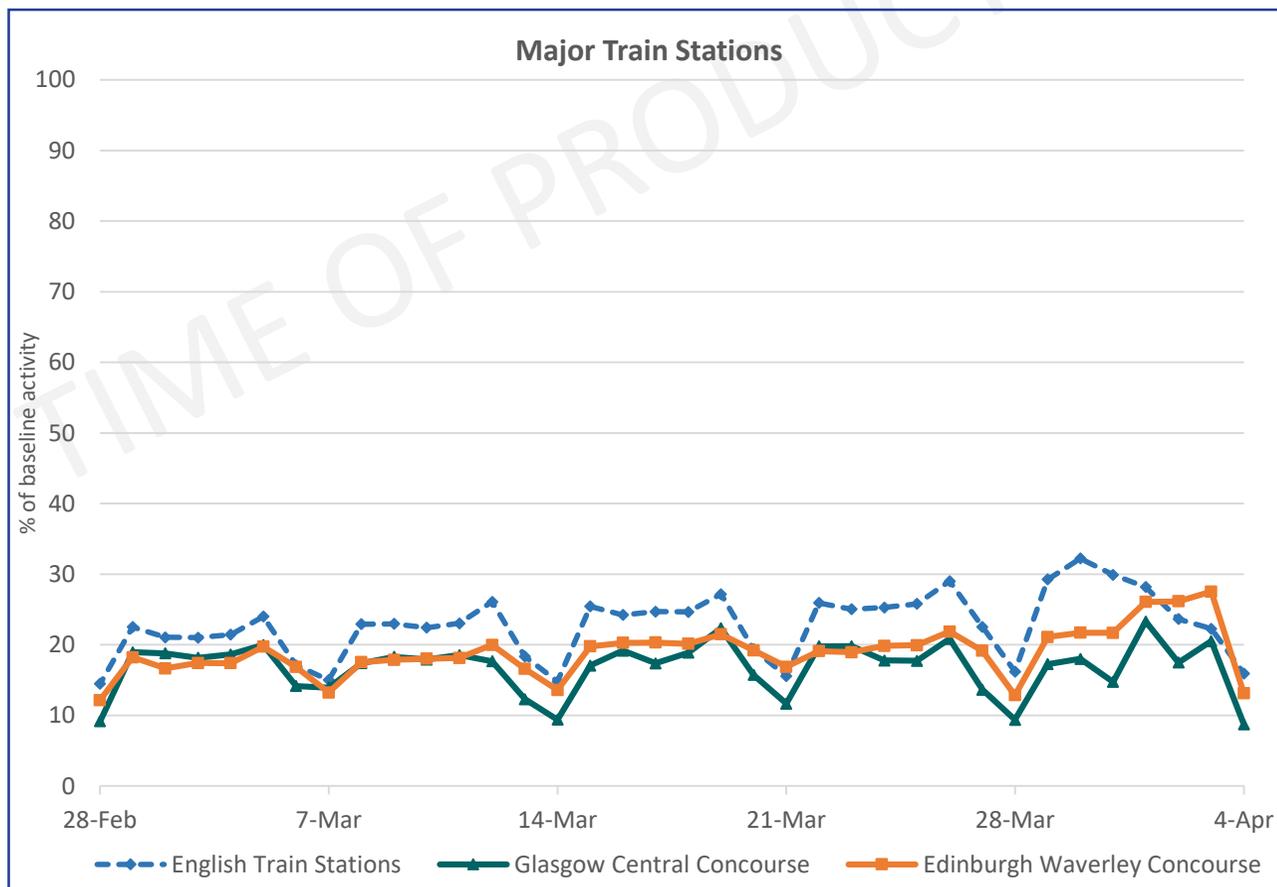
Key Points

- Comparing the last week of March to the last week of February, footfall at Edinburgh Waverley and Glasgow Central stations increased month on month, with growth of 38% and 10% respectively.
- On average over the whole month of March, footfall in both major train stations remained significantly below baseline levels, with Edinburgh Waverley at 19% and Glasgow at 17% of typical volumes.

Major Train Stations

Source: Network Rail
Confidence: High

Baseline: Index 100 = 2 March to 15 March 2020



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.

PUBLIC TRANSPORT – Glasgow Subway and Edinburgh Tram



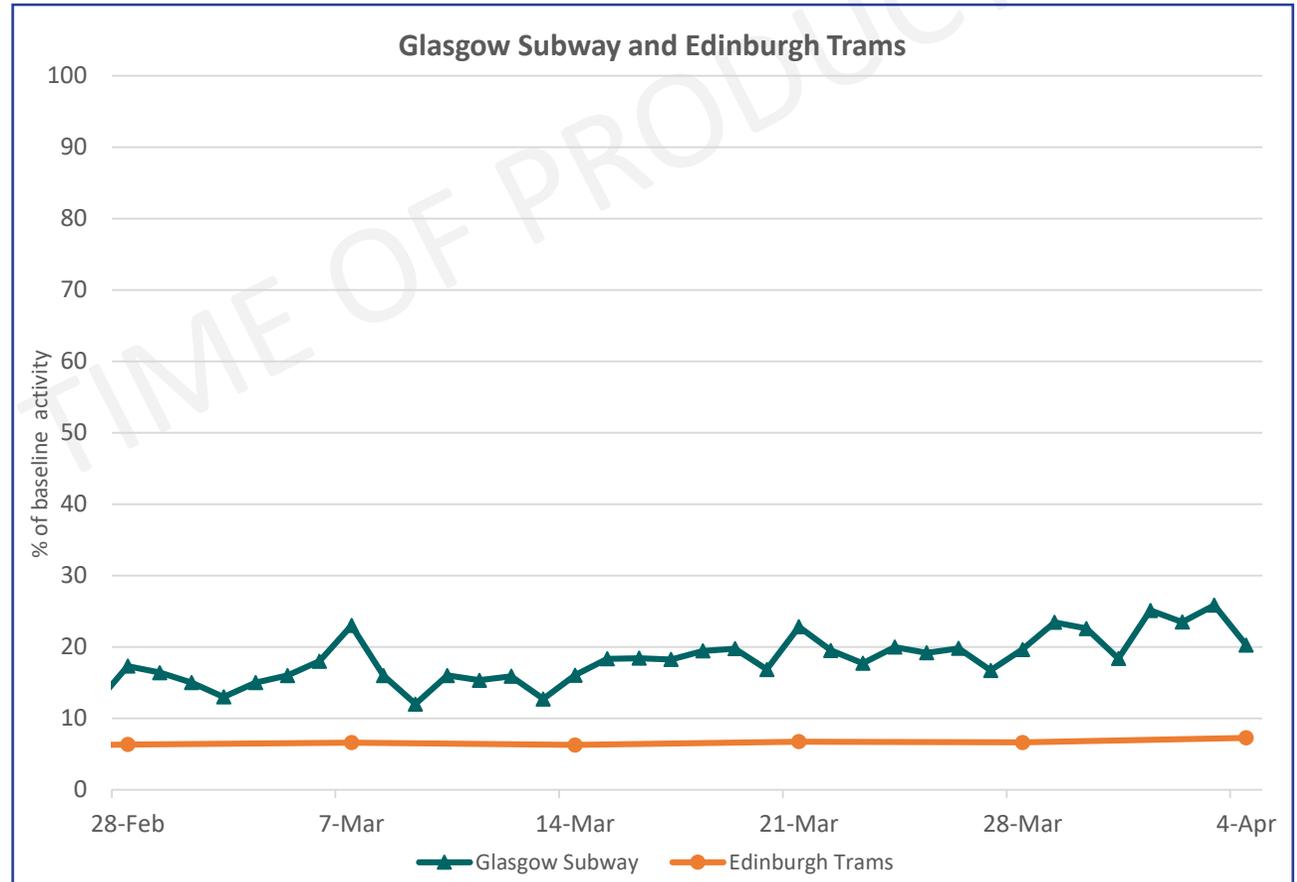
Key Points

- Patronage on Glasgow Subway and Edinburgh Trams saw an increase in March compared with February for the last week of month, with growth of 34% and 18% respectively.
- Patronage on both services remained significantly below the equivalent 2020 period.
- Edinburgh Trams recorded minimal changes throughout March, with levels consistently around at 6% to 7% of baseline. Glasgow Subway saw greater level of activity, recording an average of 19% of typical patronage levels through the month.
- Glasgow Subway patronage trended upwards into April, with a weekly average of 23% of baseline for the last week of the month.

