



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2022

Summary Transport Statistics

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1. Introduction

This chapter highlights some of the main findings from Scottish Transport Statistics, the accompanying summary tables provide longer term trends than those included in the individual chapters and include comparisons between Scotland and Great Britain. This publication covers data up until 2021-22.

2. The content of this chapter

This chapter covers the following topics:

3. Overview of travel in Scotland
4. Motor vehicles, traffic and road casualties
5. Public transport: bus, rail, air and ferry
6. Personal travel (e.g. driving, walking and cycling; travel to work and school)
7. Cross-border transport
8. Environment and emissions

3. Overview of travel in Scotland

Transport and travel habits in Scotland were profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020. Comparisons with 2020 should therefore be treated with caution.

Public transport journeys rose by 95%, with 295 million public transport journeys made by either bus, rail, air, or ferry in 2021-22. This was up from the 151 million public transport journeys recorded in 2020-21.

Bus remained by far the most commonly used form of public transport in 2021-22, with 79% of public transport journeys made by bus, 16% by rail, 2% by air and 3% by ferry.

The number of bus journeys increased by 87% in 2021-22. This followed on from a generally declining trend which had seen bus passenger numbers drop by 21% in the ten years leading up to 2019-20.

Rail journeys, which had been steadily increasing in the years immediately prior to the pandemic, showed an increase of 225% over the year.

Air passengers, which had increased by 28% in the ten years prior to the pandemic, then fell by 0.6% between 2020 and 2021. Ferry passengers showed an increase of 56% over the year.

Road traffic also rose in 2021-22,. Overall road traffic increased by 15%, with car traffic also increasing by 15%. This followed a steadily increasing trend with road traffic increasing by 10% in the 10 years up to 2019.

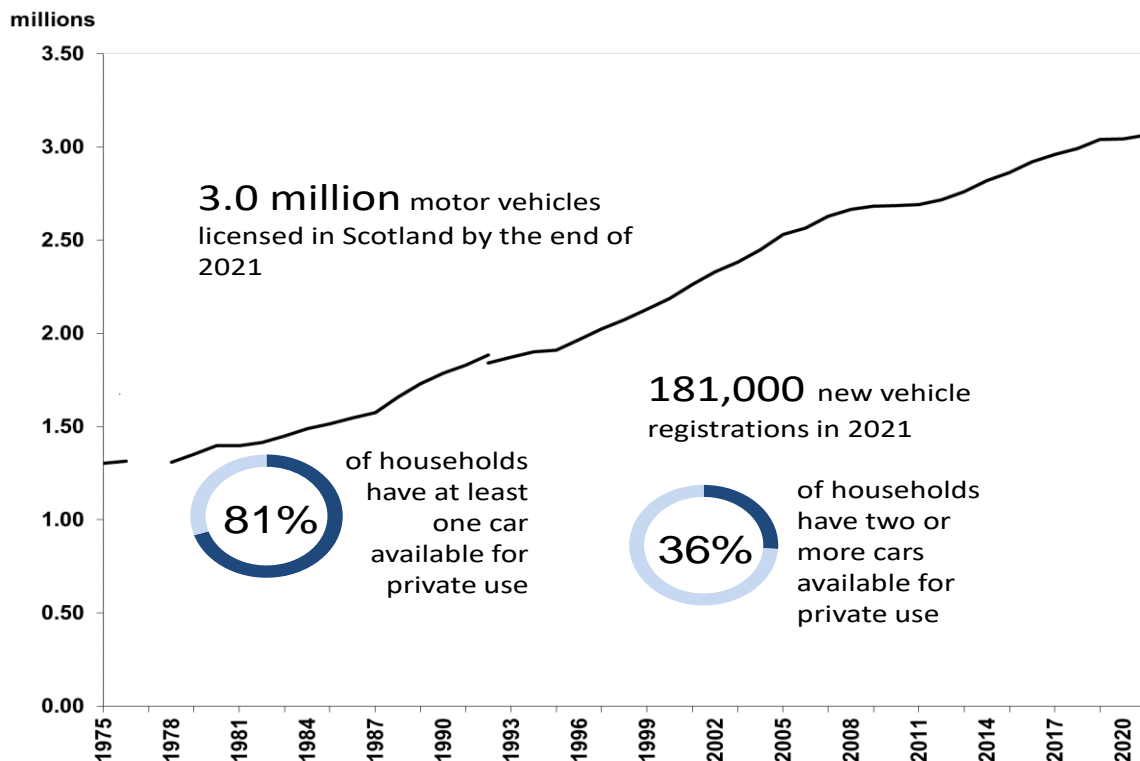
During the pandemic cycling was one of the few transport types to demonstrate an increase in traffic. However, estimates now show that on-road cycling decreased by 27% over the past year.

	2016-17	2020-21	2021-22	Change over 1 year	Change over 5 years
Car Traffic (m/veh km)	35,484	27,032	31,063	14.9%	-12.5%
Pedal Cycle Traffic (on-road) (m/veh km)	288	597	435	-27.1%	-51%
ScotRail Passengers	94.2	14.4	46.7	225%	-50.5%
Bus Passengers (millions)	392	125	234	87.2%	-40.3%
Air Passengers (millions)	26.9	7.039	7.0	-0.6%	-74.0%
Ferry Passengers	10.1	4.9	7.7	-55.3%	-23.8%
	<i>Source: STS 2022, Table S1 except Traffic estimates from table 5.3.</i>				

4. Motor vehicles, traffic and road casualties

4.1 Motor vehicles

Figure 1: Motor vehicles licensed in Scotland



There were 3.0 million motor vehicles licensed in Scotland in 2021. This is the highest level recorded, having increased slightly from 2020.

The total number of vehicles registered in Scotland has been increasing steadily over the longer term. The current total is 14% higher than in 2011 and has more than tripled since 1964.

The number of *new* vehicle registrations increased by 13% in 2021. During the UK lockdown (which applied from 23 March 2020), vehicle dealerships and showrooms were required to close, removing the main method by which new vehicles are sold in Scotland. This was lifted in Scotland on the 29th June. However local restrictions may have applied at later points in the year.

Whilst the significant decrease in 2020 will be linked to the pandemic, the number of new registrations had also decreased in the previous three years. This suggests that

in recent years people have been buying fewer new vehicles, but retaining existing vehicles for longer.

There were fewer vehicles per person in Scotland than in Great Britain as a whole (56 compared to 60 per hundred population), as has consistently been the case in recent years.

4.2 The road network

There were 57,077 kilometres of public road in Scotland in 2021. Seven per cent of this was trunk road, which is managed centrally by Transport Scotland; the remaining roads are the responsibility of Local Authorities.

In Scotland, there was 10.4 kilometres of road per 1,000 people, compared to 6.1 km per 1,000 people in GB as a whole.

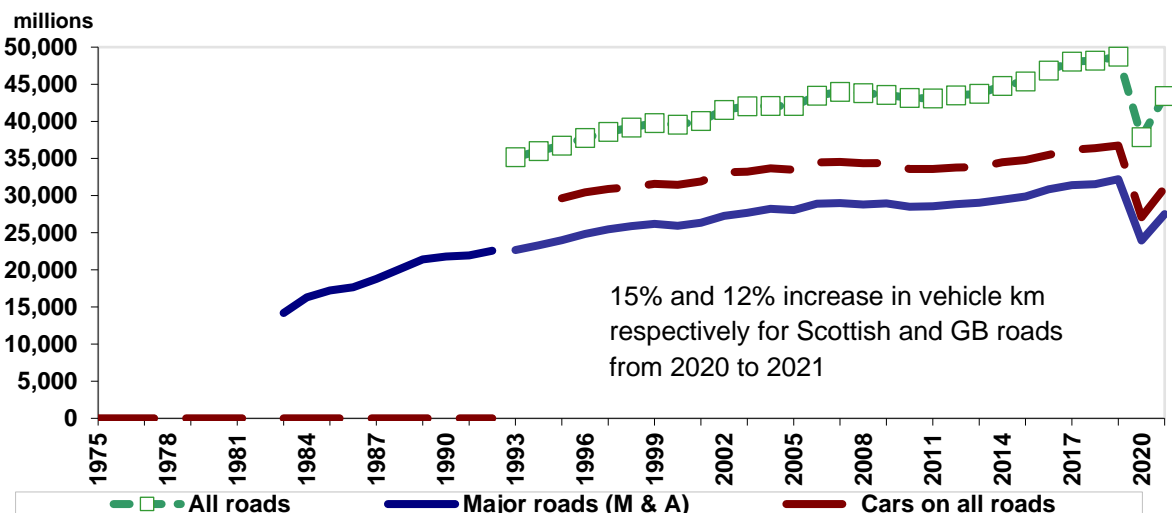
4.3 Road traffic

The distance travelled on Scotland’s roads was the lowest recorded since 2006. In 2021, 43.4 billion vehicle kilometres were travelled, an increase of 15% compared to the previous year, and 1% more than in 2011.

Prior to the pandemic, the volume of traffic on major roads (Motorways and A roads) had more than doubled since 1983, from an estimated 14,185 million vehicle kilometres to around 32,000 million vehicle kilometres in 2019.

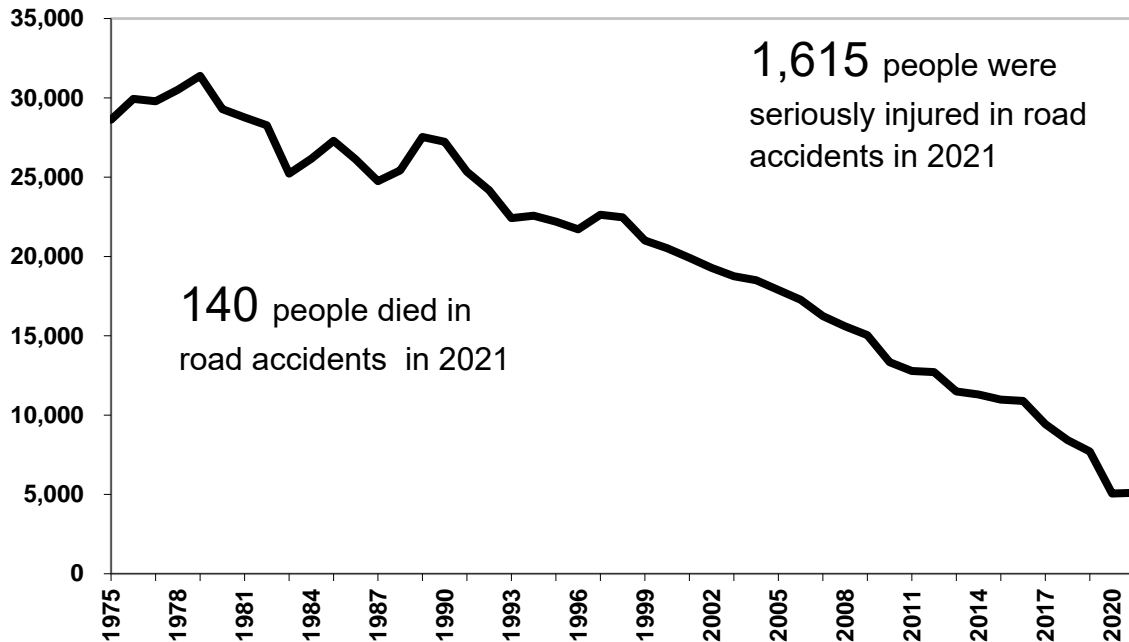
Car and van users reported that 12% of journeys were delayed due to traffic congestion in 2021.

Figure 2: Traffic in Scotland (vehicle km)



4.4 Road casualties

Figure 3: Reported road casualties of all severities – including fatal, seriously injured and slightly injured







The total number of casualties on Scottish roads rose 1% between 2020 and 2021 and is at the second lowest level since records began over 50 years ago.

These latest figures will have been influenced by the reduction in traffic seen over the course of the pandemic. However, prior to the pandemic recorded casualties were declining. The total number of road casualties decreased by 62% over the last decade. Casualties of all severities have fallen over this period.

In Scotland in 2021, for every thousand people in the population, 0.32 were killed or seriously injured in road accidents, compared to 0.42 for Great Britain.

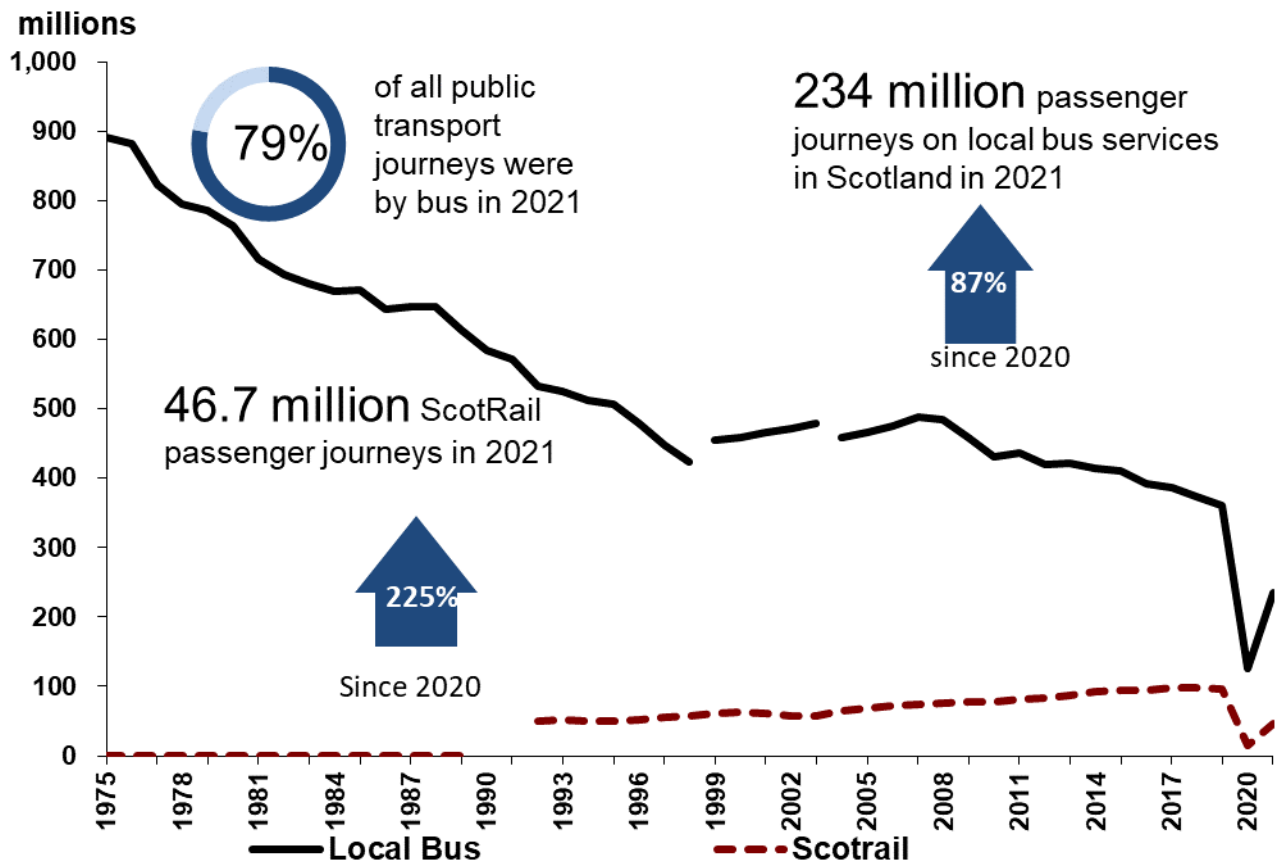
Figure 4: Road accident casualties by mode of transport

	Share of all road casualties	Yearly change in number of casualties
	57%	+5%
	15%	-5%
	9%	+9%
	10%	-16%

5. Public transport: bus, rail, air and ferry

5.1 Local bus and rail services

Figure 5: Bus and rail passenger numbers in Scotland



Bus

Bus travel in Scotland was profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020. Comparisons with 2020 should therefore be treated with caution.

In 2021, there were 234 million bus passenger journeys, an increase of 87% on the previous year. Two fifths of all bus journeys in 2021 were made under the National Concessionary Travel scheme, a very similar proportion to 2020.

Prior to the pandemic, bus passenger journeys had been falling over the longer term. The figures almost halved between 1960 and 1975 and roughly halved again by 2019.

The distance covered by local bus services (expressed in terms of ‘vehicle kilometres’) can be seen as a measure of bus service provision. Although this rose in 2021 by 13%, this was a much smaller rise than the increase in passenger numbers (87%).

Rail

Rail travel in Scotland was profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020. Comparisons with 2020 should therefore be treated with caution.

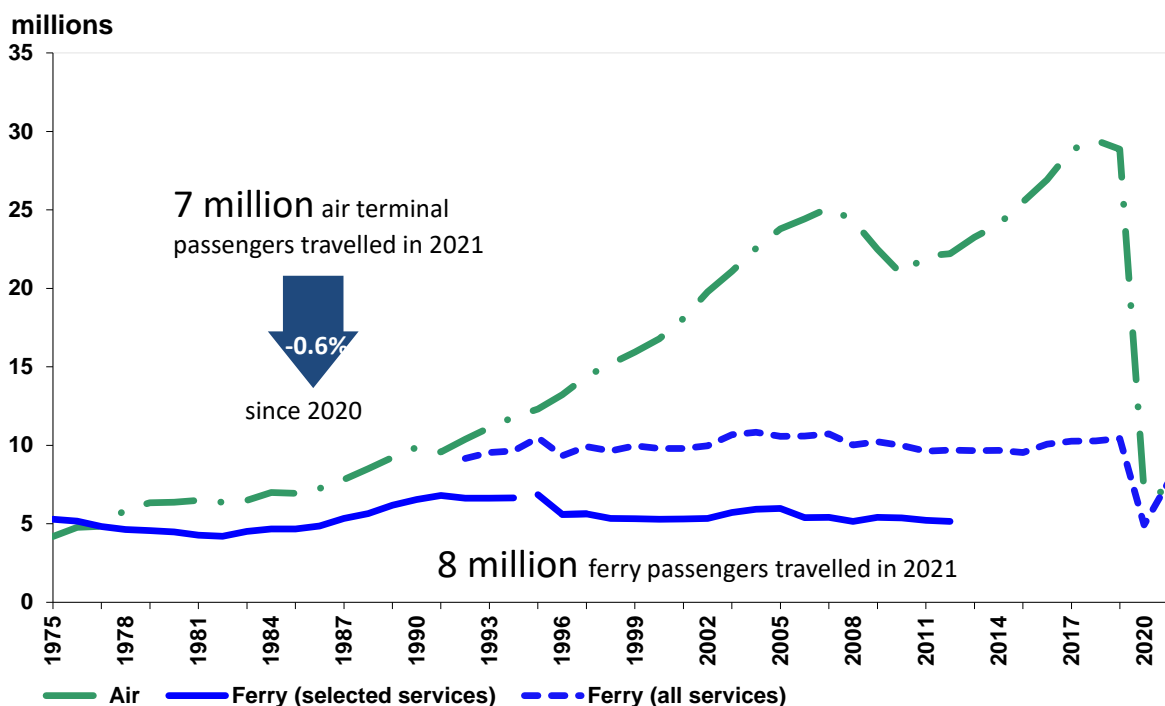
There were 46.7 million ScotRail passenger journeys in 2021-22, an increase of 225% from 2020-21.

Prior to the pandemic, rail patronage had been rising steadily and was 25% higher in 2019-20 compared to 2009-10.

Similar to bus services, the distance covered by scheduled trains in Scotland did rise by 8% in 2021-22. However this was not to the same scale as the increase in passenger numbers (225%).

5.2 Air and ferry passengers

Figure 6: Air and ferry passenger numbers in Scotland



Note: in the above figure, 'selected services' refers to those services for which data is available back to 1975 – Caledonian MacBrayne, P&O Scottish Ferries, Northlink Orkney and Shetland Ferries and Orkney Ferries.

Air

There were 7 million air terminal passenger numbers in 2021, down 0.5% compared to the previous year, and 68% lower than 2011. Prior to the pandemic, air passenger numbers had been increasing over time, with a 28% increase in the ten years up to 2019.

In 2021, 9% of all terminal passenger traffic was from within Scotland, 51% was to or from other parts of the UK, 33% was between Scotland and mainland Europe.

Ferry

In 2021, 7.7 million passengers travelled by ferry (including traffic within Scotland and to and from Northern Ireland), a 55% increase on the previous year.












Across all ferry routes, 3 million vehicles were carried in 2021 (including traffic between Scotland and Northern Ireland and within Scotland), a 46% increase on the previous year.

6. Personal travel (e.g. driving, walking and cycling; travel to work and school)

In 2021, 78% of people aged 17 or over had a full driving licence. The proportion of men aged 17+ holding a licence was higher than women (80% compared to 75%).

34% of people drove every day in 2021, with around 80% of households having access to at least one car.

Figure 7: Main modes of travel to work and school 2021

Main mode of travel to work:			Main mode of travel to school:		
Car (driver) 	68.0%		Walk 	54.4%	
Walk 	12.1%		Car/Van 	22.0%	
Bus 	6.8%		Bus 	19.4%	
Car(passenger) 	2.9%		Other	1.3%	
Rail 	4.1%		Cycle 	1.9%	
Cycle 	4.3%		Rail 	1.0%	
Other	1.9%				

Forty per cent of employed people reported that they currently worked from home. Of those that travelled to work in 2021, 27% of journeys to work were by public or active travel.

Seventy per cent of people were either very or fairly satisfied with public transport in 2021.

7. Cross-border transport

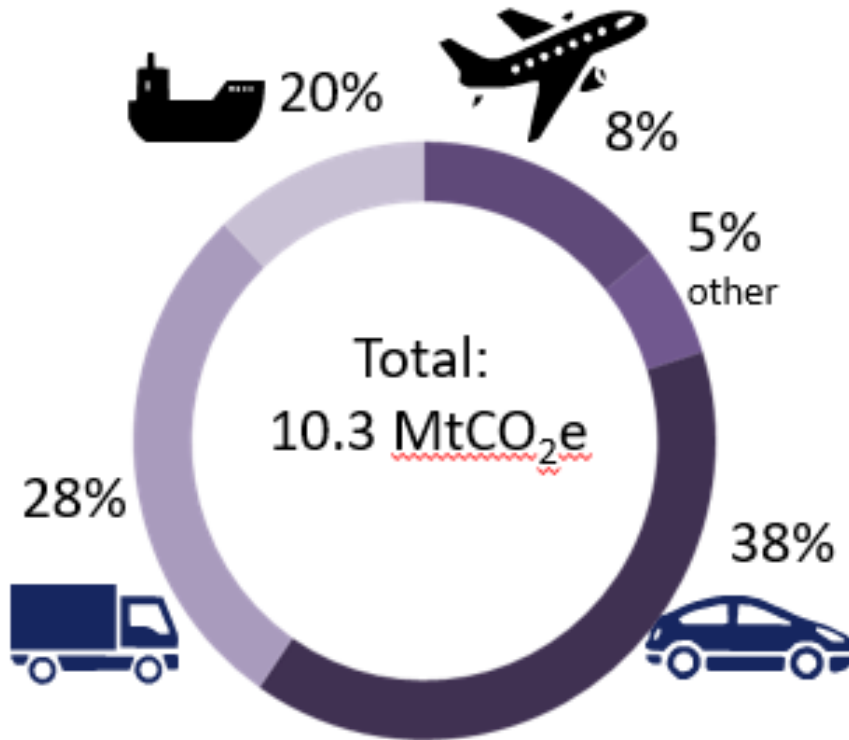
As with transport more generally, cross-border transport was significantly affected by the Coronavirus pandemic. In 2021, there were 5 million air and ferry passenger journeys to other parts of the UK, an increase of 25% since 2020. The majority of these journeys were made by air (3.6 million).

The most recently available figures for cross-border rail journeys are for 2020 and cover the pandemic period. These show 1.4 million passenger journeys were made to other parts of the UK in 2020.

In 2021, 2.4 million passenger journeys were made to and from other countries by air, a decrease of 76% since 2011.

8. Environment and emissions

Figure 8: Share of greenhouse gas emissions by mode in 2020



The most recently available figures for transport emissions relate to 2020.

Transport accounted for 25.9% of Scotland's total greenhouse gas emissions in 2020.

Scotland's transport emissions in 2020 were 25.9% lower than in 2019, and 30.6% lower than in 1990.

Over the longer term, newly registered cars have become more efficient in terms of carbon dioxide emissions, with average CO₂ emissions in Scotland for new car registrations falling by 10% over the last ten years. However, although average CO₂ emissions for newly registered cars have increased by 2% in each year between 2017 and 2020 they did fall by 3% between 2020 and 2021

Figure 9: Change in emissions by key transport mode between 2019 and 2020



At the end of 2021, ultra-low emission vehicles (ULEVs) accounted for 1.4% of vehicles licensed in Scotland.

Notes

This worksheet contains one table.

Note number **Note text**

note 1	DTF has revised the figures for the light goods and goods body types back to 2001. DTF does not have the underlying data to revise earlier years' figures.
note 2	Financial years The passenger figures are annual estimates on an annual methodological improvement. Figures prior to this period are not direct comparable. See Chapter 2 for more detail. Figures from 2008 include Government support for buses which is not available for the two previous years. Passenger numbers for 2016 to 2021 have been revised. Vehicle Miles for 2014 to 2021 have been revised.
note 3	<u>Following a methodology change from paper to online data, estimates of the amount of crude oil and products carried by pipelines are based on data from 2012 onwards. Figures for the period 2008-2011 are based on data from the methodology change and results from an investigation, please see here.</u>
note 4	The estimated amounts of crude oil and products carried by pipelines over 50km in length, 2012 figures are provisional.
note 5	ScotRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2009/10. Figures from 2003/04 onwards present the impact of this on previously reported data to provide a more meaningful year on year comparison. Note that this has no impact on actual journey undertaken.
note 6	The Office of Rail and Road (ORR) produce total passenger figures. These are not adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail figures. There is a series break between 2007-08 and 2008-09 due to a change in the methodology. From 2008-09 estimates of PTE travel (zone cards) are included.
note 7	Services to Europe, Northern Ireland and within Scotland (Previous versions of STS only included services where data is available back to 1975, this can still be found in Table H13. Figures for passenger numbers on the Cairn Ferry service in 2013, 2014 and 2015 have not been included in the total for Scotland as the figures are new estimates and considered as 'data under development'.
note 8	Totals have been revised in 2012 to include slip roads on Trunk A roads which had previously been excluded. See Road Network chapter for more information.
note 9	Changes in the layout of the M74/M77/M8 during 2012 are likely to have affected the traffic data for motorways.
note 10	Due to changes in the way casualty severities are recorded, motorway figures prior to 2004 are not comparable with later years.
note 11	Changes in the layout of the M74/M77/M8 during 2012 are likely to have affected the traffic data for motorways.
note 12	Estimates for the period since 2010 have been revised to take into account the minor road benchmarking exercise. Further details available at: https://www.gov.uk/government/publications/load-traffic-statistics-load-benchmarking
note 13	The figures from 2018 onwards are not comparable with previous figures, as they are collected in a different way.
note 14	https://www.gov.uk/government/publications/load-traffic-statistics-mission-benchmarking
note 15	The apparent year-to-year fluctuations in some of the figures may be due to sampling variability.
note 16	1999 to 2007 results can be viewed by unchecking columns E to H.
note 17	The Travel diary methodology changed in 2007 and in 2012, creating a break in the time series.
note 18	Employed adults (aged 16+) not working from home.
note 19	Figures for 2017 travel to work by car or van or by train have been revised from 87.7 to 81.1.
note 20	Train journeys were not included in publications before 2018. They have now been added, and the 2018 figure is 0.1% higher than previous published.
note 21	Figures for 2017 Travel to school by car or van have been revised from 25.5.
note 22	From 2012 Q4 the question was changed to ask about access to cars / vans instead of just cars.
note 23	Data published in 2015 erroneously included a value of 12.5 because of the exclusion of vans, this table contains the revised data.
note 24	England, Wales or Northern Ireland - for the purposes of this table, UK offshore is not counted as another part of the UK.
note 25	Scotland / Northern Ireland ferries.
note 26	Figures for 1999 and earlier years are available on the website. They are approximate as they include an element of estimation.
note 27	The Rough/Dunrobin service started in May 2002, there was a drop in the frequency of service from November 2005 and the passenger service ceased in December 2010. Figures for services between Lerwick and other countries are available from 1998.
note 28	Freight lifted by UK HGVs only - does not include freight carried by other HGVs or by other types of vehicle (such as light goods vehicles). The figures for 2004 onwards are not directly comparable with earlier years, due to changes to the survey methodology in process.
note 29	The Rail figures for 'south UK' include freight taken to Scottish, English or Welsh ports for export.
note 30	Figures relate only to exports/imports from major ports only. Note these have increased over the years.
note 31	The Rail figures for 'south UK' include freight imported at an English or Welsh port, then brought into Scotland by rail.
note 32	Figures are for combined years e.g. 2011 covers 2011/12.
note 33	DTF revised to methodology from 2004, causing a break in the series.
note 34	Passenger numbers for 2016 to 2021 have been revised.
note 35	The GB figures relate to motor vehicle traffic only, and therefore exclude a small amount of special cycle traffic. Estimates for the period since 2005 have been revised following the minor road review. Further details are available in the technical report, available at: https://www.gov.uk/government/publications/load-traffic-statistics-guidance
note 36	Financial years
note 37	Total passenger figures are produced by the ORR and have not been adjusted to reflect ScotRail's revised zonecard methodology.
note 38	Figures are based on the origin and destination of trips and do not count stages of these trips separately.
note 39	The estimated amounts of crude oil and products carried by pipelines over 50km in length, 2012 figures are provisional.
note 40	These figures are for freight lifted by Heavy Goods Vehicles. The GB figures are for freight transported within GB, the Scottish figures include small amounts of freight destined for Northern Ireland and outside the UK.
note 41	Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011.
note 42	Figures for 2008-09 onwards have been revised due to an error in the LONDON calculation of journeys between Edinburgh and Glasgow.
note 43	Figures are based on the origin and destination of trips and do not count stages of these trips separately.
note 44	Due to changes in the way casualty severities are recorded, motorway figures prior to 2004 are not comparable with later years.
note 45	The figures from 2018 onwards are not comparable with previous figures, as they are collected in a different way.
note 46	The figures for Car and Air are for calendar years; latterly, the figures for Bus and Rail are for the financial years which start in the specified calendar year (the 1996 figures are for 1996-07).
note 47	Pre-1976, the figures are the totals of passenger journeys for the Scottish Bus Group and the four city corporations. Therefore, they include any non-stage (non-coast) services run by these operators, and exclude other operator (stage (boat) services). Glasgow Corporation's figures may have included passenger journeys on trolley buses and the Glasgow Underground. Figures from 2004 onwards have been subject to revision due to methodology improvements.
note 48	Figures from 1995 onwards were revised by ORR in 2013 due to improvements to methodology. There is a series break between 2007-08 and 2008-09 due to a change in the methodology. From 2008-09 estimates of PTE travel (zone cards) are included. Figures in 2001-02 and 2002-03 were affected by industrial action.
note 49	This grouping was used in STS until 2012 and includes these routes for which figures are available back to 1971: Calderston MacBryne, P&O Scottish Express / North UK Channel and Shetland Ferries, and Cherry Ferries. The figures from 1995 are affected by the reduction in traffic caused by the withdrawal of the Whitehaven service when the Sky Bridge opened in October 1995.
note 50	All ferry routes within Scotland, between Scotland and Northern Ireland and between Scotland and Europe, for which passenger data is available (see chapter 9 for more detail).
note 51	Due to changes in the survey in response to covid-19, 2020 data is not directly comparable with previous years, so there is a break in the time series between 2019 and 2021.
note 52	The figures for 'coast', 'inland', 'coastal shipping' and 'inland waterways' are the total amounts lifted in Scotland. The category of 'coastal shipping' is shown for transport reasons. It is defined in a different way, the 'coastal shipping' figure is the total lifted in Scotland due to the total lifted elsewhere in the UK, which is delivered to Scotland. The 'inland' figure is the estimated amount of crude oil carried by on-shore pipelines which are over 50km in length. This table does not show one port traffic to / from oil rigs and the sea bed.
note 53	The figures are all for calendar years except for the figures for 'inland waterways' which are for the financial years which start in the specified calendar year (e.g. the rail figures for 1997 are for 1997-08).
note 54	The estimated amounts of crude oil and products carried by pipelines over 50km in length, 2012 figures are provisional.
note 55	A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis.
note 56	Changes to the methodology for collecting road freight data mean that previous figures are not comparable.
note 57	Pipeline figures for 2012 are provisional.
note 58	Revisions made to rail freight from 2001 onwards due to an error in the formula for calculating the figures.
note 59	Domestic freight estimates from 2011 to 2016 were revised in 2011.
note 60	The figures from 2018 onwards are not comparable with previous figures, as they are collected in a different way.
note 61	The figures for 'coast', 'inland', 'coastal shipping' and 'inland waterways' relate to freight lifted in Scotland by 'pipelines' (i.e. the estimated tonne-kilometres for crude oil carried by on-shore pipelines which are over 50km in length). This table does not show the tonne-kilometres for one port traffic to / from oil rigs and the sea bed or for coastal shipping (as defined in part 16 of this table).
note 62	The figures are all for calendar years except for the figures for rail which are for the financial years which start in the specified calendar year.
note 63	Over 50km.
note 64	A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis.
note 65	Changes to the methodology for collecting road freight data mean that previous figures are not comparable.
note 66	Pipeline figures for 2012 are provisional.
note 67	Revisions made to rail freight from 2001 onwards due to an error in the formula for calculating the figures.
note 68	Domestic freight estimates from 2011 to 2016 were revised in 2011.
note 69	The increase in motorway traffic in 2012 is the result of new motorway opening. More detail can be found in the road network chapter.
note 70	Estimates for minor roads for the period since 2000 have been revised to take into account the minor road benchmarking exercise. Further details available at: https://www.gov.uk/government/publications/load-traffic-statistics-load-benchmarking
note 71	The figures for vehicles licensed for 1974 to 1979 are on different bases, due to the effect on the annual 'turnover' of the transfer of licensing records from local offices to the DVLA.
note 72	For years up to 1992 estimates are taken from the DVLA annual vehicle census, from 1993 onwards estimates are taken from the Vehicle Information Database and are not consistent with previous years. The HD figure for 1992 was 3,863,000 compared with the DVLA figure of 1,884,000.
note 73	New registration results to 1994 are taken from geographical analysis provided by DVLA. Results for 1995 onwards are estimated using post 1994 area data. The vehicle location system was subject to major revisions from July 1995.
note 74	DTF has revised the figures for the light goods and goods body types back to 2001. DTF does not have the underlying data to revise earlier years' figures.

