COVID19 Trends in Sub-National Travel

April Report

Monthly Change Headlines

- **Active Travel –** Monthly increases were observed in walking and cycling activity for every Local Authority in April, although growth was less pronounced compared to the previous month. Compared to the equivalent 2020 period, active travel activity was broadly comparable to the previous month across the country, with the exception of Perth and Kinross (for both walking and cycling) and East Dunbartonshire and North Ayrshire (for cycling) where activity was below 2020 levels**.**
- **Bus Concessionary Travel** – Bus Concessionary Travel over April increased compared with March but was well below baseline levels, with 40% of typical volumes on average.
- **Rail Stations (Glasgow Central and Edinburgh Waverley)** – Footfall in Edinburgh Waverley and Glasgow Central stations increased considerably in April compared with March. Despite footfall at both locations remaining well below baseline levels, signs of growth compared to months prior were visible, particularly for the latter week when volumes at Edinburgh Waverley reached 40% of baseline levels.
- **Glasgow Subway and Edinburgh Trams** – Glasgow Subway and Edinburgh Trams recorded significant monthly increases in patronage but volumes on both services remained below baseline levels. However, strong patronage growth was observed towards the end of the month.
- **CalMac and NorthLink Ferries** – Passenger and Car volumes significantly increased in April compared to March in line with seasonal changes, with CalMac volumes increasing by more than 100% in all areas and NorthLink volumes increasing by around 80%. For Commercial Vehicles, Firth of Clyde was the only region to record a decrease in volumes (-17%). Compared to baseline levels, Passenger and Car volumes were substantially reduced in all regions.
- **Trunk Road Traffic** – With the exception of a limited number of sites, traffic levels across Scotland recorded over the month of April have increased compared to March. Rural areas saw a more pronounced increase in traffic compared to urban areas. Overall, urban traffic volumes remain lower than the baseline period (first two weeks of March 2020), however, some rural and outdoor recreational areas are seeing an increase compared to the baseline period.
- **Cross-Border Traffic** – April cross-border traffic levels increased month on month by 19%, in line with the national trunk road's average increase. Car cross-border traffic saw a significant increase towards the end of April, likely related to non-essential travel being allowed again between Scotland and England.
- **Google Mobility Data** – 'Grocery and Pharmacy', 'Retail and Recreation' and 'Workplace' movements increased in all areas month on month. The only monthly reduction in volumes recorded for 'Parks' was in West Lothian (-4%). 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 growth in the majority of non-City regions compared to baseline, and marginal declines in all City regions. 'Parks' movements were above baseline levels in all areas.

COVID19 Trends in Sub-National Travel

April Report

Official Sensitive

Monthly Report Contents

ACTIVE TRAVEL

INCLUDES

PUBLIC TRANSPORT

INCLUDES

ROAD TRAFFIC

INCLUDES

GOOGLE MOVEMENTS

INCLUDES

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Monthly Change Report Contents

COVID19 Trends in Sub-National Travel

April Report

ACTIVE TRAVEL Monthly Change (1)

City Local Authorities(3)	% Change(2)
Walking	8% ↑
Cycling	13% ↑

Rest of Scotland LA Average(4)	% Change(2)
Walking	15% ↑
Cycling	20% ↑

(1) Monthly Change compares the whole of March (1 March to 4 April) with the whole of April (5 April to 2 May) due to the variability of movement data in each week of the months assessed

(2) Baseline comparison refers to April 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 April with March, although this growth was less pronounced compared to the previous month. North Ayrshire recorded the highest increase in activity (32%), followed by Argyll and Bute (18%). With the exception of Perth and Kinross, where volumes were well below baseline levels, walking levels in most parts of the country were comparable to the equivalent 2020 period over the month of April. Observed fluctuations throughout the month can most likely be attributed to weather conditions.
- **Cycling Trips** – Cycling activity increased in all Local Authorities in April compared to March. North Ayrshire and East Dunbartonshire reported the largest monthly increase in activity with 26% and 21%, with the observed growth much less pronounced compared to the previous month. Compared to the equivalent 2020 period, cycling activity in East Dunbartonshire, North Ayrshire and Perth and Kinross were all generally below baseline levels, whereas other Local Authorities, including the City authorities, recorded volumes comparable to baseline levels.

COVID19 Trends in Sub-National Travel

April Report

ACTIVE TRAVEL – Walking

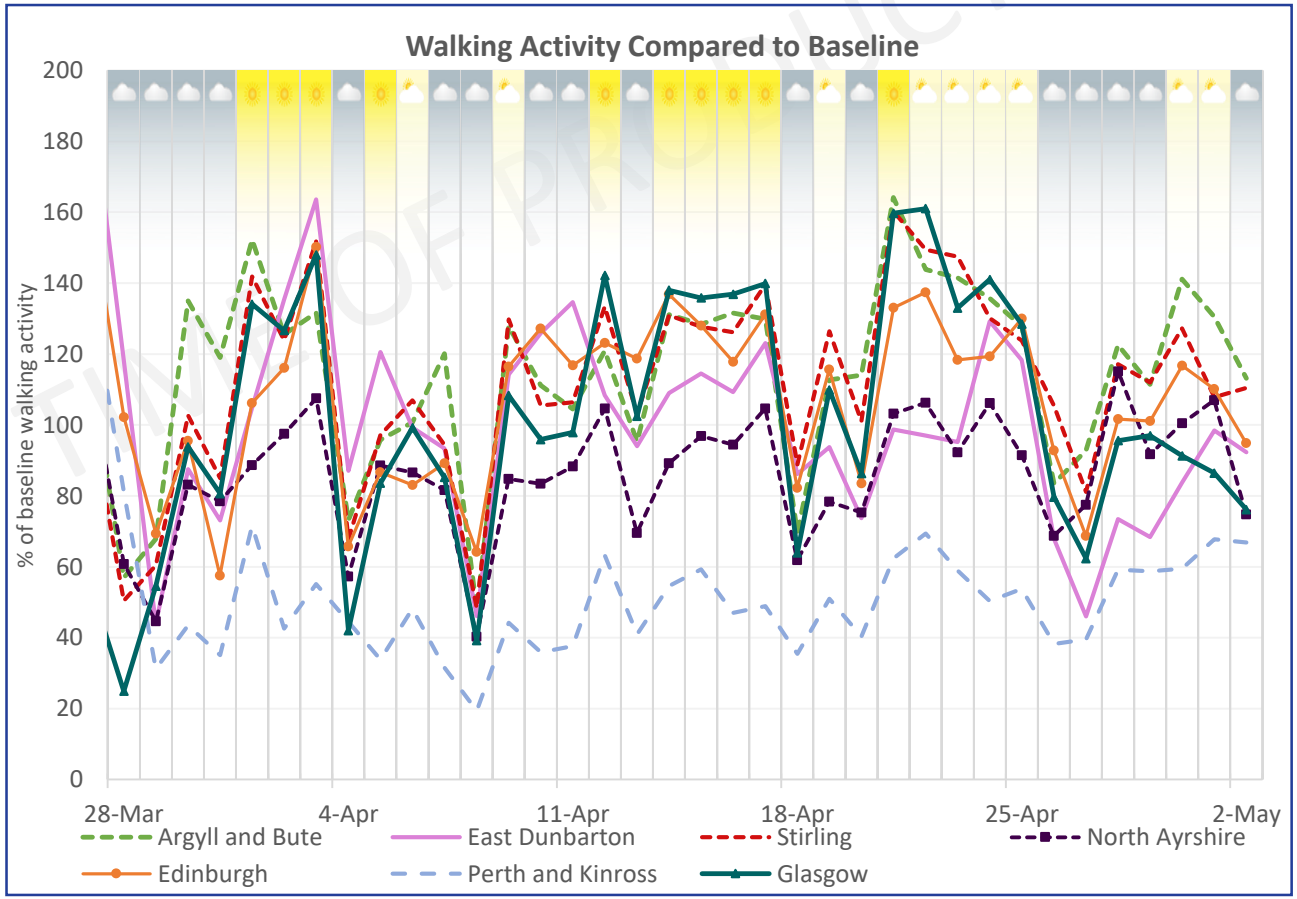
Key Points

- In April, all Local Authorities recorded average monthly increases in walking activity. The highest growth was seen in North Ayrshire (32%), followed by Argyll and Bute (18%).
- Compared to the equivalent 2020 period the most notable trend was in Perth, where activity was around half of baseline levels in April last year. All other Local Authorities recorded levels comparable to the baseline period, with observed fluctuations most likely attributable to variable weather conditions.

Walking: Monthly Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = Equivalent 2020 Period



COVID19 Trends in Sub-National Travel

April Report

ACTIVE TRAVEL – Walking Urban Rural Classification

Key Points

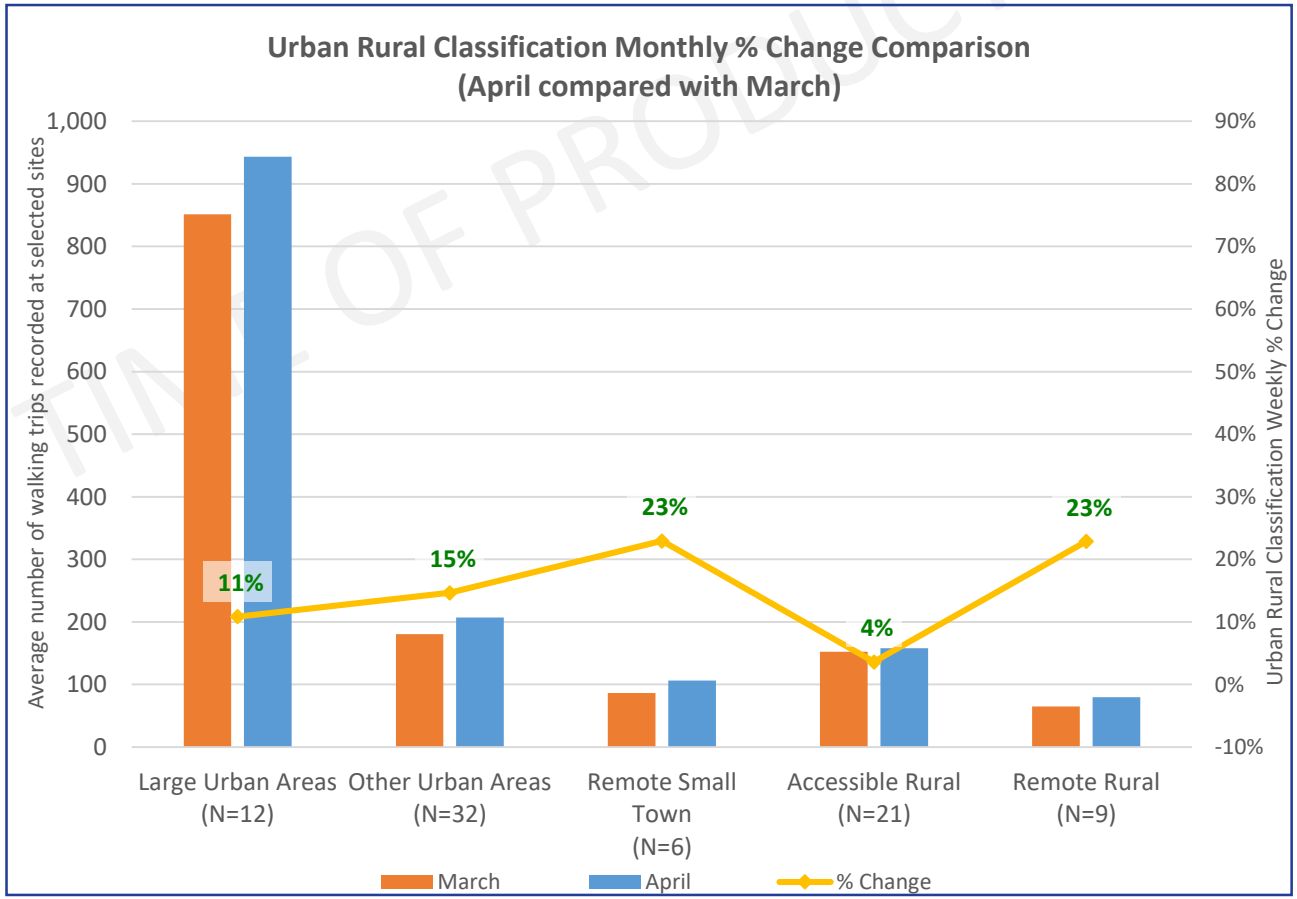
- From the sample sites available, walking activity increased for all Urban Rural Classifications across the country in April.
- Remote locations recorded the largest increase in walking activity, with 'Remote Small Town' and 'Remote Rural' recording an average growth of 23% compared to the previous month.