Glasgow Subway and Edinburgh Tram

Source: SPT and Edinburgh Trams
Confidence: High

Baseline: Index 100 = Equivalent Period in 2019/20



PUBLIC TRANSPORT – Ferries CalMac (Monthly Change)



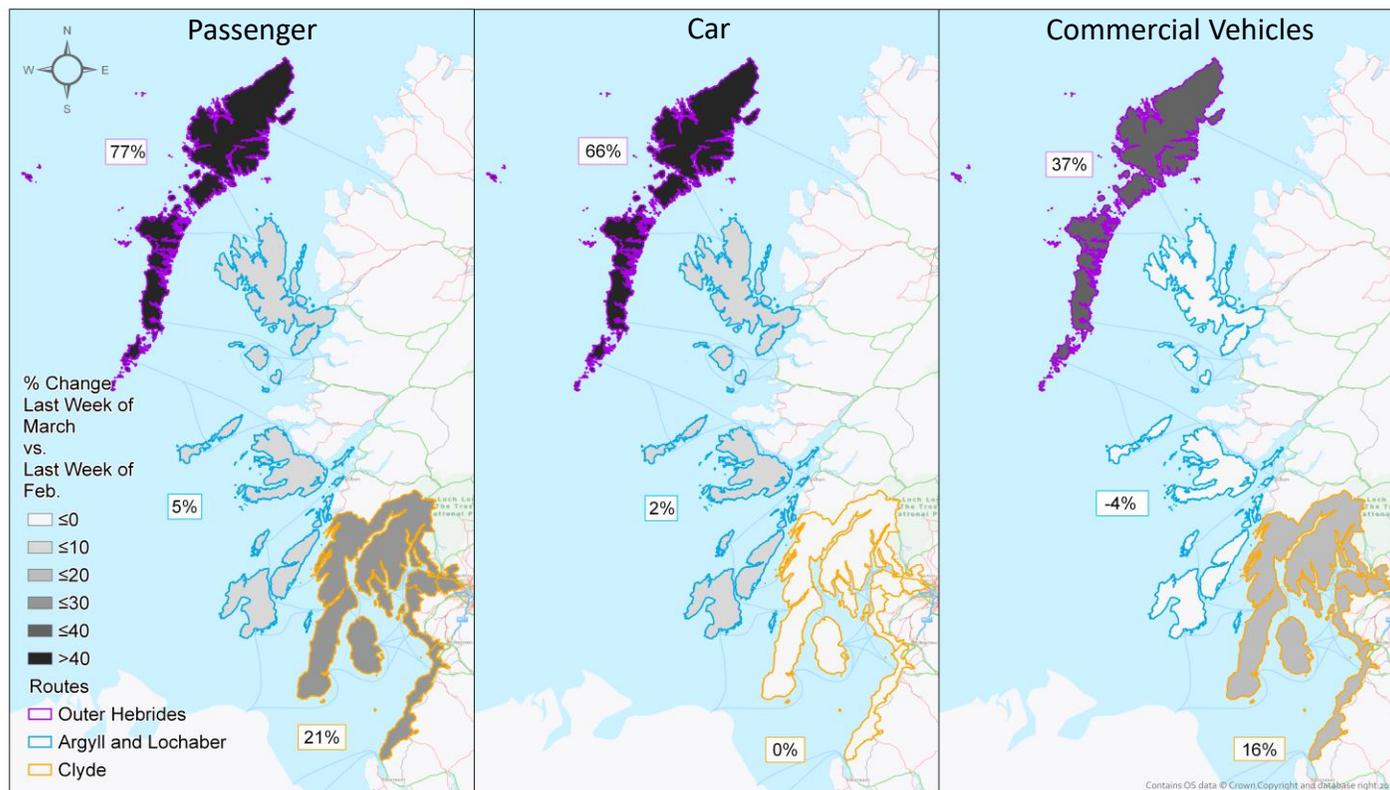
Key Points

- In the period from week ending 2 April (26 March to 2 April) to week ending 26 February (20 Feb to 26 Feb), CalMac Passenger, Car and Commercial Vehicles volumes increased in all regions except Argyll and Lochaber, where a minor decline in Commercial Vehicles volumes was recorded.
- The large increases in the Outer Hebrides come from a low base and bring the levels in line with those seen against 2019 on the rest of the network.

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)



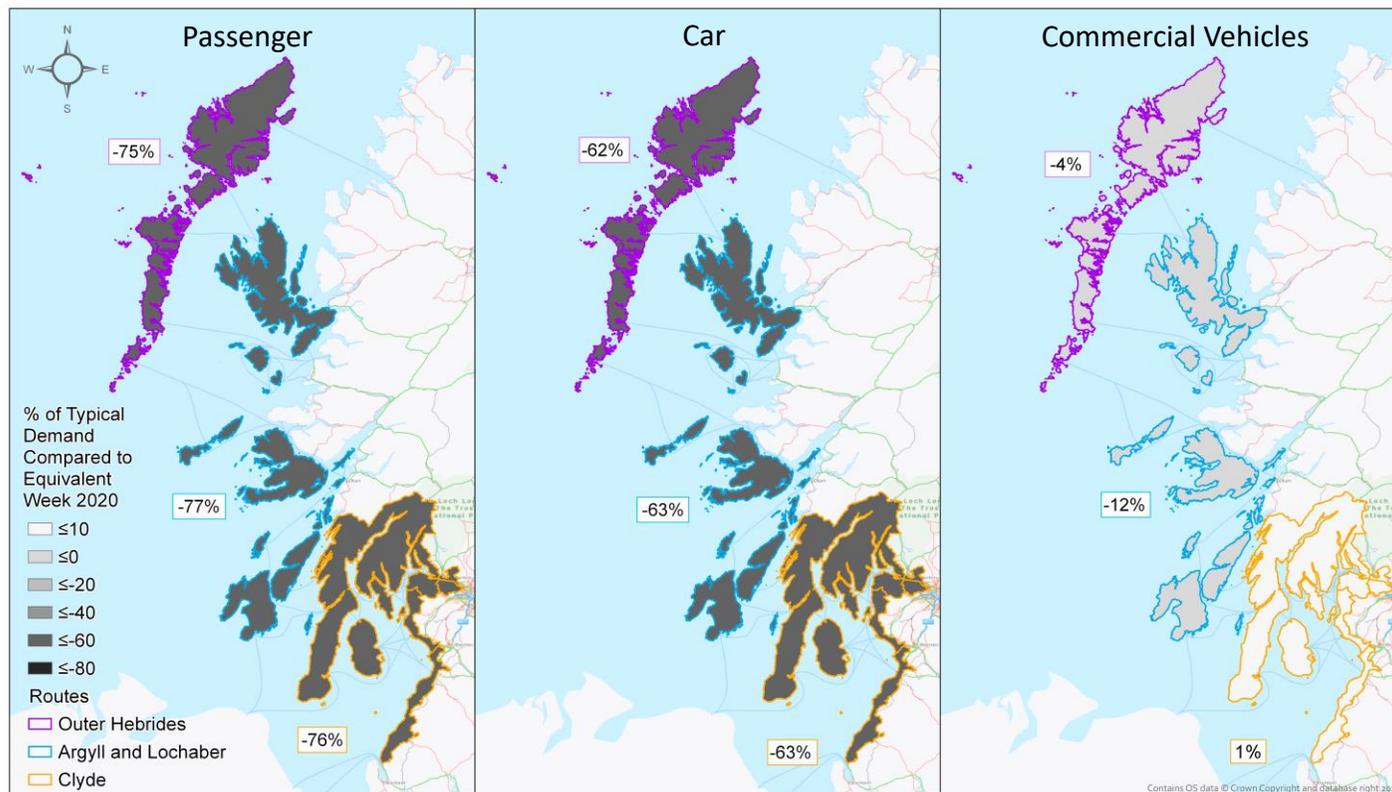
Key Points

- In week ending 2 April, CalMac Passenger and Car volumes remained considerably below levels recorded in the equivalent week in 2019.
- Commercial Vehicles volumes were lower than 2020 baseline levels in 'Argyll and Lochaber' and 'Outer Hebrides' but slightly higher in 'Firth of Clyde'.

CalMac Ferries Data

Source: CalMac
Confidence: High

Baseline: Index 100 = Equivalent Period in 2019/20
(Estimated from Partial Data)



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 NorthLink (Monthly Change)