Table S1 Summary of Transport in Scotland - Numbers

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Type of transport	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 [Note 52]	2021 [Note 52]
Vehicles Licensed											<i>thousands</i>
Private and Light Goods [Note 1]	2,369	2,395	2,436	2,496	2,537	2,594	2,638	2,665	2,711	2,708	2,712
All Vehicles [Note 1]	2,691	2,717	2,759	2,821	2,863	2,919	2,962	2,991	3,041	3,042	3,064
New Registrations	202	216	241	262	268	270	250	233	221	161	181
Local Bus Services [Note 2]											<i>millions</i>
Passenger Journeys (boardings) [Note 3]	436	420	421	414	410	392	386	373	361	125	234
Vehicle Kilometres [Note 3]	338	327	332	328	333	329	326	322	326	254	288
Passenger Revenue											<i>£ million</i>
at latest year's prices [Note 3]	771.5	790.1	772	757	785.6	782.6	760.1	734.5	699	465.5	540.6
Freight Lifted											<i>million tonnes</i>
Road [Note 4]											138.4
Rail [Note 2] [Note 15]	9.87	8.43	available]	available]	available]	available]	available]	4.45	4.28	3.77	4.23
Coastwise traffic	16.3	12.5	11.4	11.8	14.2	available]	available]	available]	available]	available]	[Unavailable]
One Port traffic	2.42	2.57	2.10	2.19	available]	available]	available]	available]	available]	available]	[Unavailable]
Inland waterway traffic	10.70	10.79	10.69	9.41	10.14	9.42	available]	available]	available]	available]	[Unavailable]
Pipelines [Note 5]	27.8	28.2	available]	available]	available]	available]	available]	available]	available]	available]	[Unavailable]
Total	67.1	62.5	available]	available]	available]	available]	available]	available]	available]	available]	[Unavailable]
Public Road Lengths											<i>kilometres</i>
Trunk (A and M) [Note 10]	3,536	3,566	3,565	3,637	3,638	3,669	3,681	3,735	3,739	3,739	3,747
Other Major (A and M)	7,467	7,473	7,473	7,406	7,414	7,418	7,427	7,500	7,529	7,524	7,528
Minor Roads	44,769	44,873	44,938	45,011	45,100	45,163	45,257	45,355	45,454	45,696	45,802
All Roads [Note 10]	55,772	55,912	55,975	56,054	56,152	56,250	56,364	56,591	56,722	56,959	57,077
Road Traffic [Note 14]											<i>million vehicle-kilometres</i>
Motorways [Note 11]	6,570	7,140	7,262	7,421	7,477	7,829	8,054	8,518	8,654	6,299	7,428
A roads	21,996	21,712	21,786	22,025	22,395	23,019	23,351	23,024	23,557	17,642	20,074
All roads (incl. B, C, uncl.)	43,085	43,498	43,711	44,776	45,374	46,843	48,045	48,187	48,713	37,883	43,410
Reported Road Accident Casualties [Note 12] [Note 13]											
Killed	185	176	172	203	168	191	145	161	164	141	140
Killed and adjusted serious	3,601	3,697	3,281	3,306	3,160	3,248	2,886	2,810	2,614	1,673	1,755
All (Killed, Serious, Slight)	12,785	12,712	11,492	11,302	10,977	10,898	9,433	8,424	7,705	5,056	5,103
Passenger Rail [Note 2] [Note 6]											<i>millions</i>
ScotRail passenger journeys [Note 6]	81.1	83.3	86.3	92.7	93.8	94.2	97.8	97.8	96.4	14.4	46.7
ORR data:											
Rail journeys in/from Scotland [Note 7]	83.3	85.8	86.7	91.7	93.4	94.2	97.1	97.0	94.7	14.9	[Not available]
Passenger receipts (2020 £million)	490.2	509.4	524.5	551.4	571.72	578.0	656.8	649.1	621.4	86.1	[Not available]
Air Transport											<i>thousands</i>
Terminal Passengers	22,065	22,207	23,251	24,076	25,509	26,923	28,831	29,444	28,877	7,039	7,000
Transport Movements	366.3	372.1	376.4	376.2	376.4	376.0	383.9	376.6	367.5	163.7	168.6
Freight	45.2	52.2	54.2	59.9	56.4	55.9	60.3	62.3	58.9	49.0	55.3
Ferries [Note 8]											<i>thousands</i>
Passengers	9,631	9,698	9,662	9,679	9,554	10,073	10,255	10,279	10,427	4,926	7,652
Vehicles	3,109	3,104	2,973	3,075	3,148	3,371	3,506	3,456	3,534	2,113	3,082
of which on routes within Scotland											
Passengers	7,773	7,888	7,831	7,884	7,824	8,320	8,501	8,529	8,656	4,076	6,261
Vehicles	2,589	2,655	2,577	2,626	2,706	2,930	3,060	3,043	3,120	1,861	2,638

Table S2 Summary of Transport in Scotland - index numbers

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Type of transport	2010	2011	2012	2013	2014	2015	2016	2017	2018	2020 [Note 52]		
										2019	2020	2021
											<i>Index 2010=100</i>	
Vehicles Licensed												
Private and Light Goods [Note 1]	100.0	100.2	101.3	103.0	105.6	107.3	109.7	111.6	112.7	114.7	114.5	114.7
All Vehicles [Note 1]	100.0	100.2	101.2	102.8	105.1	106.6	108.7	110.3	111.4	113.3	113.3	114.1
New Registrations	100.0	96.9	103.7	115.7	125.6	128.2	129.5	119.6	111.7	105.8	77.1	86.9
Local Bus Services [Note 2]												
Passenger Journeys (boardings) [Note 3]	100.0	101.3	97.7	97.9	96.3	95.2	91.2	89.7	86.7	83.9	29.1	54.4
Vehicle Kilometres [Note 3]	100.0	97.6	94.4	95.7	94.7	96.3	95.1	94.2	92.9	94.1	73.5	83.2
Passenger Revenue at latest year's prices [Note 3]	100.0	100.3	102.7	100.4	98.4	102.2	101.8	98.8	95.5	90.9	60.5	70.3
Freight Lifted												
Road [Note 4] [Note 9]	..	..	..	..	..	..	..	..	..	..	Unavailable	Unavailable
Rail [Note 2]	available	available	available	available	available	available	available	available	available	available	Unavailable	available
Coastwise traffic	available	available	available	available	available	available	available	available	available	available	Unavailable	available
One Port traffic	available	available	available	available	available	available	available	available	available	available	Unavailable	available
Inland waterway traffic	available	available	available	available	available	available	available	available	available	available	Unavailable	available
Pipelines [Note 5]	available	available	available	available	available	available	available	available	available	available	Unavailable	available
Total	available	available	available	available	available	available	available	available	available	available	Unavailable	available
Public Road Lengths												
Trunk (A and M) [Note 10]	100.0	100.5	101.4	101.3	103.4	103.4	104.3	104.6	106.2	106.3	106.3	106.5
Other Major (A and M)	100.0	100.7	100.8	100.8	99.9	100.0	100.1	100.2	101.2	101.6	101.5	101.5
Minor Roads	100.0	100.2	100.4	100.5	100.7	100.9	101.1	101.3	101.5	101.7	102.2	102.5
All Roads [Note 10]	100.0	100.3	100.5	100.6	100.8	100.9	101.1	101.3	101.7	102.0	102.4	102.6
Road Traffic												
Road Traffic [Note 14]	100.0	101.0	109.8	111.7	114.1	115.0	120.4	123.9	131.0	133.1	96.9	114.2
Motorways [Note 11]	100.0	100.0	98.7	99.1	100.2	101.8	104.7	106.2	104.7	107.1	80.2	91.3
All roads (incl. B, C, uncl.)	100.0	99.8	100.8	101.3	103.7	105.1	108.5	111.3	111.6	112.9	87.8	100.6
Reported Road Accident Casualties ¹¹												
Killed	100.0	88.9	84.6	82.7	97.6	80.8	91.8	69.7	77.4	78.8	67.8	67.3
Killed and Serious	100.0	95.6	98.2	87.1	87.8	83.9	86.2	76.6	74.6	69.4	44.4	46.6
All (Killed, Serious, Slight)	100.0	95.9	95.3	86.2	84.7	82.3	81.7	70.7	63.2	57.8	37.9	38.3
Passenger Rail [Note 2] [Note 6]												
ScotRail passenger journeys [Note 6]	100.0	103.6	106.3	110.3	118.4	119.9	120.4	124.9	124.9	123.2	18.4	59.6
Rail journeys in/from Scotland [Note 7]	100.0	104.8	107.9	109.1	115.3	117.5	118.5	122.2	122.0	119.1	18.7	Unavailable
Passenger receipts (£2018 million)	100.0	102.5	106.5	109.7	115.3	119.5	120.8	137.3	135.7	129.9	18.0	Unavailable
Air Transport												
Terminal Passengers	100.0	105.5	106.2	111.2	115.2	122.0	128.8	137.9	140.8	138.1	33.7	33.5
Transport Movements	100.0	103.4	105.0	106.2	106.1	106.2	106.1	108.3	106.2	103.7	46.2	47.6
Freight	100.0	95.0	109.8	114.1	126.0	118.7	117.6	126.8	131.1	123.9	103.1	116.4
Ferries [Note 8]												
Passengers	100.0	96.4	97.1	96.7	96.9	95.6	100.8	102.6	102.9	104.4	49.3	76.6
Vehicles	100.0	100.9	100.7	96.5	99.8	102.2	109.4	113.8	112.2	114.7	68.6	100.0
of which on routes within Scotland												
Passengers	100.0	97.0	98.4	97.7	98.4	97.6	103.8	106.0	106.4	108.0	50.8	78.1
Vehicles	100.0	101.0	103.6	100.5	102.4	105.6	114.3	119.4	118.7	121.7	72.6	102.9

Table S3 Summary of Scottish Household Survey results [Note 17] [Note 18]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Household Survey

Type of travel	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
										[Note 52]	column percentages
Modal share of all journeys [Note 19]											
Walking	22.1	26.0	23.3	25.0	21.6	23.5	21.3	19.8	22.1	37.0	29.6
Driver car/van	49.9	48.3	50.0	48.1	49.7	50.6	52.1	52.9	52.9	50.5	50.3
Passenger car/van	13.1	12.7	13.6	13.0	13.3	13.1	12.5	12.8	12.3	7.3	10.6
Bicycle	1.3	1.2	1.0	1.4	1.2	1.2	1.5	1.4	1.2	1.5	0.9
Bus	9.1	8.1	8.5	8.6	9.5	7.7	8.2	8.0	7.0	2.5	2.3
Taxi/minicab	1.3	1.3	1.6	1.2	1.3	0.9	1.3	1.4	1.2	0.2	4.2
Rail	2.0	1.8	1.7	2.1	1.7	2.2	2.6	2.6	2.3	0.1	0.6
Other	1.2	0.7	0.3	0.6	0.6	0.7	0.5	1.0	1.0	0.8	1.5
Sample size (=100%)	17,590	19,740	20,180	19,930	18,710	19,050	18,320	17,790	18,450	3,600	16,560
% All journeys under 2 miles by walking	[Unavail]	48.5	47.3	51.3	45.1	47.8	45.3	43.0	47.6	59.5	56.2
% All journeys under 5 miles by cycling	[Unavail]	1.5	1.2	1.8	1.5	1.6	1.8	1.8	1.7	1.6	2.8
Place of work											
Works from home	10.6	13.2	13.3	13.1	14.1	14.5	14.2	16	16.1	52.6	39.7
Does not work from home	89.4	86.8	86.7	86.9	85.9	85.5	85.8	84	83.9	47.4	60.3
Sample size (=100%)	6,190	4,730	4,850	4,810	4,670	4,720	4,820	4,720	4,890	1,330	4,210.0
Travel to work [Note20] [Note 21]											
Walking	12.9	13.6	12.9	12.9	13.6	12.3	12.0	11.8	12.0	11.9	12.1
Car or Van	66.6	67.3	66.2	67.7	65.9	67.0	67.7	67.7	68.2	72.0	70.9
Driver	59.1	61.4	60.6	61.6	60.3	61.7	62.3	62.9	63.1	67.4	68.0
Passenger	7.5	6.0	5.6	6.0	5.6	5.3	5.4	4.8	5.1	4.6	2.9
Bicycle	2.0	2.0	2.5	2.6	2.2	2.6	3.0	2.8	2.7	2.2	4.3
Bus	12.0	10.1	11.3	10.2	11.2	10.4	9.8	10.1	9.6	7.8	6.8
Rail, including underground	3.9	4.3	4.0	4.2	4.4	5.2	5.1	5.5	5.4	3.1	4.1
Other	2.6	2.6	3.1	2.5	2.7	2.4	2.4	2.2	2.1	2.9	1.9
Sample size (=100%)	5,510	4,100	4,160	4,130	3,950	3,970	4,070	3,910	4,050	1,230	2,490
% Public and Active Travel [Note 22]	30.8	30.1	30.7	29.8	31.4	30.6	30.1	30.3	29.8	25.4	27.3
Travel to school [Note 23]											
Walking	50.6	51.4	51.7	51.2	48.8	51.8	51.5	52.3	51.8	47.7	54.4
Car or Van	23.4	24.1	24.4	24.5	25.8	25.6	25.5	24.2	25.1	26.1	22
Bicycle	1.4	0.8	1.2	1.7	1.2	1.4	0.9	1.9	1.9	2.1	1.9
Bus (school or service)	21.7	21.1	19.9	20.3	21.0	19.3	19.8	19.0	19.3	20.7	19.4
School bus	15.1	14.9	14.5	14.5	15.3	12.9	14.2	13.9	14.3	16.7	15.6
Service bus	6.6	6.2	5.4	5.8	5.7	6.4	5.6	5.1	5	4	3.8
Rail, including underground	0.7	0.4	0.6	0.7	1.1	0.5	0.5	0.7	0.3	1.3	1
Other	2.2	2.2	2.2	1.7	2.1	1.5	1.7	2	1.7	2.0	1.3
Sample size (=100%)	2,720	1,920	1,980	1,980	1,880	1,890	1,830	1,720	1,920	420	1,380
Household access to car /bike [Note 24]											
No car	30.1	31.0	30.2	30.8	30.0	29.3	28.1	28.6	27.6	19.1	19.7
One car	44.5	43.0	44.0	43.3	43.3	42.1	42.7	42.0	41.5	45.0	48.2
Two Cars	21.0	21.3	21.3	21.1	21.7	23.0	23.4	23.7	24.9	28.0	25.7
Three or more cars	4.4	4.7	4.6	4.7	5.1	5.6	5.8	5.7	5.9	7.8	6.5
One or more cars	69.9	69.0	69.8	69.2	70.1	70.7	71.9	71.4	72.4	80.9	80.3
Two or more cars	25.4	26.0	25.8	25.9	26.8	28.5	29.2	29.4	30.8	35.8	32.1
1+ Bicycles which can be used by adults	35.1	35.0	34.3	34.4	35.1	33.8	34.4	34.7	33.5	45.5	45.1
Sample size	14,360	10,640	10,650	10,630	10,330	10,470	10,680	10,530	10,580	3,030	9,950
Driving (aged 17+)											
Those with a full driving licence											
Male	75.6	75.6	76	75.8	73.4	75.4	75.2	75.6	77	80.1	80
Female	59.8	61.6	61.4	61.8	63.1	63.1	64.3	64.0	65.9	72.4	75.3
Identified in another way	..	..	..	..	..	..	..	*	*	*	*
Refused	..	..	..	..	..	..	..	*	*	*	*
All	67.3	68.3	68.4	68.5	68.0	69.0	70	70	71	76	78
Sample size (=100%)	12,800	9,830	9,840	9,720	9,340	9,570	9,760	9,650	9,720	2,770	8,990
Frequency of driving											
Every day	40.7	42.0	41.9	40.9	40.9	42.2	41.9	41.4	43	20.9	33.9
At least three times a week	13.3	13.1	13.3	13.9	14.5	14.3	14.7	15.3	15.0	19.4	23.4
Once or twice a week	6.2	6.0	5.6	5.9	5.9	6.0	6.1	6.0	6.4	22.8	12.5
At least 2-3 times a month	0.9	0.8	1.0	0.9	0.8	1.0	1.0	1.0	0.9	4.2	1.6
At least once a month	0.4	0.3	0.5	0.7	0.5	0.5	0.5	0.4	0.4	1.5	0.6
Less than once a month	1.7	1.7	1.6	1.8	1.4	1.6	1.3	1.3	1.1	1.9	1.1
Holds full licence, never drives	4.1	4.5	4.5	4.3	4.0	3.4	4.0	4.2	4.4	5.4	4.4
Does not have a full driving licence	32.7	31.7	31.6	31.5	32.0	31.0	30.5	30.5	28.8	24.0	22.5
Sample size (=100%)	12,800	9,830	9,840	9,720	9,340	9,570	9,760	9,650	9,720	2,770	8,990
Percentage of car/van stages delayed by traffic congestion [Note 25]											
	11.2	9.9	9.69	11.7	12.47	11.7	12.8	13	11.9	4.7	11.8
Sample size (=100%)	8,310	9,830	10,200	9,820	9,315	9,790	9,960	9,390	9,880	1,840	8,680
Frequency of use of local bus/train service (aged 16+)											
Bus service											
Every day or almost every day	11.1	9.3	11.3	9.7	11.7	9.3	9.7	9.6	8.2	2	2.9
2 or 3 times per week	12.5	11.0	11.4	11.3	11.6	10.6	10.6	10.3	9.3	3.7	6.7
About once a week	7.8	7.8	7.8	7.6	8.1	7.7	7.9	7.2	7.0	2.9	6.0
Once or twice a month	14.2	13.7	14.1	13.6	14.3	13.2	14.7	15.1	14.0	5.3	13.0
Not used in the past month	54.3	58.2	55.4	57.7	54.2	59.2	57.1	57.8	61.5	86.0	71.0
Train service											
Every day or almost every day	2.0	2.5	2.2	2.2	2.1	2.3	2.6	2.6	2.4	0.1	0.7
2 or 3 times per week	2.2	2.4	2.5	2.1	2.5	2.1	2.2	2.6	2.5	0.3	2.4
About once a week	3.7	4.2	4.0	5.0	4.4	4.2	4.3	4.7	4.0	0.5	3.9
Once or twice a month	17.9	19.1	19.5	21.2	20.7	20.8	21.9	20.6	20.8	4.0	18.6
Not used in the past month	74.2	71.8	71.8	69.5	70.2	70.5	69.0	69.5	70.2	95.0	74.5
Sample size (=100%)	12,890	9,890	9,920	9,800	9,410	9,640	9,810	9,700	9,780	2,790	9,030

Table SGB1 Comparisons of Scotland and Great Britain (or the UK) - numbers

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Type of transport - Numbers	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
										[Note 52]	
Vehicles Licensed (all vehicles)											
										<i>thousand</i>	
Scotland	2,691	2,717	2,759	2,821	2,863	2,919	2,962	2,991	3,041	3,042	3,064
GB	34,229	34,522	35,034	35,633	36,467	37,257	37,735	38,184	38,683	38,582	39,034
Households with a Car (National Travel Survey) [Note 34]											
										<i>percent</i>	
Scotland	70	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
GB	72	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Public Road Lengths (all roads)											
										<i>thousand kilometres</i>	
Scotland	55.8	55.9	56.0	56.1	56.2	56.2	56.4	56.6	56.7	57.0	57.1
GB [Note 35]	394.3	394.9	395.5	395.6	395.7	396.7	397.0	397.0	397.6	398.3	398.8
Road Traffic											
										<i>billion vehicle kilometres</i>	
Motorway Scotland	6.57	7.14	7.26	7.42	7.48	7.83	8.05	8.52	8.65	6.30	7.43
Motorway GB [Note 36]	99.5	100.4	101.9	104.3	107.0	108.9	110.5	111.1	113.5	84.8	97.0
A roads Scotland	22.0	21.7	21.8	22.0	22.4	23.0	23.4	23.0	23.6	17.6	20.1
A roads GB [Note 36]	220.4	218.5	218.6	222.9	226.9	233.1	235.7	239.1	241.7	185.7	208.8
All roads (incl. B, C, unclassified) Scotland	43.1	43.5	43.7	44.8	45.4	46.8	48.0	48.2	48.7	37.9	43.4
All roads (incl. B, C, unclassified) GB [Note 36]	489.7	490.1	492.1	506.1	515.6	527.7	535.1	537.9	544.9	427.9	478.9
Reported Road Accident Casualties: Killed or Adjusted Seriously Injured [Note 45]											
										<i>thousand</i>	
Scotland [Note 45]	3.60	3.70	3.28	3.31	3.16	3.25	2.89	2.81	2.61	1.67	1.76
GB [Note 45]	36.2	35.6	33.6	35.5	34.0	32.8	31.7	32.1	31.0	24.2	27.4
Local bus passenger journeys [Note 35] [Note 37]											
										<i>million</i>	
Scotland	436	420	421	414	410	392	386	373	361	125	234
GB	5,191	5,099	5,201	5,142	5,023	4,931	4,832	4,779	4,523	1,731	3,126
Rail passenger journeys [Note 37] [Note 38] [Note 39]											
										<i>million</i>	
Scotland	83.3	85.8	86.7	91.7	93.4	94.2	97.1	97.0	94.7	14.9	available]
GB [Note 43] [Note 44]	1,228	1,269	1,333	1,393	1,464	1,470	1,476	1,520	1,504	344	available]
Air terminal passengers											
Scotland	22.1	22.2	23.3	24.1	25.5	26.9	28.8	29.4	28.9	7.0	7.0
UK	219.0	220.4	228.2	238.2	251.3	268.2	284.4	292.1	296.7	73.7	64.3
Freight Lifted											
										<i>million tonnes</i>	
Road [Note 4]											
Scotland	[Unavail	[Unavail	[Unavail	[Unavail	[Unavail	[Unavail	[Unavail	[Unavail	[Unavail	[Unavail	138
UK	[Unavail	[Unavail	[Unavail	[Unavail	[Unavail	[Unavail	[Unavail	[Unavail	[Unavail	[Unavail	1,646
Rail [Note 37]											
Scotland [Note 46]	9.87	8.43	available]	available]	available]	available]	available]	4.45	4.28	3.77	4.23
GB	103	115	118	112	88	82	78	78	72	69	78
Coastwise traffic											
Scotland	16.3	12.5	11.4	11.8	14.2	available]	available]	available]	available]	available]	available]
UK	49.3	42.8	37.9	39.5	42.6	39.7	34.6	available]	available]	available]	available]
Pipelines [Note 40]											
Scotland	27.8	28.2	available]	available]	available]	available]	available]	available]	available]	available]	available]
GB	53.7	54.3	available]	available]	available]	available]	available]	available]	available]	available]	available]
Travel to Work (Autumn: Labour Force Survey)											
										<i>percent</i>	
Car (or van, minibus, works van)											
Scotland	68	68	69	69	70	71	70	70	70	68	68
GB	68	69	68	69	68	68	68	68	68	68	68
Public transport (bus, rail, underground)											
Scotland	16	15	16	15	15	14	14	14	14	12	13
GB	16	16	16	16	17	17	18	17	18	16	15

Table SGB2 Comparisons of Scotland and Great Britain (or UK) - index numbers

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Type of transport	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 [Note 52]	2021
Vehicles Licensed (all vehicles)											<i>Index 2010=100</i>	
Scotland	100.0	100.2	101.2	102.8	105.1	106.6	108.7	110.3	111.4	113.3	113.3	114.1
GB	100.0	100.3	101.2	102.7	104.4	106.9	109.2	110.6	111.9	113.4	113.1	114.4
Public Road Lengths (all roads)												
Scotland	100.0	100.3	100.5	100.6	100.8	100.9	101.1	101.3	101.7	102.0	102.4	102.6
GB [Note 35]	100.0	100.0	100.2	100.3	100.3	100.4	100.6	100.7	100.7	100.8	101.0	101.2
Road Traffic												
Motorway Scotland	100.0	101.0	109.8	111.7	114.1	115.0	120.4	123.9	131.0	133.1	96.9	114.2
Motorway GB [Note 36]	100.0	101.3	102.2	103.8	106.2	109.0	110.9	112.5	113.1	115.6	86.4	98.8
A roads Scotland												
A roads GB [Note 36]	100.0	100.0	98.7	99.1	100.2	101.8	104.7	106.2	104.7	107.1	80.2	91.3
All roads (incl. B, C, unclassified) Scotland	100.0	100.4	99.5	99.6	101.5	103.4	106.2	107.4	108.9	110.1	84.6	95.1
All roads (incl. B, C, unclassified) GB [Note 36]												
Scotland	100.0	99.8	100.8	101.3	103.7	105.1	108.5	111.3	111.6	112.9	87.8	100.6
GB [Note 35]	100.0	100.3	100.4	100.8	103.7	105.7	108.1	109.7	110.2	111.7	87.7	98.1
Reported Road Accident Casualties: Killed or Seriously Injured [Note 45]												
Scotland	100.0	95.6	98.2	87.1	87.8	83.9	86.2	76.6	74.6	69.4	44.4	46.6
GB	100.0	101.6	99.9	94.4	99.6	95.5	92.2	89.0	90.2	87.0	67.9	77.1
Local bus passenger journeys [Note 35] [Note 37]												
Scotland	100.0	101.3	97.7	97.9	96.3	95.2	91.2	89.7	86.7	83.9	29.1	54.4
GB	100.0	100.5	98.7	100.7	99.6	97.3	95.5	93.6	92.5	87.6	33.5	60.5
Rail passenger journeys [Note 37] [Note 38] [Note 39]												
Scotland	100.0	104.8	107.9	109.1	115.3	117.5	118.5	122.2	122.0	119.1	18.7	Jnavailable]
GB [Note43] [Note 44]	100.0	105.8	109.4	114.8	120.0	126.1	126.6	127.2	131.0	129.6	0.0	Jnavailable]
Air terminal passengers												
Scotland	100.0	105.5	106.2	111.2	115.2	122.0	128.8	137.9	140.8	138.1	33.7	33.5
UK	100.0	104.1	104.8	108.5	113.3	119.5	127.6	135.2	138.9	141.1	35.0	30.6
Freight Lifted												
Road [Note 41] [Note 42]												
Scotland [Note 46]												
UK												
Rail [Note 37]												
Scotland												
GB	100.0	113.2	126.6	130.5	123.8	97.4	90.1	85.9	85.9	79.6	76.1	86.0
Coastwise traffic												
Scotland	90.5	82.3	63.2	57.4	59.5	71.5	available]	available]	available]	available]	navailable]	Jnavailable]
UK	92.5	90.3	78.5	69.5	72.4	78.1	72.7	63.4	available]	available]	navailable]	Jnavailable]
Pipelines [Note 40]												
Scotland	100.0	100.7	102.2	available]	available]	available]	available]	available]	available]	available]	navailable]	Jnavailable]
GB	99.8	100.2	101.3	available]	available]	available]	available]	available]	available]	available]	navailable]	Jnavailable]

Table H1 Summary of passenger traffic [Note 47]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Year	Car million vehicle kilometres on all roads	Bus passenger journeys on local services [Note 48]	Scotrail passenger journeys originating in Scotland [Note 7]		Ferry passengers on routes within Scotland and to Northern Ireland and Europe [Note 51]			Ferry passengers on selected ferry services [Note 50]	Ferry on selected services [Note 50]		
			Air terminal passengers at airports	Air	Car	Bus	Rail			Air	
1960	[Unavailable]	1,664	[Unavailable]	1.20	[Unavailable]	[Unavailable]	[Unavailable]	248	[Unavailable]	17	[Unavailable]
1961	[Unavailable]	1,633	[Unavailable]	1.41	[Unavailable]	[Unavailable]	[Unavailable]	243	[Unavailable]	20	[Unavailable]
1962	[Unavailable]	1,579	[Unavailable]	1.59	[Unavailable]	[Unavailable]	[Unavailable]	235	[Unavailable]	23	[Unavailable]
1963	[Unavailable]	1,561	[Unavailable]	1.82	[Unavailable]	[Unavailable]	[Unavailable]	233	[Unavailable]	26	[Unavailable]
1964	[Unavailable]	1,506	[Unavailable]	2.07	[Unavailable]	[Unavailable]	[Unavailable]	224	[Unavailable]	30	[Unavailable]
1965	[Unavailable]	1,417	[Unavailable]	2.29	[Unavailable]	[Unavailable]	[Unavailable]	211	[Unavailable]	33	[Unavailable]
1966	[Unavailable]	1,344	[Unavailable]	2.56	[Unavailable]	[Unavailable]	[Unavailable]	200	[Unavailable]	37	[Unavailable]
1967	[Unavailable]	1,297	[Unavailable]	2.76	[Unavailable]	[Unavailable]	[Unavailable]	193	[Unavailable]	40	[Unavailable]
1968	[Unavailable]	1,220	[Unavailable]	2.69	[Unavailable]	[Unavailable]	[Unavailable]	182	[Unavailable]	39	[Unavailable]
1969	[Unavailable]	1,169	[Unavailable]	2.91	[Unavailable]	[Unavailable]	[Unavailable]	174	[Unavailable]	42	[Unavailable]
1970	[Unavailable]	1,057	[Unavailable]	3.10	[Unavailable]	[Unavailable]	[Unavailable]	157	[Unavailable]	45	[Unavailable]
1971	[Unavailable]	1,019	[Unavailable]	3.20	[Unavailable]	[Unavailable]	[Unavailable]	152	[Unavailable]	46	[Unavailable]
1972	[Unavailable]	998	[Unavailable]	3.64	[Unavailable]	[Unavailable]	[Unavailable]	149	[Unavailable]	52	[Unavailable]
1973	[Unavailable]	975	[Unavailable]	4.07	[Unavailable]	[Unavailable]	[Unavailable]	145	[Unavailable]	59	103
1974	[Unavailable]	896	[Unavailable]	4.00	[Unavailable]	[Unavailable]	[Unavailable]	134	[Unavailable]	58	106
1975	[Unavailable]	891	[Unavailable]	4.18	[Unavailable]	[Unavailable]	[Unavailable]	133	[Unavailable]	60	113
1976	[Unavailable]	881	[Unavailable]	4.78	[Unavailable]	[Unavailable]	[Unavailable]	131	[Unavailable]	69	111
1977	[Unavailable]	824	[Unavailable]	4.85	[Unavailable]	[Unavailable]	[Unavailable]	123	[Unavailable]	70	103
1978	[Unavailable]	794	[Unavailable]	5.90	[Unavailable]	[Unavailable]	[Unavailable]	118	[Unavailable]	85	99
1979	[Unavailable]	786	[Unavailable]	6.33	[Unavailable]	[Unavailable]	[Unavailable]	117	[Unavailable]	91	98
1980	[Unavailable]	763	[Unavailable]	6.37	[Unavailable]	[Unavailable]	[Unavailable]	114	[Unavailable]	92	96
1981	[Unavailable]	716	[Unavailable]	6.50	[Unavailable]	[Unavailable]	[Unavailable]	107	[Unavailable]	94	91
1982	[Unavailable]	694	[Unavailable]	6.37	[Unavailable]	[Unavailable]	[Unavailable]	103	[Unavailable]	92	90
1983	[Unavailable]	680	[Unavailable]	6.48	[Unavailable]	[Unavailable]	[Unavailable]	101	[Unavailable]	93	97
1984	[Unavailable]	669	[Unavailable]	6.99	[Unavailable]	[Unavailable]	[Unavailable]	100	[Unavailable]	101	100
1985	[Unavailable]	671	[Unavailable]	6.94	[Unavailable]	[Unavailable]	[Unavailable]	100	[Unavailable]	100	100
1986	[Unavailable]	644	[Unavailable]	7.24	[Unavailable]	[Unavailable]	[Unavailable]	96	[Unavailable]	104	104
1987	[Unavailable]	647	[Unavailable]	7.81	[Unavailable]	[Unavailable]	[Unavailable]	96	[Unavailable]	112	115
1988	[Unavailable]	647	[Unavailable]	8.51	[Unavailable]	[Unavailable]	[Unavailable]	96	[Unavailable]	123	121
1989	[Unavailable]	613	[Unavailable]	9.23	[Unavailable]	[Unavailable]	[Unavailable]	91	[Unavailable]	133	132
1990	[Unavailable]	585	[Unavailable]	9.86	[Unavailable]	[Unavailable]	[Unavailable]	87	[Unavailable]	142	140
1991	[Unavailable]	571	[Unavailable]	9.57	[Unavailable]	[Unavailable]	[Unavailable]	85	[Unavailable]	138	146
1992	[Unavailable]	532	50.0	10.38	9.16	6.63	[Unavailable]	79	[Unavailable]	150	142
1993	[Unavailable]	525	52.0	11.12	9.53	6.63	[Unavailable]	78	[Unavailable]	160	142
1994	[Unavailable]	513	49.2	11.79	9.64	6.65	[Unavailable]	76	[Unavailable]	170	142
1995	29,646	506	50.8	12.31	10.49	6.86	[Unavailable]	75	[Unavailable]	177	147
1996	30,429	478	52.8	13.21	9.33	5.99	[Unavailable]	71	[Unavailable]	190	120
1997	30,900	448	56.1	14.39	9.92	5.63	[Unavailable]	67	[Unavailable]	207	121
1998	31,155	424	58.3	15.19	9.64	5.33	[Unavailable]	63	[Unavailable]	219	114
1999	31,589	455	61.7	15.94	9.96	5.03	[Unavailable]	68	[Unavailable]	230	114
2000	31,443	458	63.2	16.79	9.80	5.29	[Unavailable]	68	[Unavailable]	242	113
2001	31,904	466	60.7	18.08	9.79	5.30	[Unavailable]	69	[Unavailable]	260	114
2002	33,127	471	57.4	19.78	9.97	5.33	[Unavailable]	70	[Unavailable]	285	114
2003	33,228	478	57.5	21.08	10.67	5.71	[Unavailable]	71	[Unavailable]	304	122
2004	33,674	459	64.0	22.55	10.84	5.92	[Unavailable]	68	[Unavailable]	325	127
2005	33,478	465	69.4	23.80	10.57	5.97	[Unavailable]	69	[Unavailable]	343	128
2006	34,466	476	71.6	24.44	10.59	5.40	[Unavailable]	71	[Unavailable]	352	116
2007	34,545	487	74.5	25.13	10.72	5.40	[Unavailable]	73	[Unavailable]	362	116
2008	34,357	484	76.4	24.35	10.01	5.15	[Unavailable]	72	[Unavailable]	351	110
2009	34,392	458	76.9	22.49	10.22	5.40	[Unavailable]	68	[Unavailable]	324	116
2010	33,593	430	78.3	20.91	9.99	5.37	[Unavailable]	64	[Unavailable]	301	115
2011	33,583	436	81.1	22.07	9.63	5.22	[Unavailable]	65	[Unavailable]	318	112
2012	33,786	420	83.3	22.21	9.70	5.15	[Unavailable]	63	[Unavailable]	320	110
2013	33,849	421	86.3	23.25	9.66	[Unavailable]	[Unavailable]	63	[Unavailable]	335	[Unavailable]
2014	34,491	414	92.7	24.08	9.68	[Unavailable]	[Unavailable]	62	[Unavailable]	347	[Unavailable]
2015	34,786	410	93.8	25.51	9.54	[Unavailable]	[Unavailable]	61	[Unavailable]	367	[Unavailable]
2016	35,484	392	94.2	26.92	10.07	[Unavailable]	[Unavailable]	58	[Unavailable]	388	[Unavailable]
2017	36,174	386	97.8	28.83	10.26	[Unavailable]	[Unavailable]	58	[Unavailable]	415	[Unavailable]
2018	36,381	373	97.8	29.44	10.28	[Unavailable]	[Unavailable]	56	[Unavailable]	424	[Unavailable]
2019	36,747	361	96.4	28.88	10.43	[Unavailable]	[Unavailable]	54	[Unavailable]	416	[Unavailable]
2020	27,083	125	14.4	7.04	4.93	[Unavailable]	[Unavailable]	19	[Unavailable]	101	[Unavailable]
2021	31,063	234	46.7	7.00	7.65	[Unavailable]	[Unavailable]	35	[Unavailable]	101	[Unavailable]