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

Walking: Urban Rural Walking Activity

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Monthly Change Comparison



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COVID19 Trends in Sub-National Travel

April Report

ACTIVE TRAVEL – Cycling

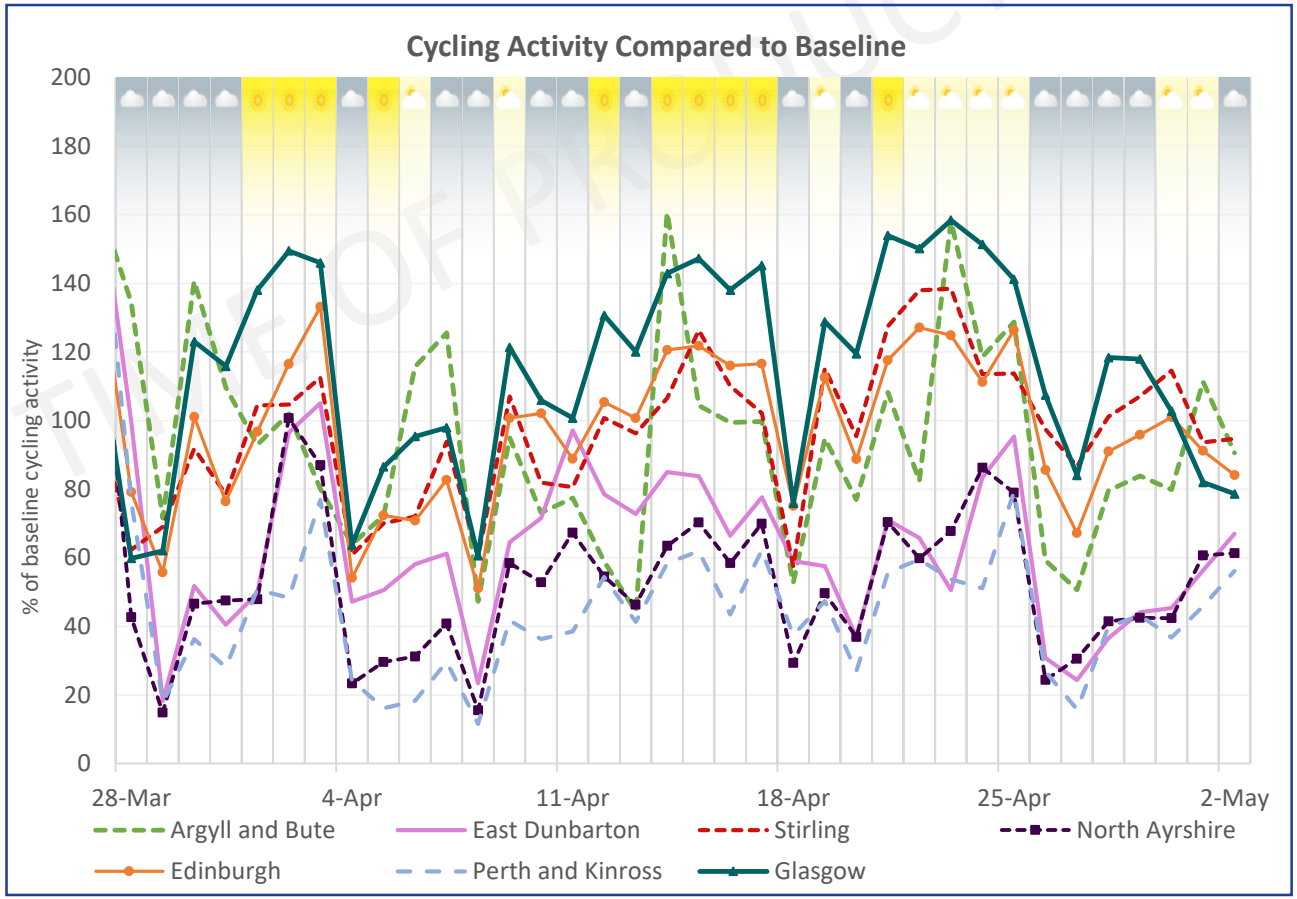
Key Points

- Similar to walking, monthly cycling activity increased in April, with every Local Authority reporting growth. However, the monthly growth observed was much less pronounced compared to that seen in March.
- North Ayrshire and East Dunbartonshire saw the highest monthly growth, with increases of 26% and 21%. Most other Local Authorities recorded growth above 10%, the only exception being Glasgow with a 9% increase.
- Cycling activity in East Dunbartonshire, North Ayrshire and Perth and Kinross was below equivalent 2020 period levels through April, whereas other Local Authorities, including the City authorities, recorded volumes comparable to baselines levels.

Cycling: Monthly Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = Equivalent 2020 Period



COVID19 Trends in Sub-National Travel

April Report

ACTIVE TRAVEL – Cycling Urban Rural Classification

Key Points

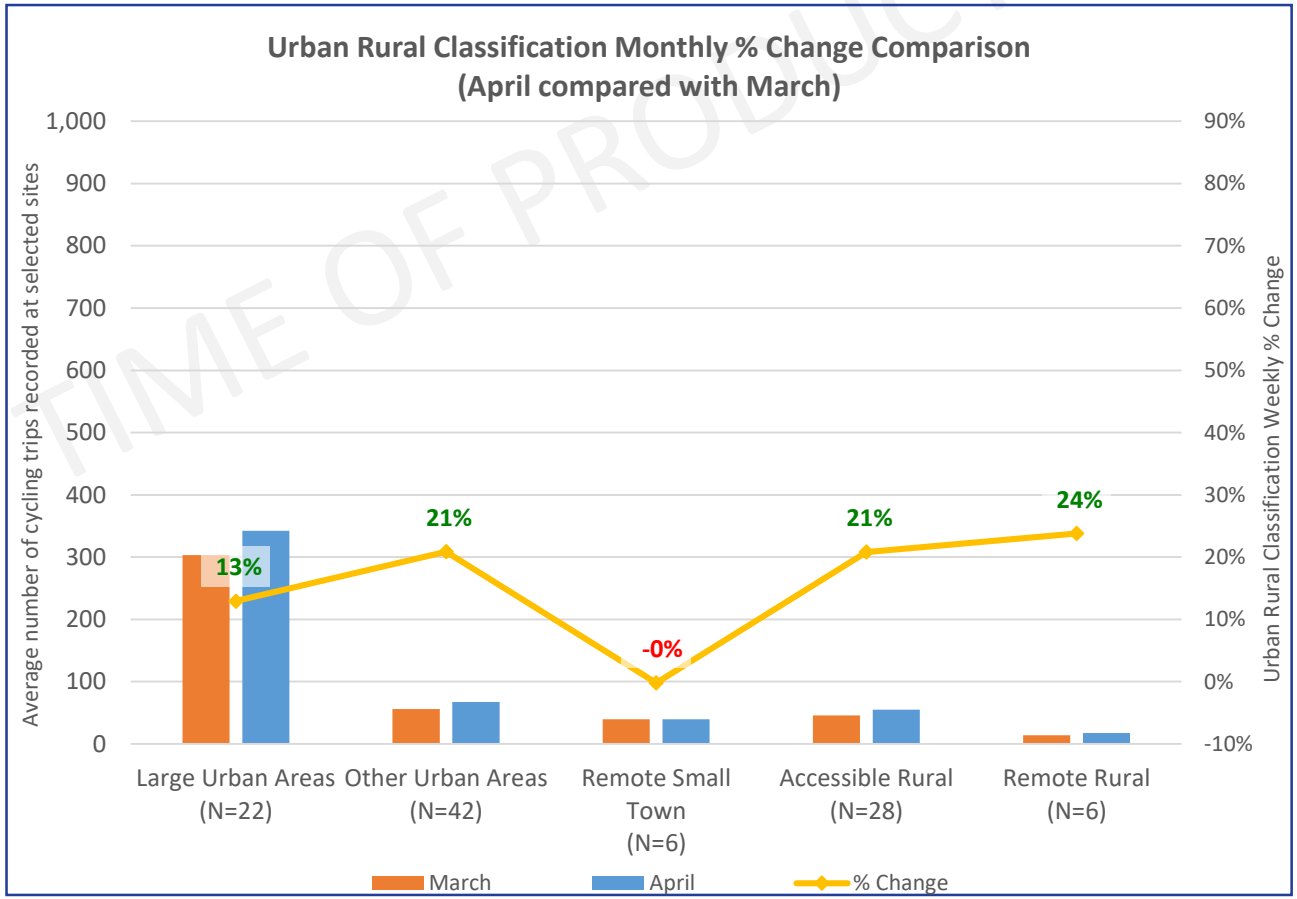
- Cycling activity increased in April compared to the previous month for the majority of Urban Rural Classifications sites assessed, with only 'Remote Small Town' reporting no change.
- The largest increase in activity was recorded in 'Remote Rural' areas, with a monthly increase of 24%, while the increases in 'Accessible Rural' and 'Other Urban Areas' were only marginally lower, at 21%

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

Cycling: Urban Rural Cycling Activity

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Monthly Change Comparison



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COVID19 Trends in Sub-National Travel

April Report

PUBLIC TRANSPORT Monthly Change (1)

Bus and Train Monthly Change(1)	% Change
Bus Concessionary Travel(2)	48% ↑
Rail Stations (Central and Waverley)	75% ↑

Other Modes Monthly Change(1)	% Change
Glasgow Subway	99% ↑
Edinburgh Tram	163% ↑
CalMac and NorthLink Passenger & Cars(3)	145% ↑
CalMac and NorthLink Commercial Vehicles(3)	4% ↑

(1) The Monthly Change Comparison compares last full week in March (week ending 4 April) with first week in April (week ending 2 May)

(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 24 Apr to 30 Apr with the week of 26 Mar to 2 Apr. Baseline (equivalent period 2019) is estimated based on partial data.

Summary

- **Bus Concessionary Travel** – Bus Concessionary Travel over April increased compared with March but was well below baseline levels, at 40% of typical volumes on average.
- **Rail Stations (Glasgow Central and Edinburgh Waverley)** – Footfall in Edinburgh Waverley and Glasgow Central stations increased considerably in April compared with March, with growth of 77% and 72% respectively. Despite footfall at both locations remaining well below baseline levels, signs of growth compared to months prior were observed, particularly for the latter week when Edinburgh Waverley reached 40% of baseline levels.
- **Glasgow Subway and Edinburgh Trams** – Glasgow Subway and Edinburgh Trams recorded significant monthly increases in patronage but volumes on both services remained below baseline levels. However, patronage growth was observed towards the end of the month, particularly for Glasgow Subway, with volumes for the last week in April at 40% of baseline levels.
- **CalMac and NorthLink Ferries** – Passenger and Car volumes significantly increased in April compared to March for NorthLink and CalMac services. Firth of Clyde was the only region to record a decrease in Commercial Vehicles volumes, with a month to month decline of 17%. Compared to baseline levels, Passenger and Car volumes in April were substantially reduced in all regions. Commercial Vehicles volumes were above baseline in Argyll and Lochaber and the Northern Isles and only marginally below baseline in Outer Hebrides and Firth of Clyde.

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COVID19 Trends in Sub-National Travel

April Report

PUBLIC TRANSPORT – Bus Concessionary Travel

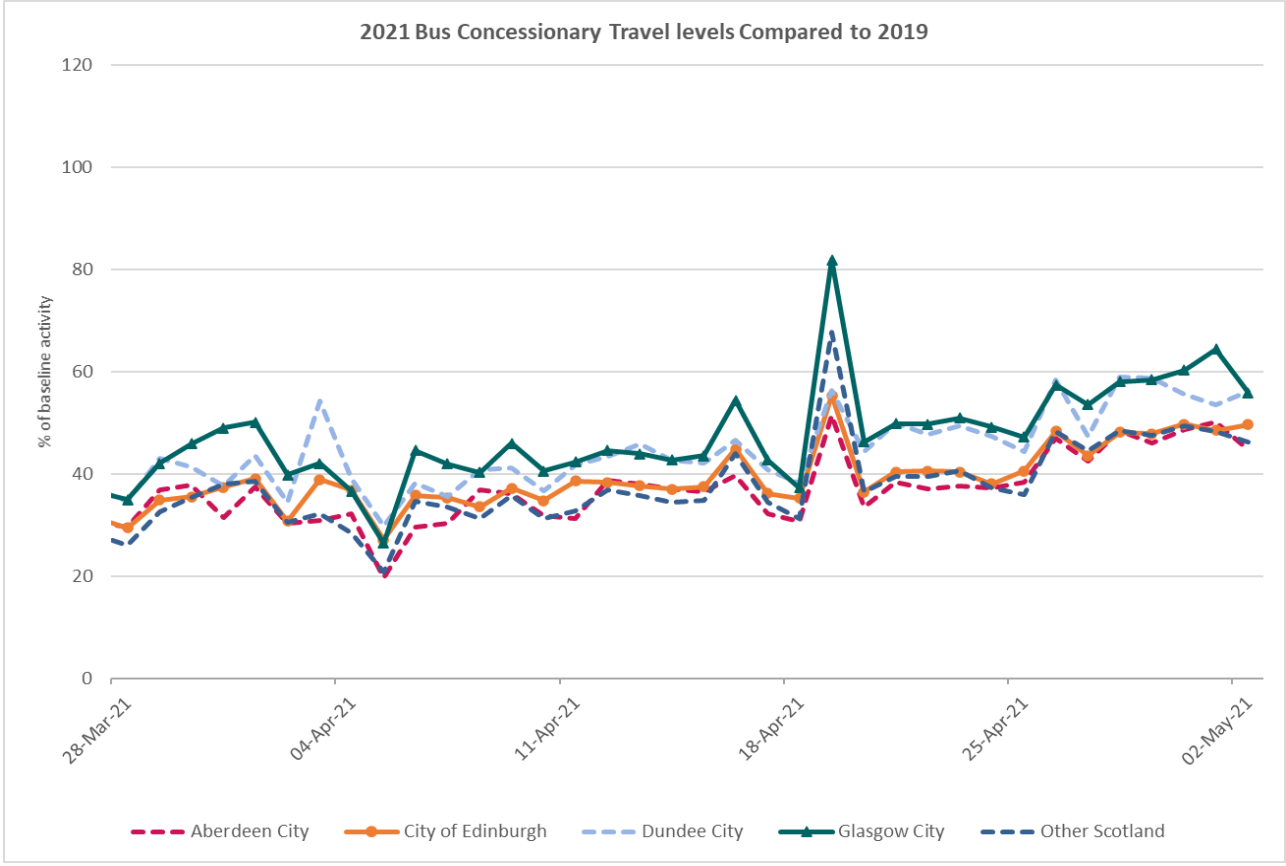
Key Points

- Bus Concessionary Travel over April increased by 48% compared with March comparing the last weeks of each month. Baseline patronage levels across the country were at 40% and 34% of the equivalent period in 2019 respectively.
- Bus Concessionary travel levels in Dundee and Glasgow remain closer to 2019 demand than in Edinburgh and Aberdeen. During week ending 2 May 2021, levels in Glasgow and Dundee were 58% and 56% of baseline respectively. Edinburgh travel was 48% of the equivalent period in 2019, while Aberdeen was at 47%.
- The observed spike in bus concessionary travel on 19 May 2021 was due to the equivalent period in 2019 landing on Easter Monday.