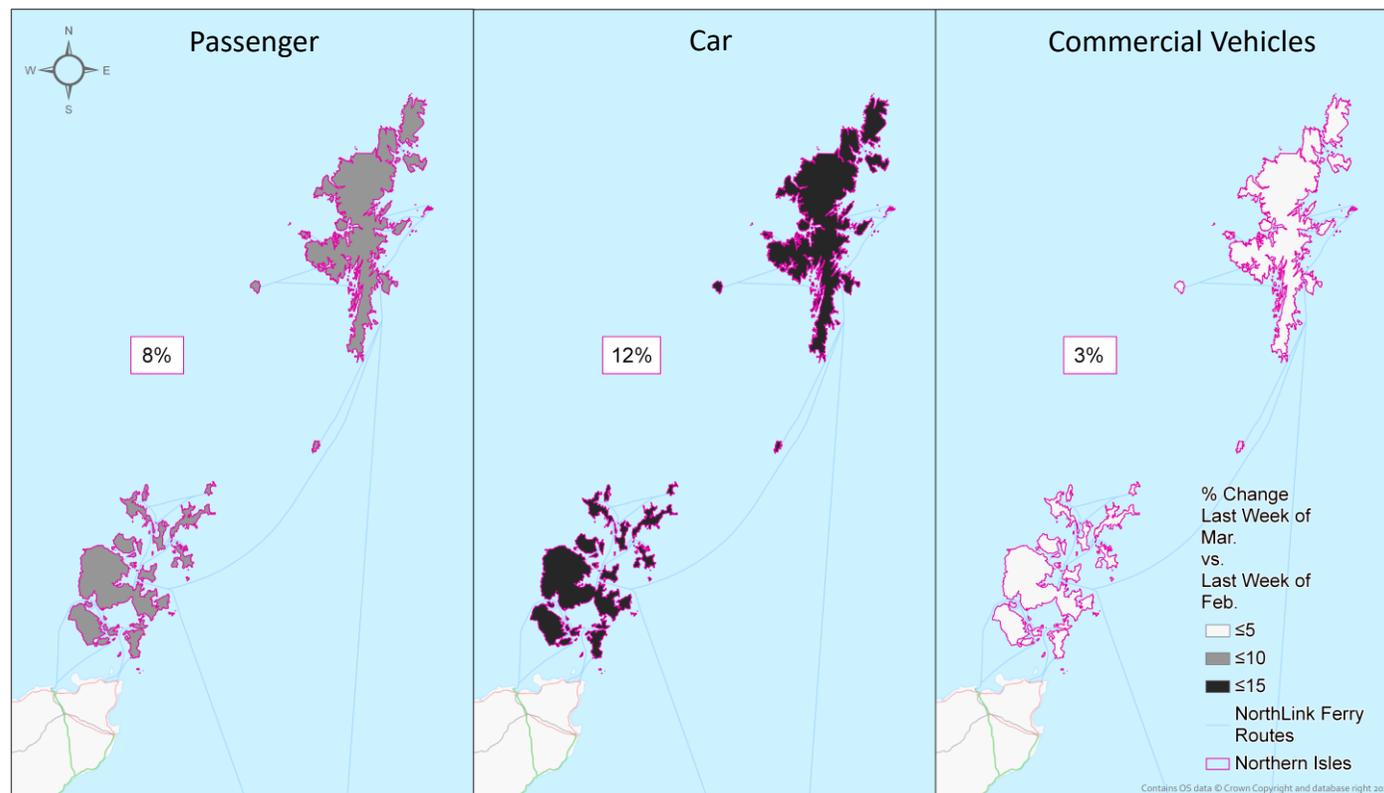
Key Points

- NorthLink Passenger and Car volumes increased in the period from week ending 2 April (26 March to 2 April) to week ending 26 February (20 Feb to 26 Feb), recording growth of 8% and 12% respectively.
- Commercial Vehicles volumes also increased, with growth of 3%.

NorthLink Ferries Data

Source: NorthLink
Confidence: High

Monthly Change Comparison



DATA NOTE: 'Northern Isles' includes Shetland Islands and Orkney Islands. 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 NorthLink (Change from Baseline)



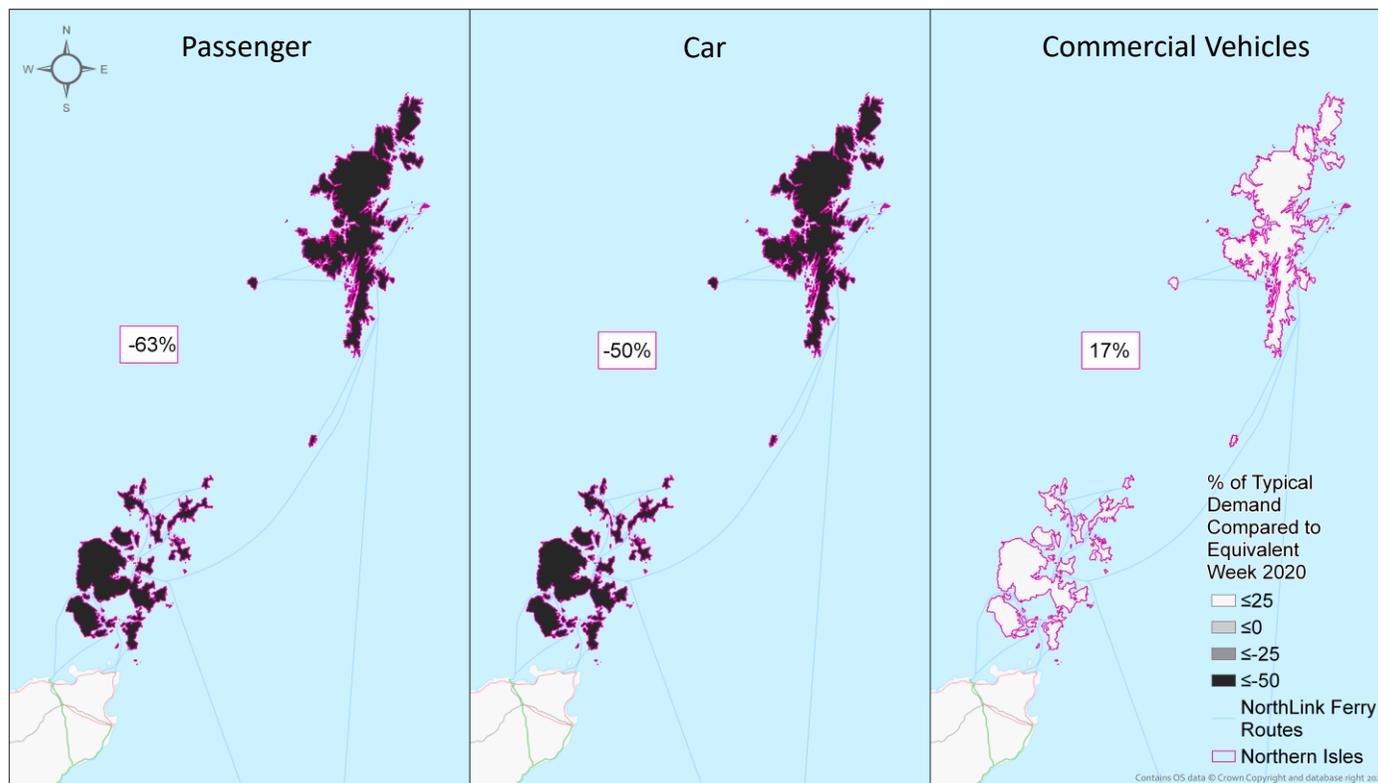
Key Points

- In week ending 2 April, Passengers and Car volumes on NorthLink ferries in the Northern Isles remained below levels recorded in the equivalent week in 2020.
- Passenger and Car volumes were down considerably compared to baseline, at -63% and -50% respectively, while Commercial Vehicles volumes increased, with growth of 17%.

NorthLink Ferries Data

Source: NorthLink
Confidence: High

Baseline: Index 100 = Equivalent Period in 2019/20



DATA NOTE: 'Northern Isles' includes Shetland Islands and Orkney Islands. 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 ⁽¹⁾



City Local Authorities ⁽²⁾		% Change	Rest of Scotland LA Average ⁽³⁾		% Change
	Road Traffic (Car + Mcl) ⁽⁴⁾	12% ↑		Road Traffic (Car + Mcl)	18% ↑
	Road Traffic (LGV + HGV) ⁽⁴⁾	3% ↑		Road Traffic (LGV + HGV)	6% ↑
Monthly Change ⁽¹⁾		% Change			
	Cross-Border Trunk Road	16% ↑			

(1) The Monthly Change Compares the average daily value for the whole of February (1 to 28 February) with an average daily value for the whole of March (1 March to 4 April)

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

(3) Rest of Scotland Local Authorities (LAs) include counters located in all authorities excluding the four city local authorities mentioned above

(4) Small traffic counter sample size for Glasgow

Summary

- **Cross Border Traffic (Trunk Roads)** – March cross-border traffic levels increased month on month by 16%, slightly higher than the national trunk road average increase of 15%. Overall cross-border levels remain below the equivalent period in 2019/2020, with HGV volumes being closer to and for large parts of the month exceeding the baseline levels.
- **Trunk Road Traffic** – With the exception of a limited number of sites, traffic levels recorded over the month of March have increased consistently across Scotland compared to February. However, traffic volumes remain lower than the baseline period (first two weeks of March 2020).