Index, 1985 = 100

Table H2 Summary of freight traffic [Note 61]

SUMMARY

(b) freight moved - millions of tonne-kilometres

Year[Note 62]	Road [Note 4] <i>lifted in Scotland</i>	Rail [Note 67] <i>lifted in Scotland</i>	Coastwise shipping <i>lifted in Scotland</i>	Inland waterway <i>lifted in Scotland</i>	Pipeline[Note 63] [Note 66] <i>see notes</i>
					<i>millions of tonne-kilometres</i>
1960	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1961	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1962	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1963	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1964	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1965	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1966	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1967	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1968	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1969	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1970	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1971	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1972	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1973	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1974	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1975	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1976	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1977	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1978	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1979	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1980	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1981	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1982	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1983	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1984	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1985	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1986	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1987	[Unavailable]	[Unavailable]	19,810	262	[Unavailable]
1988	[Unavailable]	[Unavailable]	22,910	264	[Unavailable]
1989	[Unavailable]	[Unavailable]	23,020	268	[Unavailable]
1990	[Unavailable]	[Unavailable]	19,090	315	[Unavailable]
1991	[Unavailable]	[Unavailable]	22,850	298	[Unavailable]
1992	[Unavailable]	[Unavailable]	20,940	270	5,132
1993	[Unavailable]	[Unavailable]	19,710	290	[Unavailable]
1994	[Unavailable]	[Unavailable]	19,740	290	5,279
1995	[Unavailable]	[Unavailable]	25,110	300	5,693
1996	[Unavailable]	1,427	29,250	300	5,688
1997	[Unavailable]	2,145	26,280	310	5,717
1998	[Unavailable]	2,787	29,610	260	5,946
1999 [Note 64]	[Unavailable]	2,891	26,850	240	5,905
2000	[Unavailable]	2,462	20,100	280	5,933
2001	[Unavailable]	3,127	15,600	280	5,929
2002	[Unavailable]	2,856	14,540	240	5,909
2003 [Note 65]	[Unavailable]	2,625	14,850	240	5,832
2004	[Unavailable]	3,839	14,060	240	5,820
2005	[Unavailable]	4,345	17,457	251	5,869
2006	[Unavailable]	4,195	14,491	249	5,715
2007	[Unavailable]	3,601	16,909	268	5,726
2008	[Unavailable]	3,281	17,890	312	5,725
2009	[Unavailable]	2,912	15,321	244	5,725
2010	[Unavailable]	3,077	13,557	280	5,725
2011 [Note 68]	[Unavailable]	2,637	13,011	270	5,752
2012 [Note 68]	[Unavailable]	2,607	9,051	269	5,836
2013 [Note 68]	[Unavailable]	[Unavailable]	7,452	262	[Unavailable]
2014 [Note 68]	[Unavailable]	[Unavailable]	8,031	234	[Unavailable]
2015 [Note 68]	[Unavailable]	[Unavailable]	11,414	236	[Unavailable]
2016 [Note 68]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
2017	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
2018	[Unavailable]	1,858	[Unavailable]	[Unavailable]	[Unavailable]
2019	[Unavailable]	1,804	[Unavailable]	[Unavailable]	[Unavailable]
2020 [Note 52]	[Unavailable]	1,628	[Unavailable]	[Unavailable]	[Unavailable]
2021 [Note 52]	11,522	1,783	[Unavailable]	[Unavailable]	[Unavailable]

Table H3: Traffic estimates

SUMMARY

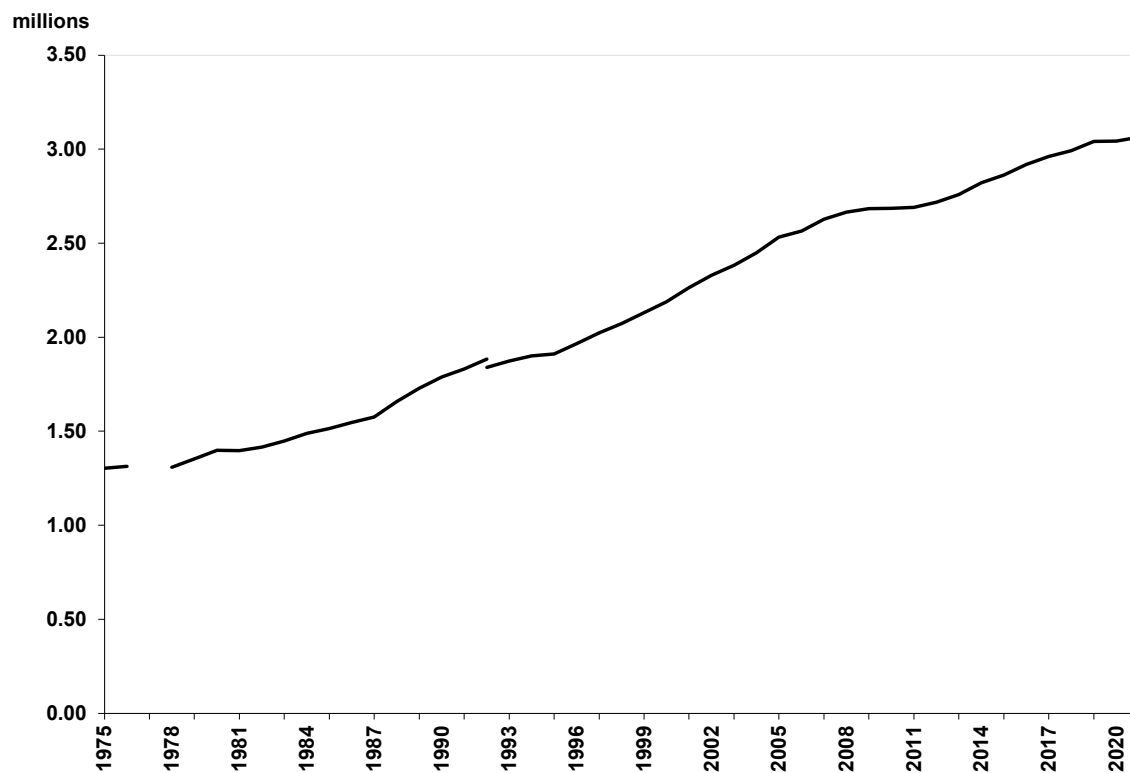
Year	million vehicle kilometres					index 1985=100					
	Motorways	A roads	All major roads (M & A)	Minor roads (B, C & unclassif.)	All roads	Motorways	A roads	All major roads (M & A)	Minor roads (B, C & unclassif.)	All roads	
1962	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1963	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1964	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1965	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1966	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1967	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1968	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1969	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1970	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1971	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1972	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1973	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1974	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1975	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1976	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1977	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1978	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1979	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1980	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1981	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1982	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	e	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1983	1,742	12,443	14,185	[Unavailable]	[Unavailable]	83	82	82	[Unavailable]	[Unavailable]	[Unavailable]
1984	1,920	14,382	16,302	[Unavailable]	[Unavailable]	91	95	95	[Unavailable]	[Unavailable]	[Unavailable]
1985	2,104	15,115	17,219	[Unavailable]	[Unavailable]	100	100	100	[Unavailable]	[Unavailable]	[Unavailable]
1986	2,116	15,531	17,647	[Unavailable]	[Unavailable]	101	103	102	[Unavailable]	[Unavailable]	[Unavailable]
1987	2,541	16,226	18,767	[Unavailable]	[Unavailable]	121	107	109	[Unavailable]	[Unavailable]	[Unavailable]
1988	2,961	17,137	20,098	[Unavailable]	[Unavailable]	141	113	117	[Unavailable]	[Unavailable]	[Unavailable]
1989	3,141	18,262	21,404	[Unavailable]	[Unavailable]	149	121	124	[Unavailable]	[Unavailable]	[Unavailable]
1990	3,286	18,501	21,786	[Unavailable]	[Unavailable]	156	122	127	[Unavailable]	[Unavailable]	[Unavailable]
1991	3,200	18,747	21,947	[Unavailable]	[Unavailable]	152	124	127	[Unavailable]	[Unavailable]	[Unavailable]
1992	3,516	19,060	22,575	[Unavailable]	[Unavailable]	167	126	131	[Unavailable]	[Unavailable]	[Unavailable]
1993	4,000	18,666	22,666	12,509	35,175	190	123	132	[Unavailable]	[Unavailable]	[Unavailable]
1994	4,147	19,153	23,300	12,700	36,000	197	127	135	[Unavailable]	[Unavailable]	[Unavailable]
1995	4,318	19,670	23,987	12,749	36,736	205	130	139	[Unavailable]	[Unavailable]	[Unavailable]
1996	4,586	20,253	24,839	12,938	37,777	218	134	144	[Unavailable]	[Unavailable]	[Unavailable]
1997	4,852	20,600	25,452	13,130	38,582	231	136	148	[Unavailable]	[Unavailable]	[Unavailable]
1998	5,072	20,812	25,885	13,284	39,169	241	138	150	[Unavailable]	[Unavailable]	[Unavailable]
1999	5,164	21,021	26,185	13,585	39,770	245	139	152	[Unavailable]	[Unavailable]	[Unavailable]
2000 [Note 70]	5,405	20,531	25,937	13,625	39,561	257	136	151	[Unavailable]	[Unavailable]	[Unavailable]
2001 [Note 70]	5,567	20,775	26,342	13,722	40,065	265	137	153	[Unavailable]	[Unavailable]	[Unavailable]
2002 [Note 70]	5,730	21,533	27,264	14,272	41,535	272	142	158	[Unavailable]	[Unavailable]	[Unavailable]
2003 [Note 70]	5,856	21,826	27,681	14,356	42,038	278	144	161	[Unavailable]	[Unavailable]	[Unavailable]
2004 [Note 70]	6,094	22,114	28,209	13,869	42,078	290	146	164	[Unavailable]	[Unavailable]	[Unavailable]
2005 [Note 70]	6,151	21,904	28,056	14,031	42,086	292	145	163	[Unavailable]	[Unavailable]	[Unavailable]
2006 [Note 70]	6,433	22,465	28,898	14,558	43,456	306	149	168	[Unavailable]	[Unavailable]	[Unavailable]
2007 [Note 70]	6,577	22,408	28,985	15,002	43,988	313	148	168	[Unavailable]	[Unavailable]	[Unavailable]
2008 [Note 70]	6,683	22,126	28,809	14,989	43,799	318	146	167	[Unavailable]	[Unavailable]	[Unavailable]
2009 [Note 70]	6,633	22,327	28,960	14,604	43,566	315	148	168	[Unavailable]	[Unavailable]	[Unavailable]
2010 [Note 70]	6,503	21,992	28,495	14,664	43,160	309	145	165	[Unavailable]	[Unavailable]	[Unavailable]
2011 [Note 70]	6,570	21,996	28,566	14,519	43,085	312	146	166	[Unavailable]	[Unavailable]	[Unavailable]
2012 [note 69] [Note 70]	7,140	21,712	28,852	14,645	43,498	339	144	168	[Unavailable]	[Unavailable]	[Unavailable]
2013 [Note 70]	7,262	21,786	29,048	14,663	43,711	345	144	169	[Unavailable]	[Unavailable]	[Unavailable]
2014 [Note 70]	7,421	22,025	29,446	15,330	44,776	353	146	171	[Unavailable]	[Unavailable]	[Unavailable]
2015 [Note 70]	7,477	22,395	29,872	15,502	45,374	355	148	173	[Unavailable]	[Unavailable]	[Unavailable]
2016 [Note 70]	7,829	23,019	30,848	15,995	46,843	372	152	179	[Unavailable]	[Unavailable]	[Unavailable]
2017 [Note 70]	8,054	23,351	31,405	16,639	48,045	383	154	182	[Unavailable]	[Unavailable]	[Unavailable]
2018 [Note 70]	8,518	23,024	31,542	16,644	48,187	405	152	183	[Unavailable]	[Unavailable]	[Unavailable]
2019 [Note 70]	8,654	23,557	32,211	16,501	48,713	411	156	187	[Unavailable]	[Unavailable]	[Unavailable]
2020 [Note 52]	6,299	17,642	23,941	13,942	37,883	299	117	139	[Unavailable]	[Unavailable]	[Unavailable]
2021 [Note 52]	7,428	20,074	27,502	15,908	43,410	353	133	160	[Unavailable]	[Unavailable]	[Unavailable]

Table H4 Other vehicle related statistics

SUMMARY

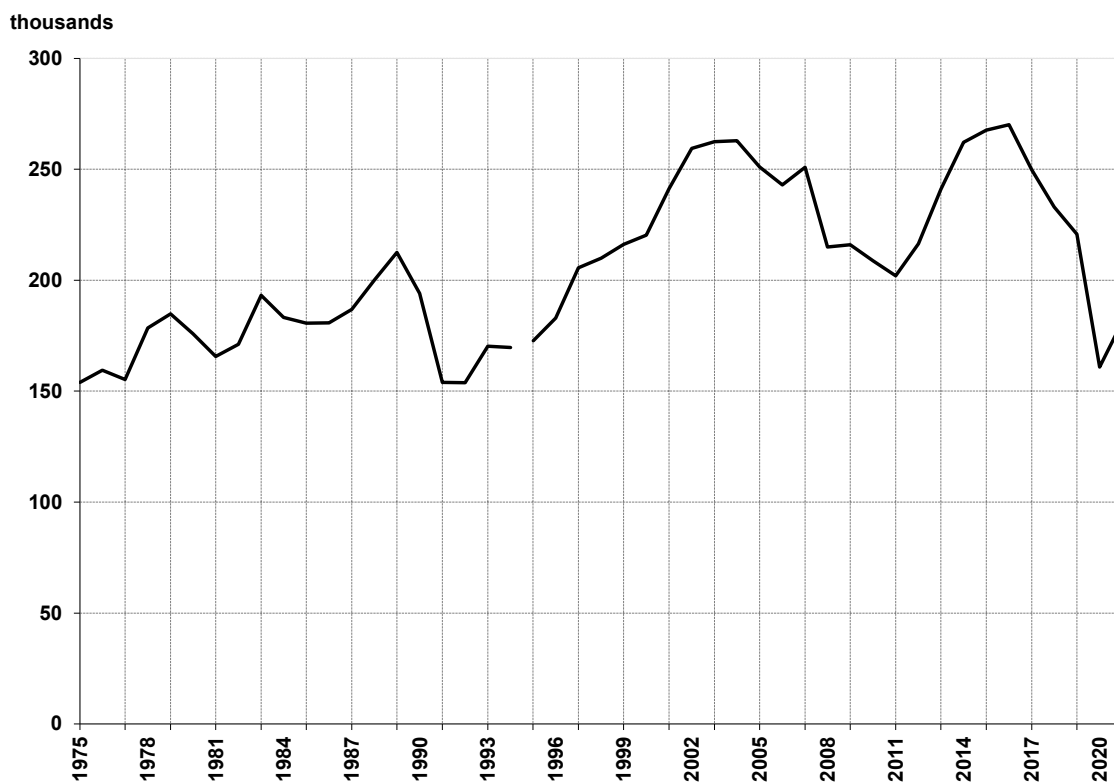
Year	Vehicles licensed	New registrations of vehicles	Reported road casualties all severities	Vehicles licensed	New registrations of vehicles	Reported road casualties
	<i>thousand</i>	<i>thousand</i>	<i>number</i>			<i>index 1985=100</i>
1962	775	86	26,703	51	48	98
1963	836	100	27,728	55	56	102
1964	900	117	30,527	59	65	112
1965	951	113	31,827	63	63	117
1966	991	113	32,280	65	62	118
1967	1,035	116	31,760	68	64	116
1968	1,065	119	30,649	70	66	112
1969	1,106	110	31,056	73	61	114
1970	1,124	117	31,240	74	65	114
1971	1,135	128	31,194	75	71	114
1972	1,181	161	31,762	78	89	116
1973	1,252	173	31,404	83	96	115
1974	1,274	143	28,783	84	79	105
1975 [Note 71]	1,304	154	28,621	86	85	105
1976	1,314	159	29,933	87	88	110
1977	[Unavailable]	155	29,783	[Unavailable]	86	109
1978	1,308	179	30,506	86	99	112
1979	1,353	185	31,387	89	102	115
1980	1,398	176	29,286	92	97	107
1981	1,397	166	28,766	92	92	105
1982	1,416	171	28,273	94	95	104
1983	1,448	193	25,224	96	107	92
1984	1,489	183	26,158	98	101	96
1985	1,514	181	27,287	100	100	100
1986	1,546	181	26,117	102	100	96
1987	1,575	187	24,748	104	103	91
1988	1,657	200	25,425	109	111	93
1989	1,729	213	27,532	114	118	101
1990	1,788	194	27,228	118	107	100
1991	1,830	154	25,346	121	85	93
1992 [Note 72]	1,884	154	24,173	124	85	89
1993	1,874	170	22,414	124	94	82
1994 [Note 73]	1,900	170	22,573	125	94	83
1995	1,910	173	22,194	126	96	81
1996	1,966	183	21,716	130	101	80
1997	2,023	206	22,629	134	114	83
1998	2,073	210	22,467	137	116	82
1999	2,131	216	21,002	141	120	77
2000	2,188	220	20,518	145	122	75
2001 [Note 74]	2,262	241	19,911	149	134	73
2002	2,330	259	19,275	154	144	71
2003	2,383	262	18,756	157	145	69
2004	2,448	263	18,502	162	145	68
2005	2,531	251	17,890	167	139	66
2006	2,564	243	17,269	169	134	63
2007	2,627	251	16,239	174	139	60
2008	2,665	215	15,592	176	119	57
2009	2,684	216	15,043	177	120	55
2010	2,685	209	13,338	177	116	49
2011	2,691	202	12,785	178	112	47
2012	2,717	216	12,712	179	120	47
2013	2,759	241	11,492	182	133	42
2014	2,821	262	11,302	186	145	41
2015	2,863	268	10,977	189	148	40
2016	2,919	270	10,898	193	150	40
2017	2,962	250	9,433	196	138	35
2018	2,991	233	8,424	198	129	31
2019	3,041	221	7,705	201	122	28
2020 [Note 52]	3,042	161	5,056	201	89	19
2021 [Note 52]	3,064	181	5,103	202	100	19

Figure 1: Vehicles licensed



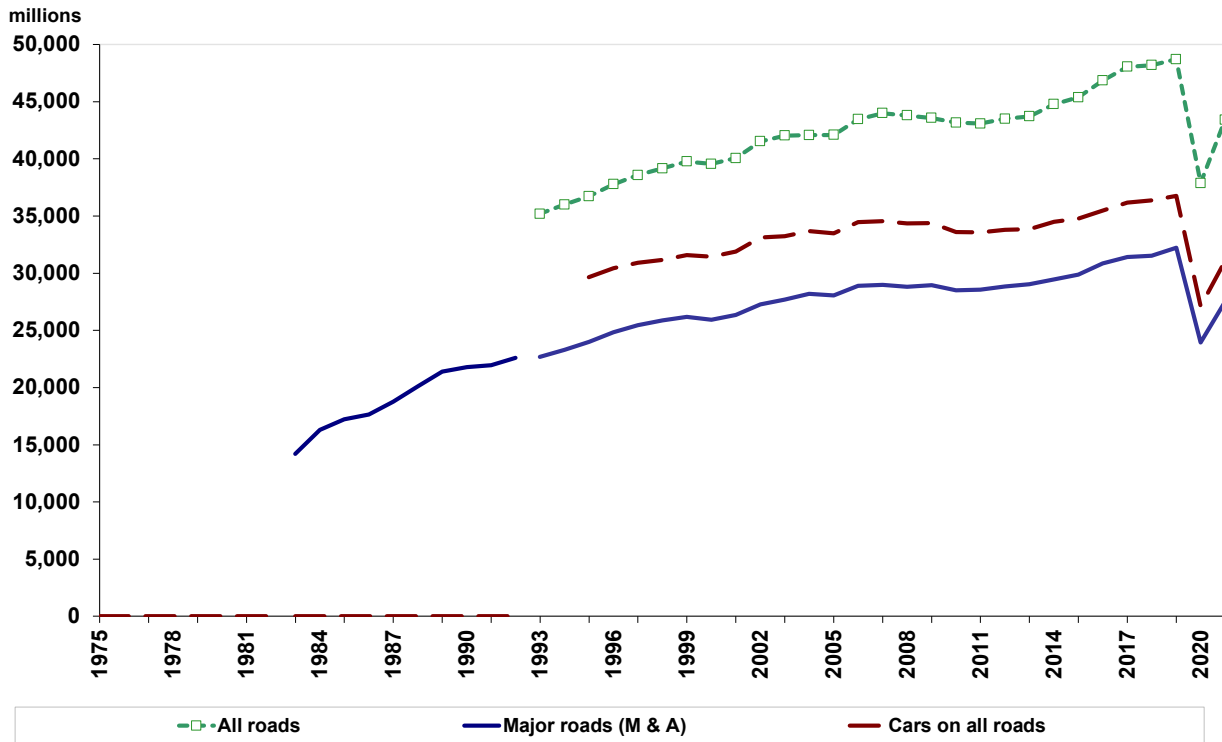
NB: breaks exist in the series due to changes in the collection method. In 1978 collection moved from local taxation offices to the DVLA (annual vehicle census) while figures from 1993 onwards originate from the DfT Vehicle Information Database.

Figure 2: New registrations of vehicles



NB: a break in the series exists in 1994. Results prior to this are taken from DVLA geographical analysis. Results for 1995 onwards are estimated using post town area data.

Figure 3: Traffic (vehicle kilometres)



NB: breaks in the series exist as the DfT revised its method of estimating traffic volumes from 1993. Estimates of traffic on minor roads are not available prior to 1993.

Figure 4: Reported road casualties

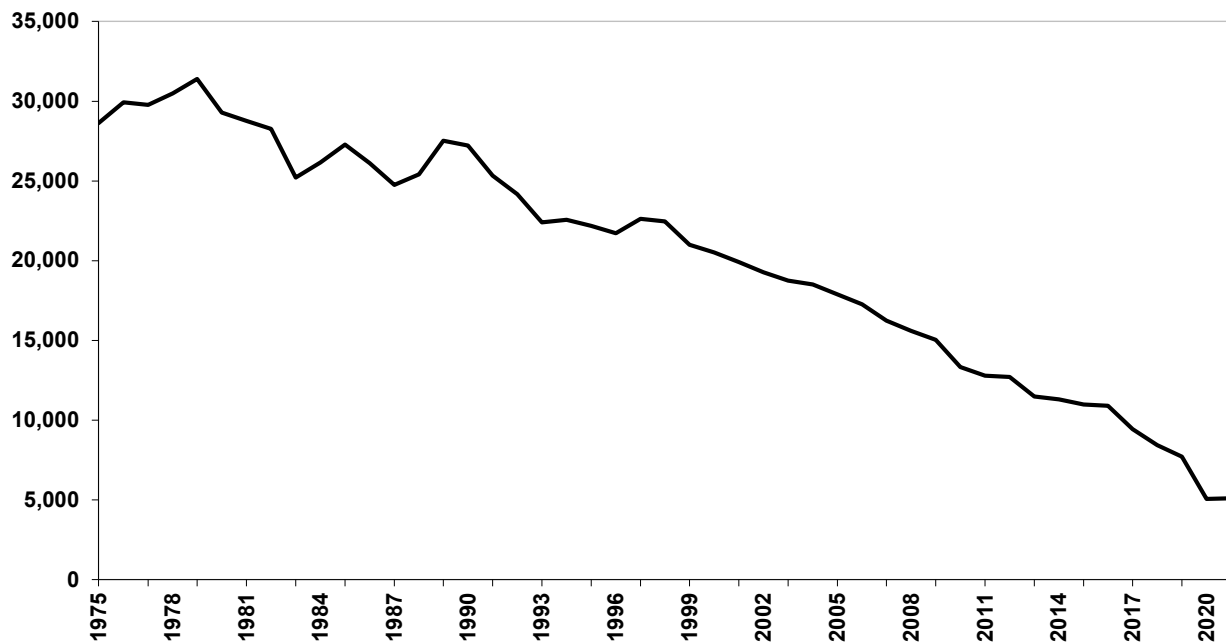
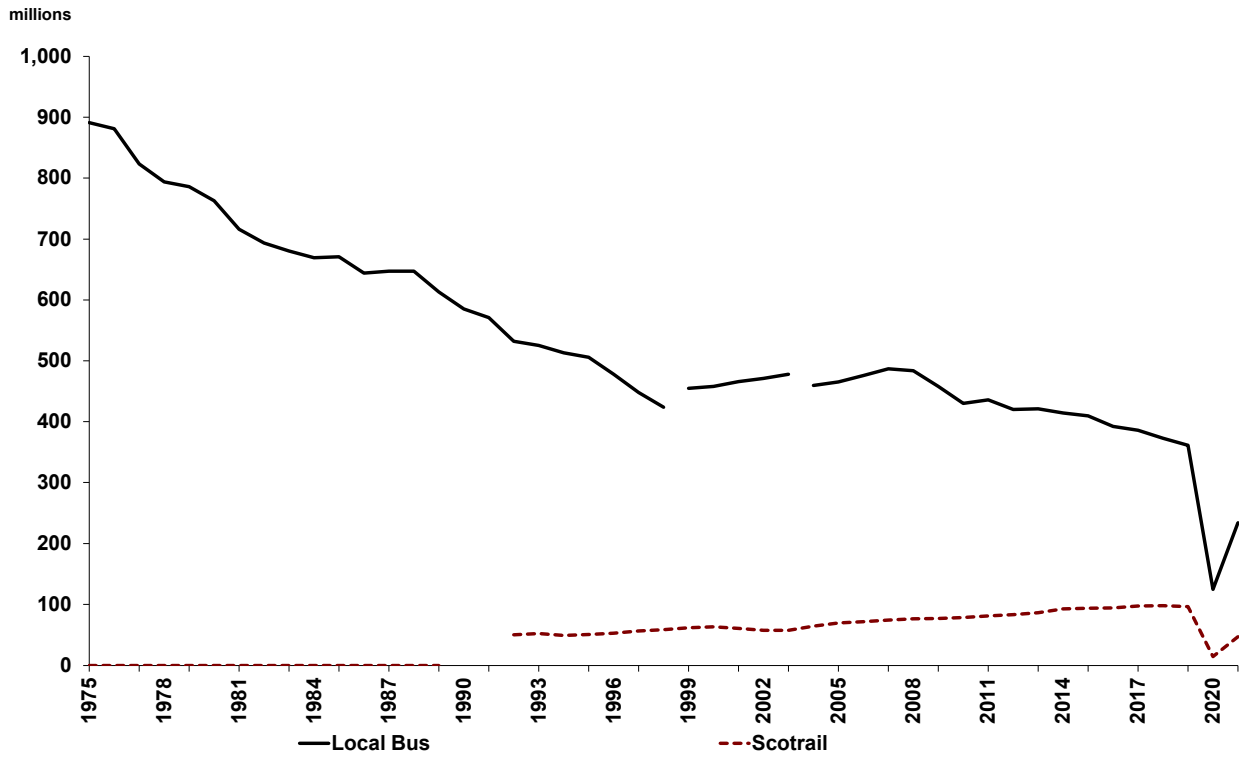
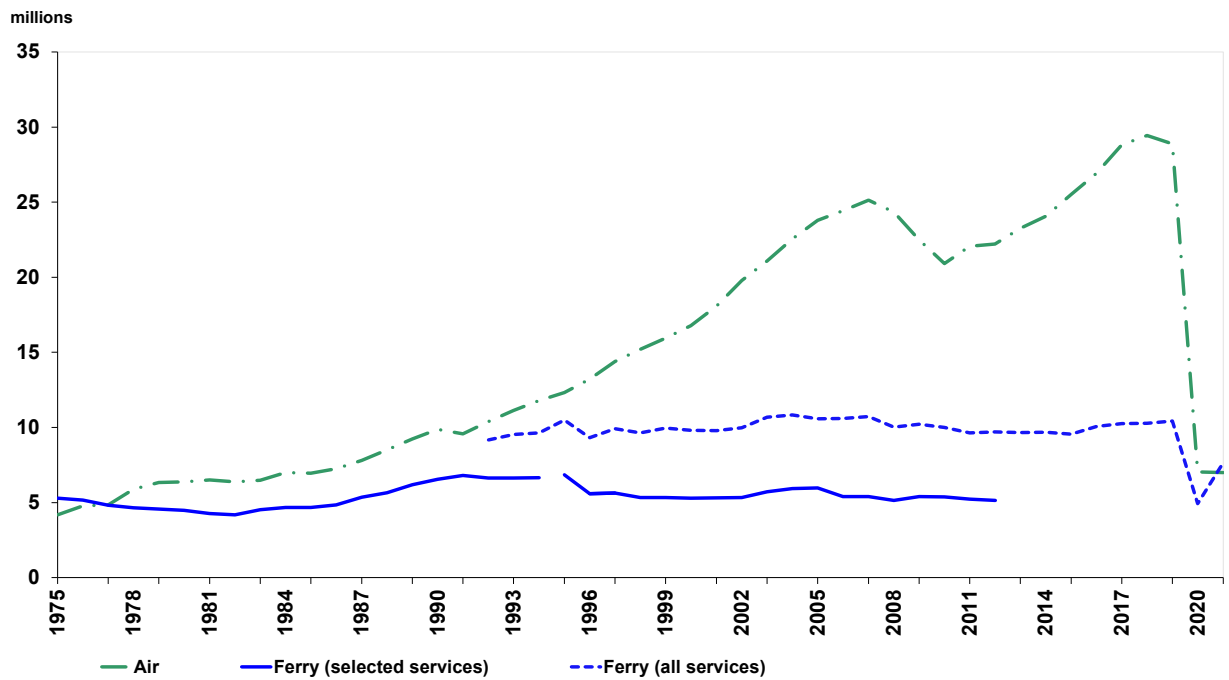


Figure 5: Passenger numbers: local bus and Scotrail



NB: Due to methodological improvements bus figures are not strictly comparable (prior to 1999/00 and from 2004/05 onwards).