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.*

COVID19 Trends in Sub-National Travel

April Report

PUBLIC TRANSPORT – Train Station

Key Points

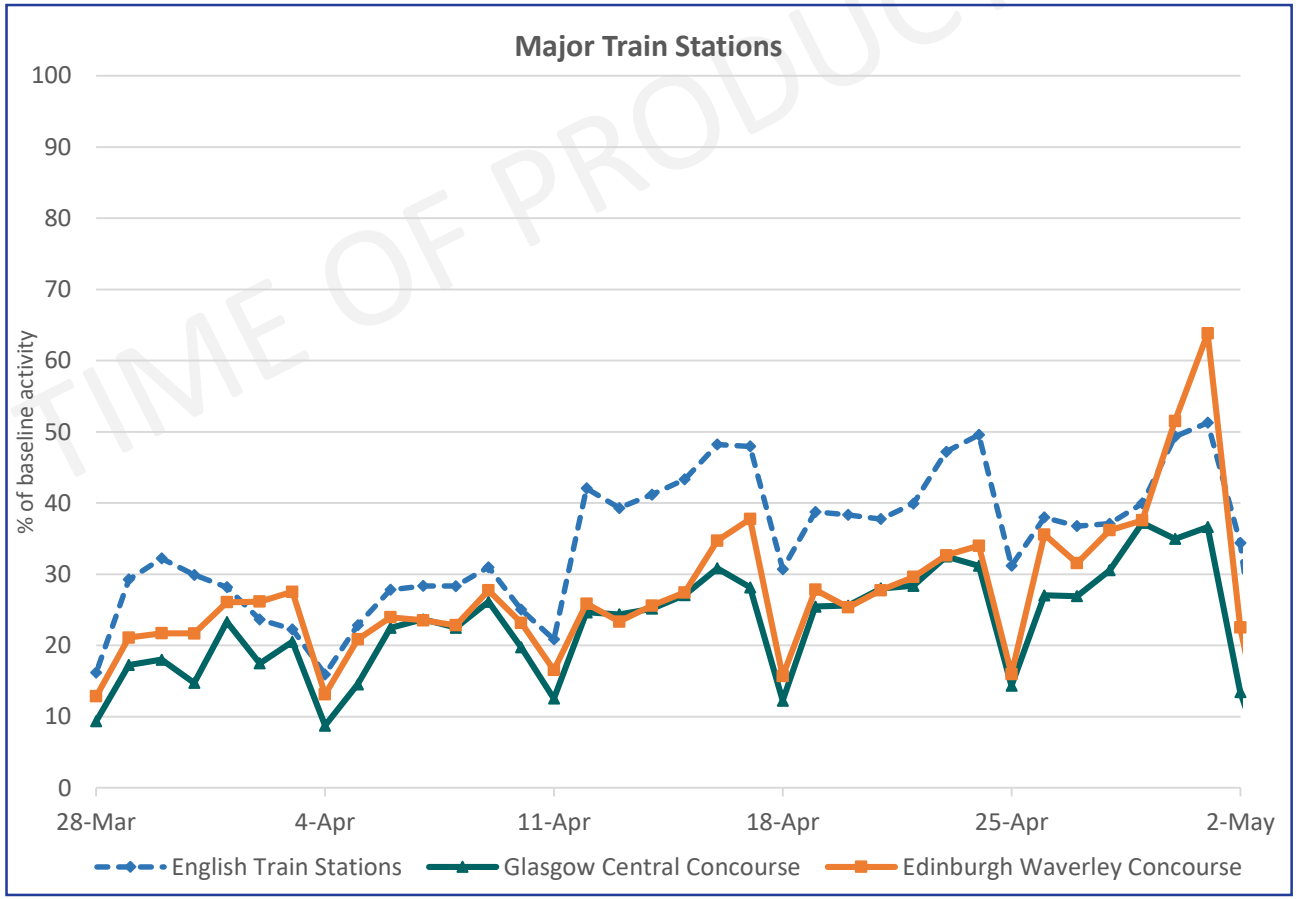
- Comparing the last week of April to the last week of March, footfall at major railways stations has seen a significant increase. Footfall at Edinburgh Waverley and Glasgow Central stations increased month on month by 77% and 72% respectively.
- On average for the last week in April, footfall in both major train stations remained below baseline levels, with Edinburgh Waverley at 40% and Glasgow Central at 30% of typical volumes. However, rail patronage did show signs of growth compared to prior months. Saturday 1 May saw the highest single day of footfall recorded at Edinburgh Waverley since August 2020 at 62% of baseline levels, coinciding with the May Day bank holiday weekend.
- The increase seen in the English stations before Glasgow and Edinburgh are due to the earlier easing of restrictions in England.

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 March to 15 March 2020



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COVID19 Trends in Sub-National Travel

April Report

PUBLIC TRANSPORT – Glasgow Subway and Edinburgh Tram

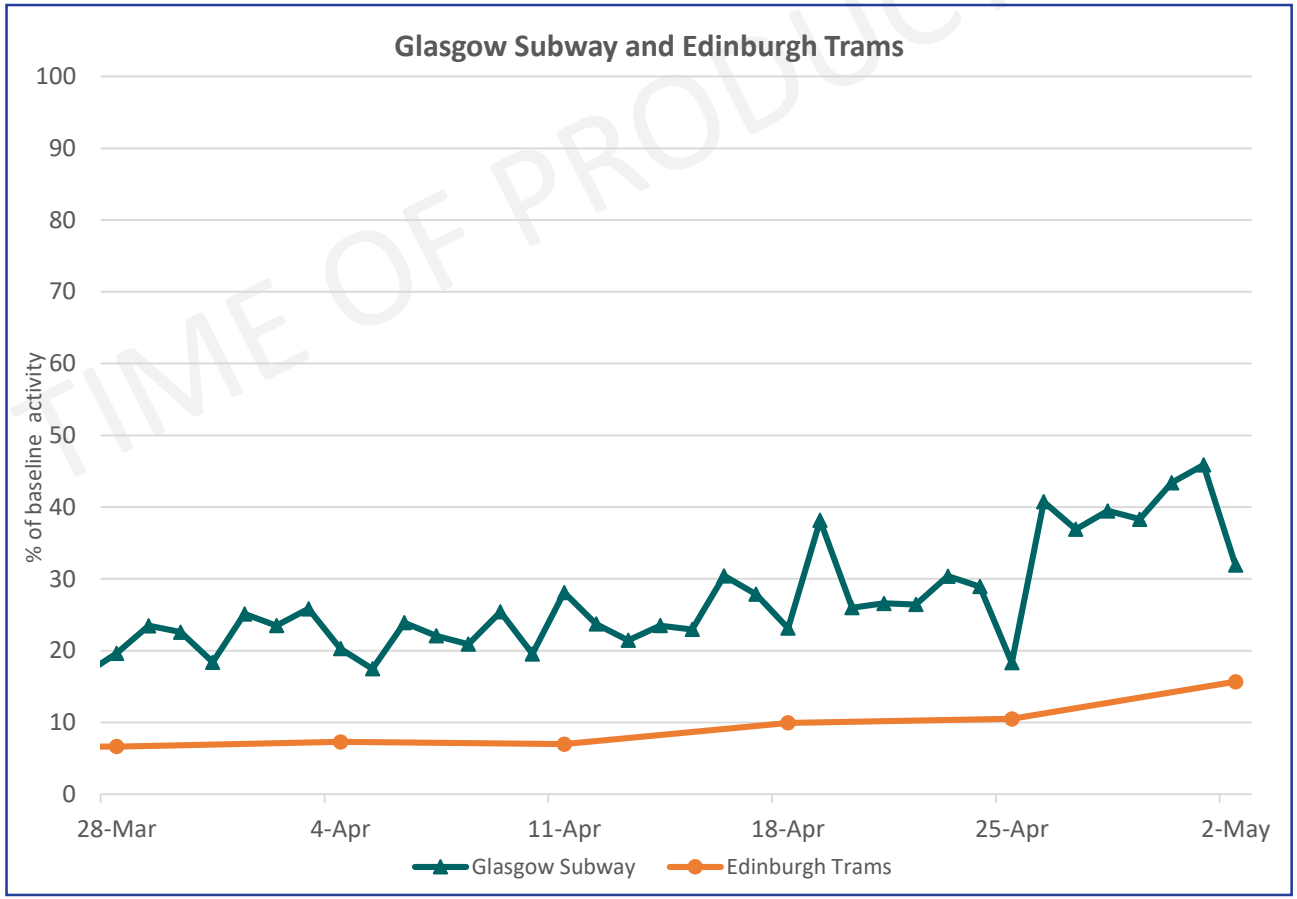
Key Points

- Patronage on Glasgow Subway and Edinburgh Trams observed significant growth in April compared with March for the last week of month, with growth of 99% and 163% respectively.
- Patronage on both services remained significantly below the equivalent 2020 period but growth was observed towards the end of the month, with patronage in the last week of April at 40% and 16% of baseline levels for Glasgow Subway and Edinburgh Trams respectively.
- Glasgow Subway recorded the highest single day patronage since September 2020 on Saturday 1 May during the bank holiday weekend.

Glasgow Subway and Edinburgh Tram

Source: SPT and Edinburgh Trams
Confidence: High

Baseline: Index 100 = Equivalent Period in 2020



COVID19 Trends in Sub-National Travel

April Report

PUBLIC TRANSPORT – Ferries CalMac (Monthly Change)

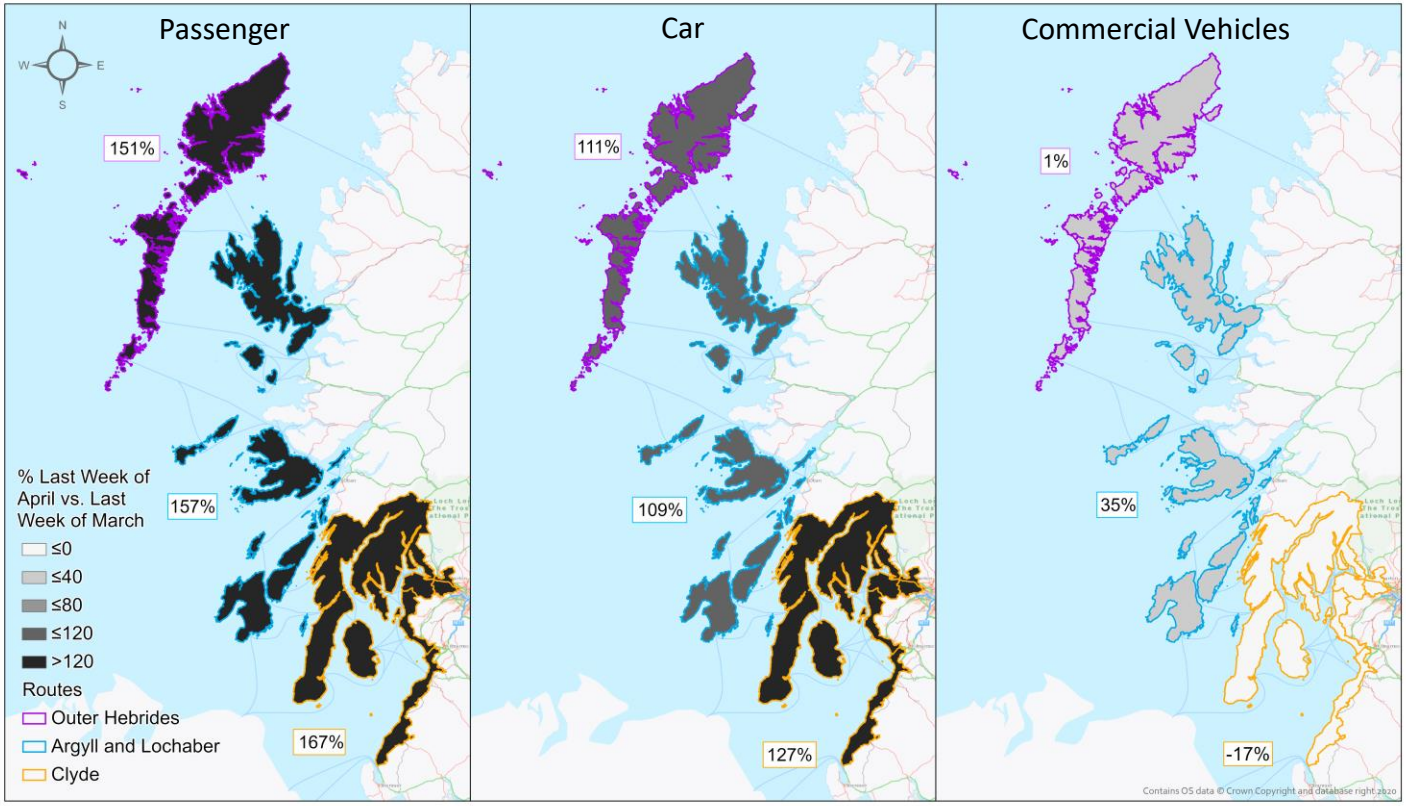
Key Points

- In the period from week ending 2 April (26 Mar to 2 April) to week ending 30 April (24 April to 30 April), CalMac Passenger and Car volumes significantly increased in all regions.
- This is in line with the seasonal increases which are normally seen, alongside the easing of restrictions.
- Commercial Vehicles volumes increased significantly in 'Argyll and Lochaber' and marginally in 'Outer Hebrides', while Firth of Clyde recorded a decline of 17%.