ROAD TRAFFIC – Cross-Border Trunk Road Traffic



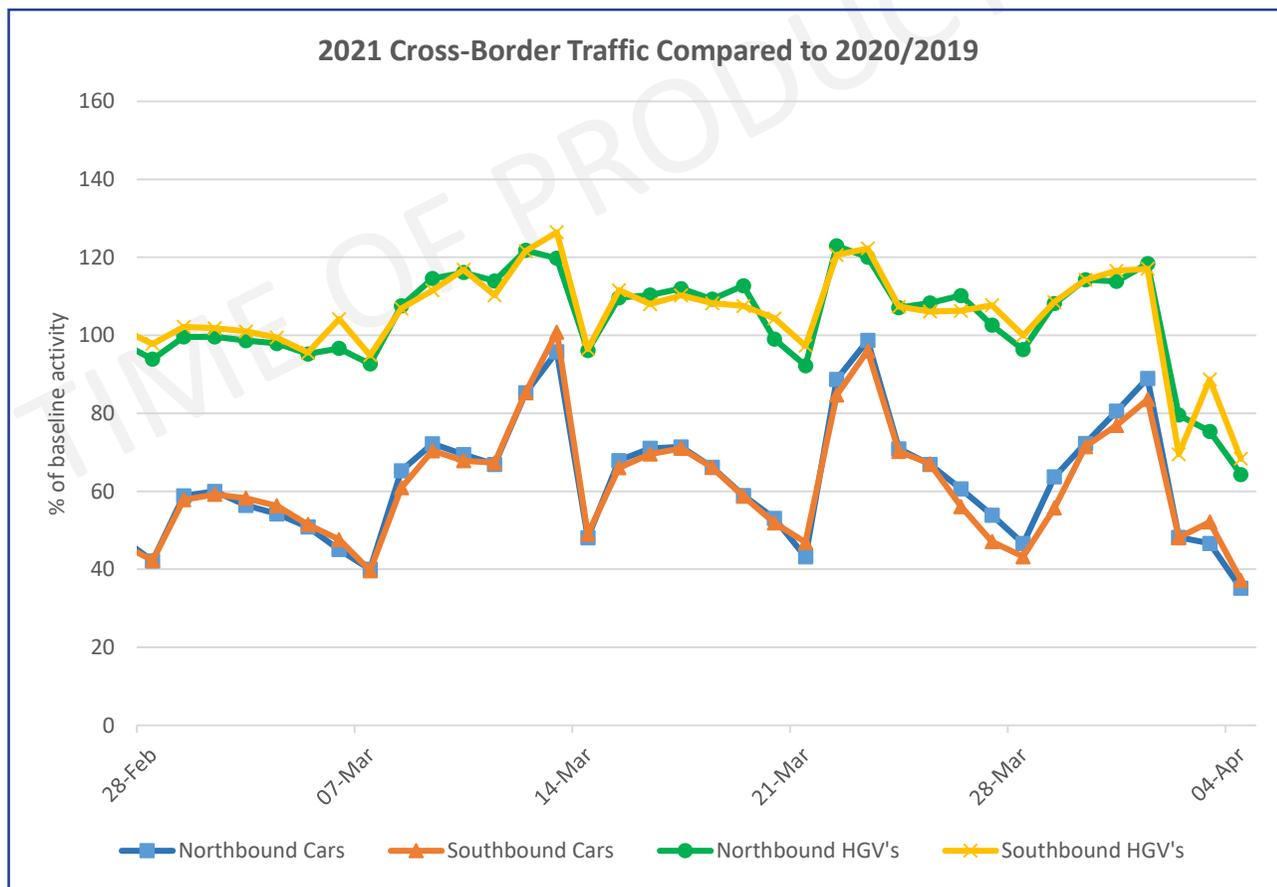
Key Points

- Cross-border traffic during the month of March was 16% higher than in February.
- Traffic also increased compared to the equivalent 2019/2020 period, with growth to 67% of baseline levels on average in March. This was 6% points higher than levels recorded in February against the baseline.
- On average in March, HGV levels exceeded the baseline levels in both directions.
- Both Car and HGV cross-border traffic levels experienced a decline over Good Friday and Easter weekend.

Cross-Border Trunk Road Traffic

Source: Road Counters
Confidence: Medium

Baseline: Index 100 = Equivalent Period in 2019/20



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).

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



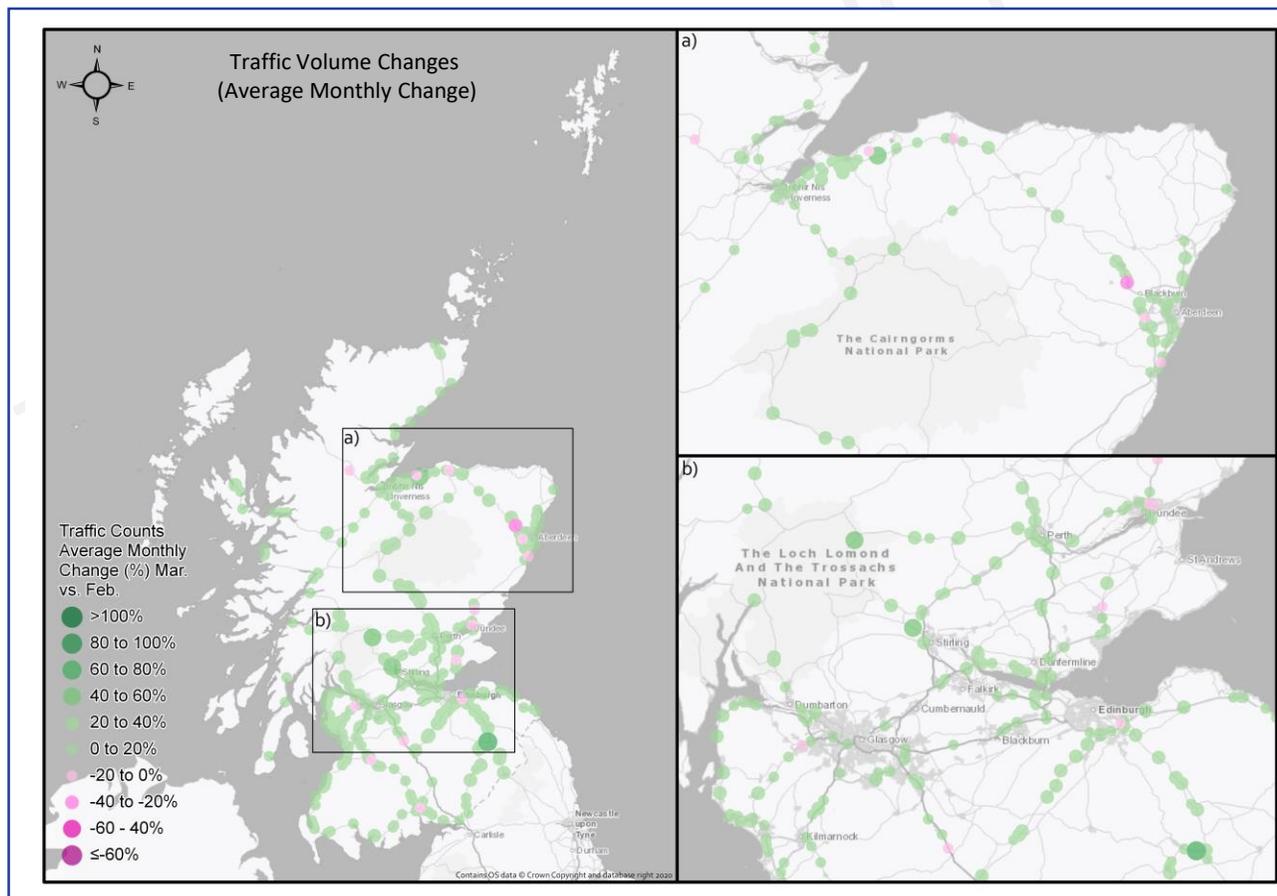
Key Points

- The month of March saw increases at most count sites compared to February in both urban and rural areas.
- Over the month of February, the majority of count sites recorded lower traffic volumes than observed in the baseline period (first two weeks of March 2020). A small number of sites recoded an increase compared to baseline levels.

Country-Wide Road Traffic

Source: Road Counters
Confidence: Medium

Monthly Change Comparison



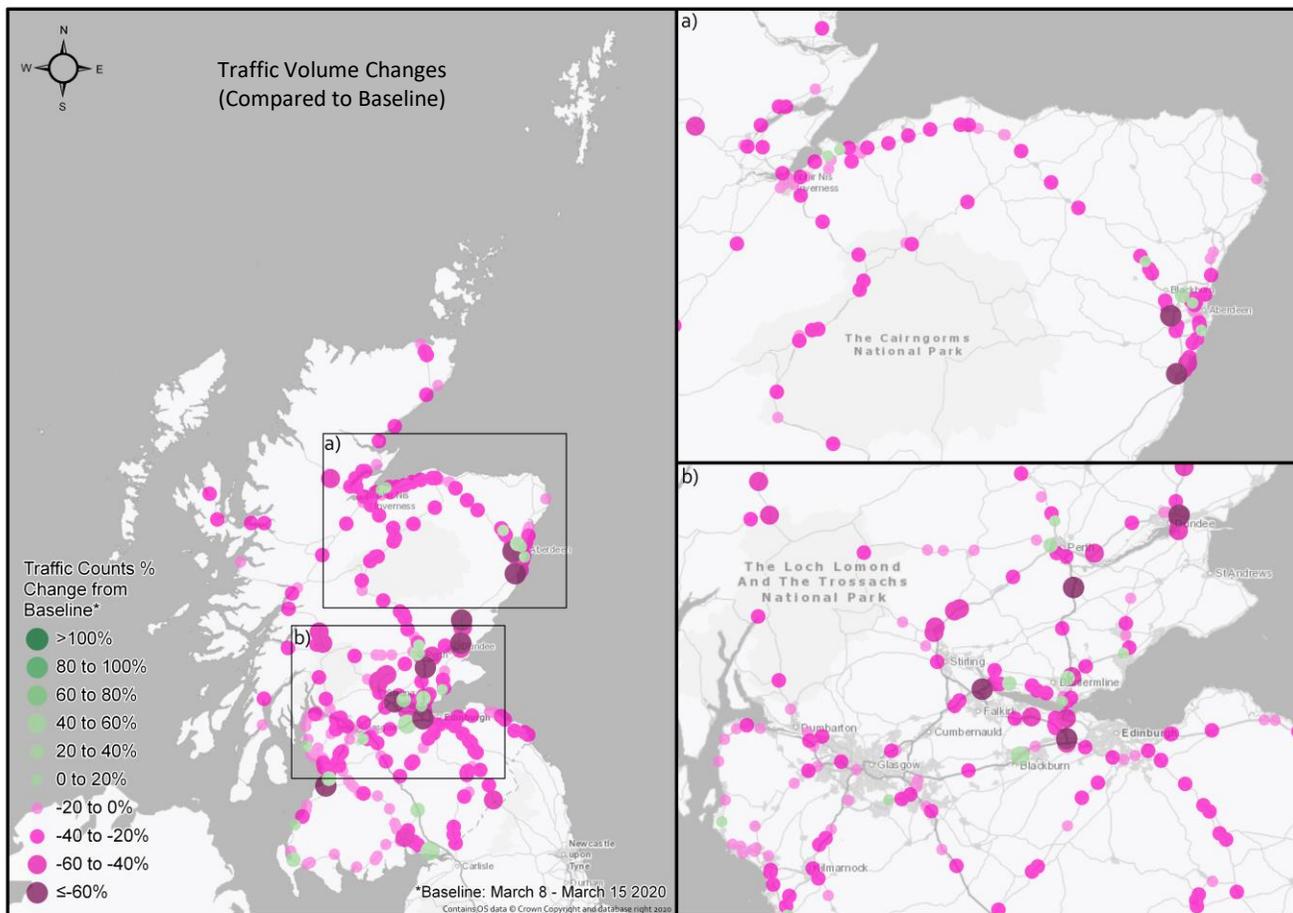
DATA NOTE: Data is informed by trunk road traffic counters only and does not include the local road network.