Figure 6: Passenger numbers: air and ferry



NB: First ScotRail took over the franchise in 2003, therefore earlier do not exist. Rail figures prior to 1990/91 were provided by British Rail.
 Rail figures up to 1990/91 were provided by British Rail, but now provided by the Office of Rail Regulation.
 The Skye bridge opened in 1995 and may impact on ferry patronage figures.

Figure 7: Vehicles licensed per 100 population

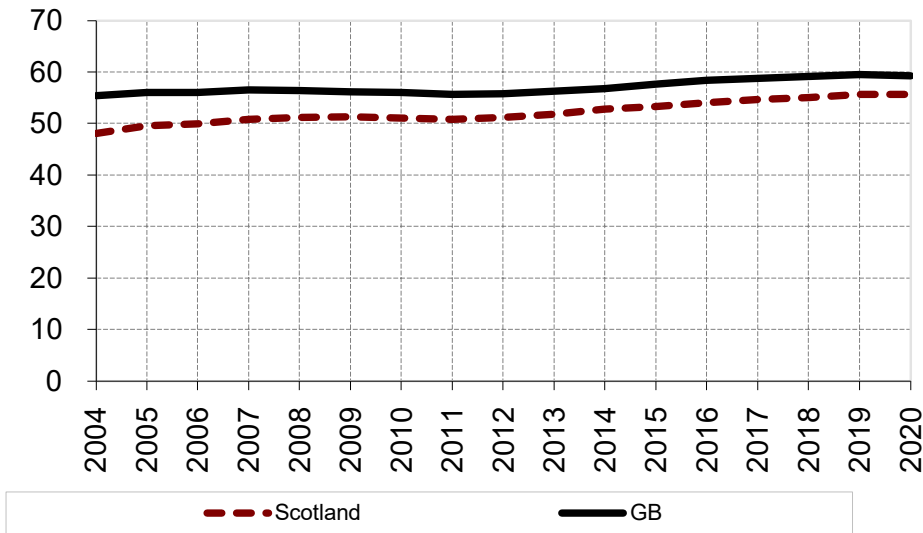


Figure 8: Passenger numbers per head of population: local bus and rail

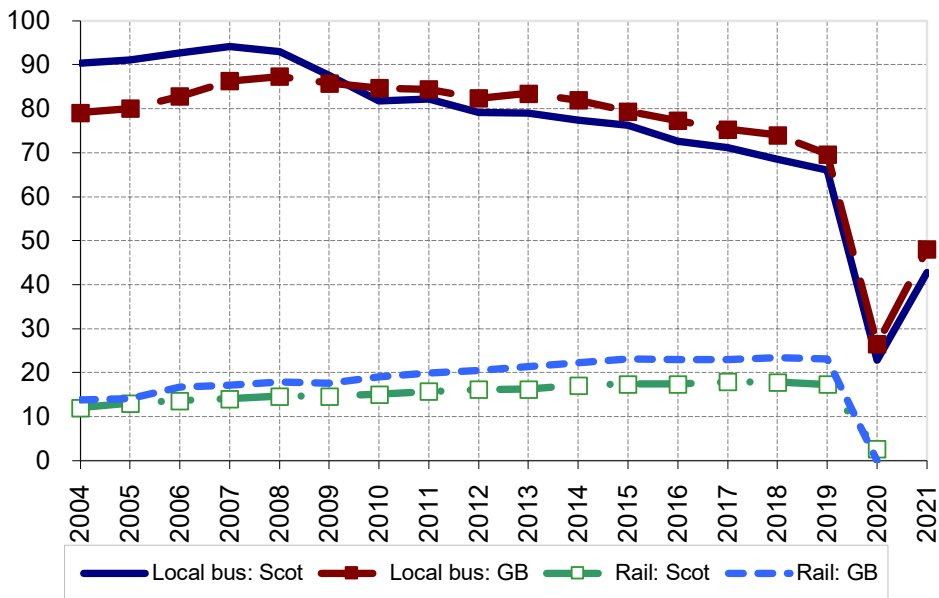


Figure 9: Passenger numbers per head of population: rail and air

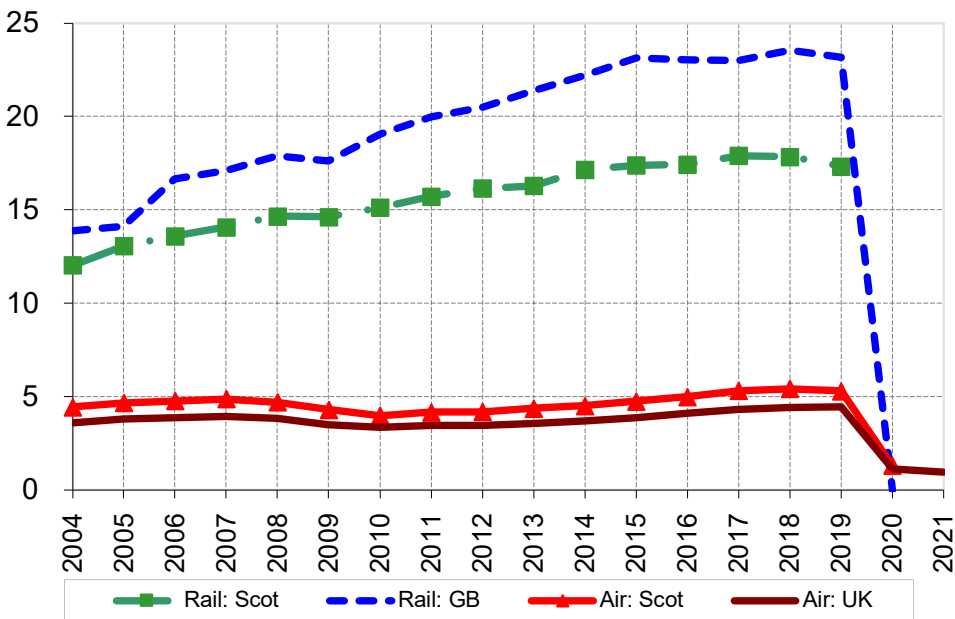
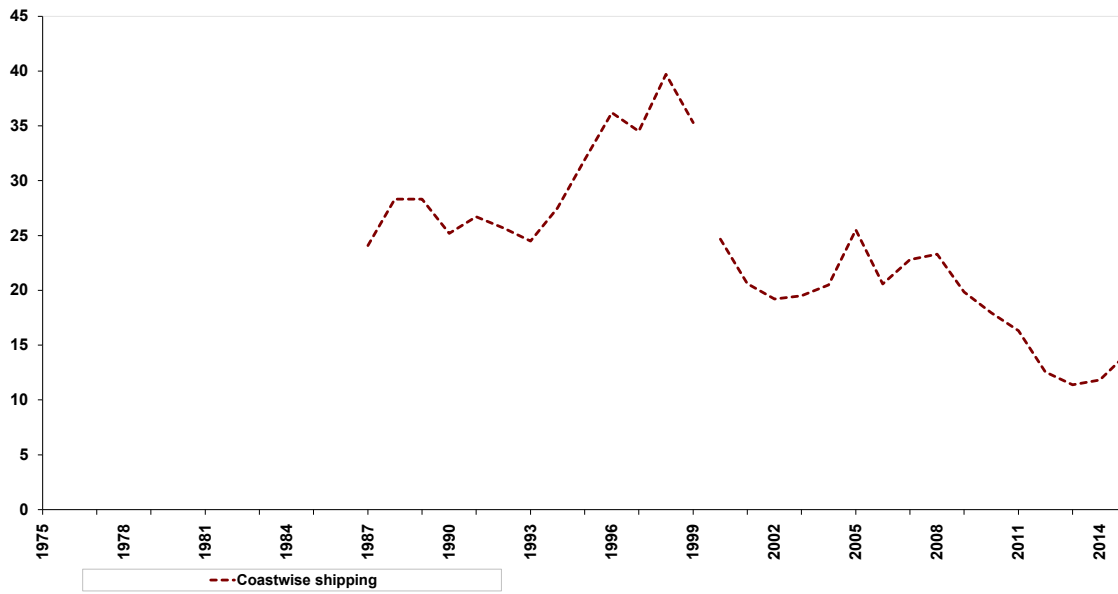


Figure 10: Freight lifted: coastwise shipping

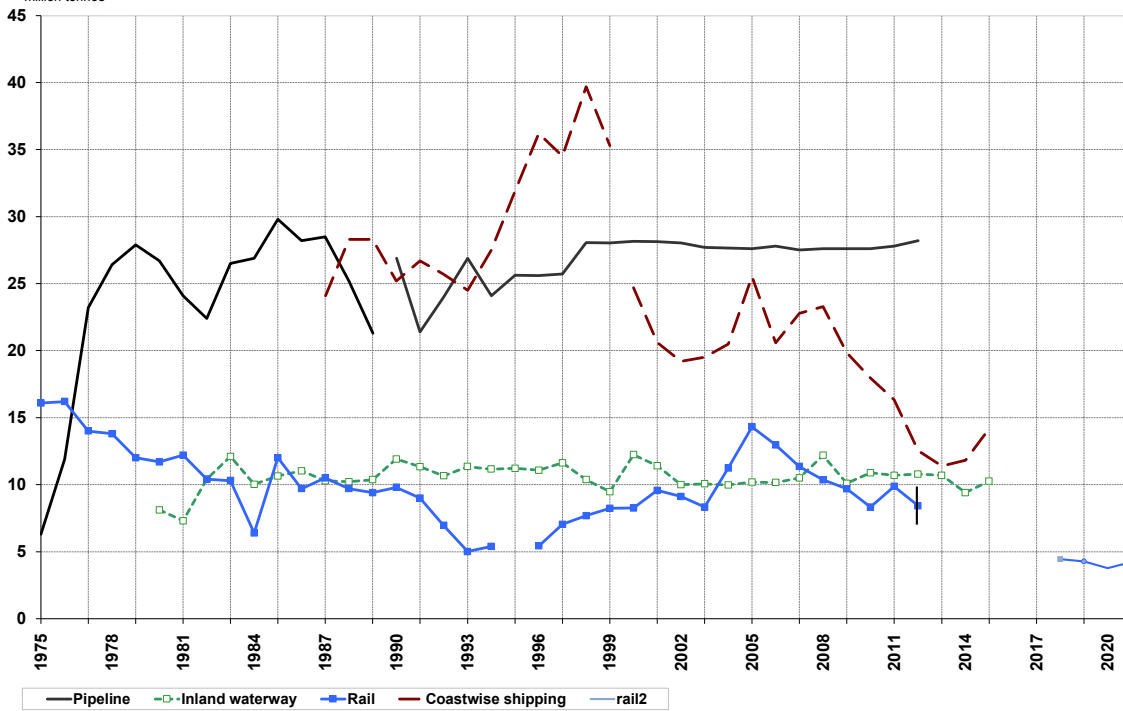
million tonnes



NB: breaks appear in the series due to changes in the survey methodology and processing.

Figure 11: Freight lifted: coastwise shipping, pipelines, inland waterway, rail

million tonnes



NB: breaks appear in the series due to changes in the survey methodology and processing. The increase in pipeline figures between 1989 and 1990 is believed to be due to a change in c



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2022

Road Transport Vehicles

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1. Introduction

This chapter provides information about the numbers of road transport vehicles, such as new registrations, numbers licensed by taxation group and council area, ages, cylinder sizes, methods of propulsion, gross weights of Heavy Goods Vehicles, seating capacity of public transport vehicles, licensing figures for taxi and private hire cars and their drivers and numbers of wheelchair accessible taxis.

It also provides statistics of the most popular cars, results of the road vehicle testing scheme (MOT), driving tests, driving licence holders, households with the regular use of a car (from the Scottish Household Survey), the number of Blue Badges issued and information about motor vehicle offences recorded by the Police.

Key Points

- **There were 3.06 million vehicles licensed for use on the roads in Scotland in 2021 (the highest number on record), of which 82 per cent were cars.**
- **Over three quarters (78%) of the adult population (17+) held a full driving licence in 2021.**
- **Eighty per cent of households had access to one or more cars or vans in 2021; almost one third (32%) of households had access to two or more cars or vans.**

2. Main Points

Vehicles Licensed

2.1 The total number of new motor vehicles registrations in 2021 was around 181,351, 13% more than in 2020 and 10% less than 2011. (*Table 1.1*) During the UK lockdown (which applied from 23 March 2020), vehicle dealerships and showrooms were required to close, removing the main method by which new vehicles are sold in Scotland. This was lifted in Scotland on the 29th June. However local restrictions may have applied at later points in the year.

2.2 New registrations of cars in 2021 accounted for around 138,437 of these, around 11,000 (8%) more than in 2020, and 29,000 (17%) less than 2011. Of all new registered vehicles in 2021, 91,000 (50%) were petrol-propelled, and 49,000 (27%) were diesel-propelled. The remaining new vehicles registered in 2021 were mostly electric or hybrid-electric vehicles, both these groups have seen steady increases in new registrations in recent years. In the last 10 years, only 2011, 2013, 2014, 2015 and 2016 saw more new diesel vehicles registered than petrol vehicles. More detailed data on vehicles registered in 2021 by body type and propulsion is included in Chapter 13. (*Table 1.1*)

2.3 The total number of vehicles licensed was 3.06 million in 2021, slightly higher than 2020 and 14% higher than in 2011. The number of private and light goods vehicles in 2021 was 2.7 million, slightly more than 2020 and 14% higher than 2011. (*Table 1.2*)

2.4 Glasgow had the largest number of vehicles licensed as at the end of 2021 (239,008), followed by Fife (214,965) and Edinburgh (204,163) - based on the postcode of the registered keeper. Per head of population (aged 17+), Dundee had the third lowest figure behind Edinburgh and Glasgow. Dundee had 444 vehicles for every 1,000 people aged 17+, Glasgow was lowest at 376. Vehicle ownership per head was much higher in rural areas – Renfrewshire had 798 vehicles per 1,000 people aged 17+ , Orkney had 782 and Stirling had 775, the three areas in Scotland with the highest vehicle ownership by population. The Scotland average was 559 per thousand. The pattern for car registrations was similar with Glasgow lowest, but Renfrewshire had the highest figure per thousand population at 678, followed by Stirling at 626. The effect of the registration of company car fleets can be seen: Renfrewshire accounted for 25 per cent (42,817) of all the company cars registered in Scotland, compared to 5 per cent of all cars. (*Table 1.3*)

2.5 Excluding Clackmannanshire, there were 9,271 taxis and 12,438 private hire cars licensed in Scotland based on figures provided by Scottish local licensing authorities during 2022. The figures show that of the 9,271 licensed taxis, 4,381 (47%) are wheelchair accessible. The proportion of wheelchair accessible vehicles varies across different authority areas. (*Table 1.4*)

2.6 The average age of private and light goods vehicles in 2021 was 7.3 years, slightly higher than last year, and continuing a trend of increasing average age since 2007. The average age of private and light goods vehicles continued to be lower in Scotland than for Great Britain as a whole. In 2021 the average age of these vehicles in Great Britain was 8.6 years. (*Table 1.6*)

2.7 There were 5,542 licensed operators of heavy goods vehicles in Scotland in December 2022 and 668 public service vehicle licence holders. Most HGV operators had few (if any) vehicles specified on the licence: 3,570 had 0-2 vehicles, 920 had 3-5 vehicles and 465 had 6-10 vehicles. Only 73 operators had between 51 and 100 vehicles specified on the licence as at December 2022. (*Table 1.10*)

2.8 The most popular new car sold in Scotland in 2021 was the Vauxhall Corsa with a market share of 3.9%. The top 5 most popular models had a total market share of 12% and the top 10, 20%. (*Table 1.11*)

MOTs and Driving Tests

2.9 In 2021/23, about 31% of cars tested in the road vehicle testing scheme (MOT) were unsatisfactory, as were 13% of motor cycles. About 13% of cars tested had unsatisfactory suspension, 11% had unsatisfactory brakes and 10% had unsatisfactory

lamps, reflectors and electrical equipment (a vehicle with more than one type of fault is counted against each of them). Seven per cent of motorcycles tested had unsatisfactory lamps and reflectors, 3% had unsatisfactory brakes and 2.3% had unsatisfactory structure and attachments. *(Table 1.12)*

2.10 There were 116,368 driving licence practical tests conducted in 2021 compared to 31,592 in 2020. The pass rate was 6% lower at 52%. The test centre at the Mallaig had the highest pass rate (87%), though only 31 tests were conducted. However, Ballater had the highest pass rate for centres where at least 100 tests were conducted (85%), while the lowest was at Glasgow (Shieldhall) (41%). *(Tables 1.13 & 1.14)*

2.11 The Scottish Household Survey results for 2021 showed that 78% of adults over the age of 17 held a full driving licence. Although men were more likely to hold a full driving licence than women in all age groups, the difference between the proportions increased with age. For the 30-39 age group in 2021, the difference was 2 percentage points more for women. For 70-79 year olds there was a difference of 15 percentage points (men: 89%, women: 74%), and 30 percentage points for those aged 80+ (men: 83%; women: 53%). *(Tables 1.16 and 1.17)*

2.12 SHS results also showed that the percentage of people holding a full driving licence tended to increase with household income. In 2021, 82% of adults aged 17+ living in households which had an annual net income of between £25,000 and £30,000 held a full driving licence. In contrast, only 60% of adults who lived in households with an annual net income of up to £10,000 held a full driving licence.

2.13 License possession was also more likely in rural areas. In 2021, 71% of adults aged 17+ living in large urban areas held a full driving licence compared with 78% of those living in 'Remote Rural' areas (the Scottish Government urban/rural classification system used in the Survey is described in the road transport vehicles section of the user guide). *(Table 1.16)*

Car Availability

2.14 The Scottish Household Survey shows that 80 per cent of households had access to one or more cars in 2021. Almost a third (32%) of households had access to two or more cars. *(Table 1.19)* These estimates were similar to results from the Scotland Census 2011, which suggested that 69% of households have access to one or more cars, with 27% having two or more cars. The Census also showed that slightly fewer men (21 per cent) than women (26 per cent) aged 16 and over lived in households with no cars or vans available. *(Table 1.23)*

2.15 The Scottish Household Survey also shows how the percentage of households with a car available for private use varies between different household types, income bands and type of area. In 2021, family (small or large) and large adult households were most likely to have access to at least one car (large family: 92%, small family: 93%,

large adult: 93%). (note definitions of family types are included in the road transport vehicles section of the user guide) Least likely to have access to a car were single adult households (59%). The SHS also showed that 33% of large adult and 18% of large family households had 3 or more cars available for private use in 2021. (*Table 1.20*) The 2011 Census showed that married or cohabiting families with dependent children were most likely to have access to a car, at 92%, and single pensioner households were the least likely, at 36%. (*Table 1.24*)

2.16 Only 50% of households whose net annual income was up to £10,000 had one or more cars available for private use, compared with at least 85% of households whose annual net income were above £25,000. Seventy one per cent of households in large urban areas had cars, compared with 92-94% of those in rural areas. (*Table 1.20*)

2.17 The car ownership statistics from the SHS can be supplemented with information on equalities from the 2011 Census. This shows that the proportion of households with no car or van available was generally higher for those where the Household Reference Person (HRP)¹ was from a minority ethnic group; within this group it was highest for households where the HRP was from the 'African' (60 per cent) or 'Caribbean or Black' (49 per cent) ethnic groups. Additionally, of the 473,000 people in households who had a long-term health problem or disability that limited their day-to-day activities a lot, 46 per cent lived in households with no cars or vans available. The corresponding proportion was 34 per cent for the 523,000 people whose day-day activities were limited a little and 19 per cent for the 4.2 million people who had no limiting long-term health problem. (*Table 1.25*)

2.18 There were 237,777 Blue Badges on issue in Scotland at the end of March 2022. 120,168 were issued to recipients of allowances or grants which provide an automatic entitlement to a Blue Badge, 115,519 were issued on a discretionary basis to other people with a permanent or substantial disability, and 2,090 were issued to institutions. (*Table 1.21*)

Motor Vehicle Offences

2.19 The numbers of road traffic crimes and offences recorded by the police include offences in respect of which either the police or the procurator fiscal made a conditional offer of a fixed penalty (mainly *moving* vehicle offences). They do not include *stationary* vehicle offences which are dealt with by the police or traffic wardens by means of fixed penalty notices (mainly parking offences).

¹ The 'Household Reference Person', or HRP, was introduced in the 2001 Census to replace the concept of the 'head of the household'. This allows a household to be further characterised using the properties of the HRP. The HRP is taken as the adult in the household with the highest economic activity – if the two people have the same economic activity then the oldest becomes the HRP.

2.20 Following the establishment of Police Scotland, data for 2013-14 onwards are returned from one central unit within Police Scotland using their management information system. Prior to 2013-14, data were returned by the eight legacy police force areas. An extensive quality assurance exercise was carried out by the Scottish Government to ensure that the dataset produced from the new system is consistent with data returned from the legacy police forces.

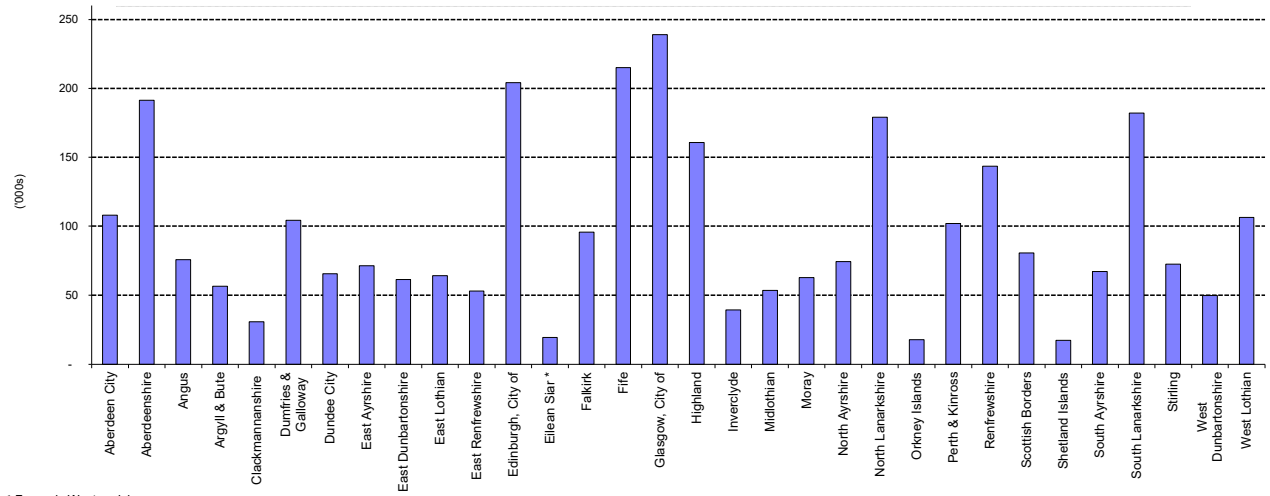
2.21 This exercise identified a number of anomalies affecting comparability of the time series. These anomalies mean that Statistics on road traffic offences prior to 2013-14 cannot be compared to data from 2103-14 onwards. Further information about these discontinuities can be found in the Technical report, entitled Recorded Crime: Comparability of Police Scotland and Legacy Force Data, available from [Technical Report on the Comparability of Recorded Crime Data \(webarchive.org.uk\)](#).

2.22 The total number of road traffic offences recorded in 2021-22 was 111,987 and the total number of road traffic crimes recorded in 2021-22 was 35 (*Table 1.22*).

2.23 This year is the second full year to include the two new offences: *driving or being in charge of a motor vehicle with concentration of a specified controlled drug above a specified limit*. These were introduced due to changes to the Road Traffic Act 1988 which came into force on 21st October 2019. 1,974 of these new offences were recorded in 2021-22. While offences of driving or being in charge of a motor vehicle while impaired through alcohol or drugs already existed, evidence of impaired driving is not required for the new offences. This may have resulted in additional offences being recorded in relation to drug driving.

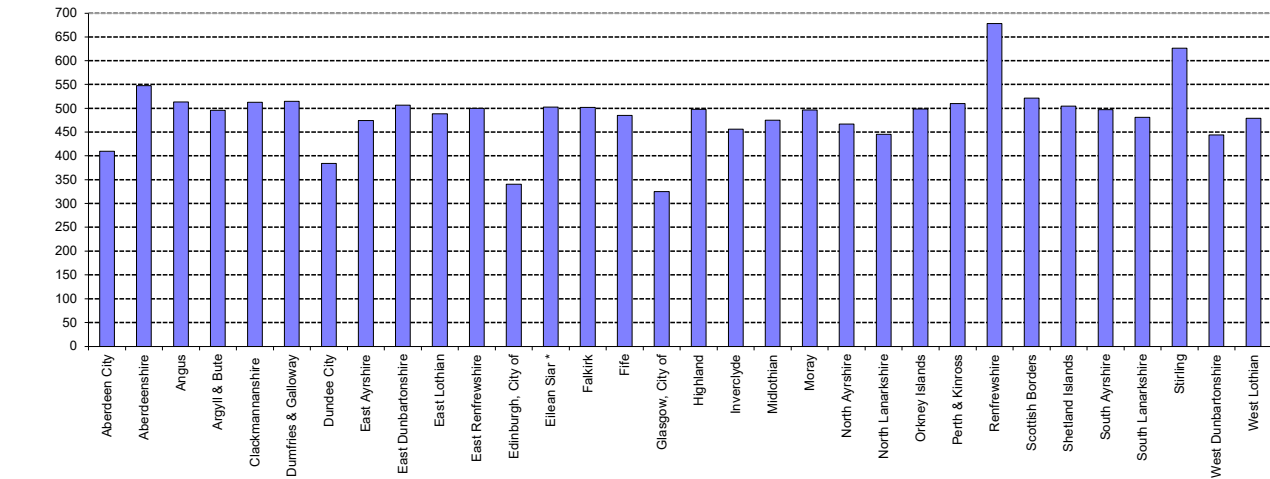
2.24 The total number of road traffic offences recorded decreased by 4% between 2020-21 and 2021-22; changes in these figures may arise because of changes in the level of enforcement or police deployment.

Figure 1.2 Vehicles licensed at 31 December 2021 by Council



* Formerly Western Isles

Figure 1.3 Private cars licensed at 31 December 2021 per thousand population aged 17+



* Formerly Western Isles

Notes

This worksheet contains one table.

Note number **Note text**

note 1	Break in series from 1995 onwards due to changes in taxation classes.
note 2	Vehicles in the Special Concessionary Group (part of other vehicles in 2002 and earlier years) are part of Crown and Exempt from 2003 onwards.
note 3	In 2004 DfT revised the figures for the light goods and goods body types back to 2001. DfT does not have the underlying data to revise earlier years' figures.
note 4	Gas Diesel and Steam. DfT have revised stock figures from 2006 to 2009 - see https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/763837/vehicle-licensing-statistics-notes-definitions.pdf
note 5	Includes all two wheeled motor vehicles
note 6	Excludes heavy goods vehicles that are exempt from tax.
note 7	Vehicles in the Special Concessionary Group are now part of Crown and Exempt taxation group.
note 8	Formerly Western Isles
note 9	Separate figures for taxi and private hire licences are not available.
note 10	Average age is calculated using date of first registration rather than date of manufacture.
note 11	Estimates include only those vehicles with more than 8 seats.
note 12	Figures fewer than 50
note 13	In 2010 DfT revised stock figures from 2006 to 2009 - see https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/763837/vehicle-licensing-statistics-notes-definitions.pdf
note 14	Mainly heavy goods vehicles but includes vehicles which are licensed as HGVs but do not have a goods body type.
note 15	Figures relate to cars sold by members of the Society of Motor Manufacturers and Traders Ltd to customers resident in Scotland. Figures differ from the numbers of new registrations of cars in Table 1.1, as the latter may include cars purchased elsewhere.
note 16	Vehicle numbers are for valid, and completed normal tests only. Retests are excluded.
note 17	Cars, vans and passenger vehicles with up to 12 seats.
note 18	PRS = Pass with Rectification at Station
note 19	Initial Failure Rate = (PRS + Failures) / Total Tests
note 20	Final Failure Rate = Failures / Total Tests
note 21	Reason for Rejection
note 22	Over 3,000kg and up to and including 3,500kg.
note 23	There was a significant change in regulations for the MOT scheme on 20th May 2018. Whilst the basic failure rates can be directly compared, with a recognition of the changes, the defect categories were totally changed, and there is no direct comparison. In addition, new 'Deficiency Categories' were introduced. Dangerous for the most serious issues, and Major for other failure items. Figures are provided here with the new Deficiency Categories.
note 24	For the Financial Year 2019/20, there was a drop in testing volumes in the last two weeks of March 2020 as Covid restrictions started to emerge. The six month extension of expiry dates began on 31st March, and ended 31st July. Despite this, overall figures for 2020/21 are not substantially different to the previous year.
note 25	Figures relate to the financial year which commences in the specified calendar year.
note 26	The practical test figures are provisional.
note 27	The vehicle licence figure does not include refunds issued. DVLA are currently investigating the financial accuracy of these figures and an update for vehicle licences is not available at the moment.
note 28	These figures are for car licence tests only.
note 29	Main Test Centre
note 30	Outstation
note 31	Remote Driving Test Centre
note 32	Taking Testing to the Customer site
note 33	Test centre is now closed
note 34	Note: Centres where only one examiner has conducted tests have been removed from the details, though they have been included in the national totals.
note 35	Percentages based on a denominator of 50 respondents or fewer are not shown. Denominator includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held.
note 36	Estimates based on smaller sample sizes may be subject to larger levels of variation and therefore may see relatively large fluctuations over time
note 37	Percentage includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held
note 38	The denominator includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held.
note 39	For some age groups the sample sizes are relatively small and so estimates can be subject to greater fluctuations over time.
note 40	From 2012 Quarter 4 the question was amended to ask about access to cars / vans instead of just vans.
note 41	Blue Badges for display on motor vehicles used by disabled persons were introduced on 1 April 2000.
note 42	Totals relate to the number of badges on issue as at 31st March that year. Data prior to 2008 not available.
note 43	
note 44	The automatic category includes badges issued to individuals in receipt of the higher rate mobility component of Disability Living Allowance, certain levels of Personal Independence Payment, a War Pensioners' Mobility Supplement, a lump sum (tariffs 1-8) of blind people. (Not subject to further assessment) (the Armed Forces Compensation Scheme, or to blind or registered blind people. (Not subject to further assessment.)
note 45	Badges issued in the discretionary category to people with a substantial permanent or temporary disability who are unable or virtually unable to walk or pose a risk to themselves or others in traffic or who have difficulty using parking meters (Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 as amended). (May be subject to further assessment.)
note 46	Aberdeenshire introduced an electronic data capture system in 2010; therefore figures may not be comparable with previous years.
note 47	Glasgow changed data capture process in 2011; therefore figures may not be comparable with previous years.
note 48	Highland Council, in April 2010, introduced a fee for the first time which may have contributed to the decline in number of badges issued.
note 49	Orkney introduced an electronic system in 2009; therefore figures may not be comparable with previous years.
note 50	Scottish Borders data was reviewed in 2012. Data is not available for previous years and is therefore excluded from the totals. Scottish Borders is included in the 2012 totals
note 51	City of Edinburgh Council advised of error in 2013 total. Revised figure down from 27,309 to 17,502
note 52	The 2020 figures include cancelled and replaced badges as we now have the timestamps for those elements. This takes into account badges that may have been cancelled or replaced after March 2020.
note 53	Discontinuities in the table - 2013-14 is the first full reporting year since the establishment of Police Scotland. As a result, data is no longer returned by the eight legacy police force areas and instead comes from one central unit within Police Scotland, using their new performance management reporting tool. To ensure that the dataset produced from this new system is consistent with data returned from legacy police forces, an extensive quality assurance exercise has been carried out to closely compare the data held by the Scottish Government with that extracted from the new force system.
note 54	This exercise has identified a number of anomalies affecting comparability of the time series resulting in breaks in the series. Vertical lines between figures represent these breaks and comparisons should not be directly made between the two series. The Scottish Government is investigating these issues further and seeking a resolution. Should this be possible, the web tables on the Transport Scotland website will be updated with revised figures for the table below. Further information about these discontinuities can be found in the Technical report, entitled Recorded Crime: Comparability of Police Scotland and Legacy Force Data, available from http://www.gov.scot/Topics/Statistics/Browse/Crime-Justice/PubRecordedCrime/TechnicalReport
note 55	The full time series is no longer comparable, the vertical lines in the table represents the break in the series. Direct comparison between the period on either side of the break in the series should not be made. Further information can be found at: http://www.scotland.gov.uk/Topics/Statistics/Browse/Crime-Justice/PubRecordedCrime/TechnicalReport
note 56	A number of historic figures in these categories have been revised as a result of the quality assurance process noted above and will not match the figures presented in earlier editions of STS, further information can be found at the link in note 55.
note 57	Includes motorway and clearway offences, which previously appeared as a separate category under Other offences.
note 58	The number of Vehicle Excise Licence Offences recorded decreased from 3,792 in 2017-18 to 176 in 2018-19. This was largely due to standardisation of practice across Police Scotland divisions in November 2017, whereby the Driver and Vehicle Licensing Agency (rather than the police) took primacy in dealing with these offences.
note 59	New offences introduced in October 2019 in relation to drug driving (driving or being in charge of a motor vehicle with concentration of a specified controlled drug above a specified limit). See note 2.21 for details.
note 60	Due to changes in the survey in response to covid-19, 2020 data is not directly comparable with previous years, so there is a break in the time series between 2019 and 2020
note 61	Due to a change in crime codes this table has been completely revised so that the offences data match the new grouping of road traffic offences.
note 62	Statistics for East Renfrewshire have been entered to reflect the totals as of 2nd March, 2023.