CalMac Ferries Data

Source: CalMac
Confidence: High

Monthly Change Comparison



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

COVID19 Trends in Sub-National Travel
April Report

PUBLIC TRANSPORT – Ferries CalMac (Change from Baseline)

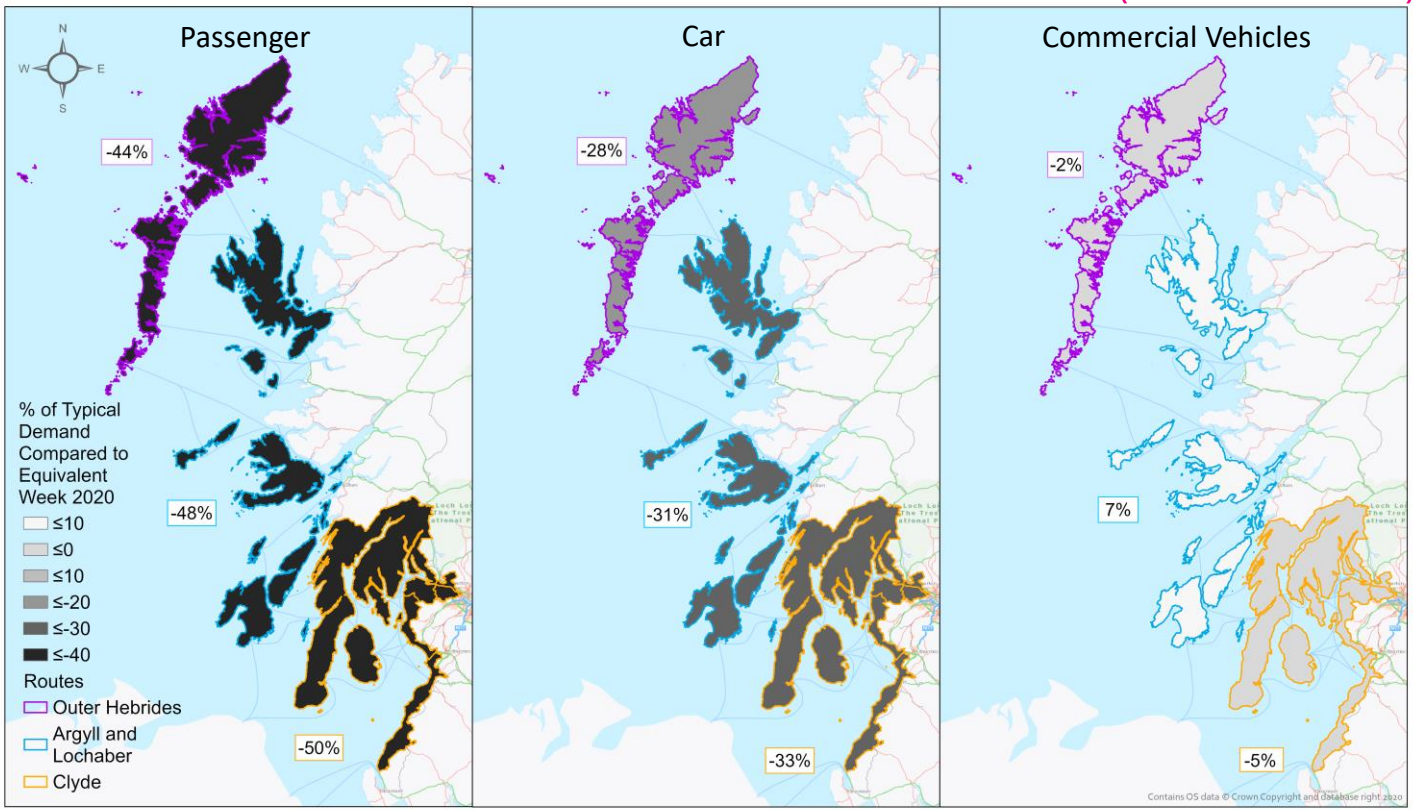
Key Points

- In week ending 30 April, CalMac Passenger and Car volumes remained considerably below levels recorded in the equivalent week in 2019.
- Commercial Vehicles volumes were lower than 2019 baseline levels in 'Firth of Clyde' and 'Outer Hebrides' but slightly higher in 'Argyll and Lochaber'.

CalMac Ferries Data

Source: CalMac
Confidence: High

Baseline: Index 100 = Equivalent Period in 2019 (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*.

COVID19 Trends in Sub-National Travel
April Report

PUBLIC TRANSPORT – Ferries NorthLink (Monthly Change)

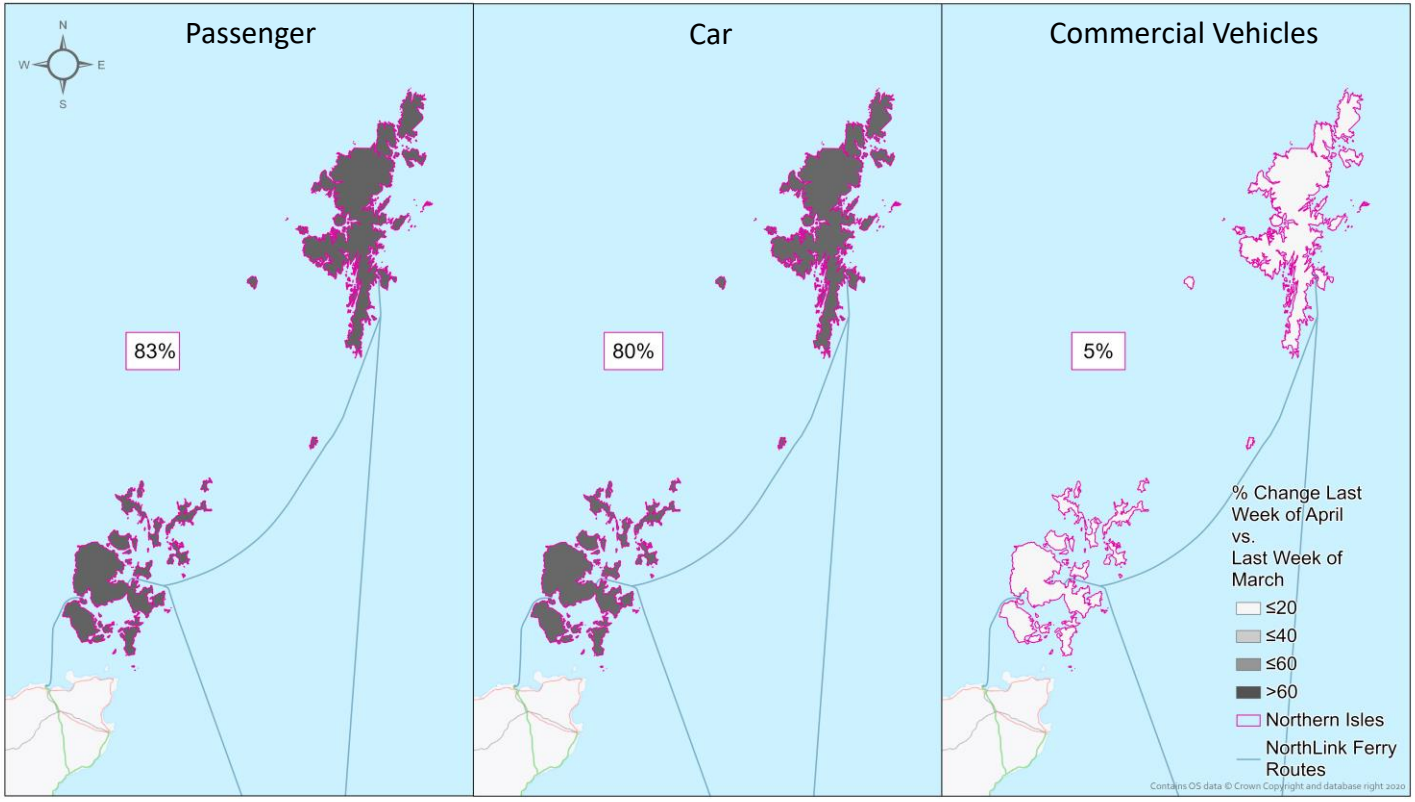
Key Points

- NorthLink Passenger and Car volumes significantly increased in the period from week ending 2 April (26 March to 2 April) to week ending 30 April (24 April to 30 April), recording growth of 83% and 80% respectively.
- This is in line with the seasonal increases which are normally seen, alongside the easing of restrictions.
- Commercial Vehicles volumes also increased, with growth of 5%.

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*.

COVID19 Trends in Sub-National Travel
April Report

PUBLIC TRANSPORT – Ferries NorthLink (Change from Baseline)

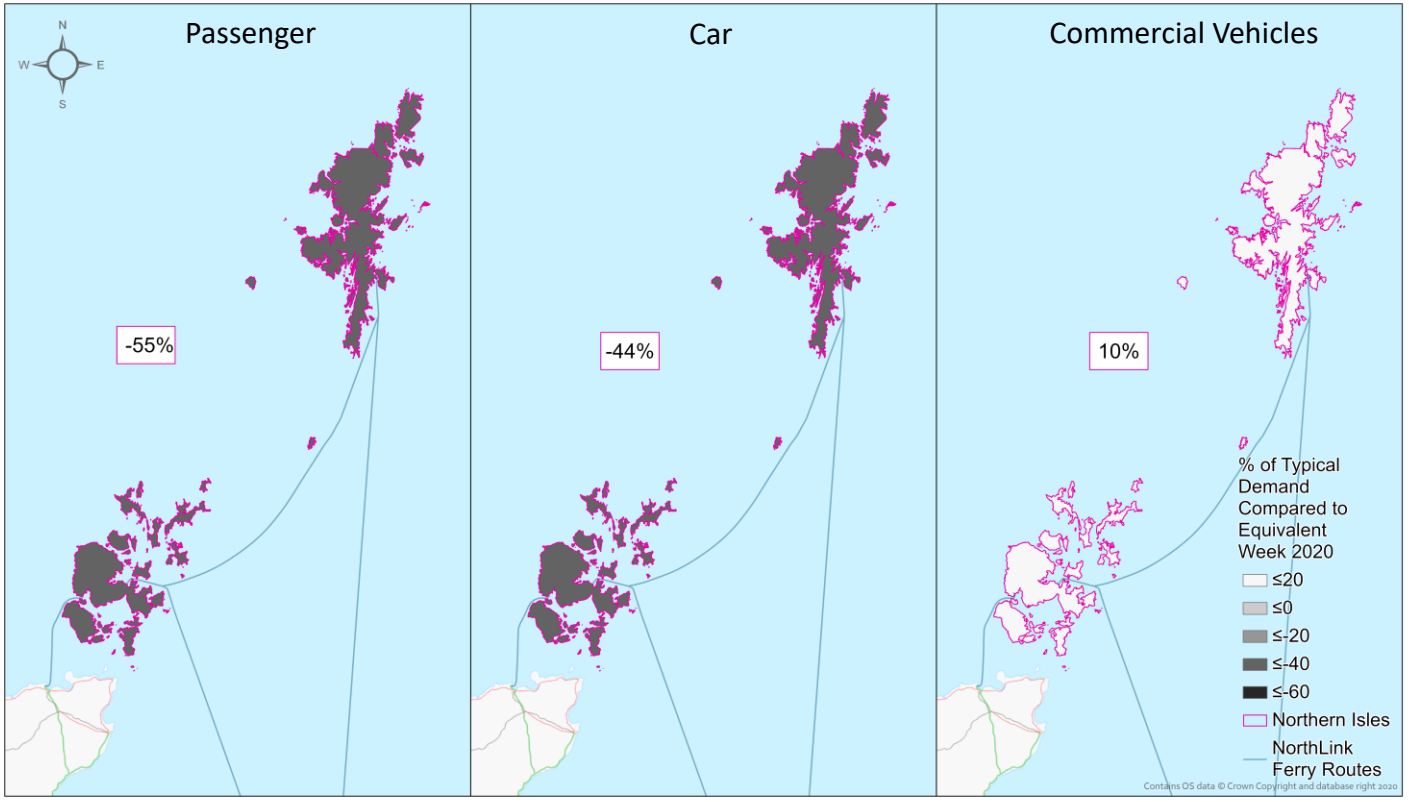
Key Points

- In week ending 30 April, Passenger and Car volumes on NorthLink ferries in the Northern Isles remained below levels recorded in the equivalent week in 2019.
- Passenger and Car volumes were down considerably compared to baseline, at -55% and -44% respectively, while Commercial Vehicles volumes increased, with growth of 10%.

NorthLink Ferries Data

Source: NorthLink
Confidence: High

Baseline: Index 100 = Equivalent Period in 2019



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*.