Country-Wide Road Traffic

Source: Road Counters
Confidence: Medium

Baseline: 2 March to 15 March 2020



ROAD TRAFFIC – Urban Rural Trunk Road Traffic



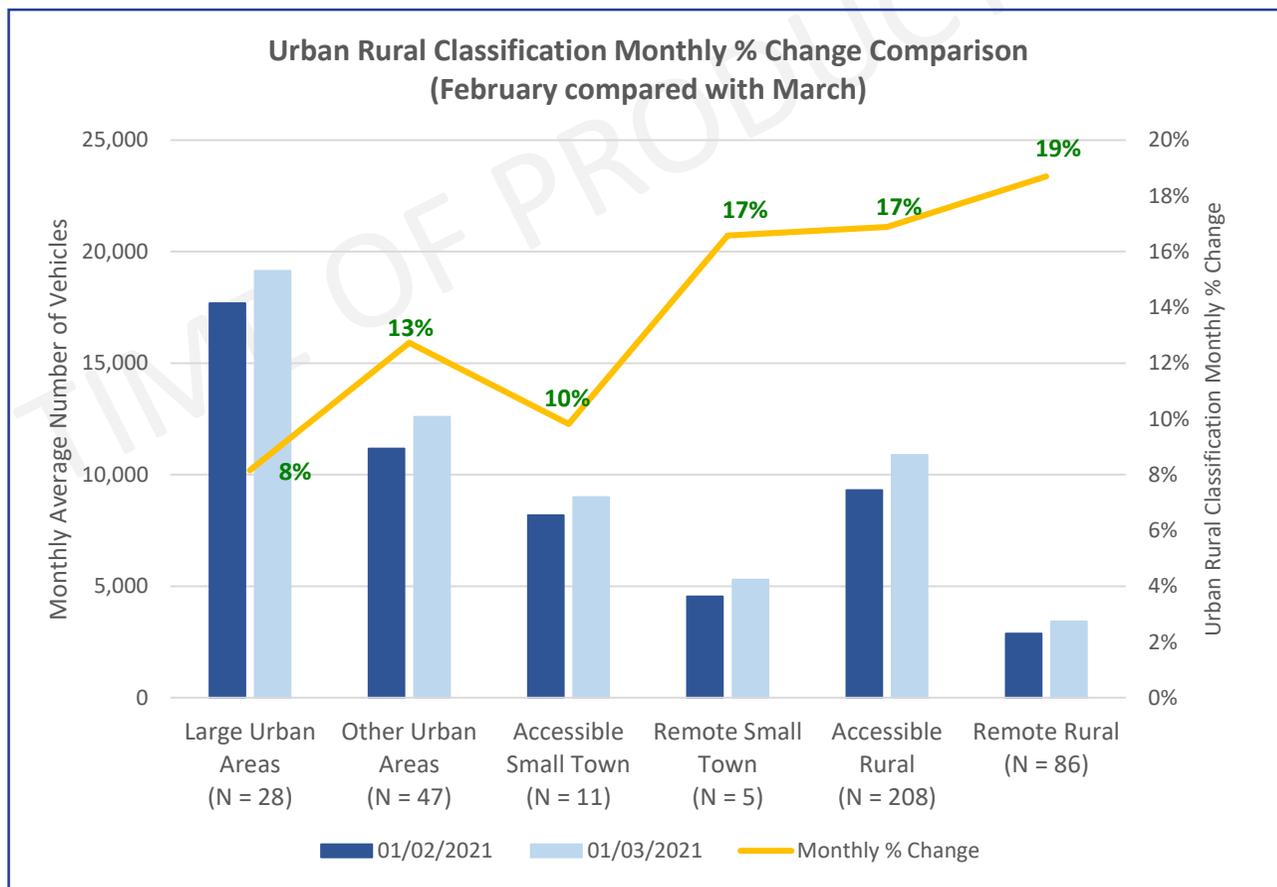
Key Points

- On average in March, all categories across the Urban Rural 6-Fold Classification (representing selected sites) saw an increase in the number of vehicles recorded compared to February.
- Monthly traffic increases in rural areas were more pronounced than urban areas.
- The highest increase in traffic was recorded in the 'Remote Rural' category, with an increase of 19%, followed by 17% increases for both the 'Accessible Rural' and 'Remote Small Town' categories.

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 – Local Road Traffic (Compared to Prior Month)

Key Points

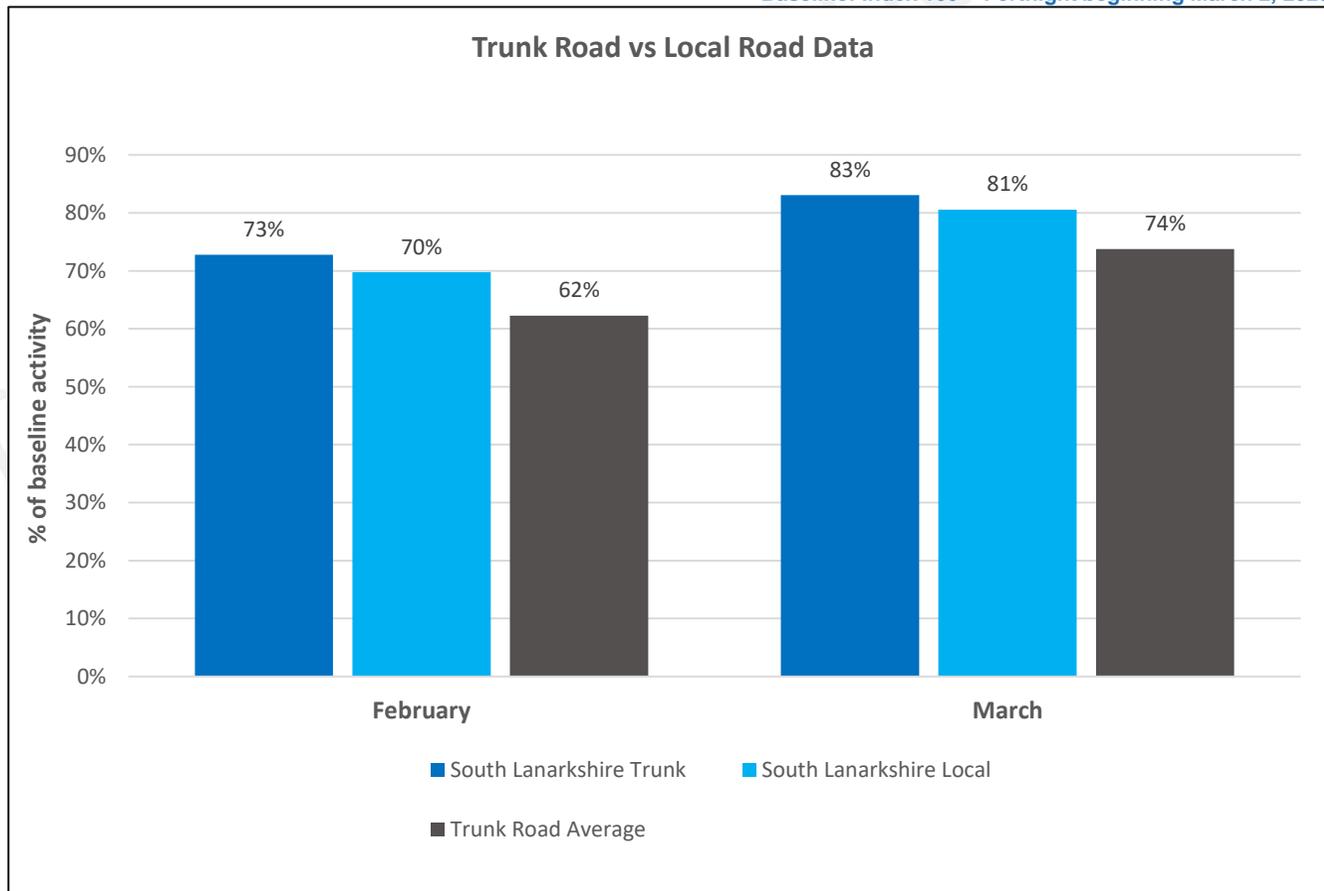
- Through March, local road traffic observed an increase in volume across all local authorities from the sample data compared to February.
- Most local roads from the sample data saw similar increases against their baselines compared to those of nearby trunk roads.