ROAD TRANSPORT VEHICLES

Table 1.1 New registrations by taxation group, body type and method of propulsion

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or us

Source: [DVLA/Department for Transport - Not National Statistics](#)

Vehicle type	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
by type of vehicle (taxation group)											Thousand
Private and light goods	159	175	199	217	223	225	207	190	175	119	134
Motorcycles	5	5	5	6	6	7	6	6	6	6	7
Buses	1	1	1	1	1	1	1	1	1	0	0
Goods	2	3	3	2	3	4	3	3	3	2	3
Crown and exempt [note 2]	34	32	32	34	32	32	31	31	33	33	35
Other vehicles [note 2]	1	1	1	1	2	2	2	2	2	1	2
Total	202	216	241	262	268	270	250	233	221	161	181
by body type											
Cars	168	183	205	222	222	222	204	188	178	128	138
Taxis	0	0	0	1	0	0	0	0	0	0	0
Motorcycles	5	5	5	6	6	7	6	6	7	6	7
Three wheelers	0	0	0	0	0	0	0	0	0	0	0
Light goods [note 3]	20	18	20	23	28	29	28	28	25	19	26
Goods [note 3]	3	3	4	3	4	5	4	4	4	3	4
Buses and coaches	1	1	1	1	1	1	1	1	1	0	1
Agricultural vehicles etc	3	3	3	3	3	3	3	3	3	3	3
Other vehicles	3	4	3	3	3	3	3	3	3	2	3
All vehicles	202	216	241	262	268	270	250	233	221	161	181
by method of propulsion											
Petrol	98	110	119	125	125	128	124	131	128	90	91
Diesel	102	104	120	133	138	137	118	92	80	47	49
Hybrid Electric	1	1	1	2	3	3	6	8	9	16	28
Electricity	1	1	1	2	1	1	2	2	3	8	12
Gas Bi-Fuel	0	0	0 available]	0	0	0	0	0 available]	0	0	0
Gas Or Petrol/Gas	0	0	0	0	0	0	0	0	0	0	0
Other	available]	0 available]	0	0	0 available]	available]	0 available]	0	0	0	0
Total	202	216	241	262	268	270	250	233	221	161	181

Table 1.2 Vehicles licensed at 31 December, by taxation group, body type and method of propulsion

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DVLA/Department for Transport - Not National Statistics

Vehicle type	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
by type of vehicle (taxation group)											Thousand
Private and light goods	2,369	2,395	2,436	2,496	2,537	2,594	2,638	2,665	2,711	2,708	2,712
Motorcycles	60	60	59	61	62	63	62	62	63	63	65
Buses	12	12	12	12	12	12	12	12	12	10	11
Goods	29	29	29	29	30	30	30	28	28	27	28
Crown and exempt [note 2]	211	212	213	214	211	208	207	211	215	223	236
Other vehicles [note 2]	9	10	10	10	11	11	12	12	12	11	12
Total	2,691	2,717	2,759	2,821	2,863	2,919	2,962	2,991	3,041	3,042	3,064
by body type											
Cars	2,264	2,285	2,319	2,369	2,394	2,433	2,462	2,486	2,524	2,520	2,518
Taxis	4	4	4	4	4	4	4	3	3	3	3
Motorcycles	66	66	66	67	68	70	70	71	72	73	76
Three wheelers	1	1	1	1	1	1	1	1	1	1	1
Light goods [note 3]	238	241	247	256	269	283	294	298	308	316	331
Goods [note 3]	36	35	36	36	37	38	38	37	37	35	36
Buses and coaches	16	16	15	15	15	15	15	14	14	13	13
Agricultural vehicles etc	47	48	48	49	50	50	52	54	55	56	58
Other vehicles	20	22	23	24	25	25	26	27	26	26	27
All vehicles	2,691	2,717	2,759	2,821	2,863	2,919	2,962	2,991	3,041	3,042	3,064
by method of propulsion											
Petrol	1,619	1,592	1,567	1,552	1,522	1,509	1,497	1,503	1,533	1,535	1,536
Diesel	1,061	1,113	1,178	1,252	1,321	1,386	1,435	1,450	1,459	1,437	1,417
Hybrid Electric	5	6	8	9	11	14	19	27	35	49	77
Electricity	2	3	4	5	6	7	9	10	12	19	31
Gas Bi-Fuel	2	2	2	2	1	1	1	1	1	1	1
Gas or petrol/gas	1	1	1	1	1	1	1	1	1	1	1
Steam	0	0	0	0	0	0	0	0	0	0	0
Others	0	0	0	0	0	0	0	0	0	0	0
Total	2,691	2,718	2,760	2,822	2,863	2,919	2,962	2,991	3,041	3,042	3,064

ROAD TRANSPORT VEHICLES

Table 1.3 Vehicles licensed at 31 December 2021 by Council and taxation group

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: DVLA/Department for Transport - Not National Statistics

Council	Private and light goods - Body type cars	Private and light goods - Other vehicles	Motor-cycle [note 6]	Buses	Goods [note 7]	Crown and Exempt [note 8]	Other vehicles	Total all vehicles	All vehicles of which body type cars	All vehicles of which company cars	Population aged 17+ (NRS Population estimates Mid 2021)	Vehicles registered per 1,000 people aged 17+	Cars registered per 1,000 people aged 17+
Aberdeen City	89.8	9.1	2.5	0.5	0.8	4.9	0.4	108.0	93.3	3.6	227,430	475	410
Aberdeenshire	138.0	24.5	4.6	0.6	2.0	20.4	1.2	191.3	143.8	5.0	262,690	728	547
Angus	56.6	8.4	2.0	0.1	0.7	7.5	0.3	75.7	59.6	2.3	116,120	652	513
Argyll & Bute	40.7	8.5	1.4	0.3	0.6	4.6	0.3	56.4	42.7	1.7	86,220	654	496
Clackmannanshire	25.0	2.7	0.8	0.1	0.1	1.9	0.0	30.6	26.4	1.0	51,540	594	513
Dumfries & Galloway	72.5	14.5	2.6	0.2	1.5	12.6	0.3	104.3	76.6	3.7	148,790	701	515
Dundee City	53.3	5.4	1.3	0.2	0.4	4.8	0.1	65.6	56.7	3.1	147,720	444	384
East Ayrshire	54.7	7.1	1.8	0.2	0.7	6.8	0.2	71.4	57.9	2.8	122,020	585	474
East Dunbartonshire	52.8	4.2	1.1	0.1	0.2	2.9	0.1	61.3	55.2	1.7	108,900	563	507
East Lothian	50.9	6.3	1.7	0.2	0.3	4.7	0.1	64.1	53.5	2.0	109,580	585	488
East Renfrewshire	46.3	3.1	0.7	0.1	0.2	2.5	0.1	53.1	48.3	1.8	96,580	549	500
Edinburgh, City of	171.4	14.9	4.3	1.0	0.6	11.6	0.3	204.2	179.3	7.4	526,470	388	341
Eilean Siar [note 9]	12.7	3.8	0.5	0.1	0.2	1.9	0.1	19.4	13.4	0.5	26,640	728	502
Falkirk	76.8	9.3	2.1	0.4	1.3	5.4	0.2	95.6	80.7	3.6	160,700	595	502
Fife	172.6	20.3	5.1	1.0	1.2	14.4	0.4	215.0	181.8	7.1	374,730	574	485
Glasgow, City of	190.5	20.9	3.3	1.3	1.7	20.0	1.5	239.0	206.3	17.3	635,130	376	325
Highland	112.8	25.3	4.0	0.6	1.4	15.6	1.1	160.7	118.5	5.0	238,060	675	498
Inverclyde	33.0	2.5	0.7	0.3	0.1	2.5	0.0	39.2	35.0	1.5	76,700	511	456
Midlothian	42.5	5.6	1.4	0.1	0.4	3.5	0.1	53.5	45.0	1.9	94,680	565	475
Moray	45.7	8.4	1.8	0.1	0.7	5.6	0.3	62.6	47.9	1.9	96,410	650	497
North Ayrshire	59.1	6.9	1.9	0.2	0.6	5.3	0.2	74.2	62.7	3.0	134,220	553	467
North Lanarkshire	142.2	18.8	2.9	0.5	2.8	11.4	0.4	178.9	152.0	8.6	341,400	524	445
Orkney Islands	10.5	3.0	0.5	0.0	0.2	3.2	0.2	17.6	11.2	0.5	22,540	782	499
Perth & Kinross	75.1	12.2	2.3	0.2	0.8	9.2	2.2	101.9	78.5	3.3	153,810	662	510
Renfrewshire	112.0	16.3	1.9	0.4	1.4	11.5	0.1	143.6	122.0	42.8	179,940	798	678
Scottish Borders	57.8	10.8	1.9	0.2	1.4	8.3	0.2	80.6	60.5	2.7	116,020	695	521
Shetland Islands	11.1	3.5	0.5	0.1	0.2	1.6	0.2	17.2	11.6	0.7	22,940	749	504
South Ayrshire	53.2	6.5	1.6	0.4	0.3	4.9	0.1	67.1	55.9	2.4	112,450	596	497
South Lanarkshire	146.4	17.0	3.2	0.5	2.2	12.2	0.5	182.1	155.2	7.9	322,630	564	481
Stirling	55.0	10.3	1.2	0.1	0.6	5.2	0.1	72.5	58.5	15.2	93,470	775	626
West Dunbartonshire	36.7	9.1	0.9	0.1	0.2	2.7	0.1	49.8	39.0	2.4	87,790	567	444
West Lothian	84.2	10.6	2.6	0.4	1.6	6.4	0.5	106.4	88.9	4.0	185,580	573	479
Council Unknown	0.2	0.1	0.0	0.0	0.0	0.5	0.0	0.9	0.4	0.1	-	-	-
Scotland	2,382.1	329.9	65.1	10.6	27.5	236.4	11.9	3,063.6	2,518.2	168.6	5,479,900	559	460

ROAD TRANSPORT VEHICLES

Table 1.4 Taxi, private hire cars and drivers licensed by local authority area, 2022

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Government - Not National Statistics

Council	Taxi	Private hire	Total	Taxi driver	Private hire	Total	Wheelchair	Wheelchair
	vehicles	cars	vehicles	licenses	licences	licenses	accessible taxis	accessible private hire cars
Aberdeen City	593	225	818	1,055	1	1,056	335	-
Aberdeenshire	493	391	884	528	74	602	39	33
Angus	81	60	141	132	110	242	4	2
Argyll & Bute	173	53	226	339	44	383	10	1
Clackmannanshire	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]
Dumfries & Galloway	214	51	265	364	21	385	3	-
Dundee City	508	155	663	1,045	24	1,069	241	-
East Ayrshire	125	98	223	360	11	371	24	5
East Dunbartonshire	208	277	485	437	115	552	47	2
East Lothian [note 10]	119	112	231	299	N/A	299	119	[unavailable]
East Renfrewshire [Note 62]	36	385	421	55	507	562	2	12
Edinburgh, City of	1,258	2,153	3,411	2,480	2,763	5,243	1,258	19
Eilean Siar	83	18	101	125	18	143	2	3
Falkirk	379	98	477	459	68	527	60	5
Fife [note 10]	481	369	850	1,585		1,585	13	47
Glasgow, City of	1,401	3,163	3,564	1,743	3,328	5,071	1,401	31
Highland	479	193	672	568	268	836	15	15
Inverclyde [note 10]	245	42	287	477	N/A	477	20	-
Midlothian	41	115	156	69	192	261	41	[unknown]
Moray	157	19	176	547	11	558	10	1
North Ayrshire	224	46	270	450	1	451	41	4
North Lanarkshire	464	1,069	1,533	942	977	1,919	53	1
Orkney Islands	30	15	45	75	6	83	1	2
Perth & Kinross [note 10]	103	227	330	573	573	573	25	38
Renfrewshire	229	715	944	416	819	1,235	223	19
Scottish Borders	169	49	218	231	25	256	18	13
Shetland Islands	59	58	117	190	74	264	3	3
South Ayrshire	96	145	241	415	74	489	96	-
South Lanarkshire	338	1,513	1,851	810	1,486	2,296	19	29
Stirling	82	124	206	314	9	323	21	14
West Dunbartonshire [note 10]	334	96	430	411	-	411	168	12
West Lothian	69	404	473	145	543	688	69	65
Scotland	9,271	12,438	20,709	17,639	12,142	29,640	4,381	376

ROAD TRANSPORT VEHICLES

Table 1.5 Vehicles licensed at 31 December 2021, by taxation group, and by year of first registration
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
 Source: DVLA/Department for Transport - Not National Statistics

Taxation group	Pre- 2007 (percent of total)	2007-2011 percent of total	2012-2016 percent of total	2017-2021 percent of total	Total percent	Total stock - thousands	Average age of vehicles - years
Private and light goods	7.3	18.0	38.4	36.2	100.0	2,712	7.3
<i>of which body type cars</i>	6.9	18.0	39.0	36.1	100.0	2,382	7.3
Motorcycles [note 6]	15.6	22.2	36.3	25.9	100.0	11	9.0
Buses	25.8	10.1	13.7	50.4	100.0	236	13.7
Goods	8.4	11.5	34.6	45.6	100.0	28	6.6
Crown and exempt	29.0	14.8	20.2	36.0	100.0	65	10.4
Other vehicles	15.3	10.8	22.0	51.9	100.0	12	7.3
All vehicles	9.3	17.3	36.0	37.4	100.0	3,064	7.9
<i>of which body type cars</i>	7.3	17.4	37.4	37.9	100.0	2,518	7.4

Table 1.6 Average age of vehicles licensed at 31 December, by taxation group [note 11]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DVLA/Department for Transport - Not National Statistics

Type of vehicle	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
(a) Scotland											<i>years</i>
Private and light goods	6.3	6.5	6.5	6.6	6.6	6.6	6.6	6.7	6.8	7.0	7.3
Motorcycles [note 6]	8.6	9.0	9.4	9.6	9.8	9.9	10.0	10.2	10.3	10.5	10.4
Buses [note 12]	8.4	8.4	8.3	8.3	8.3	8.3	8.5	8.6	8.5	8.9	9.0
Goods	6.2	6.3	6.2	6.3	6.3	6.1	6.2	6.4	6.4	6.5	6.6
Crown and exempt [note 2]	10.7	10.9	11.3	11.5	11.9	12.3	12.7	13.2	13.6	13.7	13.7
Other vehicles [note 2]	7.8	7.8	7.9	7.8	7.5	7.3	7.3	7.1	7.1	7.7	7.3
All vehicles	6.7	6.9	7.0	7.0	7.0	7.1	7.1	7.2	7.3	7.6	7.9
(b) Great Britain											
Private and light goods	7.3	7.5	7.6	7.7	7.8	7.8	7.8	7.9	8.0	8.3	8.6
Motorcycles [note 6]	8.5	8.9	9.2	9.5	9.6	9.6	9.8	9.9	9.9	10.0	10.0
Buses [note 12]	8.4	8.4	8.4	8.5	8.5	8.5	8.6	8.6	8.8	8.9	9.3
Goods	6.4	6.4	6.3	6.4	6.4	6.4	6.4	6.4	6.3	6.4	6.5
Crown and exempt [note 2]	14.5	14.7	15.2	15.6	16.0	16.5	16.9	17.6	17.9	17.7	17.1
Other vehicles [note 2]	9.3	9.3	9.3	9.1	8.8	8.9	8.8	8.6	8.5	8.6	8.6
All vehicles	7.8	8.0	8.2	8.3	8.3	8.3	8.4	8.5	8.6	9.0	9.2

ROAD TRANSPORT VEHICLES

Table 1.7 Private and light goods vehicles licensed at 31 December, by cylinder size

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or
Source: DVLA/Department for Transport - Not National Statistics

Cylinder size	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
	<i>percentage of year total</i>										
up to 700 cc	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
701 to 1,000 cc	3.8	4.0	4.5	5.2	5.9	6.7	7.4	8.5	9.6	10.5	11.3
1,001 to 1,200 cc	6.5	6.4	6.4	6.5	6.5	6.5	6.6	6.7	6.7	6.8	7.0
1,201 to 1,500 cc	25.7	26.0	26.2	26.2	26.3	26.5	26.5	26.5	26.7	26.8	26.6
1,501 to 1,800 cc	24.7	24.7	24.8	24.6	24.3	23.7	23.1	22.3	21.1	20.0	19.0
1,801 to 2,000 cc	22.5	22.0	21.4	20.9	20.4	20.1	20.3	20.4	20.7	21.0	21.3
2,001 to 2,500 cc	10.8	10.9	11.0	11.0	11.2	11.1	10.8	10.4	10.0	9.7	9.5
2,501 to 3,000 cc	4.1	4.0	4.0	3.9	3.9	3.8	3.8	3.8	3.8	3.9	3.9
3,000 cc and over	1.8	1.8	1.7	1.7	1.6	1.5	1.5	1.4	1.4	1.3	1.3
cc not known [note 13]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	100	100	100	100	100	100	100	100	100	100	100
	<i>thousand</i>										
Total	2,369	2,395	2,436	2,496	2,537	2,594	2,638	2,665	2,711	2,708	2,712

Table 1.8 Heavy goods vehicles licensed at 31 December, by gross weight

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DVLA/Department for Transport - Not National Statistics

Gross weight (tonnes)	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
										<i>percentage of year total</i>	
3.5 to 7.5	28.8	28.3	26.9	26.2	25.2	24.2	23.5	22.3	21.7	20.6	19.9
7.51 to 12	2.4	2.5	2.7	2.7	2.8	3.2	3.3	3.3	3.5	3.5	3.6
12.1 to 16	3.7	3.6	3.7	3.6	3.6	3.4	3.1	3.4	3.4	3.4	3.3
16.1 to 20	14.2	14.1	14.1	13.8	13.4	13.1	12.9	12.7	12.6	12.8	13.3
20.1 to 24	2.7	2.4	2.1	2.0	2.0	2.1	2.0	1.9	1.8	1.4	1.3
24.1 to 28	13.8	14.1	14.6	14.4	14.4	14.2	14.3	14.7	14.6	15.0	14.9
28.1 to 32	9.1	9.0	9.2	9.8	10.1	10.5	10.7	11.5	12.1	12.8	12.8
32.1 to 38	1.9	2.2	2.0	1.9	1.8	1.7	1.7	1.8	1.7	1.8	1.8
over 38	23.3	23.8	24.8	25.6	26.7	27.8	28.6	28.5	28.7	28.9	29.1
Total	100	100	100	100	100	100	100	100	100	100	100
										<i>thousand</i>	
Total [note 15]	29.4	28.9	28.9	29.4	29.7	30.3	30.3	28.3	28.1	27.2	27.5

Table 1.9 Buses licensed at 31 December: by seating capacity

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DVLA/Department for Transport - Not National Statistics

Number of seats	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
9-15	1,753	1,721	1,701	1,666	1,636	1,615	1,528	1,464	1,471	1,303	1,337
16-32	3,795	3,836	3,916	3,995	4,013	4,094	4,111	4,159	4,095	3,540	3,807
33-40	1,082	1,003	948	1,008	975	975	1,002	986	991	896	915
41-48	1,415	1,458	1,507	1,528	1,529	1,418	1,383	1,375	1,292	1,188	1,163
49-56	1,580	1,449	1,384	1,388	1,380	1,306	1,321	1,270	1,271	957	1,133
57-64	319	397	413	443	463	472	448	493	466	395	437
65-72	539	553	513	510	513	487	486	492	459	417	409
73 and over	1,446	1,417	1,374	1,375	1,423	1,466	1,475	1,489	1,458	1,393	1,367
Total	11,929	11,834	11,756	11,913	11,932	11,833	11,754	11,728	11,503	10,089	10,568

Table 1.10 Heavy goods and public service vehicle operators in Scotland by licence type and number vehicles December 2022

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Traffic Commissioners office: <https://data.gov.uk/dataset/2a67d1ee-8f1b-43a3-8bc6-e8772d162a3c/traffic-commissioners-goods-and-public-service-vehicle-oper>

Number of vehicles specified on licence	Total HGV				Total PSV			
	HGV Restricted	HGV Standard National	HGV Standard International	licence holders	PSV Restricted	PSV Standard National	PSV Standard International	licence holders
0-2	2,012	1,258	300	3,570	184	135	30	349
3-5	326	471	123	920	5	70	24	99
6-10	137	271	57	465	-	59	27	86
11-20	48	194	58	300	-	54	21	75
21-50	26	114	36	176	-	16	15	31
51-100	5	52	16	73	-	11	5	16
101-200	2	21	4	27	-	3	2	5
201+	-	8	3	11	-	4	3	7
Total	2,556	2,389	597	5,542	189	352	127	668

Table 1.11 The 20 most popular new cars sold in Scotland, 2021 [note 17]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: SMMT - Not National Statistics

Position	Make	Range	Number of cars sold	Market share percent
1	VAUXHALL	CORSA	5,416	3.9
2	FORD	FIESTA	2,960	2.2
3	VOLKSWAGEN	GOLF	2,806	2.0
4	VOLKSWAGEN	POLO	2,662	1.9
5	MERCEDES	A-CLASS	2,584	1.9
6	FORD	FOCUS	2,579	1.9
7	MINI	MINI	2,503	1.8
8	BMW	1 SERIES	2,272	1.7
9	FORD	PUMA	2,151	1.6
10	VAUXHALL	CROSSLAND X	2,112	1.5
11	TOYOTA	YARIS	2,028	1.5
12	NISSAN	QASHQAI	2,021	1.5
13	VOLVO	XC40	1,942	1.4
14	VAUXHALL	GRANDLAND X	1,890	1.4
15	TOYOTA	AYGO	1,852	1.4
16	VOLKSWAGEN	T-ROC	1,781	1.3
17	KIA	NIRO	1,775	1.3
18	LAND ROVER	RANGE ROVER EVOG	1,757	1.3
19	OTHER UK	OTHER	1,697	1.2
20	PEUGEOT	208	1,690	1.2
		Total top 20 cars	46,478	33.9
		Total all other cars	90,642	66.1
		Total cars sold	137,120	100.0

Table 1.12 Road vehicle testing scheme (MOT) [note 18] [note 25]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: VOSA - Not National Statistics

	1st April 2021 - 31st March 2022 [note 26]	Failures with at least one Dangero us defect	Failure s with only Major defects		1st April 2021 - 31st March 2022 [note 26]	Failures with at least one Dangero us defect	Failure s with only Major defects
Cars [note 19]				Private Passenger (over 12 seats)			
Total Tests	2,511.0			Total Tests	3.7		
Pass with Rectification at Station	96.0			Pass with Rectification at Station	0.1		
Fail	690.7	220.5	566.2	Fail	0.9	0.3	0.7
Initial Failure Rate [note 21]	31.3	8.8	22.6	Initial Failure Rate [note 21]	28.3	8.6	19.7
Final Failure Rate [note 22]	27.5			Final Failure Rate [note 22]	25.6		
Body, chassis, structure	4.8	0.3	4.6	Body, chassis, structure	5.7	1.0	5.2
Brakes	10.7	3.2	9.1	Brakes	14.8	3.9	13.8
Identification of the vehicle	0.3	0.0	0.3	Buses and coaches supplementary tests	2.2	0.1	2.2
Lamps, reflectors and electrical equipment	10.0	0.2	9.9	Identification of the vehicle	0.2	-	0.2
Noise, emissions and leaks	3.4	0.0	3.4	Lamps, reflectors and electrical equipment	11.4	0.2	11.3
Road Wheels	0.3	0.1	0.3	Noise, emissions and leaks	3.4	0.2	3.3
Seat belts and supplementary restraint systems	1.1	0.0	1.0	Road Wheels	0.1	-	0.1
Speedometer and speed limiter	0.0	0.0	0.0	Seat belt installation check	-	-	-
Steering	2.6	0.1	2.5	Seat belts and supplementary restraint systems	3.9	0.2	3.7
Suspension	12.7	0.8	12.3	Speedometer and speed limiter	0.4	-	0.4
Tyres	6.4	4.9	1.7	Steering	2.2	0.1	2.1
Visibility	4.9	0.0	4.9	Suspension	8.6	1.2	8.0
Defect Items per Initial Test Failure	2.79	0.41	2.37	Tyres	4.4	3.4	1.4
				Visibility	4.3	-	4.3
				Defect Items per Initial Test Failure	3.96	0.52	3.45
Motor cycles				Light goods vehicles [note 24]			
Total Tests	61.9			Total Tests	71.7		
Pass with Rectification at Station	2.2			Pass with Rectification at Station	3.1		
Fail	5.5	2.4	5.3	Fail	25.6	9.6	19.1
Initial Failure Rate [note 21]	12.5	3.9	8.6	Initial Failure Rate [note 21]	40.1	13.4	26.6
Final Failure Rate [note 22]	8.9			Final Failure Rate [note 22]	35.8		
Identification of the vehicle	0.7	0.0	0.7	Body, chassis, structure	7.7	0.7	7.2
Motorcycle audible warning (Horn)	0.4	0.0	0.4	Brakes	21.8	7.7	19.2
Motorcycle brakes	2.9	0.8	2.4	Identification of the vehicle	0.5	-	0.5
Motorcycle lamps and reflectors	6.5	0.6	6.1	Lamps, reflectors and electrical equipment	20.4	0.5	20.2
Motorcycle steering	1.2	0.4	0.9	Noise, emissions and leaks	5.5	0.2	5.4
Motorcycle structure and attachments	2.3	0.6	1.9	Road Wheels	0.2	0.1	0.2
Motorcycle suspension	2.2	0.2	2.1	Seat belts and supplementary restraint systems	2.2	0.1	2.1
Motorcycle tyres	2.0	1.8	0.2	Speedometer and speed limiter	-	-	-
Motorcycle wheels	0.2	0.1	0.1	Steering	4.8	0.3	4.6
Defect Items per Initial Test Failure	1.90	0.39	1.51	Suspension	14.0	1.5	13.2
				Tyres	5.9	4.6	1.5
				Visibility	7.8	0.1	7.7
				Defect Items per Initial Test Failure	4.03	0.51	3.53

Table 1.14 Practical Driving Test - Pass Rate at Test Centres 2021-22 [note 36]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Driver & Vehicle Standards Agency - Not National Statistics

Test centre	Male Conducted	Male Pass	Male Pass rate	Female Conducted	Female Pass	Female Pass rate	Overall Conducted	Overall Pass	Overall Pass rate
Aberdeen North (Bridge of Don) [note 31]	1,887	1,095	58.0%	2,082	1,117	53.7%	3,976	2,213	55.7%
Aberdeen South (Cove) [note 31]	1,703	1,054	61.9%	1,674	995	59.4%	3,385	2,052	60.6%
Aberfeldy	54	43	79.6%	48	30	62.5%	102	73	71.6%
Airdrie [note 31]	1,794	964	53.7%	1,876	965	51.4%	3,671	1,930	52.6%
Alness [note 33]	499	315	63.1%	509	304	59.7%	1,008	619	61.4%
Arbroath [note 33]	450	257	57.1%	455	266	58.5%	907	523	57.7%
Ayr [note 31]	880	475	54.0%	854	444	52.0%	1,734	919	53.0%
Ballater [note 33]	52	48	92.3%	60	47	78.3%	112	95	84.8%
Banff [note 33]	100	70	70.0%	117	73	62.4%	217	143	65.9%
Bishopbriggs [note 31]	1,751	919	52.5%	2,001	980	49.0%	3,752	1,899	50.6%
Buckie [note 33]	117	70	59.8%	160	95	59.4%	277	165	59.6%
Callander [note 32]	37	21	56.8%	46	30	65.2%	83	51	61.4%
Campbeltown [note 33]	59	43	72.9%	53	40	75.5%	112	83	74.1%
Castle Douglas [note 33]	197	107	54.3%	297	143	48.2%	494	250	50.6%
Crieff [note 33]	75	56	74.7%	77	63	81.8%	152	119	78.3%
Cumnock [note 34]	310	203	65.5%	453	275	60.7%	763	478	62.6%
Dumbarton [note 31]	1,036	499	48.2%	998	438	43.9%	2,035	938	46.1%
Dumfries [note 31]	920	482	52.4%	874	448	51.3%	1,794	930	51.8%
Dundee [note 31]	2,300	1,410	61.3%	2,316	1,280	55.3%	4,620	2,692	58.3%
Dunfermline (Vine) [note 31]	1,234	670	54.3%	1,317	665	50.5%	2,551	1,335	52.3%
Dunoon [note 33]	140	82	58.6%	157	92	58.6%	297	174	58.6%
Duns [note 33]	49	38	77.6%	67	48	71.6%	116	86	74.1%
East Kilbride [note 34]	1,261	588	46.6%	1,501	696	46.4%	2,762	1,284	46.5%
Edinburgh (Currie) [note 31]	3,365	1,782	53.0%	2,989	1,659	55.5%	6,373	3,445	54.1%
Edinburgh (Musselburgh) [note 31]	3,423	1,618	47.3%	3,256	1,536	47.2%	6,685	3,155	47.2%
Elgin [note 31]	1,225	558	45.6%	1,126	506	44.9%	2,358	1,066	45.2%
Forfar [note 33]	207	141	68.1%	242	168	69.4%	449	309	68.8%
Fort William [note 33]	198	109	55.1%	164	104	63.4%	362	213	58.8%
Fraserburgh [note 32]	73	61	83.6%	99	65	65.7%	172	126	73.3%
Gairloch [note 33]	18	13	72.2%	19	12	63.2%	37	25	67.6%
Galashiels [note 31]	459	319	69.5%	445	295	66.3%	904	614	67.9%
Girvan [note 34]	83	49	59.0%	105	64	61.0%	189	113	59.8%
Glasgow (Annie'sland) [note 31]	3,778	1,668	44.2%	3,316	1,299	39.2%	7,108	2,969	41.8%
Glasgow (Baillieston) [note 31]	2,962	1,409	47.6%	3,004	1,399	46.6%	5,974	2,811	47.1%
Glasgow (Shieldhall) [note 31]	2,884	1,143	39.6%	2,431	1,025	42.2%	5,318	2,169	40.8%
Golspie [note 33]	50	41	82.0%	54	38	70.4%	104	79	76.0%
Grangemouth [note 31]	1,526	843	55.2%	1,827	928	50.8%	3,353	1,771	52.8%
Grantown-On-Spey [note 33]	65	39	60.0%	58	34	58.6%	123	73	59.3%
Greenock [note 31]	1,383	585	42.3%	1,103	499	45.2%	2,492	1,086	43.6%
Haddington [note 33]	511	323	63.2%	669	386	57.7%	1,180	709	60.1%
Hamilton [note 31]	1,570	822	52.4%	1,794	920	51.3%	3,364	1,742	51.8%
Hawick [note 33]	172	122	70.9%	140	112	80.0%	312	234	75.0%
Huntly [note 33]	127	78	61.4%	160	98	61.3%	287	176	61.3%
Inveraray [note 33]	40	30	75.0%	40	31	77.5%	81	61	75.3%
Inverness (Seaford Road)	1,103	548	49.7%	1,149	551	48.0%	2,254	1,100	48.8%
Inverurie [note 33]	257	157	61.1%	345	216	62.6%	602	373	62.0%
Irvine [note 31]	2,072	1,066	51.5%	2,264	1,116	49.3%	4,336	2,182	50.3%
Islay Island [note 33]	23	19	82.6%	27	17	63.0%	50	36	72.0%
Isle of Mull [note 33]	14	8	57.1%	7	6	85.7%	21	14	66.7%
Isle of Skye (Portree) [note 33]	74	55	74.3%	84	54	64.3%	160	109	68.1%
Isle of Tiree									
Kelso [note 33]	119	86	72.3%	125	85	68.0%	244	171	70.1%
Kingussie [note 33]	32	22	68.8%	43	18	41.9%	75	40	53.3%
Kirkcaldy [note 31]	3,123	1,524	48.8%	2,847	1,319	46.3%	5,972	2,843	47.6%
Kyle of Lochalsh [note 33]	69	52	75.4%	51	35	68.6%	120	87	72.5%
Lairg [note 33]									
Lanark [note 33]	663	395	59.6%	906	499	55.1%	1,569	894	57.0%
Lerwick [note 33]	233	185	79.4%	250	169	67.6%	483	354	73.3%
Livingston [note 31]	1,171	704	60.1%	1,539	838	54.5%	2,710	1,542	56.9%
Lochgilphead [note 33]	64	52	81.3%	59	47	79.7%	123	99	80.5%
Mallaig [note 33]	13	11	84.6%	18	16	88.9%	31	27	87.1%
Montrose (Broomfield Ind Estate) [note 33]	293	227	77.5%	309	244	79.0%	602	471	78.2%
Newton Stewart [note 33]	87	56	64.4%	91	55	60.4%	178	111	62.4%
Oban [note 33]	136	91	66.9%	133	78	58.7%	269	169	62.8%
Orkney [note 33]	156	107	68.6%	177	118	66.7%	333	225	67.6%
Paisley [note 31]	2,177	1,220	56.0%	2,476	1,327	53.6%	4,654	2,547	54.7%
Peebles [note 33]	92	70	76.1%	132	95	72.0%	224	165	73.7%
Perth (Arran Road) [note 31]	1,168	750	64.2%	1,276	708	55.5%	2,444	1,458	59.7%
Peterhead [note 31]	567	377	66.5%	607	405	66.7%	1,174	782	66.6%
Pitlochry [note 33]	49	37	75.5%	53	40	75.5%	102	77	75.5%
Rothsay [note 33]	50	33	66.0%	45	34	75.6%	95	67	70.5%
Stirling [note 31]	2,239	1,140	50.9%	2,172	1,088	50.1%	4,418	2,232	50.5%
Stornoway [note 33]	168	108	64.3%	225	127	56.4%	393	235	59.8%
Stranraer [note 33]	81	60	74.1%	142	103	72.5%	225	164	72.9%
Thurso [note 33]	63	37	58.7%	62	35	56.5%	125	72	57.6%
Ullapool [note 33]	23	17	73.9%	28	23	82.1%	51	40	78
Wick [note 31]	89	47	52.8%	97	53	54.6%	186	100	53.8%
Scotland	57,492	30,523	53.1%	58,772	30,231	51.4%	116,368	60,783	52.2%

Table 1.15 People who hold a full car driving licence by age

Note: This table has been removed as data are no longer available for Scotland. Latest Scottish estimates are given in table 1.16 although this is based on a different source.