COVID19 Trends in Sub-National Travel

April Report

ROAD TRAFFIC Monthly Change (1)

City Local Authorities(2)	% Change
Road Traffic (Car + Mcl)(4)	13% ↑
Road Traffic (LGV + HGV)(4)	-1% ↓

Rest of Scotland LA Average(3)	% Change
Road Traffic (Car + Mcl)	25% ↑
Road Traffic (LGV + HGV)	3% ↑

Monthly Change(1)	% Change
Cross-Border Trunk Road	19% ↑

(1) The Monthly Change Compares the average daily value for the whole of March (1 March to 4 April) with an average daily value for the whole of April (5 April to 2 May)

(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)** – April cross-border traffic levels increased month on month by 19%, in line with the national average trunk road increase. Overall cross-border levels remain below the equivalent period in 2019, with HGV volumes being closer to or exceeding baseline levels. Car cross-border traffic saw a significant increase towards the end of April, likely related to non-essential travel being allowed again between Scotland and England.
- **Trunk Road Traffic** – With the exception of a limited number of sites, traffic levels across Scotland recorded over the month of April have increased compared to March. Rural areas saw a more pronounced increase in traffic compared to urban areas. Overall, urban traffic volumes remain lower than the baseline period (first two weeks of March 2020), however, some rural and outdoor recreational areas are seeing an increase compared to the baseline period.

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COVID19 Trends in Sub-National Travel

April Report

ROAD TRAFFIC – Cross-Border Trunk Road Traffic

Key Points

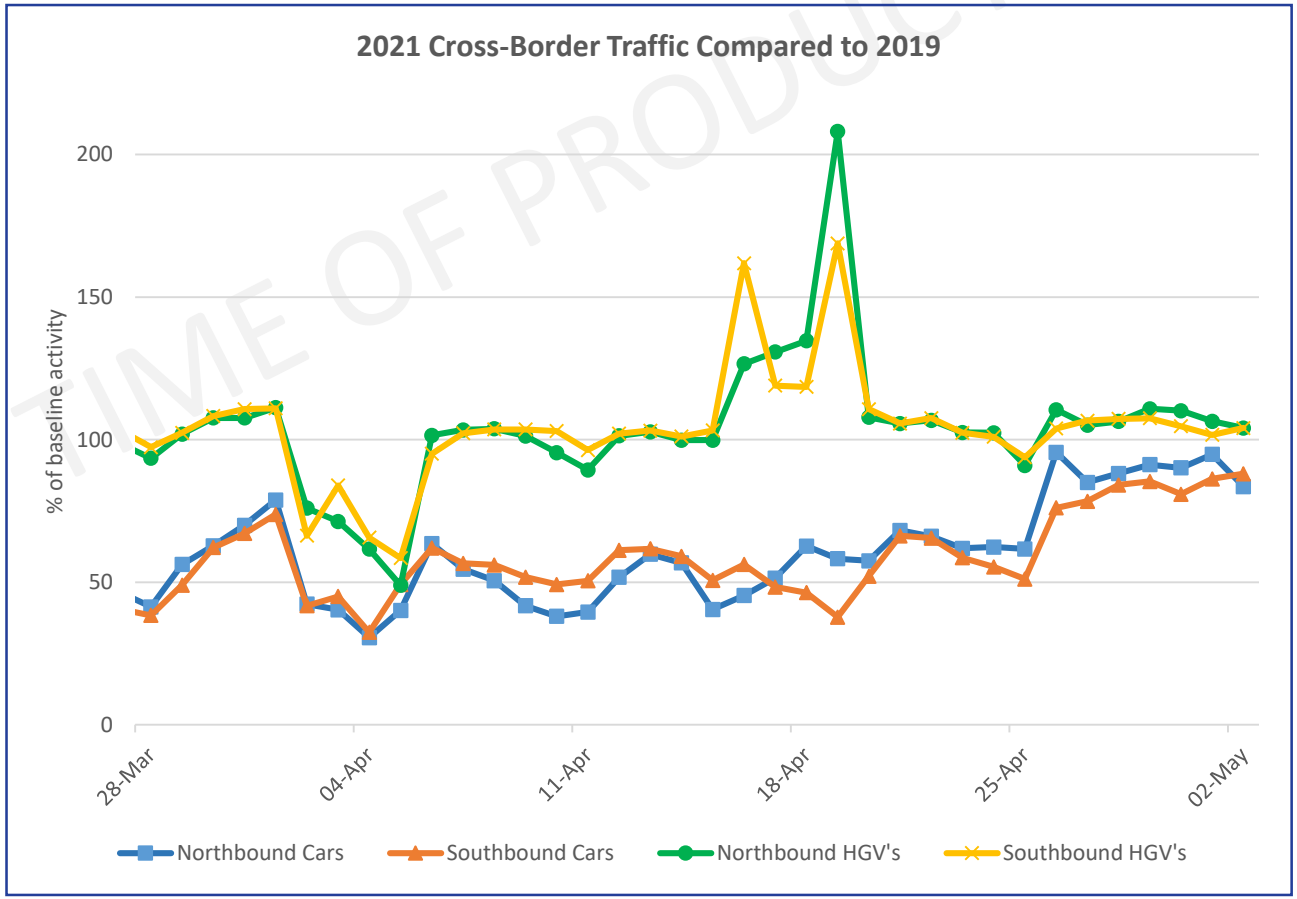
- Cross-border traffic during the month of April was 19% higher than in March.
- Traffic also increased compared to the equivalent 2019 period, with volumes at 73% of baseline levels on average in April. This was 4% higher than the volumes compared to baseline recorded in March.
- An increase in Car cross-border traffic was recorded over the last week of April, likely related to easing of the COVID-19 restrictions allowing for non-essential travel between Scotland and England combined with the May Day bank holiday weekend.
- Both Car and HGV cross-border traffic levels experienced a decline over Good Friday and the Easter weekend.
- A spike in HGV travel in 2021 compared to 2019 was seen in mid-April. This is because the equivalent date in 2019 was the Easter Weekend, which saw lower traffic levels than usual.

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

Cross-Border Trunk Road Traffic

Source: Road Counters
Confidence: Medium

Baseline: Index 100 = Equivalent Period in 2019



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COVID19 Trends in Sub-National Travel

April Report

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

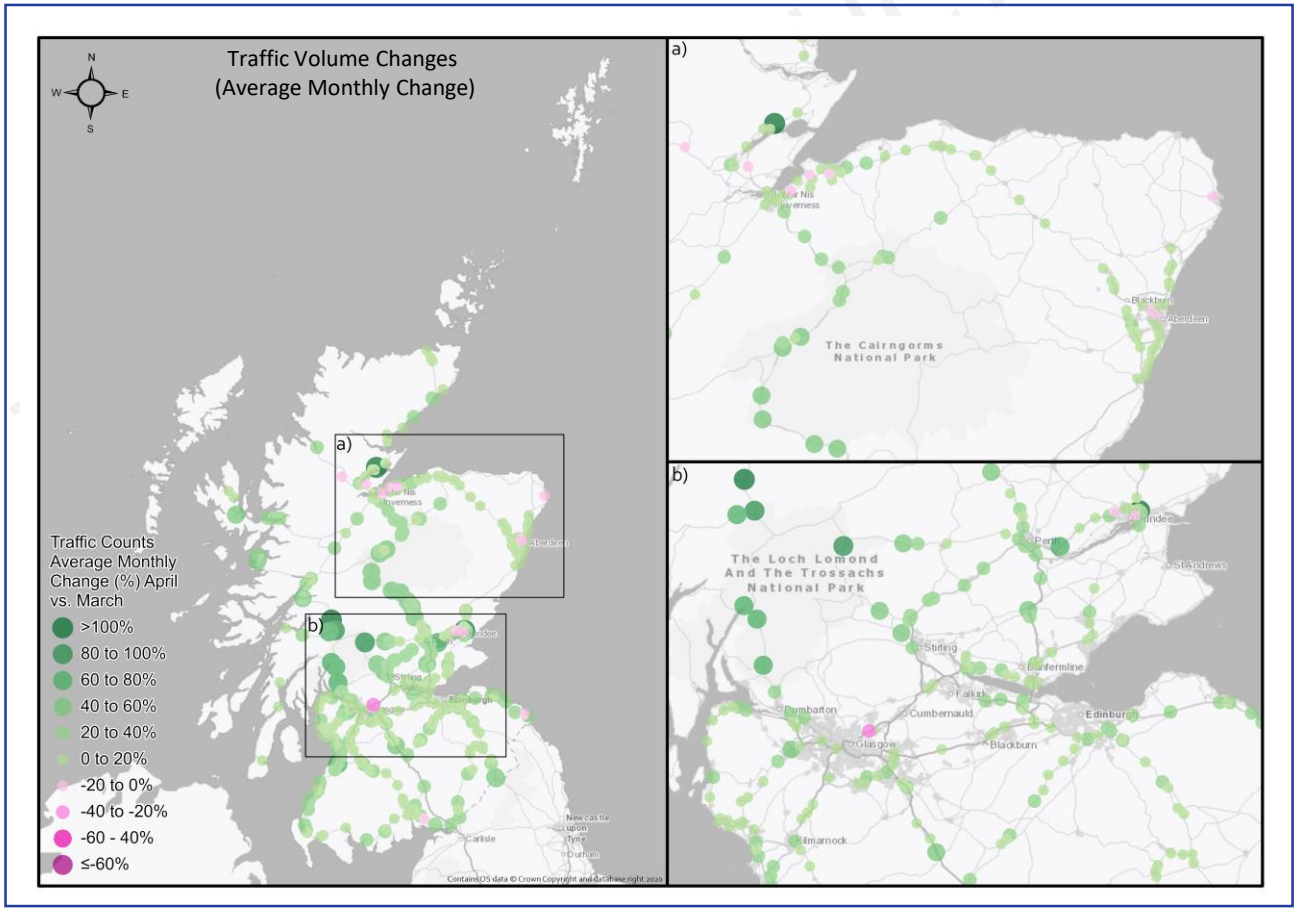
Key Points

- The month of April saw increases at most trunk road count sites compared to March in both urban and rural areas, particularly the latter.
- More prominent increases were evident on the A82 around Loch Lomond and The Trossachs and further north around Glencoe. Traffic increases in the vicinity of (and on corridors serving) national parks and popular walking areas are likely driven by the easing of restrictions on the 16 April in combination with increasingly favourable weather conditions for outdoor activities.
- Over the month of April, the majority of urban count sites recorded lower traffic volumes than observed in the baseline period (first two weeks of March 2020). However, there was a clear increase in traffic in rural and outdoor recreational areas.
- Notable trunk road corridors and areas with consistent increases compared to baseline levels were Ayrshire, Dumfries and Galloway, A9, A95, Loch Lomond and the Isle of Skye.

Country-Wide Road Traffic

Source: Road Counters
Confidence: Medium

Monthly Change Comparison



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

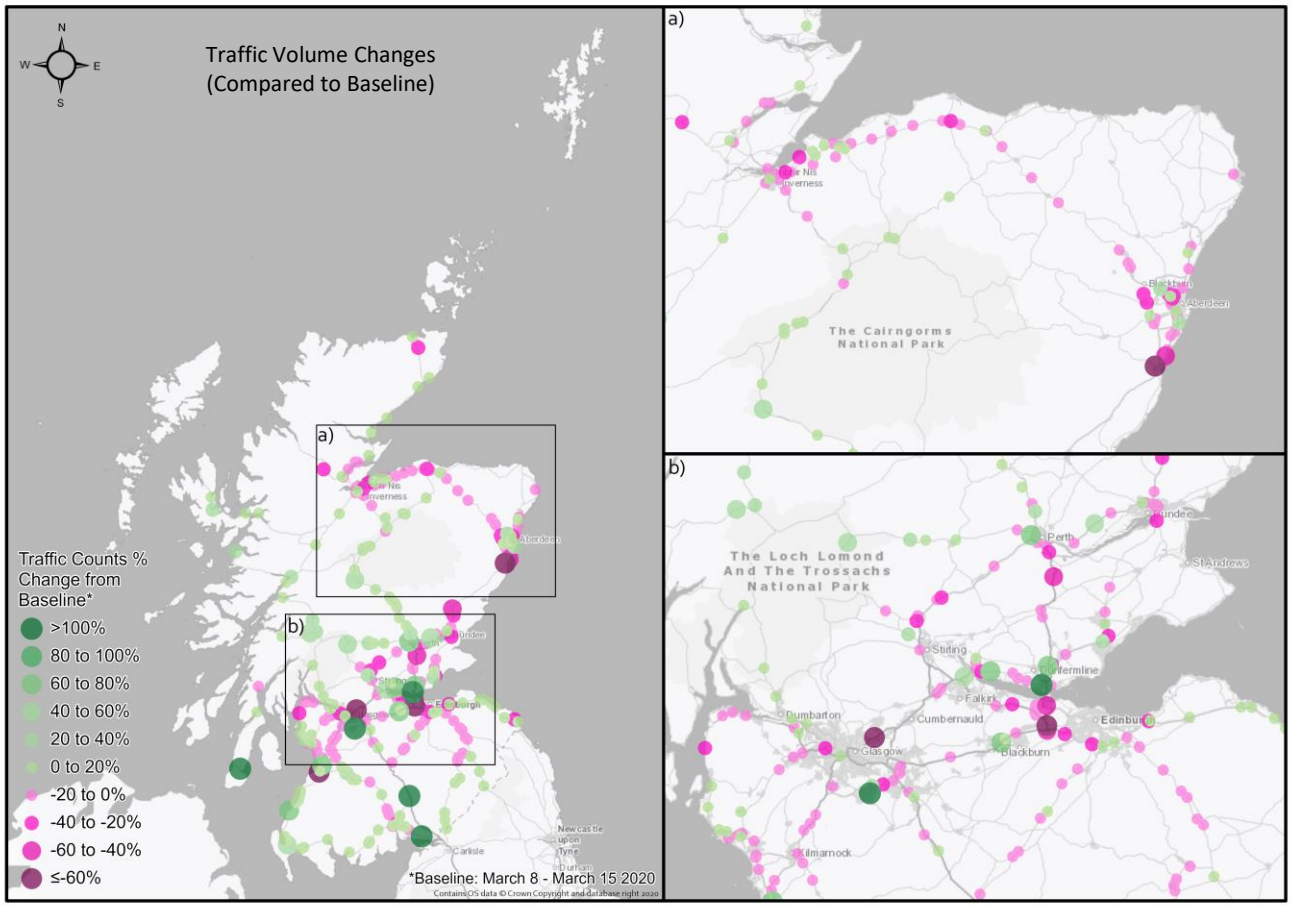
COVID19 Trends in Sub-National Travel
April Report