Local and Trunk Road Traffic Data (Feb 2021 and 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



COVID19 Trends in Sub-National Travel

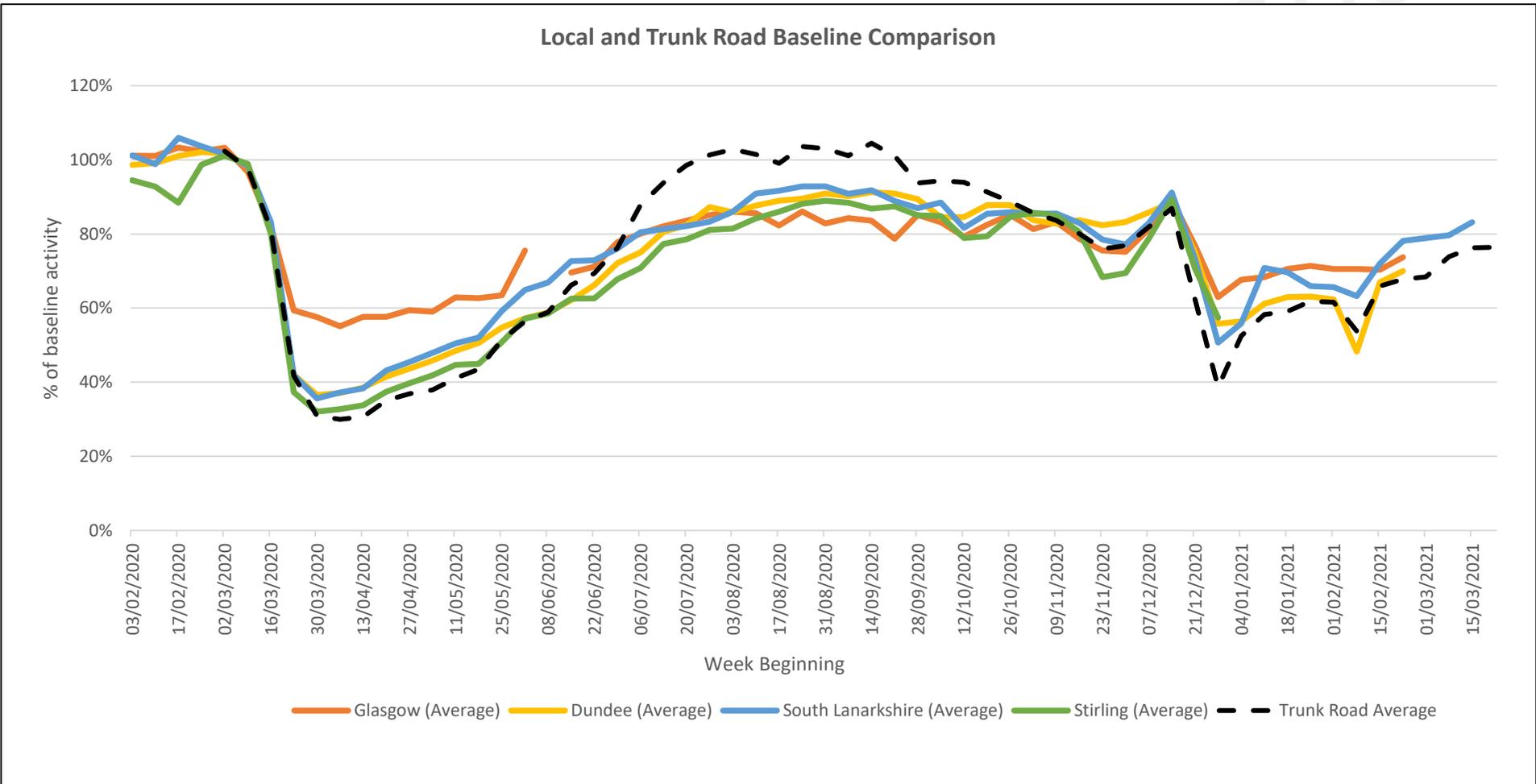
March Report

Local and Trunk Road Traffic Data (Feb 2020 to Feb 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



GOOGLE TRENDS Monthly Change ⁽¹⁾



City Local Authorities ⁽²⁾		% Change
	Grocery & Pharmacy ⁽⁴⁾	10% ↑
	Retail & Recreation ⁽⁴⁾	6% ↑
	Parks ⁽⁴⁾	26% ↑
	Workplace ⁽⁴⁾	6% ↑
	Overall Mobility ⁽⁴⁾	10% ↑

Rest of Scotland LA Average ⁽³⁾		% Change
	Grocery & Pharmacy ⁽⁴⁾	11% ↑
	Retail & Recreation ⁽⁴⁾	10% ↑
	Parks ⁽⁴⁾	24% ↑
	Workplace ⁽⁴⁾	7% ↑
	Overall Mobility ⁽⁴⁾	12% ↑

(1) Monthly Change compares the whole of March with the whole of February

(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 4 April

Summary – Google Mobility Data

- Grocery and Pharmacy movements increased in all Local Authorities in March compared to February but remain below baseline levels in the majority of areas.
- Retail and Recreation movements also increased in all regions month on month, however, volumes were significantly below baseline levels.
- All Local Authorities also saw month on month increases in Parks movements, and volumes were above baseline levels in all areas with the exception of Argyll and Bute (-1%).
- Workplace movements increased compared to the previous month in all areas, but growth was less pronounced than in the other movements categories. The highest growth recorded was 10% (Angus). All regions remain significantly below baseline levels.



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

‘Grocery and Pharmacy’ Key Points

- Grocery and Pharmacy movements increased in all areas on average in March compared to the previous month. City regions experienced similar levels of growth, ranging from 9% to 12%. Activity in non-city Local Authorities ranged between 9% (Highland, Moray and East Lothian) to 16% (Midlothian).
- There was significant regional variation in volumes compared to baseline, ranging between -14% (Highland and Perth and Kinross) and 12% (East Dunbartonshire).

‘Retail and Recreation’ Key Points

- Retail and Recreation activity also increased in all regions on average in February compared to January. Non-city regions saw similar increases to city regions, with values across all areas ranging between 5% (Aberdeen City) and 15% (Angus).
- Activity remained significantly down in all areas compared to baseline. The change in activity levels in city regions was lower than most non-city regions, ranging from -51% (Dundee) to -65% (Edinburgh). Non-city regions recorded volumes of -28% (Angus) to -57% (Perth and Kinross and Stirling) compared to baseline.

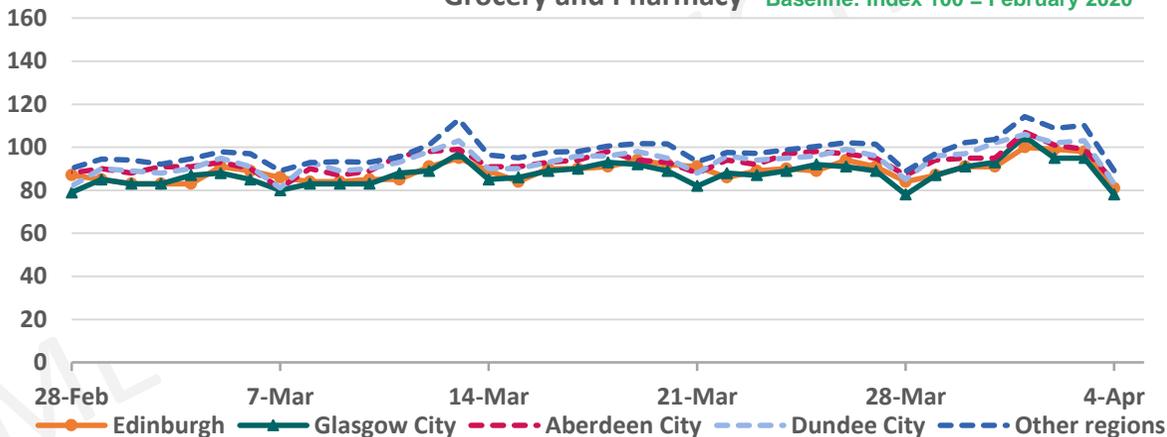
Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 7 April 2021

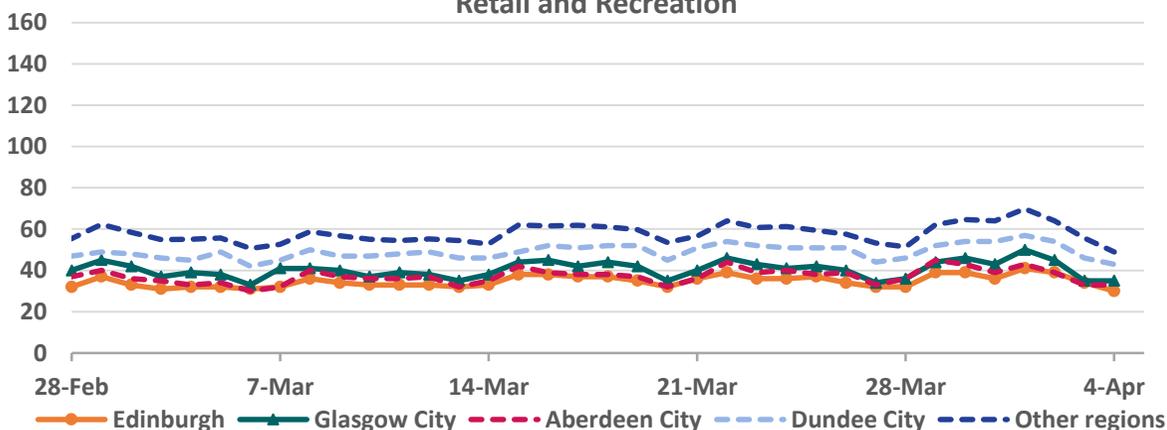
Confidence: Low

Latest available data:
Week Ending 4 April 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.