Table 1.16 People who hold a full driving licence 2021 [note 38]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey. The interviewer asks whether the person holds a full driving licence (car or motorcycle).

Category	Age 17-19	Age 20-29	Age 30-39	Age 40-49	Age 50-59	Age 60-69	Age 70-79	Age 80+	All 17+	Number
All people:	25	67	78	83	87	84	81	67	78	8,990
by gender:						percentage of the relevant sub-group [note 39]				
Men	13	69	79	85	89	89	89	83	80	3,860
Women	[note 37]	66	77	80	85	80	74	53	75	5,100
Identified in another way	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	30
Refused	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	-
by ethnicity:										
White Scottish	28	72	82	83	86	83	79	66	78	6,470
White other British	[note 37]	80	86	89	92	88	90	73	86	1,800
White Irish	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	71	70
White Polish	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	65	60
White Other	[note 37]	36	62	72	[note 37]	[note 37]	[note 37]	[note 37]	80	360
Asian, Asian Scottish or Asian British	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	54	120
All other ethnic groups combined	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	58	110
by religion:										
None	24	69	80	82	86	86	84	73	77	4,510
Church of Scotland	[note 37]	[note 37]	80	86	88	85	79	64	82	2,150
Roman Catholic	[note 37]	66	76	83	80	72	74	65	73	1,020
Other Christian	[note 37]	64	77	88	93	87	84	67	82	1,120
Muslim	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	50
All other religions	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	130
by whether disabled:										
Disabled	[note 37]	50	59	69	68	73	68	61	64	2,550
Not disabled	[note 37]	71	82	86	92	89	88	74	82	6,390
by current situation:										
Self employed	[note 37]	[note 37]	85	81	98	97	[note 37]	[note 37]	90	460
Employed full time	[note 37]	75	84	89	91	89	[note 37]	[note 37]	84	2,910
Employed part time	[note 37]	59	83	80	89	83	[note 37]	[note 37]	78	840
Looking after the home or family	[note 37]	[note 37]	[note 37]	[note 37]	76	[note 37]	[note 37]	[note 37]	64	190
Permanently retired from work	[note 37]	[note 37]	[note 37]	[note 37]	92	85	80	67	81	3,800
Unemployed and seeking work	[note 37]	[note 37]	[note 37]	[note 37]	68	[note 37]	[note 37]	[note 37]	48	200
In further / higher education	[note 37]	55	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	[note 37]	50	30
Permanently sick or disabled	[note 37]	[note 37]	22	43	44	[note 37]	[note 37]	[note 37]	40	180
by annual net household income:										
up to £ 10,000 p.a.	[note 37]	51	51	54	64	71	66	49	60	1,500
over £ 10,000, up to £ 15,000	[note 37]	61	54	62	64	83	78	68	68	1,140
over £ 15,000, up to £ 20,000	[note 37]	68	64	76	86	82	79	68	75	1,210
over £ 20,000, up to £ 25,000	[note 37]	76	77	77	93	83	83	74	79	960
over £ 25,000, up to £ 30,000	[note 37]	69	78	84	91	89	87	83	82	1,430
over £ 30,000, up to £ 40,000	[note 37]	75	88	87	92	91	90	77	[note 37]	940
over £40,000 - £50,000	[note 37]	[note 37]	84	92	96	93	92	71	[note 37]	650
over £50,000 p.a.	[note 37]	[note 37]	95	94	97	95	95	81	[note 37]	940
by Equivalised income										
1 - lowest 20% of incomes	[note 37]	49	45	64	67	79	74	63	64	1,780
2	[note 37]	55	76	68	80	78	77	62	70	1,770
3	[note 37]	76	80	89	88	84	83	75	80	1,780
4	[note 37]	73	84	87	92	89	86	77	83	1,690
5 - highest 20% of incomes	[note 37]	83	90	94	95	93	91	63	89	1,750
by Scottish Index of Multiple Deprivation:										
1 - Most Deprived	[note 37]	53	69	70	66	63	62	42	61	1,170
2	[note 37]	67	67	75	81	77	75	63	73	1,530
3	[note 37]	72	79	83	91	87	80	69	80	1,970
4	[note 37]	74	85	93	94	91	91	76	85	2,220
5 - Least Deprived	[note 37]	72	89	92	96	96	89	76	86	2,090
by urban / rural classification:										
Large urban areas	[note 37]	61	71	78	81	78	74	58	71	2,930
Other urban areas	[note 37]	70	81	83	86	82	79	69	78	2,660
Accessible small towns	[note 37]	[note 37]	83	87	92	88	84	76	85	850
Remote small towns	[note 37]	[note 37]	[note 37]	[note 37]	93	90	89	[note 37]	79	360
Accessible rural areas	[note 37]	88	93	91	93	94	92	79	86	1,200
Remote rural areas	[note 37]	[note 37]	77	95	94	95	92	67	78	990
Sample size (age group)	110	650	1,020	1,090	1,600	2,130	1,740	650	8,990	

ROAD TRANSPORT VEHICLES

Table 1.17 People who hold a full driving licence [note 41]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey. The interviewer asks whether the person holds a full driving licence (car or motorc

Gender and age	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
										[Note 60]	2021
All people age group										<i>percent of population [note 40]</i>	
17-19	26	28	26	29	26	30	31	29	29	39 [note 37]	25
20-29	54	58	56	56	54	55	55	57	60	65	67
30-39	77	75	74	73	72	73	73	73	72	77	78
40-49	80	80	80	82	82	81	81	79	82	83	83
50-59	78	79	80	79	78	81	81	79	81	88	87
60-69	74	73	74	74	76	76	77	77	76	86	84
70-79	57	59	60	61	62	63	67	70	70	74	81
80+	35	37	41	40	43	43	47	48	43	62	67
All aged 17+	67	68	68	69	68	69	70	70	71	76	78
Sample size	12,801	9,828	9,838	9,720	9,340	9,570	9,760	9,650	9,720	2,770	8,990
Men age group											
17-19	33	35	24	32	28	36	42	33	36	[note 37]	13
20-29	58	59	60	59	55	58	57	58	64	68	69
30-39	81	78	78	77	73	78	76	76	76	78	79
40-49	84	86	84	85	85	82	83	82	85	85	85
50-59	87	85	88	85	84	85	85	85	87	87	89
60-69	86	83	86	85	83	83	85	86	83	91	89
70-79	79	79	76	80	76	81	80	83	83	93	89
80+	60	63	64	66	67	65	66	68	62	74	83
All aged 17+	76	76	76	76	73	75	75	76	77	80	80
Sample size	5,515	4,377	4,405	4,410	4,210	4,360	4,520	4,280	4,330	1,240	3,860
Women age group											
17-19	17	19	29	27	23	26	22	25	43	[note 37]	[note 37]
20-29	51	57	52	54	53	53	54	55	57	62	66
30-39	73	71	71	69	71	69	71	71	67	75	77
40-49	77	74	76	80	79	80	78	76	79	81	80
50-59	70	75	72	73	72	77	76	73	76	89	85
60-69	63	65	64	65	68	68	70	68	71	82	80
70-79	43	43	48	46	52	50	56	59	60	57	74
80+	19	22	26	23	27	28	34	31	29	52	53
All aged 17+	60	62	61	62	63	63	64	64	66	72	75
Sample size	7,286	5,451	5,433	5,320	5,130	5,210	5,250	5,360	5,390	1,530	5,100

Table 1.18 Households with the regular use of a car

Note: This table has been removed as data are no longer available for Scotland .

Latest Scottish estimates are given in table 1.19 although this is based on a different source.

ROAD TRANSPORT VEHICLES

Table 1.19 Households with a car available for private use, 2009-2019

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey.

Cars available for private use:	2011 [note 42]	2012 [note 42]	2013	2014	2015	2016	2017	2018	2019	2020 [Note 60]	2021
None	30.1	31.0	30.2	30.8	30.0	29.3	28.1	28.6	27.6	19.1	19.7
1	44.5	43.0	44.0	43.3	43.3	42.1	42.7	42.0	41.5	45.0	48.2
2	21.0	21.3	21.3	21.1	21.7	23.0	23.4	23.7	24.9	28.0	25.7
3+	4.4	4.6	4.6	4.7	5.1	5.6	5.8	5.7	5.9	7.8	6.5
1+	69.9	69.0	69.8	69.2	70.1	70.7	71.9	71.4	72.4	80.9	80.3
2+	25.4	26.0	25.8	25.9	26.8	28.5	29.2	29.4	30.8	35.8	32.1
Sample size	<i>14,358</i>	<i>10,644</i>	<i>10,652</i>	<i>10,630</i>	<i>10,330</i>	<i>10,470</i>	<i>10,680</i>	<i>10,530</i>	<i>10,580</i>	<i>3,030</i>	<i>9,950</i>

Table 1.20 Households with number of cars or vans available for private use, 2021 [note 42]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey.

Types of household	None	1	2	3 +	1+	2 +	Sample size (=100%)
	<i>percent of households</i>						
All households:	19.7	48.2	25.7	6.5	80.3	32.1	9,950
by household type:							
Single adult	41	55	3	1	59	4	1,490
Small adult	15	46	35	4	85	39	1,470
Single parent	34	61	4	1	66	5	270
Small family	7	42	47	4	93	51	990
Large family	8	30	44	18	92	62	380
Large adult	7	23	37	33	93	71	800
Older smaller	6	54	36	4	94	40	2,580
Single pensioner	35	62	2	1	65	3	1,970
by annual net household income:							
up to £10,000 p.a.	50	39	8	3	50	11	630
over £ 10,000, up to £ 15,000	46	43	8	3	54	10	950
over £ 15,000, up to £ 20,000	35	53	10	2	65	12	1,230
over £ 20,000, up to £ 25,000	21	62	15	3	79	17	1,310
over £ 25,000, up to £ 30,000	15	62	19	5	85	24	1,060
over £ 30,000, up to £ 40,000	11	53	28	7	89	36	1,600
over £40,000 - £50,000	6	44	40	10	94	50	1,080
over £50,000 p.a.	3	33	50	14	97	64	1,850
by equivalised income:							
1 - lowest 20% of incomes	38	47	12	3	62	15	1,940
2	27	52	17	4	73	21	1,960
3	15	52	26	7	85	33	1,960
4	10	48	33	8	90	41	1,890
5 - highest 20% of incomes	6	42	41	11	94	52	1,970
by Scottish Index of Multiple Deprivation:							
1 - Most Deprived	38	48	12	3	62	14	1,300
2	26	51	19	4	74	23	1,680
3	16	48	28	8	84	36	2,190
4	10	48	33	9	90	42	2,460
5 - Least Deprived	9	46	36	9	91	45	2,320
by urban / rural classification:							
Large urban areas	29	50	17	4	71	21	3,220
Other urban areas	18	49	28	6	82	34	2,970
Accessible small towns	10	50	30	10	90	40	950
Remote small towns	17	50	27	6	83	33	390
Accessible rural areas	6	43	39	12	94	51	1,340
Remote rural areas	8	43	38	11	92	49	1,080

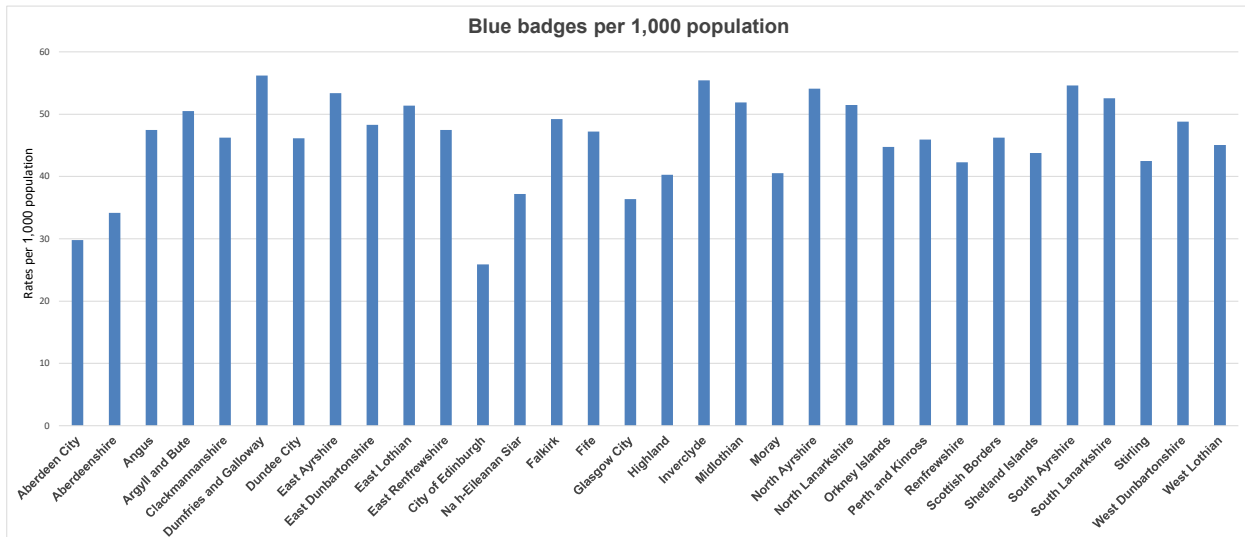
Table 1.21 Number of blue badges on issue, time series and 2022 breakdown [note 43]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Government - Not National Statistics

Council	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020			2021	2022	Organisations	Badges on issue as at 31st March 2022 - Individuals - Automatic [note 45]	Badges on issue as at 31st March 2022 - Individuals - Discretionary [note 46]
										[note 53]							
Aberdeen City	8,044	8,032	7,887	5,183	6,552	6,643	6,908	6,863	6,820	7,159	6,794	6,783	79	3,384	3,320		
Aberdeenshire [note 47]	16,288	13,358	12,166	8,155	10,685	10,210	9,838	9,604	9,252	9,689	8,553	8,971	47	4,734	4,190		
Angus	5,969	5,581	4,692	5,451	4,982	4,845	5,018	5,138	5,117	5,713	5,300	5,510	78	2,675	2,757		
Argyll & Bute	4,438	4,314	3,867	3,433	3,934	4,114	4,213	4,336	4,344	4,686	4,301	4,355	90	1,877	2,388		
Clackmannanshire	2,511	2,518	2,377	2,572	2,128	2,161	2,233	2,226	2,227	2,407	2,275	2,382	16	1,351	1,015		
Dumfries & Galloway	2,922	3,369	3,212	3,096	9,236	9,337	8,857	9,014	8,863	9,223	8,330	8,362	51	4,123	4,188		
Dundee City	6,199	6,766	5,776	5,252	5,292	5,452	5,619	5,916	6,033	6,680	6,438	6,814	16	3,494	3,304		
East Ayrshire	6,819	6,787	6,098	5,735	6,595	6,427	6,617	6,329	6,134	6,561	6,508	6,512	64	3,678	2,770		
East Dunbartonshire	4,738	5,175	2,905	4,847	4,473	4,661	4,730	4,794	4,772	5,408	4,817	5,257	54	1,969	3,234		
East Lothian	5,059	4,328	5,131	5,293	4,680	4,712	4,855	4,918	4,934	5,537	5,209	5,630	7	2,213	3,410		
East Renfrewshire	4,318	5,756	4,375	4,020	4,307	4,322	4,581	4,645	4,643	5,032	4,600	4,585	24	1,650	2,911		
Edinburgh, City of [note 52]	22,921	23,470	17,502	16,922	15,264	14,868	14,444	14,396	14,107	15,212	13,574	13,640	303	6,453	6,884		
Eilean Siar	969	918	961	922	863	902	939	964	989	1,103	1,008	991	15	504	472		
Falkirk	9,821	8,108	8,256	7,332	6,877	6,899	7,104	7,254	7,404	7,813	7,619	7,912	73	3,835	4,004		
Fife	21,574	21,021	19,750	18,877	18,646	17,299	17,931	17,869	17,788	18,999	17,128	17,691	88	9,452	8,151		
Glasgow, City of [note 46]	24,761	27,317	23,692	19,350	21,784	21,642	21,161	21,627	21,531	23,417	21,843	23,115	260	13,230	9,625		
Highland [note 49]	7,445	12,967	9,938	10,855	9,164	9,215	9,371	9,521	9,470	10,289	9,721	9,586	118	4,465	5,003		
Inverclyde	5,312	5,183	5,099	4,955	4,439	4,283	4,282	4,367	4,341	4,532	4,164	4,253	82	1,939	2,232		
Midlothian	4,654	4,673	3,164	4,716	4,416	4,332	4,237	4,345	4,512	5,059	4,593	4,915	26	2,236	2,653		
Moray	4,849	4,485	4,033	3,687	3,608	3,669	3,699	3,825	3,863	4,174	3,611	3,907	8	1,920	1,979		
North Ayrshire	8,531	7,379	6,040	6,157	7,086	7,196	7,343	7,534	7,430	7,812	7,136	7,261	50	3,661	3,550		
North Lanarkshire	19,019	18,013	16,957	18,352	16,453	15,741	16,537	16,225	16,586	17,729	17,428	17,574	46	9,919	7,609		
Orkney Islands [note 50]	1,143	1,281	1,108	1,050	1,119	1,096	1,100	1,100	1,114	1,221	1,080	1,009	29	397	583		
Perth & Kinross	5,551	6,169	5,975	6,814	6,542	6,651	6,831	6,779	6,714	7,177	6,906	7,065	112	2,731	4,222		
Renfrewshire	8,569	8,358	7,873	8,326	7,730	7,838	8,205	7,902	7,744	8,240	7,185	7,608	66	4,417	3,125		
Scottish Borders [note 51]	...	6,987	6,456	5,980	4,961	4,889	5,062	5,161	5,086	5,555	5,150	5,363	31	2,155	3,177		
Shetland Islands	383	381	800	953	878	892	974	1,005	1,044	1,112	1,010	1,004	18	380	606		
South Ayrshire	5,958	6,356	5,212	5,475	5,537	5,703	5,785	5,806	5,707	5,992	5,745	6,139	54	2,780	3,305		
South Lanarkshire	19,245	15,274	15,602	15,826	16,218	16,218	15,796	15,488	15,221	16,482	16,244	16,962	3	9,213	7,746		
Stirling	4,649	4,273	4,374	4,082	3,918	3,892	3,859	4,027	4,028	4,480	4,251	3,973	48	1,757	2,168		
West Dunbartonshire	4,730	4,625	4,221	4,936	4,548	4,546	4,652	4,676	4,554	4,785	4,433	4,285	56	2,504	1,725		
West Lothian	9,691	9,823	9,529	9,615	8,912	8,873	8,641	8,880	8,526	8,795	7,690	8,363	78	5,072	3,213		
Total [note 44]	257,080	263,045	245,035	228,219	231,827	229,528	231,422	232,534	230,898	248,073	230,644	237,777	2,090	120,168	115,519		



ROAD TRANSPORT VEHICLES

Table 1.22 Motor vehicle offences recorded by the police by type of offence [Note 61]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Recorded Crime, Scottish Government

Type of offence	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Recorded Road Traffic Crimes									
Causing death by dangerous driving	17	21	13	26	19	30	37	26	25
Causing death by careless driving	20	18	6	12	17	10	15	11	5
Illegal driver involved in fatal accident	6	3	2	1	3	2	2	2	2
Illegal driver, disqualified/unlicensed etc. causing serious injury	-	-	2	2	5	1	4	7	3
Reckless driving at common law	2	1	4	1	-	-	-	-	-
Total Road Traffic Crimes	45	43	27	42	44	43	58	46	35
Recorded Road Traffic Offences									
Dangerous and Careless Driving									
Dangerous driving offences	2,957	2,428	2,881	2,875	2,854	2,897	3,019	3,546	3,546
Driving carelessly	8,567	8,345	9,176	8,818	7,868	8,092	8,227	8,225	9,373
Driving under the influence									
Driving motor vehicle while unfit through drink or drugs	490	450	540	653	719	771	742	897	883
In charge of motor vehicle while unfit through drink/drugs	92	54	71	123	137	148	159	138	147
Driving with excess blood alcohol									
In charge with excess blood alcohol	3,819	3,161	3,239	3,465	3,262	3,201	3,275	2,756	2,972
Failure to provide breath specimen at roadside	419	390	364	331	333	333	324	255	299
Failure to provide breath specimen at roadside	517	477	509	569	602	591	630	637	592
Failure to provide breath, blood or urine specimen at police station									
Driving while under influence drug above prescribed limit	742	686	735	776	810	803	848	923	906
In charge while under influence of drug above prescribed limit	-	-	-	-	-	-	573	2,336	1,886
In charge while under influence of drug above prescribed limit	-	-	-	-	-	-	43	155	88
Speeding									
Speeding in Restricted Areas	38,400	29,316	23,145	13,395	10,685	10,371	10,166	8,222	7,391
Other Speeding Offences	43,982	31,610	31,274	20,976	18,538	16,997	18,592	14,741	15,081
Unlawful use of vehicle									
Vehicle excise Licence Offences	6,601	2,634	3,098	4,664	3,792	176	193	220	143
Using Motor Vehicle Without Test Certificate	18,546	15,528	14,609	14,725	15,145	14,020	14,987	12,910	13,249
Driving While Disqualified from Holding or Obtaining Licence	1,208	898	1,162	1,371	1,414	1,285	1,396	1,399	1,240
Driving Without a Licence (including under age)	7,001	5,265	5,766	6,334	5,787	5,221	5,115	6,828	5,928
Driving Licence, Other Offences	2,491	1,131	789	684	524	570	603	639	428
Third Party Insurance Offences	18,998	13,747	14,407	16,806	15,945	14,349	15,226	19,818	15,034
Registration or Identification Mark Offences (Not Lighting)	2,934	1,652	1,639	1,394	1,264	1,227	1,502	1,495	1,216
Vehicle defect offences									
Lighting Offences, Motor Vehicle	9,284	7,043	5,029	2,264	1,615	1,553	1,256	1,094	788
Construction & Use Regulations (Other Than Lighting)	11,639	8,550	8,041	6,121	5,434	5,554	6,090	5,745	5,142
Seat belt offences	37,880	15,619	8,059	4,502	3,134	2,921	2,800	1,632	1,759
Mobile phone offences	35,764	17,978	10,085	6,709	3,173	2,895	2,450	1,629	1,541
Accident Offences	5,921	5,574	7,660	8,705	14,694	14,758	15,503	12,015	15,171
Signal and Direction Offences									
Traffic direction offences	26,539	16,307	11,253	5,981	4,496	4,133	3,870	3,196	2,866
Pedestrian crossing offences	3,776	2,268	1,644	1,181	869	785	858	539	543
Other road traffic offences									
Parking Offences	143	105	163	99	76	78	71	61	91
Failing to Provide Info to Identify Driver of Motor Vehicle	1,528	1,394	1,474	1,536	1,348	1,296	1,321	1,452	1,312
Motorway Traffic Offences	368	327	318	384	199	197	192	159	207
Clearway Offences	-	-	1	-	-	-	-	-	-
Tachograph etc Offences	1,635	1,560	1,682	1,268	950	569	424	434	297
Motor Vehicle, Other Offences	1,850	1,488	1,484	1,459	1,348	1,314	1,452	1,958	1,723
Bicycle offences	282	200	165	139	162	140	135	143	143
Pedestrian traffic offences	-	-	-	1	-	-	1	-	2
Total Road Traffic Offences	294,373	196,185	170,462	138,308	127,177	117,245	122,043	116,197	111,987

Table 1.23 Households with a car or van available by gender, 2011

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Census 2011, National Records of Scotland

Households	None	1	2+	Total Number
				(=100%)
	<i>percent of people in households</i>			
All people in households:	23	40	37	5,196,386
Men	20	40	39	2,521,307
Women	25	40	35	2,675,079

Table 1.24 Households with a car or van available, 2011

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Census 2011, National Records of Scotland

Households	None	1	2+	Total Number
				(=100%)
<i>percent of households</i>				
All households:	31	42	27	2,372,777
by selected household type:				
Single adult (aged under 65)	48	48	4	511,447
Married or cohabiting family with dependent children	8	36	56	409,369
Married or cohabiting family with no children	11	44	44	413,022
Single parent	43	45	12	263,360
All students	63	27	10	20,928
Single pensioner	64	35	1	311,867
by tenure:				
Owned outright	8	38	54	652,675
Owned with a mortgage or loan	6	38	56	1,585,110
Social rented (council)	49	38	13	372,920
Social rented (other)	53	37	10	317,812
Private rented (private landlord or letting agency)	41	40	18	421,264

Table 1.25 Households with a car or van available by disability and ethnicity, 2011

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Census 2011, National Records of Scotland

	None	1	2+	Total Number (=100%)
	<i>percent of people in households</i>			
All people in households:	23	40	37	#####
by disability:				
Day-to-day activities limited a lot	46	40	14	472,795
Day-to-day activities limited a little	34	42	23	523,272
Day-to-day activities not limited	19	40	42	#####
by ethnicity:				
White: Total	22	40	38	4,995,665
White: Scottish	22	40	38	4,382,131
White: Other British	16	41	43	403,604
White: Irish	27	40	33	52,086
White: Gypsy/Traveller	35	41	24	4,029
White: Polish	31	52	17	60,324
White: Other White	32	42	26	93,491
Mixed or multiple ethnic groups	26	42	32	19,068
Asian, Asian Scottish or Asian British: Total	27	38	35	133,506
Asian, Asian Scottish or Asian British: Pakistani, Pakistani Scottish or Pakistani British	16	36	48	48,968
Asian, Asian Scottish or Asian British: Indian, Indian Scottish or Indian British	29	38	33	31,442
Asian, Asian Scottish or Asian British: Bangladeshi, Bangladeshi Scottish or Bangladeshi British	32	41	27	3,710
Asian, Asian Scottish or Asian British: Chinese, Chinese Scottish or Chinese British	36	36	28	29,596
Asian, Asian Scottish or Asian British: Other Asian	36	44	19	19,790
African	51	36	13	28,170
Caribbean or Black	39	39	22	6,279
Other ethnic groups: Total	34	43	23	13,698
Other ethnic groups: Arab, Arab Scottish or Arab British	36	42	21	8,959
Other ethnic groups: Other Ethnic Group	31	43	25	4,739



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2022

Bus and Coach Travel

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I. Introduction

1.1 This chapter provides information on bus and coach travel, such as the numbers of passenger journeys and vehicle-kilometres, passenger receipts and local bus fare indices, the numbers of vehicles of various types and the numbers of staff employed.

1.2 Estimates of passenger numbers, receipts and fares are based on a survey by the DfT and are therefore subject to sampling error. Figures from 2004-05 onwards are based on an improved methodology and may not be directly comparable with previous years. See the bus and coach section of the user guide.

Bus travel in Scotland was profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020. Comparisons with 2020 should therefore be treated with caution.

Key points

- **234 million journeys were made by bus in 2021-22. This is an increase of 87 per cent on 2020-21. Almost two fifths of these were made under the National Concessionary Travel Scheme.**
- **There were 1.5 million people with National Concessionary Travel cards in Scotland in 2022.**
- **The bus industry received £329 million in funding from local or central government in 2021-22. Passenger revenue in 2021-22 stood at £265 million in Scotland.**

2. Main Points

Vehicles and Passengers

2.1 Around 234 million passenger journeys were made by bus in Scotland in 2021-22. This is an increase of 87 per cent on 2020-21 and a 52 per cent fall from a peak in 2007-08. Journeys under the National Concessionary Travel Scheme make up almost two fifths of this figure (37%). (*Table 2.2a*)

2.2 The distance covered by local bus services (expressed in terms of 'vehicle kilometres') can be seen as a measure of bus service provision. Although this risen in 2021 by 13%, this was a much smaller rise than the increase in passenger numbers (87%). (*Table 2.3a*)

2.3 The number of buses in operators' fleets decreased by 8 per cent since 2016-17 and there was a 14 per cent decrease in the number of staff employed in the industry over the same period. (*Table 2.1a and 2.4*)

2.4 Passenger journeys in Great Britain fell by 37% and Scotland by 40% over the past five years. Vehicle kilometres in Scotland fell by 13% and Great Britain 14% over the same period. (*Table 2.2a and 2.3a*)

2.5 The declining trend in bus use contrasts with train travel in Scotland. Train accounts for only a quarter of the passenger journeys made by bus, but saw steady increases in passenger numbers over the years leading up to the Covid-19 pandemic. (*Table SGB1*)

2.6 Bus travel in the South West and Strathclyde and South East (corresponding to the Regional Transport Partnership areas of SPT, SWestrans (Dumfries and Galloway) and SEStran) accounts for 84 per cent of bus journeys in Scotland. (*Table 2.2b*)

2.7 Bus use is higher in urban areas and lower in rural areas. The Scottish Household Survey travel diary shows 62 per cent of those who used the bus the previous day lived in large urban areas compared to three per cent of users living in accessible rural areas. (This compares to population estimates of 35% living in large urban areas and 6% living in remote rural areas.) These figures are supported by the results of the more general question on bus use included in the Transport and Travel in Scotland publication which shows 21 per cent of respondents in large urban areas had used the bus in the last month compared to 4 per cent of those in accessible rural areas. (*Table 2.10*)

Operator revenue

2.8 Bus operators in Scotland received £594 million in revenue in 2021-22, an increase of 27 per cent on the previous year. Adjusting for the effects of inflation, total passenger revenue was 24 per cent less than 5 years ago. (*Table 2.8*)

2.9 In 2021-22, almost over half (£329 million, 55%) of operator revenue came from local or central government: through concessionary travel reimbursement, Bus Service Operators Grant (BSOG) or supported services. In the year previous, government support only accounted for 72% of operator revenue. Passenger revenue (i.e. ticket sales to non-concessionary passengers) accounted for around 45 per cent of operators' revenue (£265 million). Additional non-revenue support is excluded from these figures, specifically the Scottish Green Bus Fund and the Bus Investment Fund. (*Table 2.8*)

2.10 In real terms (adjusting for the effects of inflation), funding from local and national government is now 2 per cent lower than five years ago and overall passenger revenue is 24 percent less than it was 5 years ago. When looking at these figures it is necessary to consider the passenger number figures in Table 2.2a and the fares data in Table 2.5. Passenger revenue over the last five years has not increased due to a 40 per cent decrease in passengers, although fares have

decreased by 3 per cent below general inflation over the same period. (*Table 2.8, 2.2a and 2.5*)

Fares

2.11 Bus fares in Scotland have decreased by 3 per cent in real terms (adjusting for the effects of inflation) over the past five years, while there was no change for Great Britain. In current prices, i.e. viewing fare increases in the way that a consumer would, fares have risen by almost 11 per cent over the past five years. The increase in current prices is less than in Great Britain as a whole which has seen a 14% increase over the last five years. (*Table 2.5*)

Operator costs

2.12 As would be expected with the recovery in passenger numbers and increase in service provision (as reflected in vehicle kilometres), operator costs per passenger journey decreased significantly in 2021-22. In 2021-22 operating costs per passenger journey fell by 40 per cent from £4.61 per passenger journey to £2.78. Although the operating costs per vehicle km is lower than for the rest of GB (excluding London), operating costs per passenger journey remain higher than GB (£2.78 in Scotland, compared to £2.46 for GB excluding London). See also 'Other sources of data', as more detailed costs data is available from the Confederation of Passenger Transport. (*Table 2.6 and 2.7*)

Passenger Satisfaction

2.13 In 2021, the majority of people were satisfied with most aspects of bus services that the Scottish Household Survey asked them about (the relevant questions are currently included in the survey every second year). At least 80 per cent of respondents were satisfied with the extent to which buses ran to timetable; the cleanliness of buses; bus service is stable and not regularly changing; the ease of finding out route and timetable information; feel safe/secure on bus during day; and the simplicity of deciding which ticket they need. (*Table 2.11*)

2.15 Respondents gave lower satisfaction scores for the extent to which buses were environmentally friendly (53%) and whether the fares were good value (60%).