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

Country-Wide Road Traffic

Source: Road Counters
Confidence: Medium

Baseline: 2 March to 15 March 2020



COVID19 Trends in Sub-National Travel

April Report

ROAD TRAFFIC – Urban Rural Trunk Road Traffic

Key Points

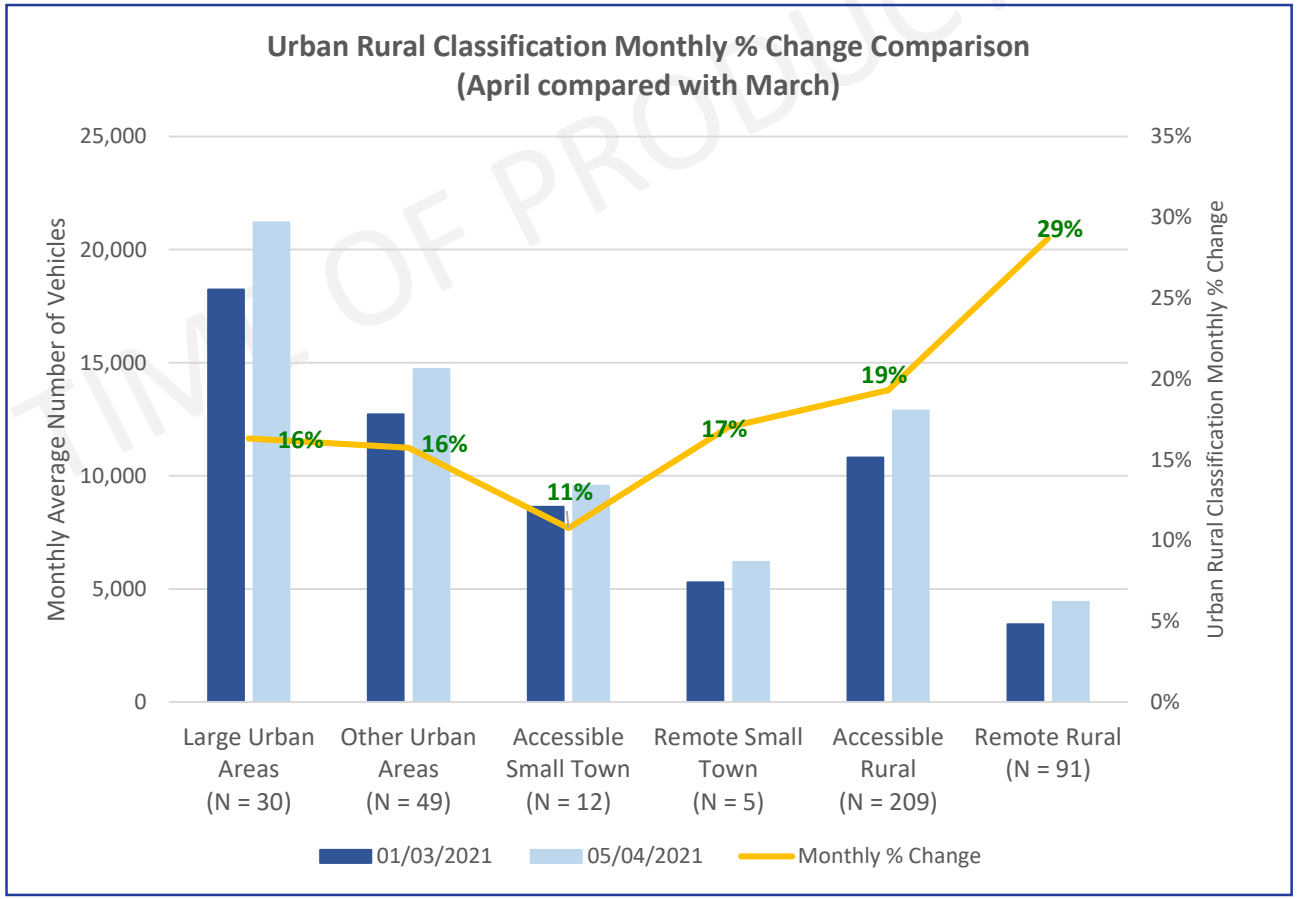
- On average in April, all categories across the Urban Rural 6-Fold Classification (representing selected sites) saw an increase in the number of vehicles recorded compared to March.
- Similar to the previous month, monthly traffic increases in rural areas were more pronounced than urban areas.
- The highest increase in traffic was recorded in 'Remote Rural' areas, with an increase of 29%. This was followed by a 19% increase for 'Accessible Rural' and a 17% increase for 'Remote Small Towns'.
- All urban areas recorded increases lower than the national average of 19%.

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

Urban Rural Trunk Road Traffic

Source: Road Counters
Confidence: Medium

Monthly Change Comparison



COVID19 Trends in Sub-National Travel

April Report

ROAD TRAFFIC – Local Road Traffic (Compared to Prior Month)

Key Points

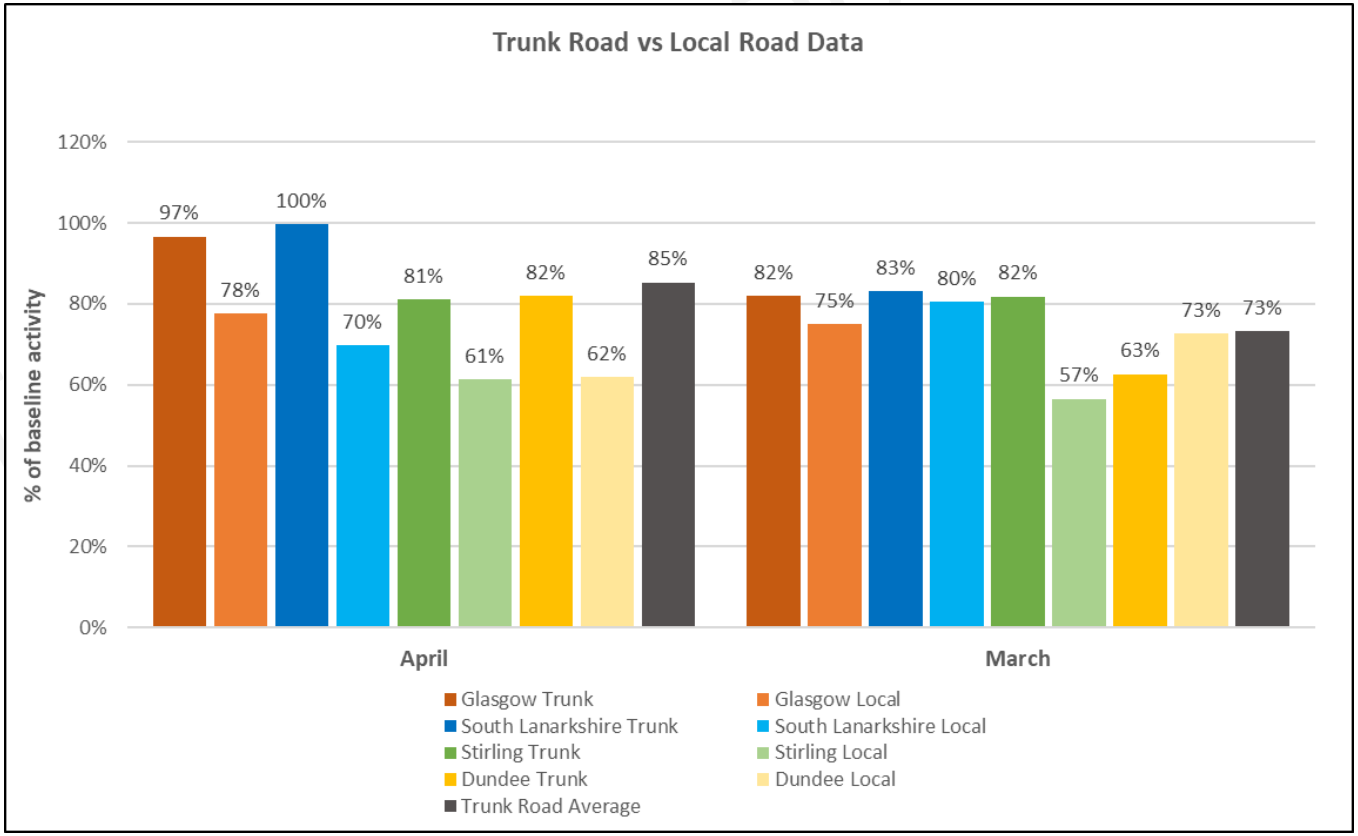
- From the Local Authority sample data assessed, local road traffic volumes in April varied across the country compared to March. Compared to March, Glasgow and Stirling recorded 3 and 4 percentage point increases respectively in terms of percentage change in volumes compared to baseline, while Dundee and South Lanarkshire saw an 11 percentage point 10 percentage point decrease respectively.
- The sample data shows that in April, local roads saw lower volumes than trunk roads for each Local Authority, when comparing to the baseline.
- Lower increases in traffic levels on local roads compared to trunk road suggests people are travelling further, likely as a result of travel restrictions easing on 16 April

Local and Trunk Road Traffic Data (April 2021 and March 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



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COVID19 Trends in Sub-National Travel

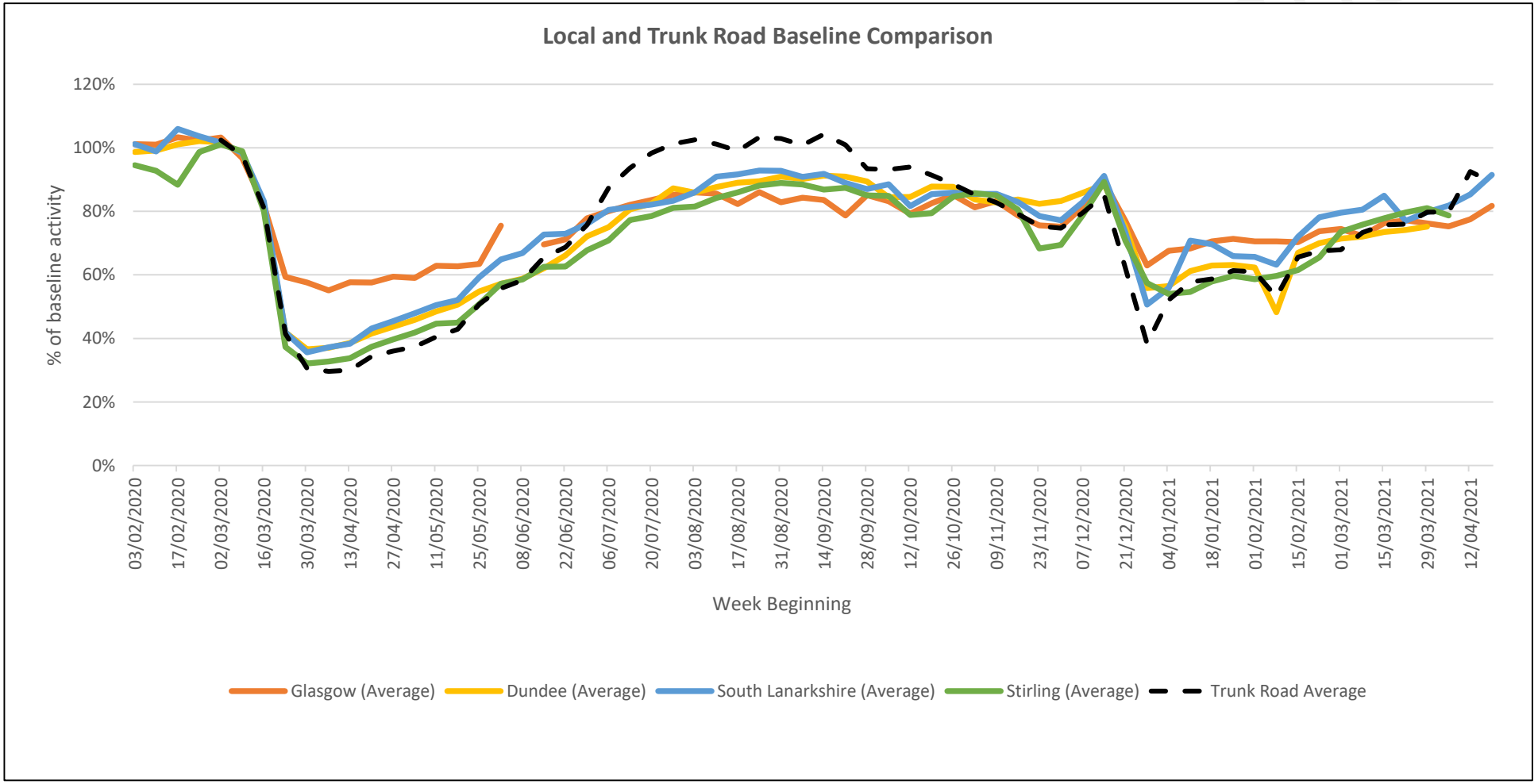
April Report

Local and Trunk Road Traffic Data (Feb 2020 to April 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

April Report

GOOGLE TRENDS Monthly Change (1)

City Local Authorities(2)	% Change
Grocery & Pharmacy(4)	5% ↑
Retail & Recreation(4)	11% ↑
Parks(4)	17% ↑
Workplace(4)	3% ↑
Overall Mobility(4)	9% ↑

Rest of Scotland LA Average(3)	% Change
Grocery & Pharmacy(4)	6% ↑
Retail & Recreation(4)	16% ↑
Parks(4)	24% ↑
Workplace(4)	3% ↑
Overall Mobility(4)	11% ↑

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

(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 2 May

Summary – Google Mobility Data

- Grocery and Pharmacy movements increased in all Local Authorities in April compared to March but remain below baseline levels in some areas.
- Retail and Recreation movements also increased in all regions month on month particularly at the end of the month when restrictions were eased, however, volumes were significantly below baseline levels.
- All Local Authorities also saw month on month increases in Parks movements, with the exception of West Lothian (-4%), and volumes were above baseline levels in all areas.
- Workplace movements increased marginally compared to the previous month in all areas, but growth was less pronounced than in the other movements categories. Volumes in all regions remain significantly below baseline levels.