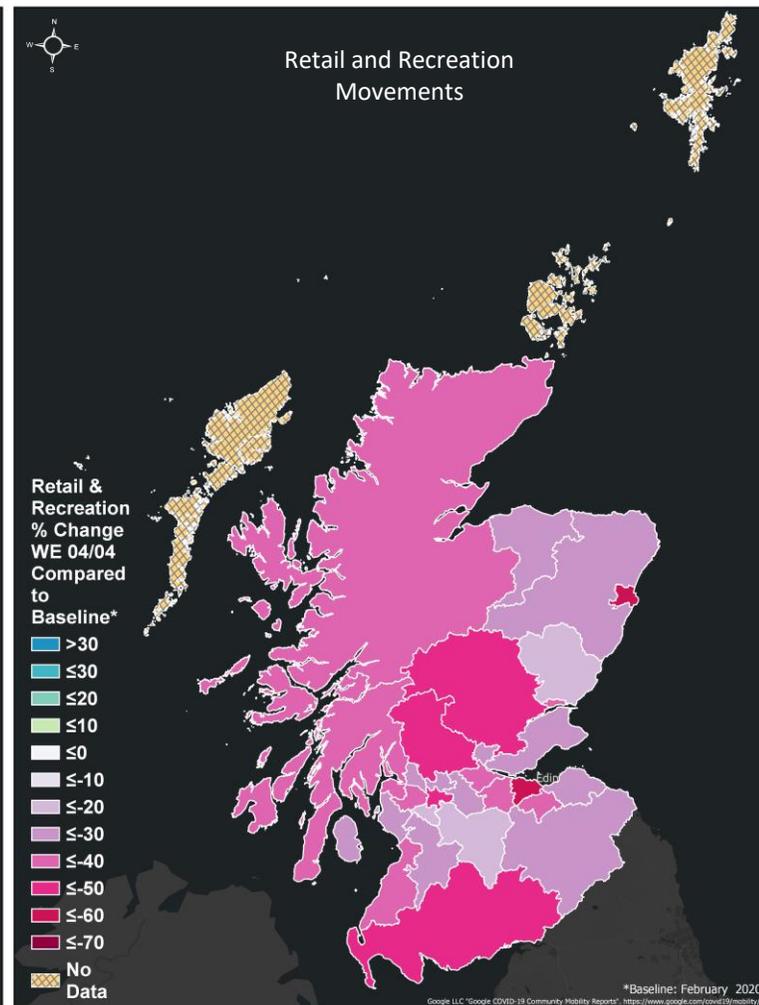
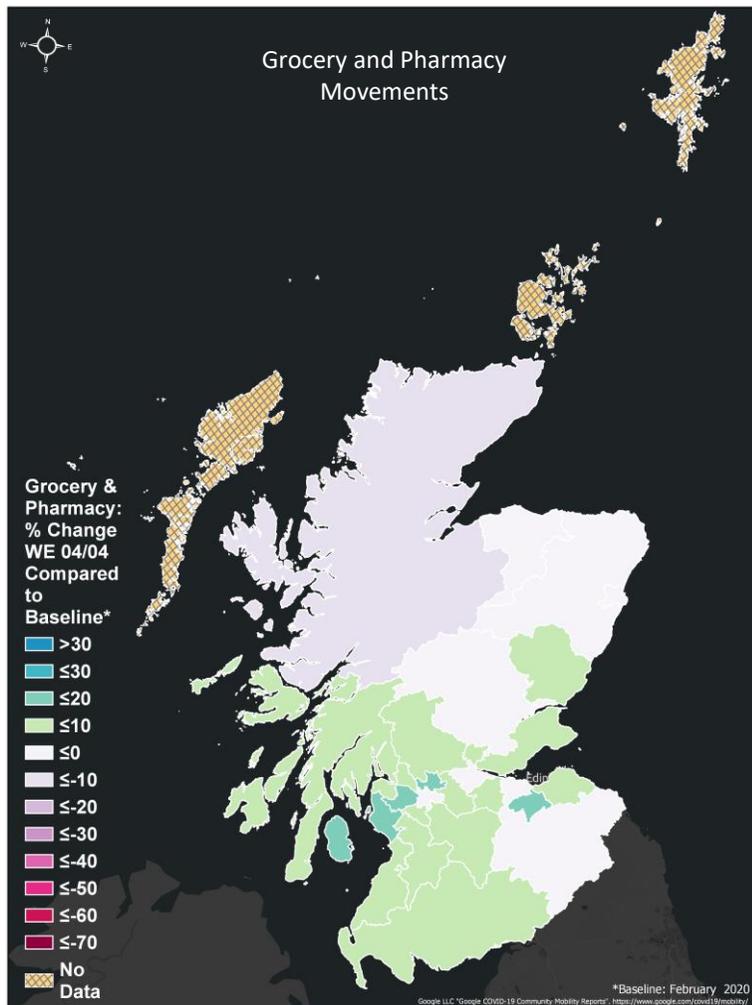
GOOGLE TRENDS – ‘Grocery & Pharmacy’ and ‘Retail & Recreation’

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report
7 April 2021
Confidence: Low

Latest Available Data:
Week Ending 4 April 2021

Baseline: Index 100 = February 2020



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

GOOGLE TRENDS – ‘Parks’ and ‘Workplace’



‘Parks’ Key Points

- There are significant data gaps for Parks movements over the month of March, with no data recorded for several non-city regions. Where data is available it shows significant increases over the period, with monthly changes of between 25% (Edinburgh) and 30% (Dundee) in city regions, and between 14% (Midlothian and Highland) and 35% (Angus and Falkirk) in non-city regions.
- Parks activity was above baseline in all areas except for Argyll and Bute, where volumes were -1% of baseline levels.

‘Workplace’ Key Points

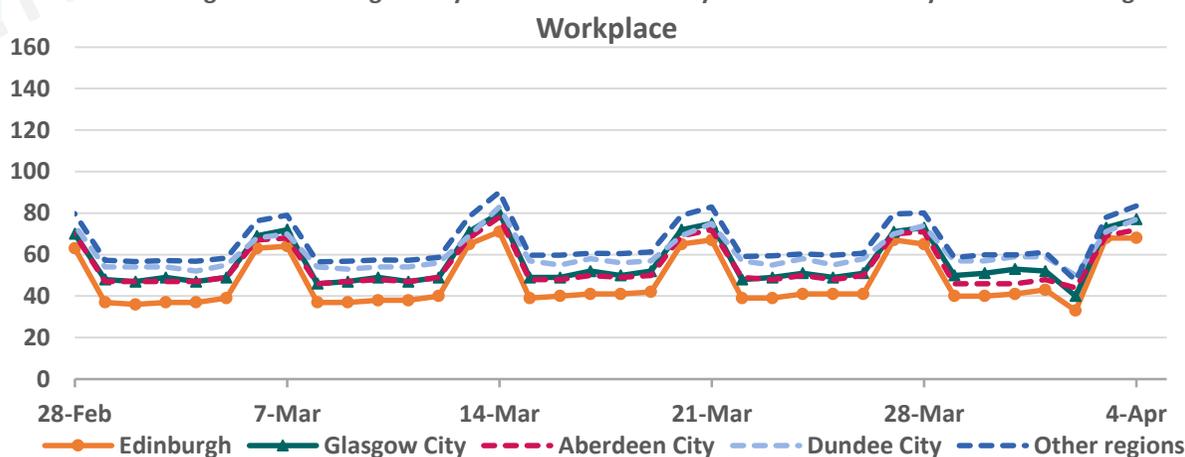
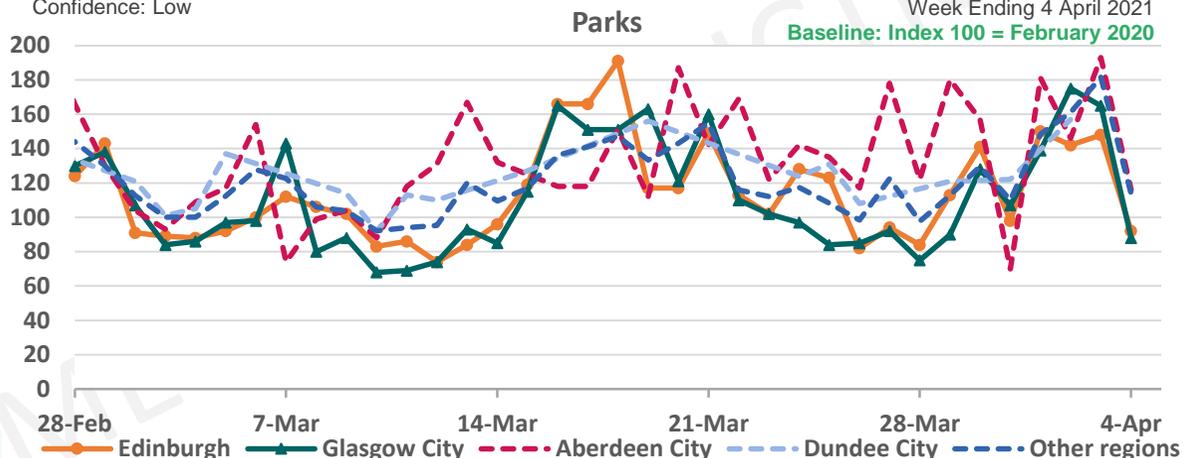
- Workplace movements increased in all regions comparing March to February. Changes recorded ranged between 4% (Aberdeen) and 10% (Angus).
- Workplace movements remained below baseline levels in all regions. Declines were generally slightly greater in city regions, ranging between -40% (Dundee) and -53% (Edinburgh), compared to -31% (Moray, Orkney and South Lanarkshire) to -43% (Stirling) in non-city regions.