2.16 Additionally there was a noticeable difference in those who felt safe on the bus during the day and in the evening. Ninety-five per cent of respondents agreed that they felt safe using the bus during the day compared to 73 per cent in the evening.

Concessionary Travel

2.17 The National Concessionary Travel Scheme for older and disabled people was rolled out across Scotland in April 2006. The scheme enables individuals aged 60+ or those with an eligible disability to travel free on buses across Scotland using a valid National Entitlement Card (NEC).

On 31 January 2022, the new Young Persons' Free Bus Travel Scheme was launched, which provides free bus travel for everyone living in Scotland between the ages of 5 and 21 (Table 2.13).

Residents on the Western Isles, Orkney and Shetland who qualify for free bus travel under the Older and Disabled Persons' scheme can also get two free return ferry journeys to the mainland each year. Residents on the Western Isles, Orkney and Shetland, plus North Ayrshire, Argyle and Bute and Highland Council who are aged 16-18 also receive two free return ferry journeys to the mainland each year.

Before the Young Persons' scheme was introduced, those aged 16-18 and young volunteers aged 19-25 were also entitled to discounted bus and rail travel. 149,000 young people were eligible to access the travel concessions available through their Young Scot NEC in 2020.

Young volunteers aged 22-25, who live in Scotland and volunteer more than 30 hours a week, can still access a third off the adult single fare on almost all local and long-distance buses in Scotland with a valid Young Scot NEC. Additionally, young people aged 16-18 (16-25 for full time volunteers) with a Young Scot NEC can access some additional rail discounts, including a third off rail travel and season tickets at a 50% discount (some restrictions apply).

The young persons scheme is excluded from the analysis in paragraph 2.19 and 2.20 but is included in table 11.29 .

In addition to the Scottish Government's concessionary travel schemes, some local authorities offer other non-bus concessions which are also delivered on the NEC. These non-bus concessions are available to cardholders who live in that area and available on a local basis.

The Scottish National Blind Persons' Scheme is also delivered on the NEC, but is not operated by the Scottish Government. This is a voluntary arrangement between local authorities, COSLA and participating transport operators and provides free rail and ferry travel throughout Scotland for cardholders who have the eye symbol on their NEC indicating they have a card due to a visual impairment.

2.18 90% of young people (16-18) had access to concessionary travel with a Young Scot NEC in 2021. Over 50% of eligible young people (5-21) have a concessionary pass under the new scheme as of 1 November 22, and 89% of those aged 60 or over had a pass. These uptakes have changed little over the period since the introduction of the national scheme, though there has been a steady increase in pass holder numbers over the period. (Table 2.12 and 2.13)

2.19 The majority of pass holders (90%) in the Older and Disabled Persons' Scheme hold a pass on the basis of age. Of those who have a pass for disabilities or visual impairments, 78% have a companion card which allows someone to travel with them on the bus. Cardholder numbers by local authority are shown in Table 2.14. (Table 2.13)

2.20 Details of trips made on buses under the National Concessionary Travel Schemes are included in Table 2.2a. Further details of journeys made on all modes of transport under the National Schemes and current and previous local schemes are shown in table 11.29. Bus journeys account for almost all (98%) of journeys made under concessionary travel schemes. See the personal and cross modal travel section of the user guide for more detail around what is included in this table.

Other sources of data (not National Statistics)

2.21 Some industry data are available, though as they are not produced by Government they are not National Statistics and do not comply with the Code of Practice for Official Statistics. They are included here as an alternative information source which may be of interest to readers.

2.22 The Confederation of Passenger Transport (CPT) publish a Cost Index on their website. This shows that wages, staffing and labour accounted for around 60% of operating costs, with fuel accounting for 16%. Total costs have been above inflation for the last few years.

2.23 The Office of the Traffic Commissioner are responsible for the licensing of the operators of buses and coaches and the registration of local bus services (routes). Statistics are published in the Traffic Commissioners of Great Britain Annual Reports. There were 7 cases of action taken at public inquiry for non-compliance (under the Public Passenger Vehicles Act 1981) in Scotland in 2021-22, one more than in 2020-21.

Notes

This worksheet contains one table.
Note not Note text

- note 1 This table covers all operators who run local bus services, including those who also do non-local work (e.g. private hire, school contracts). In previous years this table has also included operators who do solely non-local work. However, the Department for Transport no longer collects figures for these 'non-local' operators. In previous years non-local operators have accounted for around 8% of the Public Services Vehicles in Use. Figures presented here will be lower than those previously published by a corresponding margin.
- note 2 London buses (not just services) are equipped with non-ITSO (Optare) smartcard readers.
- note 3 Previous figures have been revised.
EDV stands for Electronic, Automated, Card and Visa. Many credit and debit cards can now be used for contactless payments where card holders can pay for their bus fare by touching their card on a reader rather than using their pin number. Passengers may also use cash on Apple Pay or Apple Pay. Excludes figures provided by a small number of operators whose vehicles were equipped but the reader were not used as at 31 March mobile phone apps.
- note 4 Buses which have an Accessibility certificate issued under the Disability Discrimination Act PSV Accessibility Regulations 2000 (DAA PSVAR 2000 Certificate).
- note 5 Buses which do not have a DAA PSVAR 2000 Certificate but which have low floor designs, suitable for wheelchair access.
- note 6 There is a break in the series in 2004/05 due to changes in the estimation methodology. The table uses figures gathered through the Department for Transport's survey of PSV operators from the source as revised as a matter of course and the table is likely to differ from information on the Source sheet.
- note 7 Figures include a degree of estimation (e.g. allowances for claims not yet been processed) and may incur some small revisions to previously published data.
- note 8 Administrative data collected by Transport Scotland in relation to the older and disabled persons scheme and the young persons scheme bus journeys. This is around 20% different from Scotland level estimates calculated from DfT survey data.
- note 9 Estimated from DfT survey data, this will not be directly comparable with administrative data for Scotland.
- note 10 Regional groupings have been detailed by commercial sensitivities around the disclosure of bus operators' financial information.
- note 11 Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Source sheet.
- note 12 Perth and Kinross, Stirling, Aberdeen City, Aberdeenshire, Angus, Dundee City
- note 13 Elbow Side, Highland, Moray, Orkney Islands, Shetland Islands, Angus & Shire, Caithness/Highland, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders, Edinburgh City, West Lothian
- note 14 Argyll, South Argyll, South Lanarkshire, Renfrewshire, West Dunbartonshire, Glasgow City, North Lanarkshire
- note 15 There is a break in the series in 2004/05 due to changes in the estimation methodology.
- note 16 This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Source sheet.
- note 17 Commercial and subsidised routes may not match Scotland totals due to rounding.
- note 18 Figures relate to the financial year end.
- note 19 Figures for local operators only (including those doing some non-local work).
- note 20 Staff are classified according to their main occupation as some may have more than one function.
- note 21 Break in the series due to changes in the estimation methodology from 2004/05.
- note 22 Fares at March of each year.
- note 23 Adjusted for general inflation, using the Retail Prices Index.
- note 24 Adjusted for general inflation using the GDP market price deflator.
- note 25 Figures obtained from this source are revised as a matter of course and this table is likely to differ from information on the Source sheet.
- note 26 Passenger fare receipts only include fare receipts related by bus operators. On some tendered or supported services, fare receipts are passed to the local authority.
- note 27 This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Source sheet.
- note 28 UH2 2003-04 receipts for local bus services include concessionary fare reimbursement from local authorities. From 2004/05 this only includes fare receipts related by bus operators. On some tendered or supported services, fare receipts are passed to the local authority.
- note 29 Government support includes Bus Service Operators Grant, Concessionary Bus Travel and Local Authority grant costs incurred in support of bus services. The National Concessionary Travel scheme was introduced in April 2008. Figures for Government support prior to this include all modes of concessionary travel as are not comparable with later years.
- note 30 The figures for 2012/13 include an additional transitional assistance of £10 million for concessionary fares and £2 million for bus service operators grant towards the costs of bus operators by way of grant made under section 38 of the Transport (Scotland) Act 2001.
- note 31 Concessionary fares for 2013/14 also included transitional assistance of £1.7 million.
- note 32 Figures for previous years have been revised.
- note 33 This table includes some figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Source sheet.
- note 34 Total of all local authorities' grant costs incurred in support of bus services, either directly by authorities to operators or indirectly.
- note 35 Figures refer to Transport Scotland's spending on elderly, disabled and young schemes. Prior to the centralisation of funding in 2006/07 it is not possible to split out spending on bus schemes alone. Small revisions have been made to the years 2011/12, 2012/13 and 2014/15.
- note 36 Includes Local Authority spending.
- note 37 GB figures cover the total of all local authorities' net costs of concessionary bus travel and include funding for lost tickets as well as administration costs.
- note 38 There is no information on concessionary spending for other modes in England and Wales. Therefore, the only difference between the GB (bus) and GB (all modes) figures will be a result of the difference in the Scottish concessionary fares figures only.
- note 39 Bus Service Operators Grant (BSOG) is a subsidy provided by Central Government to operators of local bus services.
- note 40 Statistics for Concessionary Fares spent and Local Authority support for bus for England are published by Department for Communities and Local Government. Figures for Great Britain are calculated by combining the England, Wales and Scotland figures.
- note 41 Totals exclude non-revenue funding, specifically the Scottish Green Bus Fund and the Bus Investment Fund.
- note 42 The figures for 2012/13 include an additional transitional assistance of £10 million for concessionary fares and £2 million for bus service operators grant towards the costs of bus operators by way of grant made under section 38 of the Transport (Scotland) Act 2001.
- note 43 Concessionary fares for 2013/14 also included transitional assistance of £1.7 million.
- note 44 Local Authority Transport Expenditure - Buses was added to the SPR in 2009. Data is not available for previous years and the total expenditure for 2007/08 is not comparable with later years.
- note 45 BSOG in London now forms part of their public support grant (from October 2013).
- note 46 The figures for 2018/19 includes £2.0m additional assistance towards overall industry operating costs, via grant made under section 38 of the Transport (Scotland) Act 2001.
- note 47 The 2018/19 and 2020/21 values for BSOG include covid-19 section 70 support grant.
- note 48 The 2019/20, 2020/21 and 2021/22 values for concessionary fares include covid-19 section 70 support grant in respect of the Free Bus Scheme.
- note 49 This table has been amended from previous publications to ensure the method of calculation is consistent with other transport tables using Scottish Household Survey data. Percentages are slightly modified.
- note 50 The concessionary travel pass question was not asked in 2014, but will be asked again in 2019 and alternate years.
- note 51 For concessionary travel pass, sample size in 2003 was 1,863 as this data was not collected in quarter 1; sample size in 2008 was 2,120 as a new concessionary scheme was introduced in April 2008.
- note 52 Prior to 2007 only journeys over 14 miles were recorded. Since 2007 all journeys are recorded.
- note 53 This means a dichotomy in the time series between 2006 and 2007.
- note 54 From 2007 onwards, two new categories, 'Go home' and 'Just go for a walk', were added. 'Go home' has been separated out in this table as 'Just go for a walk' is not as these are largely going to be walking (only) journeys.
- note 55 SHS data: Question asked of adults (16+) who have used the bus in the previous month.
- note 56 Prior to 2012, question asked buses are on 'limb'.
- note 57 Changes in the questionnaire have been made between years on some response options are removed and new ones added.
- note 58 The question asked leading safe and secure on the bus was split in 2009 to ask about during the day and in the evening.
- note 59 This question will be asked in alternate years from 2019.
- note 60 The question asked bus "Do you have a concessionary travel pass which allows you to travel free of charge...?" The remainder of the question depended upon the national minimum concessionary fare arrangements that applied at the time. - From April 2003 to March 2006, the question concluded "... an off-peak local bus services". - From April 2006, the question concluded "... on scheduled bus services".
- note 61 Figures for 2003 and 2008 relate to the period from April to December, as new concessionary fare arrangements were introduced in April 2006.
- note 62 This question is being asked in alternate years.
- note 63 As at October in each year, with the exception of 2000 where the figure is as at February.
- note 64 Figures for 2007 and 2008 should be interpreted with caution, due to possible double-counting in one local authority.
- note 65 This table displays changes over time at a national level. For the most up to date figures at national and local authority level consult table 23.
- note 66 The new supplier of the national Entitlement Card programme is able to provide a more detailed split of card holder eligibility than Transport Scotland received previously. As well as being able to better identify eligibility, the new reports also identify duplicate cards in where a customer has a card due to expire at the end of the month and a replacement has been issued, so these can now be excluded from the totals. These changes mean that data for 2013 onwards is not directly comparable with earlier years. Figures for 'Young Scot disabled' cards were mistakenly excluded from the figures for 2013. The figures have now been corrected.
- note 67 This table provides the most up to date figures for the number of concessionary passes on issue at local authority and national level. Table 21.3 displays changes over time at a national level.
- note 68 Break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05.
- note 69 Due to changes in the survey in response to covid-19, 2020 data is not directly comparable with previous years, as there is a break in the time series between 2019 and 2020.
- note 70 The 'Young Persons' Free Bus Concession (Free bus travel for 5-21 year olds) replaced the former Young Persons Scheme on 31st January 22 and now covers discounted travel for 16-19 year olds.
- note 71 Figures for passenger journeys and vehicle kilometres have been revised.

BUS AND COACH TRAVEL

Table 2.1a: Public Service Vehicle characteristics (Local Operators) [Note 1]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: DfT Bus Statistics

Vehicle characteristics	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	% change over 1 year	% change over 5 years
Number of buses used as Public Service Vehicles													
	<i>thousands</i>												
Scotland	4.8	4.6	4.6	4.3	4.3	4.0	4.2	4.1	4.4	3.7	3.7	0	-8
Great Britain	42.3	42.0	42.1	41.7	40.8	40.4	40.2	39.4	38.4	37.8	36.5	-3	-10
Average age of the bus fleet													
Scotland	8.5	8.3	8.3	8.1	7.9	8.0	8.5	8.0	8.1	8.7 [available]	[available]	[available]	
Great Britain	7.8	7.7	7.8	7.8	7.7	7.6	7.8	7.7	8.0	8.6 [available]	[available]	[available]	
Percentage of buses with CCTV													
Scotland [Note 3]	58	65	67	72	78	82	90	89	91	92	92	0	12
Great Britain	72	77	80	84	87	90	91	92	93	94	94	0	5
Percentage of bus fleet with automatic vehicle location (AVL) device													
Scotland	76	81	90	86	86	94	95	95	99	98	98	0	4
Great Britain	73	86	91	93	94	96	97	97	98	98	98	0	2
Percentage of buses with live ITSO smartcard readers													
Scotland	89	89	89	92	83	89	88	92	94	94	96	2	7
Great Britain (outwith London) [Note 2]	54	71	76	82	81	88	89	90	91	93	93	0	5
Percentage of buses with live EMV readers that can accept contactless payment cards [Note 4]													
Scotland	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	4	42	61	77	77	79	3	1672
Great Britain (outwith London) [Note 2]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	38	61	73	83	87	90	4	138

Table 2.1b: Number of disability accessible or low-floor buses used as Public Service Vehicles in Scotland (Local Operators) [Note 1]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

Types of buses	Number/percent	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	%	%
													change over 1 year	change over 5 years
Buses with accessibility certificate [Note 5]	Number (thousands)	3.0	3.3	3.5	3.7	3.9	3.9	4.1	4.0	4.4	3.7	3.7	0	-6
	Percentage of all buses	62	71	76	87	91	97	98	99	100	99	100		
Buses with low floor access [Note 6]	Number (thousands)	1.06	0.72	0.60	0.30	0.16	0.05	0.02	0.01	0.01	0.01	0.01	-27	-83
	Percentage of all buses	22	16	13	7	4	1	0	0	0	0	0		
Total accessible or low floor buses	Number (thousands)	4.0	4.0	4.1	4.1	4.1	4.0	4.1	4.1	4.4	3.7	3.7	0	-7
	Percentage of all buses	84	86	90	94	95	98	98	99	100	100	100		

Table 2.2a: Passenger journeys on local bus services[Note 7] [Note 8]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

Country	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17 [Note 72]	2017-18 [Note 72]	2018-19 [Note 72]	2019-20 [Note 72]	2020-21 [Note 72]	2021-22 [Note 72]	change over 1	change over 5
Scotland	436	420	421	414	410	392	386	373	361	125	234	87	-40
Great Britain	5,191	5,099	5,201	5,142	5,023	4,931	4,832	4,779	4,523	1,731	3,126	81	-37
Of which concessionary passengers													
Scotland [Note 9] [Note 10]	149	146	149	146	143	142	136	141	137	48	87	81	-39
Great Britain [Note 11]	1,803	1,764	1,794	1,759	1,715	1,692	1,636	1,634	1,554	552	1,039	88	-39
Percentage Concessionary passengers													
Scotland	34%	35%	35%	35%	35%	36%	35%	38%	38%	38%	37%		
Great Britain	35%	35%	34%	34%	34%	34%	34%	34%	34%	32%	33%		
Annual growth rates													
Scotland	1%	-4%	0%	-2%	-1%	-4%	-2%	-3%	-3%	-65%	87%		
Great Britain	1%	-2%	2%	-1%	-2%	-2%	-2%	-1%	-5%	-62%	81%		
Concessionary passengers													
Scotland	2%	-2%	2%	-2%	-2%	-3%	-4%	4%	1%	-66%	-36%		
Great Britain	2%	-2%	2%	-2%	-2%	-1%	-3%	0%	-5%	-64%	88%		

Table 2.2b: Passenger journeys by region for local bus services [Note 12] [Note 13]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

Region	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	% change over 1 year	% change over 5
	<i>million passenger journeys</i>												
North East, Tayside and Central [Note 14]	63	61	62	63	60	58	55	53	47	17	31	84	-46
Highlands, Islands and Shetland [Note 15]	13	14	13	12	13	11	10	10	11	4	7	98	-38
South East [Note 16]	166	162	164	164	162	158	157	154	154	48	99	108	-37
South West and Strathclyde [Note 17]	194	184	182	175	175	165	163	157	149	57	97	71	-41
Scotland	436	420	421	414	410	392	386	373	361	125	234	88	-40

Table 2.3a: Vehicle kilometres on local bus services by type of service [Note 18] [Note 19]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

Country	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	% change	% change
				[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]	over 1	over 5
<i>million vehicle kilometres</i>												year	years
Scotland [Note 20]	338	327	332	328	333	329	326	322	326	254	288	13	-13
Commercial	278	263	266	258	270	261	266	268	265	206	243	18	-7
Subsidised	60	64	65	70	63	68	61	53	61	48	45	-6	-34
<i>Subsidised % of total</i>	17.8%	19.7%	19.7%	21.5%	18.9%	20.8%	18.7%	16.5%	18.7%	18.9%	15.6%		
Annual growth rate	-2%	-3%	1%	-1%	2%	0%	-1%	-1%	0%	-21%	-12%		
GB outwith London	2,072	2,043	2,035	2,003	1,968	1,930	1,840	1,817	1,778	1,420	1,611	13	-17
Commercial	1,624	1,626	1,644	1,640	1,653	1,643	1,579	1,571	1,524	1,209	1,386	15	-16
Subsidised	447	417	391	363	315	287	261	246	254	211	225	7	-22
<i>Subsidised % of total</i>	21.6%	20.4%	19.2%	18.1%	16.0%	14.9%	14.2%	13.5%	14.3%	14.9%	14.0%		
Great Britain [note 69]	2,557	2,529	2,522	2,488	2,457	2,420	2,325	2,294	2,249	1,880	2,081	11	-14

Table 2.3b: Vehicle kilometres on local bus services per head of population [Note 18] [Note 19]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

Population /Vehicle kms	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	% change over 1 year	% change over 5 years
Population	<i>thousands</i>												
Scotland	5,255	5,314	5,328	5,348	5,373	5,405	5,425	5,438	5,463	5,466	5,480	0	1
Great Britain	61,426	61,881	62,276	62,756	65,110	63,786	64,169	64,554	64,903	65,186	65,077	0	2
Vehicle kilometres per head of population	<i>vehicle km per head</i>												
Scotland	64.3	61.5	62.3	61.4	62.1	60.9	60.2	59.1	59.7	46.6	52.6	13	-14
Great Britain	41.6	40.9	40.5	39.6	37.7	37.9	36.2	35.5	34.7	28.8	32.0	11	-16
Ratio Scotland/GB	1.55	1.51	1.54	1.55	1.64	1.61	1.66	1.66	1.72	1.61	1.64	2	2

Table 2.3c: Vehicle kilometres by region for local bus services [Note 12] [Note 13]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

Region	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	% change over 1 year	% change over 5 years
North East, Tayside and Central [Note 14]	55	54	56	57	56	54	56	52	48	38	45	18	-17
Highlands, Islands and Shetland [Note 15]	33	33	32	32	31	27	24	26	27	23	21	-9	-21
South East [Note 16]	102	101	103	100	99	99	101	103	111	81	109	34	11
South West and Strathclyde [Note 17]	148	139	141	140	148	149	145	142	139	112	112	1	-25
Scotland	338	327	332	328	333	329	326	322	326	254	288	13	-13

Table 2.4 Staff employed [Note 21] [Note 22]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

Staff	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	% change over 1 year	% change over 5 years
Platform staff [Note 23]	10.6	10.1	10.4	10.5	10.4	10.0	10.3	10.3	11.1	9.3	8.6	-7	-14
Maintenance and other staff [Note 23]													
Maintenance	2.3	2.2	2.2	2.1	2.2	1.8	1.8	1.8	2.0	1.6	1.5	-6	-16
Other	1.4	1.4	1.4	1.5	1.4	1.4	1.4	1.3	1.2	1.1	1.2	6	-17
Total maintenance	3.7	3.6	3.6	3.6	3.6	3.2	3.2	3.1	3.2	2.7	2.7	-1	-16
All staff	14.3	13.8	14.0	14.0	14.0	13.2	13.5	13.5	14.2	12.0	11.3	-6	-14

Table 2.5 Local bus fare indices [Note 25]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

Prices	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	% change over 1 year	% change over 5 years
At current prices												2005 = 100		
Scotland	132.2	139.1	145.1	149.8	153.2	157.6	163.6	171.9	175.5	181.7	182.2	182.2	0	11
Great Britain	135.2	143.1	149.6	153.9	158.6	161.1	163.6	168.4	173.3	177.8	180.4	186.3	3	14
At constant prices [Note 26]														
Scotland	111.1	113.0	114.7	116.5	119.2	122.0	123.8	126.9	127.2	129.7	129.1	120.7	-7	-3
Great Britain	113.6	116.3	118.2	119.7	123.3	124.7	123.8	124.4	125.6	126.9	127.9	123.4	-4	0

Table 2.6: Operating costs per vehicle kilometre for local bus services [Note 27] [Note 28]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

Area	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	% change over 1 year	% change over 5 years
At 2020-21 Prices (including depreciation)													
									<i>Pence per Vehicle Kilometre</i>				
Scotland	178	181	181	184	178	186	185	206	208	226	226	0	21
GB outwith London [Note 29]	181	185	190	194	197	201	205	215	223	259	251	-3	25

Table 2.7: Operating costs per passenger journey for local bus services [Note 27] [Note 28]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

Area	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	% change over 1 year	% change over 5 years
At 2020-21 Prices (including depreciation)													
									<i>Pence per passenger journey</i>				
Scotland	138	140	142	145	145	156	156	178	186	461	278	-40	78
GB outwith London [Note 29]	131	136	137	140	142	144	147	154	164	424	246	-42	71

Table 2.8: Passenger revenue on local bus services [Note 30] [Note 31]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

Revenue	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	% change over 1 year	% change over 5 years
Current prices														
Passenger revenue												<i>£ Million</i>		
Scotland [Note 32] [Note 35]	328	336	350	361	356	383	397	384	361	335	128	265	107	-33
Great Britain [Note 35]	3,299	3,439	3,575	3,701	3,744	3,757	3,697	3,759	3,776	3,590	1,412	2,628	86	-29
Government support [Note 33]														
Scotland [Note 34]	295	299	312	300	299	302	300	303	316	326	338	329	-3	10
Total passenger revenue [Note 33]														
Scotland [Note 34]	622	636	662	661	655	685	696	688	676	660	466	594	27	-15
2020-21 Prices (Adjusted for general inflation using the GDP market price deflator.)														
Passenger revenue														
Scotland	404	407	417	420	410	438	445	424	390	353	127	265	108	-41
Great Britain	4,062	4,160	4,252	4,311	4,314	4,295	4,142	4,141	4,087	3,787	1,402	2,628	87	-37
Government support [Note 33]														
Scotland [Note 34]	365	365	373	352	347	348	338	337	344	346	339	332	-2	-2
Total passenger revenue [Note 33]														
Scotland [Note 34]	769	772	790	772	757	786	783	760	735	699	466	596	28	-24
HMT GDP deflator (Taken from HMT website on1	81	83	84	86	87	87	89	91	92	95	101	100		

Table 2.9: Government support on local bus services by type of support [Note 36]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	% change over 1 year	% change over 5 years
Revenue													
Current Prices													
Local Authority bus support [Note 37]													
Scotland [Note 46]													
Great Britain [Note 43]	1,084	1,038	1,094	976	984	1,000	1,011	930	924	2,070	1,571	-16	57
GB outwith London [Note 43]	565	538	538	389	363	341	328	348	483	558	540	-3	58
Concessionary fares													
Scotland (bus) [Note 38] [Note 50]	181	199	190	190	189	194	195	202	216	223	223	0	15
Scotland (all modes) [Note 50]	188	204	195	198	196	196	197	205	218	223	223	0	14
Great Britain (bus) [Note 40] [Note 41] [Note 43]	1,248	1,282	1,304	1,282	1,304	1,283	1,259	1,252	1,267	1,264	1,212	-4	-6
GB outwith London (bus) [Note 40] [Note 41] [Note 43]	1,038	1,062	1,070	1,043	1,066	1,048	1,041	1,035	1,050	1,040	1,020	-2	-3
Great Britain (all modes) [Note 40] [Note 41] [Note 43]	1,254	1,284	1,306	1,290	1,311	1,285	1,261	1,255	1,269	1,264	1,212	-4	-6
GB outwith London (all modes) [Note 40] [Note 41] [Note 43]	1,045	1,064	1,072	1,051	1,073	1,050	1,043	1,038	1,052	1,040	1,020	-2	-3
Bus Service Operators Grant [Note 42]													
Scotland [Note 48] [Note 49]	60	53	50	51	53	53	51	55	53	50	51	2	-3
Great Britain [Note 47]	512	415	348	..	..	..	..	..	..	..	..	..	..
GB outwith London [Note 47]	401	327	306	302	307	305	300	303	299	277	296	7	-3
All government support [Note 44]													
Scotland (bus) [Note 45]	299	312	300	299	302	300	303	316	326	338	329	-3	10
Scotland (all modes) [Note 45]	306	317	305	307	309	302	305	319	328	339	329	-3	9
Great Britain (bus) [Note 41] [Note 43] [Note 47]	2,843	2,739	2,735	2,560	2,595	2,588	2,570	2,485	2,490	3,611	3,079	-15	19
GB outwith London (bus) [Note 41] [Note 43] [Note 47]	2,004	1,929	1,907	1,792	1,796	1,746	1,726	1,744	1,889	1,941	1,911	-2	9
Great Britain (all modes) [Note 41] [Note 43] [Note 47]	2,851	2,730	2,749	2,568	2,602	2,590	2,572	2,488	2,492	3,611	3,079	-15	19
GB outwith London (all modes) [Note 41] [Note 43] [Note 47]	2,011	1,920	1,921	1,742	1,743	1,695	1,671	1,689	1,834	1,876	1,856	-1	9
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)													
Local Authority bus support [Note 37]													
Scotland	72	71	71	68	70	60	64	64	61	66	56	-15	-7
Great Britain [Note 43]	1,321	1,244	1,283	1,133	1,134	1,128	1,122	1,014	982	2,070	1,583	-24	40
GB outwith London [Note 43]	689	644	632	452	418	384	364	379	513	558	544	-3	41
Concessionary fares													
Scotland (bus) [Note 38] [Note 45] [Note 50]	221	238	223	221	218	219	216	220	229	223	224	1	2
Scotland (all modes) [Note 39] [Note 45] [Note 50]	229	244	229	230	226	221	219	224	232	223	224	1	1
Great Britain (bus) [Note 40] [Note 41] [Note 43]	1,520	1,536	1,530	1,488	1,502	1,448	1,397	1,365	1,346	1,264	1,221	-3	-16
GB outwith London (bus) [Note 40] [Note 41] [Note 43]	1,265	1,272	1,255	1,210	1,227	1,182	1,155	1,129	1,115	1,040	1,027	-1	-13
Great Britain (all modes) [Note 40] [Note 41] [Note 43]	1,529	1,538	1,532	1,497	1,510	1,450	1,399	1,368	1,349	1,264	1,221	-3	-16
GB outwith London (all modes) [Note 40] [Note 41] [Note 43]	1,273	1,274	1,257	1,220	1,235	1,185	1,157	1,132	1,118	1,040	1,027	-1	-13
Bus Service Operators Grant [Note 42]													
Scotland [Note 45] [Note 49]	73	64	59	59	61	60	57	60	56	50	52	3	-13
Great Britain [Note 45] [Note 47]	..	..	..	..	..	..	..	..	..	..	..	..	..
GB outwith London [Note 45] [Note 47]	489	392	359	350	353	344	333	330	318	277	298	8	-13
All government support [Note 44]													
Scotland (bus) [Note 45]	365	373	352	347	348	338	337	344	346	339	332	-2	-2
Scotland (all modes) [Note 45]	373	379	358	357	356	340	339	347	349	339	332	-2	-2
Great Britain (bus) [Note 41] [Note 43] [Note 47]	3,465	3,280	3,209	2,971	2,988	2,920	2,853	2,709	2,646	3,611	3,102	-14	6
GB outwith London (bus) [Note 41] [Note 43] [Note 47]	2,442	2,310	2,237	2,080	2,068	1,970	1,916	1,902	2,007	1,941	1,925	-1	-2
Great Britain (all modes) [Note 41] [Note 43] [Note 47]	3,474	3,270	3,226	2,981	2,996	2,922	2,855	2,712	2,648	3,611	3,102	-14	6
GB outwith London (all modes) [Note 41] [Note 43] [Note 47]	2,451	2,300	2,254	2,022	2,007	1,913	1,854	1,841	1,949	1,876	1,869	0	-2

Table 2.12: Possession of concessionary fare pass for all adults aged 16+ [Note 61] [Note 63]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Household Survey

Age	2011	2012	2013	2014	2015	2016	2017	2019	2021
All adults aged 16+	27	27	26	27	28	29	28	29	31
All adults aged 60+	87	88	86	87	87	87	87	89	88
Age band								<i>cell percentages</i>	
16 - 39	2	2	1	2	2	3	1	2	2
40 - 49	3	3	3	3	3	4	3	3	4
50 - 59	5	5	4	5	6	5	5	5	6
60 - 64	80	81	75	75	74	75	74	80	75
65 - 69	88	91	90	91	90	90	89	91	92
70 - 74	93	92	92	91	93	93	91	93	94
75 - 79	91	94	90	93	92	93	93	92	93
80 +	90	88	89	91	90	90	90	91	95
Sample size	12,890	9,890	9,920	9,800	9,410	9,640	9,810	9,780	9,030

BUS AND COACH TRAVEL

TABLE 2.11: Users views on local bus services [Note 56] [Note 58] [Note 60]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey

Percentage agreeing with each statement	2007	2008	2009	2010	2011	2012	2014	2016	2019	2021
Buses run to timetable [Note 57]	71	73	73	73	73	74	78	74	75	80
Buses are frequent	77	79	80	80	79	available]	available]	available]	available]	available]
Service runs when I need it	71	74	75	74	74	available]	available]	available]	available]	available]
Journey times are reasonable	available]	available]	available]	available]	available]	85	available]	available]	available]	available]
Bus service is stable and not regularly changing	80	80	79	80	78	83	80	77	80	80
Buses are clean	72	75	75	75	80	78	79	81	85	85
Buses are comfortable	73	74	77	78	available]	available]	available]	available]	available]	available]
Buses are environmentally friendly	available]	available]	available]	available]	available]	56	66	62	56	53
I feel personally safe and secure [Note 59]	80	81	available]	available]	available]	available]	available]	available]	available]	available]
Feel safe/secure on bus during day [Note 59]	available]	available]	91	91	94	93	94	93	93	95
Feel safe/secure on bus during the evening [Note 59]	available]	available]	58	59	63	62	69	70	69	73
Simple deciding what ticket I need	87	87	86	88	89	89	89	88	86	87
Finding out about routes and times is easy	77	79	81	81	82	84	86	83	84	84
Easy to change from buses to other forms of transport	69	71	71	73	76	75	75	76	70	71
Bus fares are good value	63	58	57	59	59	55	60	61	55	60
Sample Size	2,697	2,846	2,902	2,833	2,984	4,068	4,070	3,910	3,770	2,510

Table 2.12: Possession of concessionary fare pass for all adults aged 16+ [Note 61] [Note 63]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Household Survey