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COVID19 Trends in Sub-National Travel

April Report

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 April compared to the previous month. Growth across city regions was similar, ranging from 4% (Dundee) to 6% (Glasgow). Activity in non-city regions ranged between 3% (Clackmannanshire, East Dunbartonshire, North Lanarkshire and South Lanarkshire) to 12% (Stirling).
- There was significant regional variation in volumes compared to baseline, ranging between -6% (Edinburgh, Glasgow and Perth and Kinross) and 17% (Midlothian). Movements in all city regions were marginally below baseline levels.

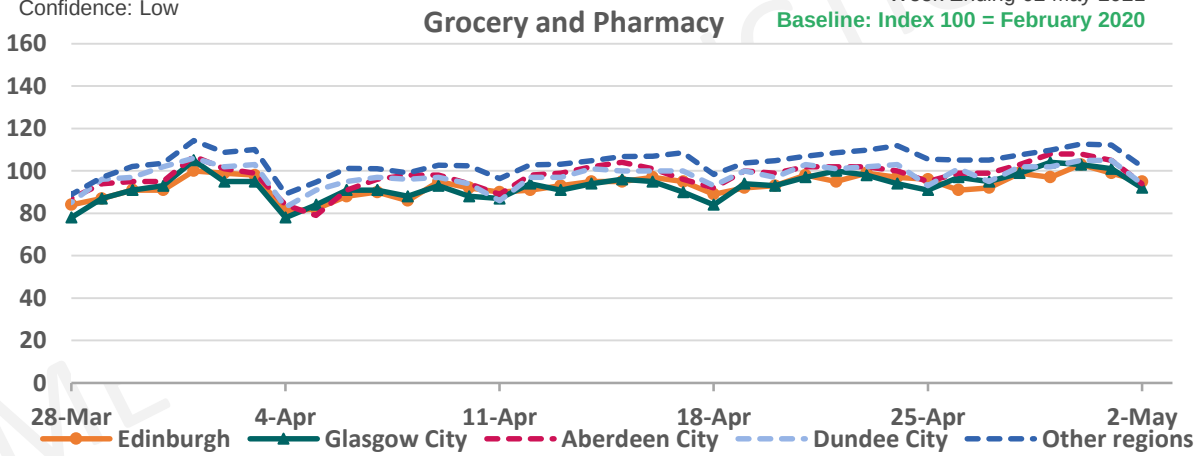
'Retail and Recreation' Key Points

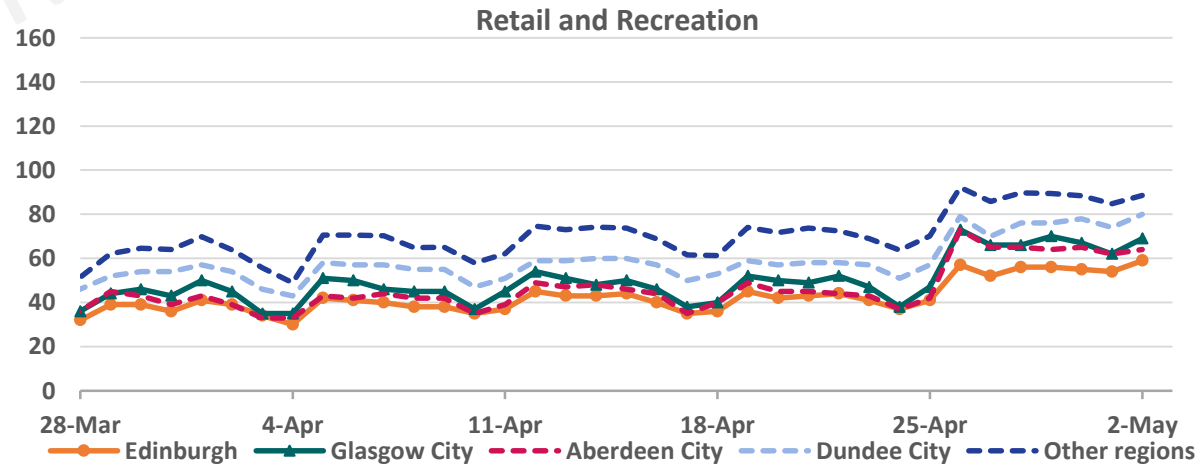
- Retail and Recreation activity also increased in all regions on average in April compared to March. Non-city regions saw similar increases to city regions, with values across all areas ranging between 9% (Angus, Dumfries and Galloway, and Edinburgh) and 25% (Midlothian).
- Activity remained significantly down in all areas compared to baseline. The change in activity levels in city regions was lower than most non-city regions, ranging from -39% (Dundee) to -56% (Edinburgh). Non-city regions recorded reduced volumes of between -19% (Angus and South Lanarkshire) and -41% (Stirling) compared to baseline.

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 5 May 2021
Confidence: Low

Latest available data:
Week Ending 02 May 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.

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COVID19 Trends in Sub-National Travel

April Report

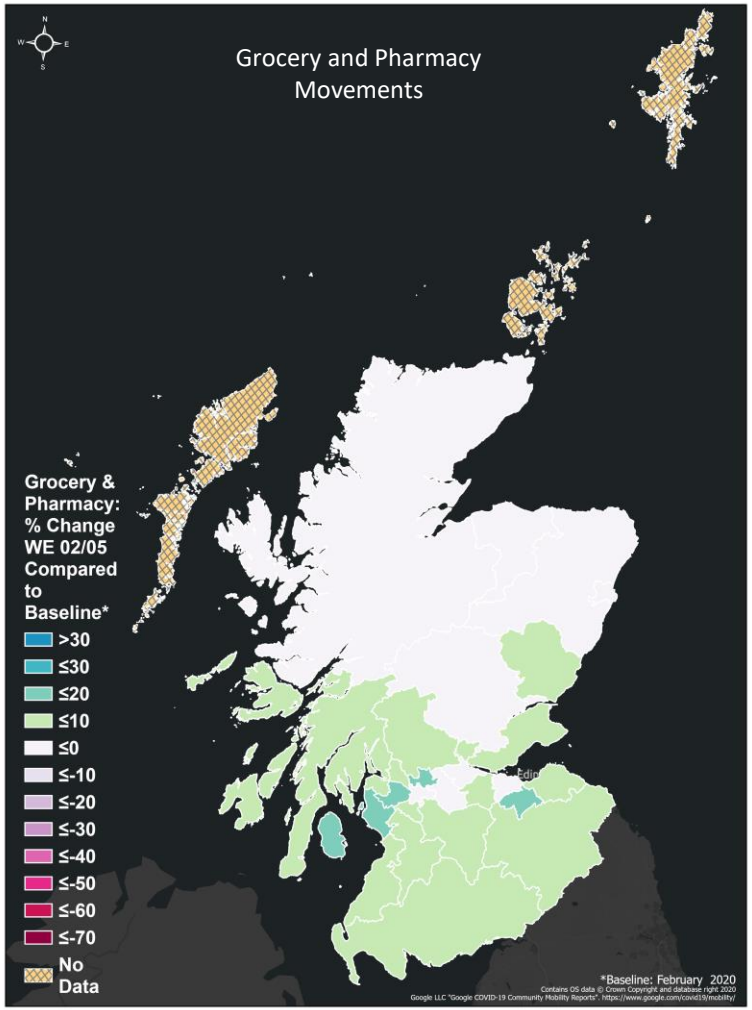
GOOGLE TRENDS – 'Grocery & Pharmacy' and 'Retail & Recreation'

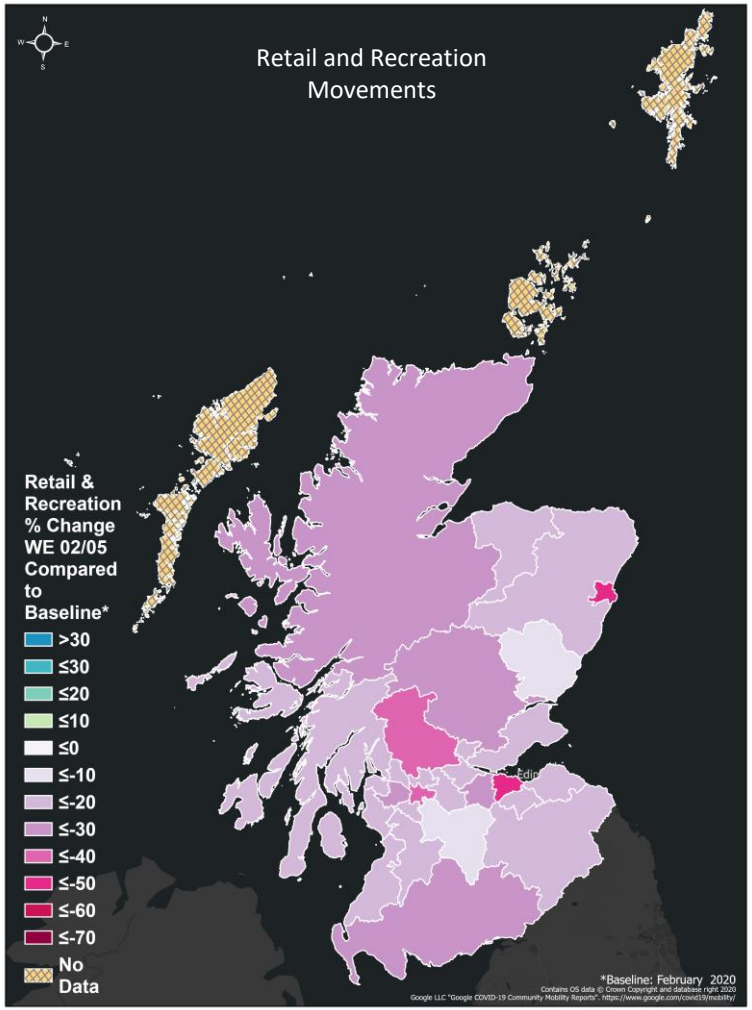
Google Movement Data for Scottish Cities

Source: Google Community Mobility Report
5 May 2021
Confidence: Low

Latest Available Data:
Week Ending 2 May 2021

Baseline: Index 100 = February 2020





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

COVID19 Trends in Sub-National Travel

April Report

GOOGLE TRENDS – 'Parks' and 'Workplace'

'Parks' Key Points

- There were significant data gaps for Parks movements over the month of April, with no data recorded for several non-city regions. Where data is available, it shows significant month on month increases in most areas, with growth in city regions ranging between 3% (Aberdeen) and 22% (Edinburgh), and between 12% (Aberdeenshire) and 48% (Argyll and Bute) in non-city regions. Renfrewshire and West Lothian were the only regions to record decreases, with declines of -5% and -4% respectively.
- Parks activity was above baseline in all areas, ranging between 2% (West Lothian) and 87% (South Lanarkshire). The growth recorded in South Lanarkshire was significantly higher than in other areas, with the next highest being 64% (Falkirk).