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 7 April 2021
Confidence: Low

Latest available data:
Week Ending 4 April 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’

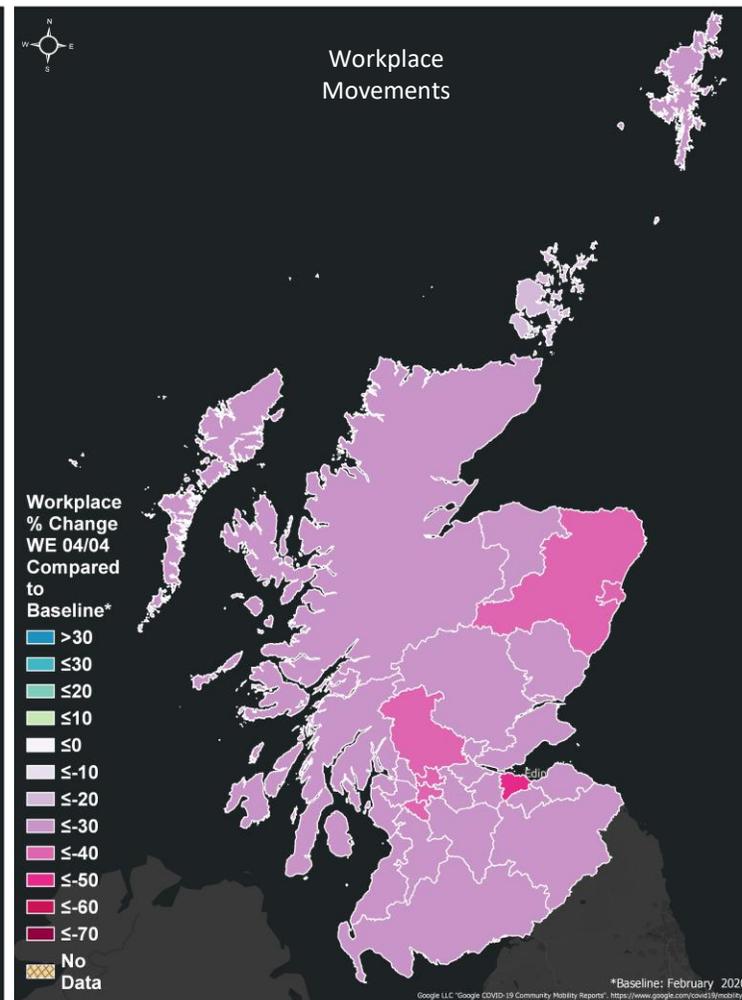
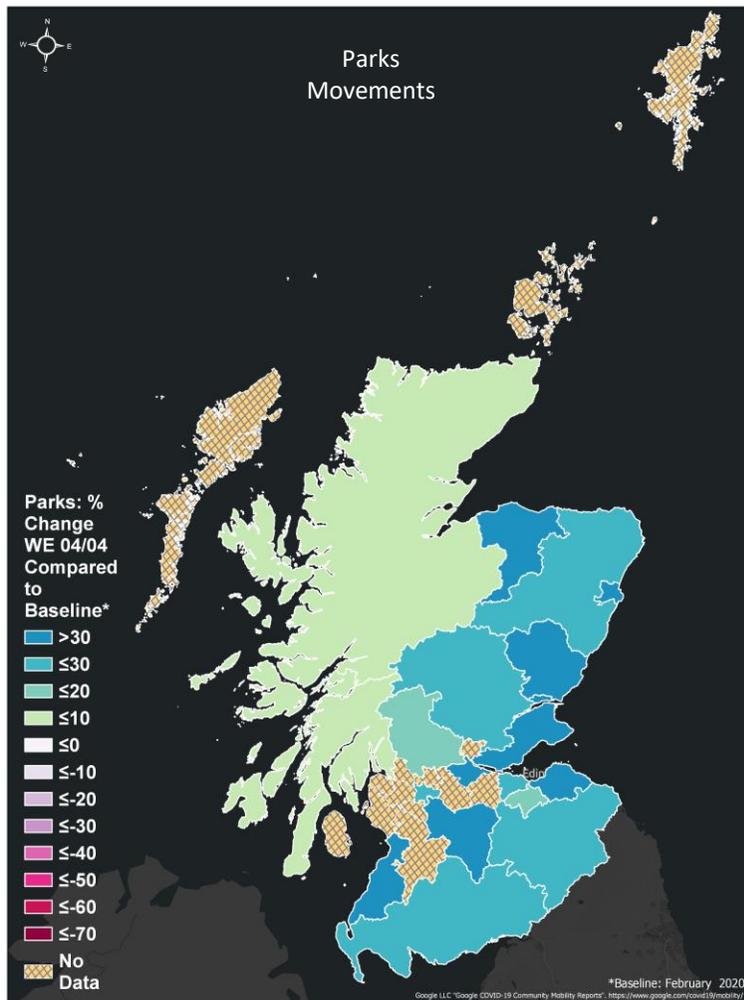


Google Movement Data for Scottish Cities

Source: Google Community Mobility Report
7 April 2021
Confidence: Low

Latest Available Data:
Week Ending 4 April 2021

Baseline: Index 100 = February 2020



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

GOOGLE TRENDS – Mobility



Key Points

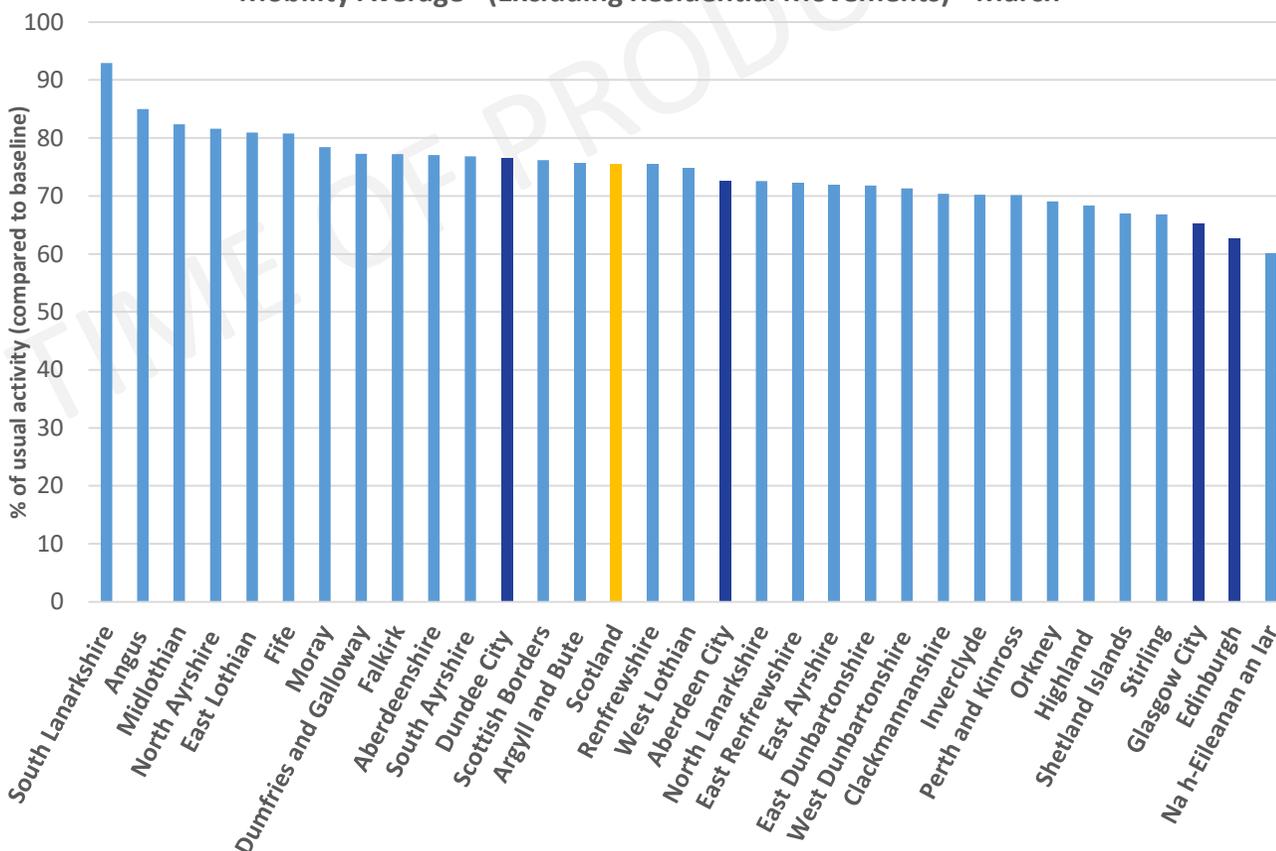
- Excluding island regions due to limited data, the mobility average slightly increased in all areas over the month of March compared to February, with values ranging between 7% (Clackmannanshire) and 17% (Angus).
- All regions remained below typical levels comparing the mobility average for March to the baseline period of February 2020. In City regions, average mobility ranged from -24% (Dundee) to -37% (Edinburgh). Non-city regions recorded reduced volumes of between -7% (South Lanarkshire) and -33% (Stirling).

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 7 April 2021
Confidence: Low

Latest available data: Week Ending 4 April 2021
Baseline: Index 100 = February 2020

Mobility Average* (Excluding Residential Movements) - March



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. If this data is used in any ministerial (or other) briefings, please contact the same email address to check it is still accurate.



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:

- All data compared to 2019/20 uses the previous year until the 07/03/2021, after which 2019 is used.
- The equivalent day in 2019/20 for concessionary bus, cross border traffic, subway, tram.
- The equivalent week in 2019/20 for ferry passenger and vehicle carryings.
- The equivalent period in 2020 for walking and cycling.
- A pre-Covid-19 fixed baseline of 2-15 March 2020 for railway station footfall and the road traffic counters.
- The median of the equivalent day from 3rd January to 6th February 2020 for 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 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 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.

Concessionary Bus Data

Data is collected by Transport Scotland from card use figures and reports the patronage by issuing local authority.

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 journey numbers from ticket sales.

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.

NorthLink Ferries

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

Trunk Road Traffic Data (Drakewell)

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

Urban Rural Classification 2016

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

Google Movement Data

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