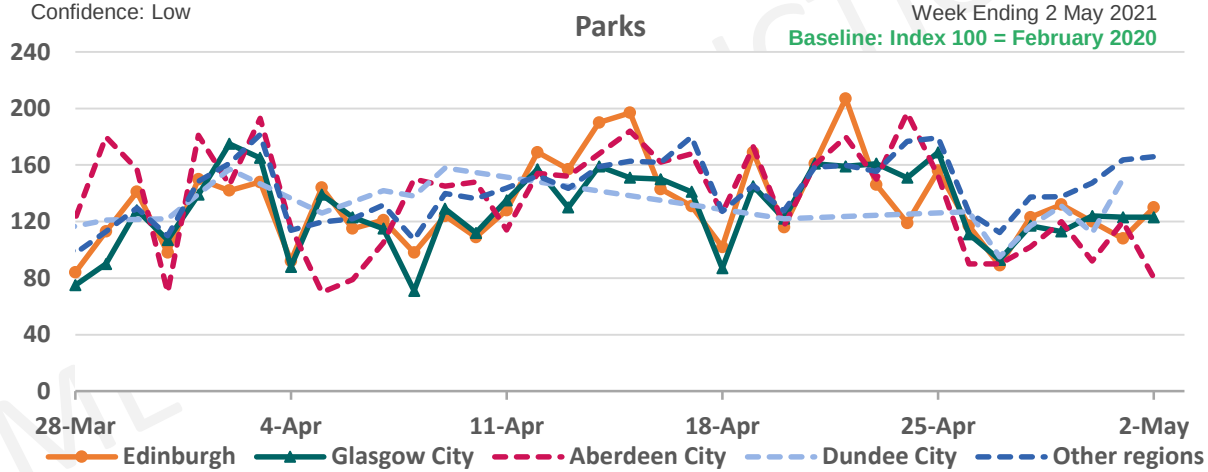
'Workplace' Key Points

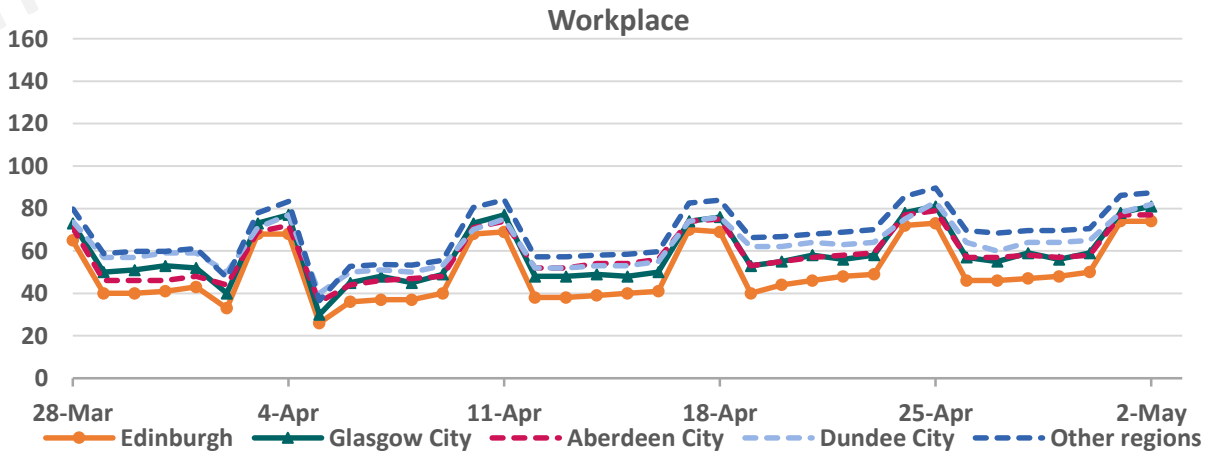
- Workplace movements increased in most regions comparing April to March. Increased recorded ranged between 0% (Orkney) and 7% (Dumfries and Galloway and Na h-Eileanan an Iar).
- Workplace movements remained below baseline levels in all regions. Declines were generally slightly greater in city regions, ranging between -37% (Dundee) and -50% (Edinburgh), compared to -25% (Dumfries and Galloway and Moray) and -39% (Stirling) in non-city regions.

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 5 May 2021
Confidence: Low

Latest available data:
Week Ending 2 May 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.*

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COVID19 Trends in Sub-National Travel

April Report

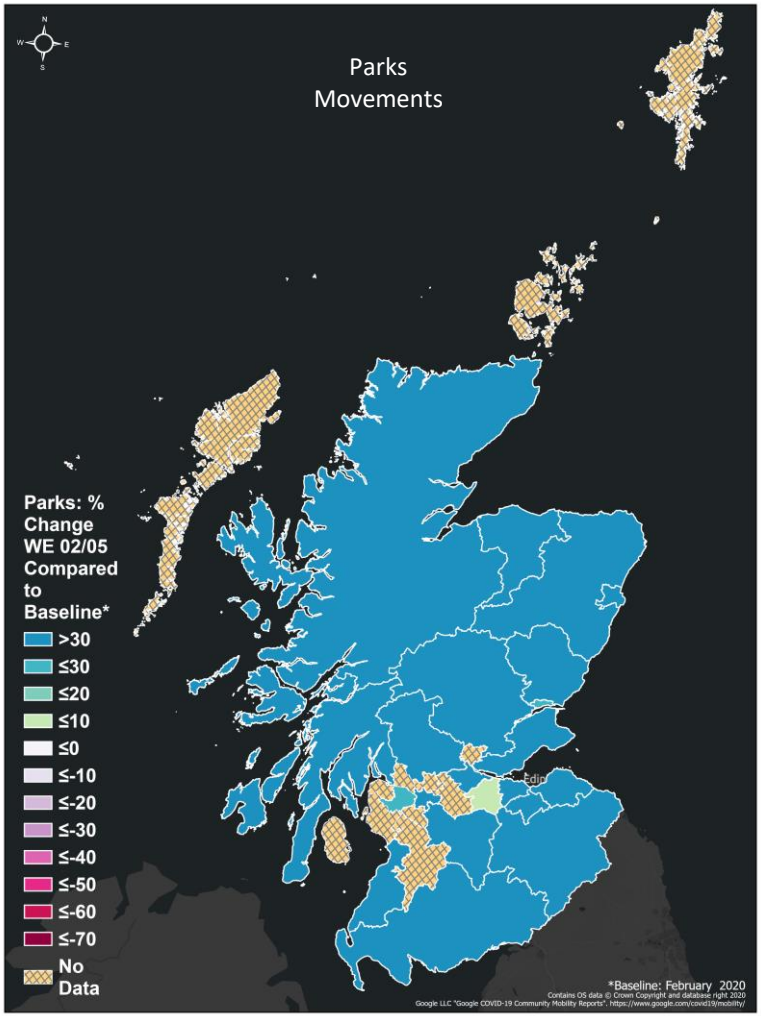
GOOGLE TRENDS – 'Parks' and 'Workplace'

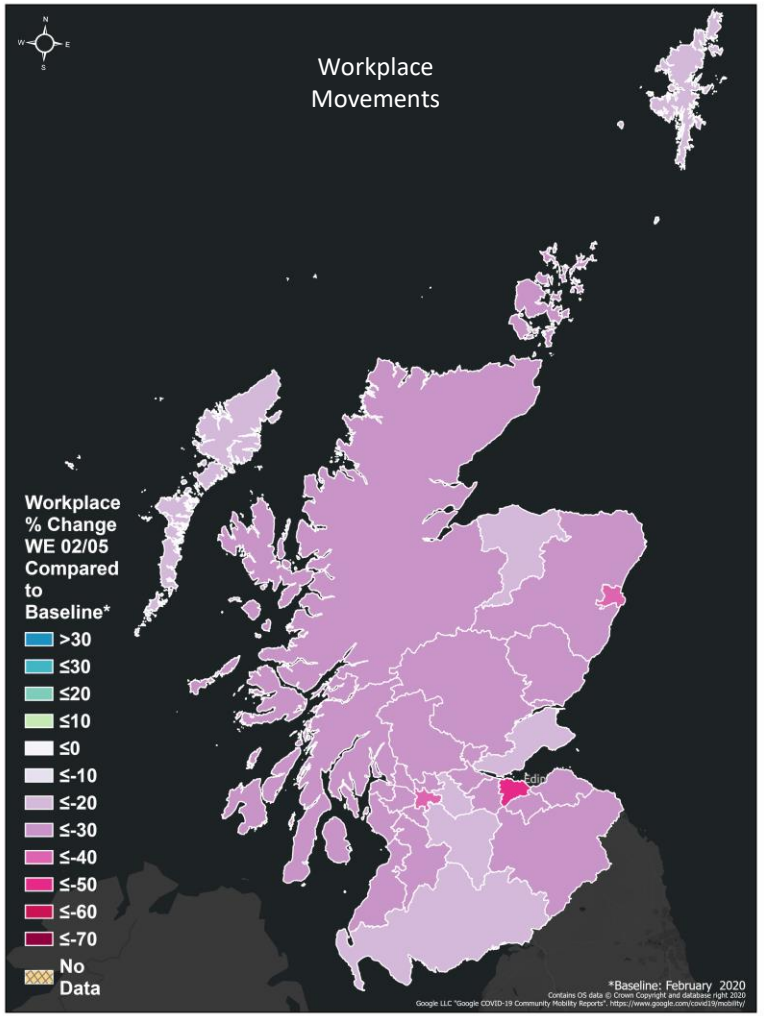
Google Movement Data for Scottish Cities

Source: Google Community Mobility Report
5 May 2021
Confidence: Low

Latest Available Data:
Week Ending 2 May 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.

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COVID19 Trends in Sub-National Travel

April Report

GOOGLE TRENDS – Mobility

Key Points

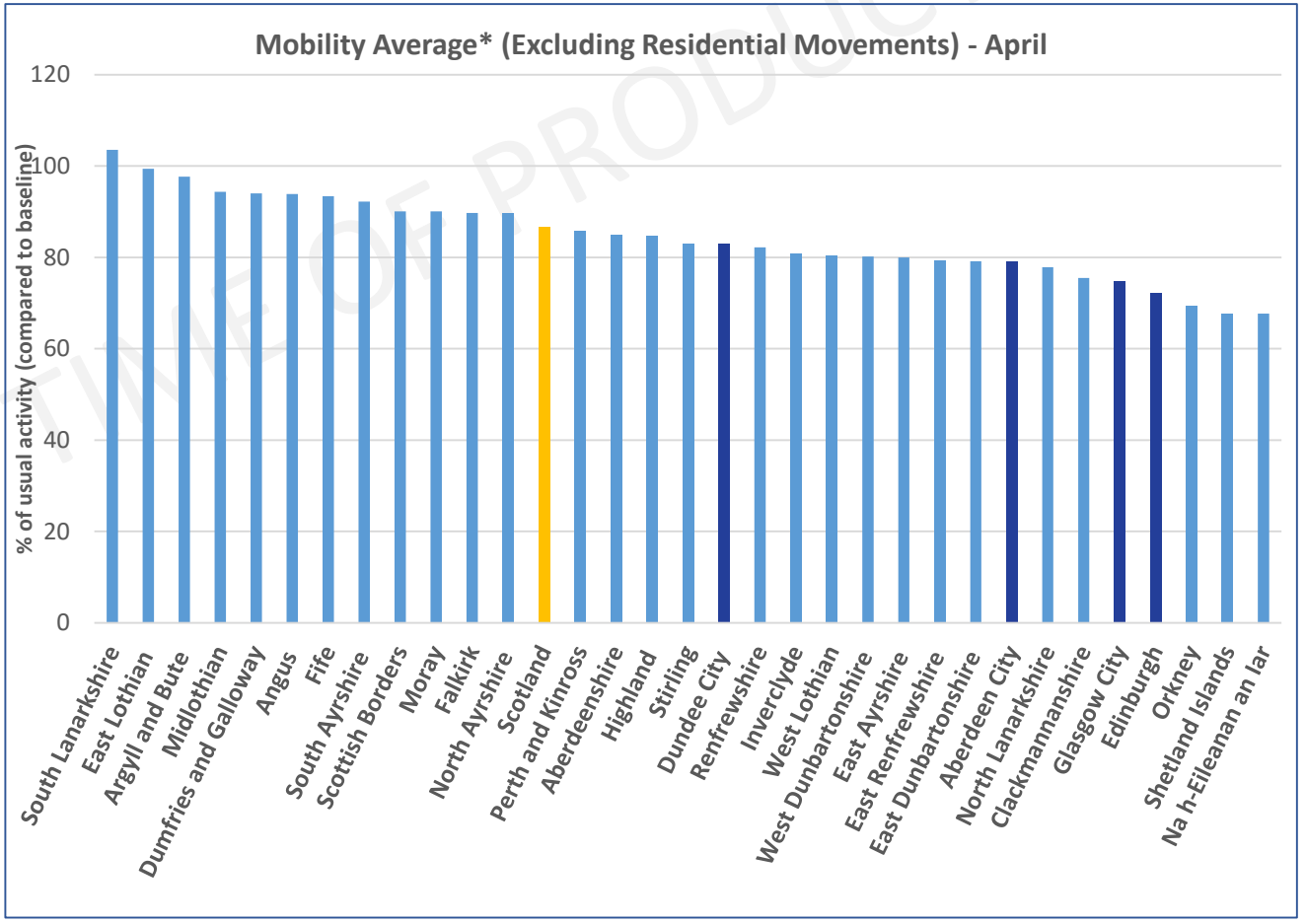
- Excluding island regions due to limited data, the mobility average increased in all areas over the month of April compared to March, with values ranging between 5% (Clackmannanshire and West Lothian) and 22% (Argyll and Bute).
- Most regions remained below typical levels comparing the mobility average for April to the baseline period of February 2020. In city regions, average mobility ranged from -17% (Dundee) to -28% (Edinburgh). Non-city regions recorded volumes of between 3% (South Lanarkshire) and -25% (Clackmannanshire).

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 5 May 2021
Confidence: Low

Latest available data: Week Ending 2 May 2021
Baseline: Index 100 = February 2020



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COVID19 Trends in Sub-National Travel

April Report

The Small Print

Purpose and Baseline

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

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

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

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

- The equivalent day in 2020 for concessionary bus, cross border traffic, subway, tram.
- The equivalent week in 2020 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.

COVID19 Trends in Sub-National Travel
April Report

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 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.

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).