Age	2011	2012	2013	2014	2015	2016	2017	2019	2021
All adults aged 16+	27	27	26	27	28	29	28	29	31
All adults aged 60+	87	88	86	87	87	87	87	89	88
Age band								<i>cell percentages</i>	
16 - 39	2	2	1	2	2	3	1	2	2
40 - 49	3	3	3	3	3	4	3	3	4
50 - 59	5	5	4	5	6	5	5	5	6
60 - 64	80	81	75	75	74	75	74	80	75
65 - 69	88	91	90	91	90	90	89	91	92
70 - 74	93	92	92	91	93	93	91	93	94
75 - 79	91	94	90	93	92	93	93	92	93
80 +	90	88	89	91	90	90	90	91	95
Sample size	12,890	9,890	9,920	9,800	9,410	9,640	9,810	9,780	9,030

Table 2.14: Concessionary fare passes issued to older and disabled people. As at November 2022 [Note 68]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland

Local authority	Disabled	Disabled + companion	Visually impaired	Visually impaired + companion	60+	All card holders	
						Under 22	
Aberdeen City	1,482	3,512	251	258	49,099	54,602	23,643
Aberdeenshire	1,120	2,790	269	359	63,208	67,746	26,246
Angus	712	1,652	68	134	33,506	36,072	7,753
Argyll and Bute	357	1,249	42	126	31,126	32,900	6,030
Clackmannanshire	207	771	16	67	12,184	13,245	3,038
Comhairle Nan Eilean Siar	52	239	7	13	8,364	8,675	1,537
Dumfries and Galloway	583	2,387	57	199	45,889	49,115	9,322
Dundee City	932	4,547	113	283	34,049	39,924	18,782
East Ayrshire	702	2,908	75	231	30,683	34,599	14,987
East Dunbartonshire	354	1,196	61	140	33,706	35,457	9,315
East Lothian	778	1,624	41	108	29,396	31,947	12,066
East Renfrewshire	286	1,010	49	101	24,768	26,214	9,582
Edinburgh	3,941	9,506	195	542	127,870	142,054	66,618
Falkirk	847	2,973	82	203	37,900	42,005	10,085
Fife	1,720	10,107	387	727	95,794	108,735	46,845
Glasgow	4,477	18,222	314	945	125,838	149,796	57,582
Highland	916	3,302	59	340	64,051	68,668	15,636
Inverclyde	293	2,366	68	183	22,878	25,788	11,016
Midlothian	508	1,963	32	110	24,764	27,377	9,370
Moray	439	1,101	82	148	25,598	27,368	7,590
North Ayrshire	546	2,837	109	325	42,122	45,939	16,893
North Lanarkshire	1,321	5,981	150	482	76,017	83,951	31,800
Orkney Islands	78	573	1	39	6,414	7,105	1,437
Perth and Kinross	614	2,314	179	283	41,805	45,195	12,967
Renfrewshire	773	3,415	132	310	47,744	52,374	18,577
Scottish Borders	698	1,166	84	146	32,835	34,929	9,664
Shetland Islands	145	599	7	17	6,070	6,838	2,597
South Ayrshire	461	1,922	78	203	37,947	40,611	7,262
South Lanarkshire	1,181	5,426	264	529	85,444	92,844	32,094
Stirling	419	1,150	66	96	22,213	23,944	7,435
West Dunbartonshire	497	2,065	48	134	24,547	27,291	10,057
West Lothian	669	3,262	53	225	41,113	45,322	17,405

Figure 2.1 Vehicle stock by type of vehicle

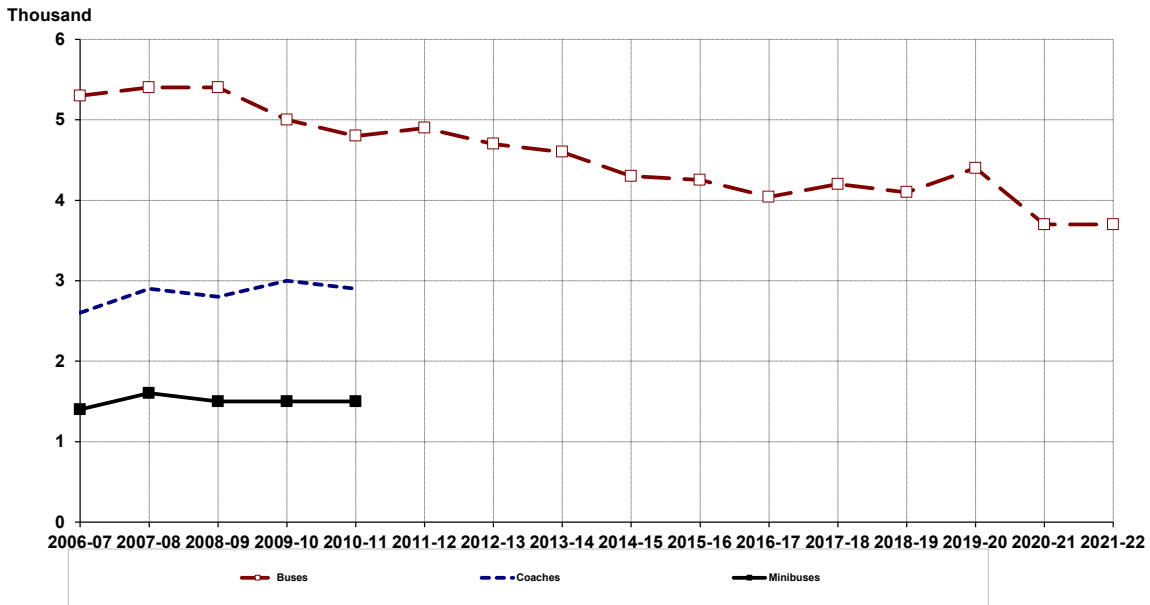
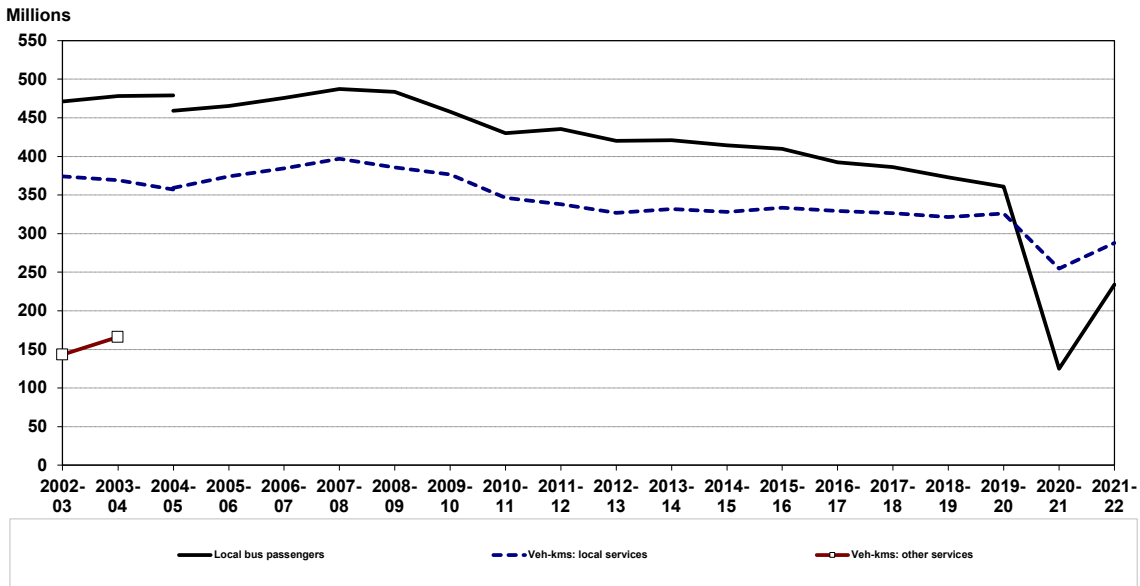


Figure 2.2 Passenger journeys (boardings) and vehicle-kilometres



Note: Figures prior to 2004/05 are not strictly comparable with previous years due to changes in the methodology.

Figure 2.3 Local bus fare indices

(constant prices, 2005=100)





**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2022

Road Freight

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I. Introduction

1.1 This chapter provides information about road freight lifted by UK-registered heavy goods vehicles (HGVs: over 3.5 tonnes gross weight), such as the weight of goods lifted in Scotland by origin and destination, the lengths of haul, the destinations within the UK and Europe, and the types of commodity lifted.

1.2 Following a methodology change from paper to online data collection, it has been concluded that road goods data before and after July to September 2021 (quarter 3) should not be compared. Data is presented as a 12 month figure for the period ending June 2022. For more details on the methodology change and results from an investigation, please see [Domestic road freight statistics: Methodology note - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/domestic-road-freight-statistics-methodology-note).

2. Main Points

Good Lifted and Distance

2.1 In the 12 month period ending June 2022, an estimated 138 million tonnes of goods were lifted within Scotland by UK HGVs and transported to destinations within Scotland. About 17 million tonnes of goods from Scotland were delivered to destinations elsewhere in the UK, and around 21 million tonnes were brought into Scotland from elsewhere in the UK. In comparison, the volume of international road freight by UK HGVs travelling to and from Scotland is very small: less than 1 million tonnes in 2021. (*Table 3.1a and 3.1b*)

2.2 Most road freight journeys are 100 kilometres or less in length: 17% of tonnes lifted by road in Scotland in 2021 were carried a distance of no more than 25 kilometres, and 25% travelled over 50 km but no more than 100 km. The average journey distance, which is calculated by dividing the total tonne-kilometres by the total tonnes lifted, was 112 km. (*Table 3.2*)

Originating in Scotland

2.3 Goods moved on journeys originating in Scotland with a destination in Scotland accounted for around 11.5 billion tonne-kilometres in 2021. The overall total, including journeys with destinations elsewhere in the UK and abroad, was around 17.7 billion tonne-kms. (*Table 3.3a*)

Entering Scotland

2.4 In 2021, 20.7 million tonnes of goods entered Scotland on UK HGVs from the rest of the UK. 98% of these came from England. Around 69 per cent of the goods entering came from the North West (35%), Yorkshire and Humber (20%) and North East (14%) regions of England. Fewer goods leave Scotland for other UK countries (17 million tonnes) than enter from them but the proportions going to and coming from different areas are similar (*Table 3.6*).

2.5 In 2021, 'food products including beverages and tobacco' was the largest single category of goods lifted in Scotland, which remained in Scotland, accounting for 17.4 million tonnes out of the total of 138.4 million tonnes. (*Table 3.4*)

Destination

2.6 In 2021, UK-registered HGVs carried an estimated 217 thousand tonnes of goods from Scotland to countries outwith the UK, and 127 thousand tonnes from foreign countries into Scotland. Of goods leaving Scotland for abroad, carried by UK road hauliers, 58% went to France and 11% to the Germany. (*Table 3.7*)

2.7 In 2021, around 5% of goods leaving the UK lifted by UK HGVs originated in Scotland. (*Table 3.5*)

Notes

This worksheet contains one table.

Note number	Note text
note 1	Following a methodology change from paper to online data collection, it has been concluded that road goods data before and after July to September 2021 (quarter 3) should not be compared. Data is presented as a 12 month figure for the period ending June 2022. For more details on the methodology change and results from an investigation, please see here.
note 2	These figures include an element of doublecounting as figures include both the domestic and international legs of the journey.
note 3	These figures include goods lifted by Northern Irish-based HGVs, so are slightly higher than those appearing in DfT's Road Freight Statistics.
note 4	GDP figures are available at https://www.gov.scot/publications/about-gdp/

Table 3.1a: Goods lifted by UK HGVs on journeys originating in Scotland in tonnes, by destination

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport (DfT)

Year	Scotland (million tonnes)	England (million tonnes)	Wales (million tonnes)	Northern Ireland (million tonnes)	Total UK outwith Scotland (million tonnes)	Outwith UK (million tonnes) [note1]	Total (million tonnes)
Quarter 3 2021 to Quarter 2 2022							
[note1]	138.4	16.5	[sample too small]	0.5	17.1	0.3	155.7

Table 3.1b: Goods lifted by UK HGVs on journeys with destinations in Scotland in tonnes, by origin

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport (DfT)

Year	Scotland (million tonnes)	England (million tonnes)	Wales (million tonnes)	Northern Ireland (million tonnes)	Total UK outwith Scotland (million tonnes)	Outwith UK (million tonnes) [note1]	Total (million tonnes)
Quarter 3 2021 to Quarter 2 2022							
[note1]	138.4	20.2 [sample too small]		0.3	20.7	0.2	159.2

Table 3.2: Goods lifted by UK HGVs in Scotland, with destinations within the UK, by length of haul, for the 12 month period ending June 2022 [note 1]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport (DfT)

Length of haul (kilometres)	Tonnes (millions)	Tonnes (percentages)	Tonne-kilometres (millions)	Tonne-kilometres (percentages)
0 to 25	26	17	365	2
26 to 50	35.3	23	1,309	8
51 to 100	38.8	25	2,712	16
101 to 150	19.6	13	2,424	14
151 to 200	9.7	6	1,699	10
201 to 300	13	8	3,266	19
301 to 400	7.1	5	2,399	14
401 to 500	3.1	2	1,421	8
over 500	2.9	2	1,781	10
All	155.5	100	17,376	100

Table 3a: Goods lifted by UK HGVs on journeys originating in Scotland in tonne-kilometres, by destination

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport (DfT)

Year	Scotland (million tonne- kilometres)	England (million tonne- kilometres)	Wales (million tonne- kilometres)	Northern Ireland (million tonne- kilometres)	Total UK outwith Scotland (million tonne- kilometres)	Outwith UK (million tonne- kilometres) [note1]	Total (million tonne- kilometres)	Total (index; 2011 = 100)	Scottish GDP (Gross Value Added for all industries) (index, 2011 = 100)	Road freight intensity (index, 2011 = 100)	Scottish GDP (Gross Value Added for all industries) (index, 2018 = 100)
Quarter 3 2021 to Quarter 2 2022	11,522	5,635 [sample too small]		169	5,854	307	17,683	[not available]	[not available]	[not available]	[not available]

Table 3b: Goods lifted by UK HGVs on journeys with destinations in Scotland in tonne-kilometres, by origin

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport (DfT)

Year	Scotland (million tonne- kilometres)	England (million tonne- kilometres)	Wales (million tonne- kilometres)	Northern Ireland (million tonne- kilometres)	Total UK outwith Scotland (million tonne- kilometres)	Outwith UK (million tonne- kilometres) [note1]	Total (million tonne- kilometres)
Quarter 3 2021 to Quarter 2 2022 [note1]	11,522	7,329 sample too small]		97	7,509	150	19,181

Table 3.3d: Road freight intensity index of the Scottish Economy

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport (DfT)

Year	Road freight moved by UK HGVs on journeys originating in Scotland (million tonne-kilometres)	Road freight moved by UK HGVs on journeys originating in Scotland (index; 2011 = 100)	Scottish GDP (Gross Value Added for all industries) (index, 2011 = 100) [note4]	Road freight intensity (index, 2011 = 100)
Quarter 3 2021 to Quarter 2 2022 [note1]	17,683	[not available]	[not available]	[not available]

Table 3.4: Goods lifted or moved by UK HGVs, for journeys within the UK with a Scottish origin or destination, by commodity, for the 12 month period ending June 2022 [note 1]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport (DfT)

Commodity	Goods remaining in Scotland (thousand tonnes) [note 3]	Goods entering			Goods remaining in Scotland (million tonne-kilometres) [note 3]	Goods entering Scotland from rest of the UK (million tonne-kilometres) [note 3]	Goods leaving Scotland for rest of UK (million tonne-kilometres) [note 3]
		Scotland from rest of the UK (thousand tonnes) [note 3]	Goods leaving Scotland for rest of UK (thousand tonnes) [note 3]	Goods entering Scotland from rest of the UK (thousand tonnes) [note 3]			
Products of agriculture, forestry, raw materials (subtotal)	34,594	1,510	2,979	2,574	557	952	
Agricultural products	8,735	872	2,344	1,086	326	737	
Coal and lignite	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	
Metal ore and other mining and quarrying	25,798	[sample too small]	[sample too small]	1,482	[sample too small]	[sample too small]	
Food products, including beverages and tobacco (subtotal)	17,355	5,978	3,379	2,076	2,144	1,157	
Textile, leather and wood products (subtotal)	8,251	1,326	1,872	769	623	713	
Textiles and textile products; leather and leather products	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	
Wood products	8,124	1,196	1,746	756	581	676	
Metal, mineral and chemical products (subtotal)	20,019	2,894	1,608	1,735	982	582	
Coke and refined petroleum products	5,856	[sample too small]	[sample too small]	795	[sample too small]	[sample too small]	
Chemical products	3,382	1,150	[sample too small]	284	330	[sample too small]	
Glass, cement and other non-metallic mineral products	9,775	1,166	[sample too small]	568	432	[sample too small]	
Metal products	1,006	[sample too small]	[sample too small]	88	[sample too small]	[sample too small]	
Machinery and equipment, consumer durables (subtotal)	2,351	1,152	644	184	424	222	
Machinery and equipment	1,142	332	[sample too small]	98	132	[sample too small]	
Transport equipment	654	597	414	47	223	129	
Furniture	555	[sample too small]	[sample too small]	38	[sample too small]	[sample too small]	
Other products (subtotal)	55,795	7,830	6,613	4,184	2,779	2,229	
Waste related products	23,572	[sample too small]	925	1,111	[sample too small]	276	
Mail, parcels	664	509	[sample too small]	73	207	[sample too small]	
Empty containers, pallets and other packaging	5,837	1,341	1,616	699	513	453	
Household and office removals	3,106	[sample too small]	[sample too small]	214	[sample too small]	[sample too small]	
Grouped goods	21,679	4,973	3,534	1,993	1,707	1,303	
Unidentifiable goods	938	[sample too small]	[sample too small]	94	[sample too small]	[sample too small]	
Other goods	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]	
Total	138,364	20,689	17,094	11,522	7,509	5,854	

Table 3.5: Goods lifted or moved by UK HGVs, for journeys entering or leaving the UK by commodity, for the 12 month period ending June 2022 [note 1]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport (DfT)

Commodity	Total goods entering UK (thousand tonnes) [note 3]	Of which entering Scotland (thousand tonnes) [note 3]	Total goods leaving UK (thousand tonnes) [note 3]	Of which leaving Scotland (thousand tonnes) [note 3]	Total goods entering UK (million tonne-kilometres) [note 3]	Of which entering Scotland (million tonne-kilometres) [note 3]	Total goods leaving UK (million tonne-kilometres) [note 3]	Of which leaving Scotland (million tonne-kilometres) [note 3]
Products of agriculture, forestry, raw materials (subtotal)	777 [sample too small]	[sample too small]	897	128	231	[sample too small]	369	135
Agricultural products	497 [sample too small]	[sample too small]	407	118	167	[sample too small]	248	131
Coal and lignite	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Metal ore and other mining and quarrying	280 [sample too small]	[sample too small]	416	[sample too small]	64	[sample too small]	94	[sample too small]
Food products, including beverages and tobacco (subtotal)	1,225	75	1,041	97	609	77	431	109
Textile, leather and wood products (subtotal)	279 [sample too small]	[sample too small]	212	[sample too small]	99	[sample too small]	66	[sample too small]
Textiles and textile products; leather and leather products	60 [sample too small]	[sample too small]	[sample too small]	[sample too small]	17	[sample too small]	[sample too small]	[sample too small]
Wood products	219 [sample too small]	[sample too small]	195	[sample too small]	83	[sample too small]	57	[sample too small]
Metal, mineral and chemical products (subtotal)	857 [sample too small]	[sample too small]	1,236	29	335	[sample too small]	428	24
Coke and refined petroleum products	28 [sample too small]	[sample too small]	196	[sample too small]	10	[sample too small]	31	[sample too small]
Chemical products	329 [sample too small]	[sample too small]	273	28	157	[sample too small]	194	23
Glass, cement and other non-metallic mineral products	391 [sample too small]	[sample too small]	557	[sample too small]	134	[sample too small]	138	[sample too small]
Metal products	108 [sample too small]	[sample too small]	211	[sample too small]	35	[sample too small]	66	[sample too small]
Machinery and equipment, consumer durables (subtotal)	414 [sample too small]	[sample too small]	451	[sample too small]	277	[sample too small]	293	[sample too small]
Machinery and equipment	195 [sample too small]	[sample too small]	259	[sample too small]	113	[sample too small]	158	[sample too small]
Transport equipment	173 [sample too small]	[sample too small]	139	[sample too small]	138	[sample too small]	96	[sample too small]
Furniture	46 [sample too small]	[sample too small]	53	[sample too small]	26	[sample too small]	39	[sample too small]
Other products (subtotal)	2,046	26	2,474	21	744	28	853	27
Waste related products	[sample too small]	[sample too small]	177	[sample too small]	[sample too small]	[sample too small]	39	[sample too small]
Mail, parcels	434 [sample too small]	[sample too small]	443	[sample too small]	133	[sample too small]	146	[sample too small]
Empty containers, pallets and other packaging	342 [sample too small]	[sample too small]	491	[sample too small]	103	[sample too small]	136	[sample too small]
Household and office removals	70 [sample too small]	[sample too small]	105	[sample too small]	28	[sample too small]	48	[sample too small]
Grouped goods	986 [sample too small]	[sample too small]	1,184	[sample too small]	425	[sample too small]	460	[sample too small]
Unidentifiable goods	33 [sample too small]	[sample too small]	67	[sample too small]	22	[sample too small]	23	[sample too small]
Other goods	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Total	5,598	161	6,312	290	2,294	150	2,440	307

Table 3.6: Goods lifted or moved by UK HGVs, entering or leaving Scotland, to or from rest of UK, by origins and destinations of journeys, for the 12 month period ending June 2022 [note1]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport (DfT)

Origin or destination of Journey	Goods entering Scotland (thousand tonnes)	Goods leaving Scotland (thousand tonnes)	Goods entering Scotland (million tonne-kilometres)	Goods leaving Scotland (million tonne-kilometres)
England	20,237	16,470	7,329	5,635
North East	2,884	3,118	717	713
North West	7,322	6,578	2,007	1,749
Yorkshire & the Humber	4,134	2,754	1,520	1,078
East Midlands	1,954	1,311	938	629
West Midlands	2,379	1,523	1,093	685
East	534	[sample too small]	348	[sample too small]
London	[sample too small]	[sample too small]	[sample too small]	[sample too small]
South East	710	653	495	451
South West	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Wales	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Northern Ireland	278	543	97	169
Total elsewhere in UK	20,689	17,094	7,509	5,854

Table 3.7: Goods lifted or moved by UK HGVs, entering or leaving Scotland, to or from outwith the UK, by origins and destinations of journeys, 2021

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport (DfT)

Origin or destination of journey	Goods entering Scotland (thousand tonnes)	Goods leaving Scotland (thousand tonnes)	Goods entering Scotland (million tonne-kilometres)	Goods leaving Scotland (million tonne-kilometres)
Austria	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Belgium & Luxembourg	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Bulgaria	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Croatia	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Cyprus	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Czech Republic	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Denmark	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Estonia	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Finland	[sample too small]	[sample too small]	[sample too small]	[sample too small]
France	18	126	21,308	121,915
Germany	[sample too small]	24	[sample too small]	24,626
Greece	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Hungary	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Ireland	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Italy	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Latvia	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Lithuania	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Malta	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Netherlands	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Poland	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Portugal	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Romania	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Slovakia	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Slovenia	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Spain	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Sweden	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Total EU countries	120	206	106,868	211,428
Other countries	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Total outwith UK	127	217	116,853	225,915

Table 3.8: Freight lifted by UK HGVs on journeys with UK origins and destinations which either started or ended in Scotland, in the 12 month period ending June 2022 [not

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport (DfT)

Origin or destination of journey	ZetTrans (destination)	HITRANS (destination)	NESTRANS (destination)	TACTRAN (destination)	SESTRAN (destination)	SPT (destination)	Swestrans (destination)	Scotland (destination)	Elsewhere in the UK (destination)	Total (destination)
ZetTrans (origin)	[sample too small]	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]
HITRANS (origin)	[sample too small]	14,237	711	[not available]	[not available]	[not available]	[not available]	14,948	3,786	18,734
NESTRANS (origin)	[sample too small]	381	5,754	[not available]	[not available]	[not available]	[not available]	6,135	2,350	8,485
TACTRAN (origin)	[sample too small]	[sample too small]	[sample too small]	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]
SESTRAN (origin)	[sample too small]	[sample too small]	[sample too small]	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]
SPT (origin)	[sample too small]	[sample too small]	[sample too small]	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]
Swestrans (origin)	[sample too small]	[sample too small]	[sample too small]	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]
Scotland (origin)	[sample too small]	14,618	6,465	[not available]	[not available]	[not available]	[not available]	21,679	6,136	27,815
Elsewhere in the UK (origin)	[sample too small]	4,495	4,258	[not available]	[not available]	[not available]	[not available]	8,753	1,669,056	1,677,809
Total (origin)	[sample too small]	19,113	10,723	[not available]	[not available]	[not available]	[not available]	30,432	1,675,192	1,705,624



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2022

Road Network

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I. Introduction

1.1 This chapter provides information about public road lengths by local authority, road class, type and speed limit. It also includes statistics on the amount of trunk road constructed/re-surfaced and information on the residual life of the trunk road network.

1.2. Unusual year to year changes in the reported road lengths may be due to the gradual introduction of Geographical Information Systems (GIS) to calculate road lengths by the data providers - see road network section of the user guide.

Key Points

- **Scotland has 57,077 km of road network.**
- **Seven per cent is trunk road (1% is motorway).**
- **Scotland has 10.4 km of road per 1,000 people compared to 6.1 km in GB.**

2. Main Points

Road length

2.1 There were 57,077 kilometres of public road in Scotland at 31 March 2021. The trunk road network accounted for 7% of the total. Other (non-trunk) A roads represented 13% of the total. Minor roads (B and C roads, and unclassified roads) accounted for the remaining 80% of roads. (*Table 4.1*)

2.2 There was little change in the length of the motorway between April 2020 and April 2021. (*Table 4.1*)

2.3 Over a quarter of the total trunk road network, and about one-seventh of the Scottish road network, is within the area of the Highland Council. Around 10% of the Scottish road network is within the Aberdeenshire Council area and a further 8% is within the Dumfries and Galloway Council area. These three local authorities account for almost a third of Scotland's road network. (*Table 4.2*)

Road Maintenance

2.4 Overall there was an increase of 55% in the amount of trunk road that was newly constructed, reconstructed, strengthened or surface dressed in 2021-22 compared to the previous year. (*Table 4.3*)

2.5 In 2021-22, 15.2% of the motorway network, 12.4% of the dual carriageway and 17.0% of the single carriageway trunk road network required close monitoring of the state of the road surface. (*Table 4.5 (b)*)

2.6 In 2021-22 the National Road Condition Indicator (RCI) showed 28% of the local authority A road network may, following more detailed examination, require some kind of maintenance (see the road network section of the user guide. For the whole of the local authority network (all road categories), about 34% may similarly require some kind of maintenance. (*Table 4.6*)

Notes

This worksheet contains one table.

Note number Note text

note 1	Motorway road lengths are derived from GIS from 2000 onwards - see commentary for more details.
note 2	Road lengths are physical length rather than carriageway length e.g. 10km of dual carriageway counts as 10km, not 20km.
note 3	These figures now include A road slip roads which have been excluded from the figures in previous publications. The time series has been updated to include this data resulting in an increase of 3-4% in Trunk road length and an increase in overall road length of 0.2%. The methodology for calculating the trunk road totals from the database has also changed resulting in some small changes to road lengths from those previously published.
note 4	Trunk road lengths for these roads have now been derived more accurately using a GIS system from 2006.
note 5	For 2008 and 2009 single and dual carriageways figures are estimated.
note 6	As at 30 May 2014.
note 7	Local authority road lengths at the end of the financial year e.g. 2013=2013/14.
note 8	Motorway road lengths have been consolidated using a GIS system which means that there will be some changes to previously published figures.
note 9	Triangulation with other sources of road length data has occurred to improve the quality of the information. Figures may not be comparable with previous editions.
note 10	The drop in the length of trunk A roads from last year is probably due to the detrunking of A80 with the opening of the M80.
note 11	Local authority road lengths at the end of the financial year.
note 12	FBOC records are now incorporated into South East following the introduction of the Newtork Maintenance Contracts, August 2020
note 13	Residual life represents the number of years to elapse before the pavement reaches the stage when it may be necessary to undertake relatively more expensive reconstruction rather than strengthening to restore its full life.
note 14	Method of calculation changed in 2011-12.
note 15	The part of the network that requires close monitoring is that which has a residual life of less than zero. Note: it has been decided that surveyed network length is not required as the figures produced are now representative of the whole network as shown in Table 4.1.
note 16	These figures are provisional.
note 17	FBOC records are now incorporated into South East following the introduction of the Newtork Maintenance Contracts, August 2020
note 18	From 2007-08 the basis of the statutory road performance indicator in Scotland changed to the UK Standard Road Condition Indicator.
note 19	While it has been possible, following the change to the indicator, to calculate the equivalent RCI value for all classified roads from 2005-06, it has not been possible to do this in a reliable manner for unclassified roads, owing to a lack of cracking data for those years. As unclassified roads represent a significant part of the total road network, RCI data for the network is similarly not available for this period. It is important to note that owing to the different formulation, no valid comparison can or should be made between the two series.
note 20	The categories used to indicate the condition of the road are in brief: amber - further investigation should be undertaken to establish if treatment is required. red - the road has deteriorated to the point at which it is likely repairs to prolong its future life should be undertaken.
note 21	Information for 2002-03 is available only for A roads.
note 22	The SPI figures for Scotland in 2004-05 exclude Glasgow, as the survey in Glasgow was undertaken on a different basis in that year.
note 23	For 2020-21 a new filter was introduced in accordance with the revised standard ISO 13473-1. This has led to an increase in the recorded texture values of between 0.03 and 0.06mm, which in turn has resulted in a slight reduction in the reported red and amber values which make up the performance indicator.

ROAD NETWORK

Table 4.1 Public road lengths by class, type and speed limit [Note 1] [Note 2]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Scotland - Not National Statistics

Road type	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Trunk roads [Note 3] [Note 6]											
											<i>Kilometres</i>
Motorways excluding slip roads	396	420	420	420	420	440	449	449	445	444	444
Motorways Including slip roads	558	599	599	600	601	632	645	645	651	652	653
A roads dual carriageway	511	500	500	504	504	505	510	554	553	552	560
A roads single carriageway	2,282	2,279	2,274	2,326	2,326	2,327	2,320	2,310	2,307	2,304	2,297
A roads other inc slips/roundabout	185	188	191	208	208	204	205	226	228	231	238
A roads total	2,978	2,968	2,966	3,037	3,037	3,036	3,036	3,090	3,088	3,086	3,094
A roads by speed limit:											
A roads up to 40 mph	235	237	237	243	243	245	248	241	245	244	242
A roads over 40 mph	3,302	3,330	3,328	3,395	3,395	3,424	3,433	3,494	3,494	3,495	3,506
All trunk roads [Note 3] [Note 4]	3,536	3,566	3,565	3,637	3,638	3,669	3,681	3,735	3,739	3,739	3,747
Local Authority major roads [Note 7]											
Motorways excluding slip roads	-	-	-	-	-	-	-	-	-	-	-
Motorways Including slip roads	-	-	-	-	-	-	-	-	-	-	-
A roads dual carriageway	232	268	270	272	272	272	271	271	303	303	302
A roads single carriageway	7,235	7,204	7,203	7,134	7,142	7,146	7,156	7,230	7,227	7,221	7,225
A roads total	7,467	7,473	7,473	7,406	7,414	7,418	7,427	7,500	7,529	7,524	7,528
A roads by speed limit:											
A roads up to 40 mph	1,559	1,567	1,572	1,616	1,621	1,630	1,642	1,691	1,709	1,704	1,709
A roads over 40 mph	5,907	5,906	5,901	5,791	5,792	5,788	5,785	5,809	5,820	5,820	5,819
All LA major roads [Note 4]	7,467	7,473	7,473	7,406	7,414	7,418	7,427	7,500	7,529	7,524	7,528
Local Authority minor roads [Note 7]											
B roads limit up to 40 mph	1,189	1,194	1,194	1,228	1,226	1,230	1,235	1,241	1,242	1,244	1,249
B roads limit over 40 mph	6,310	6,309	6,305	6,270	6,276	6,268	6,255	6,266	6,275	6,275	6,278
B roads Total	7,499	7,504	7,500	7,498	7,502	7,498	7,491	7,506	7,517	7,520	7,527
C roads limit up to 40 mph	1,582	1,586	1,593	1,621	1,653	1,658	1,658	1,666	1,679	1,682	1,685
C roads limit over 40 mph	9,105	9,104	9,098	9,060	9,051	9,045	9,043	9,021	9,018	9,020	9,041
C roads total	10,687	10,690	10,691	10,681	10,703	10,703	10,701	10,687	10,697	10,701	10,726
Unclassified roads limit up to 40 mph	14,856	14,948	15,020	15,097	15,198	15,273	15,379	15,465	15,561	15,759	15,853
Unclassified roads limit over 40 mph	11,727	11,732	11,728	11,735	11,696	11,688	11,686	11,697	11,679	11,716	11,696
Unclassified roads Total	26,583	26,680	26,748	26,832	26,895	26,962	27,065	27,162	27,240	27,475	27,549
All LA minor roads	44,769	44,873	44,938	45,011	45,100	45,163	45,257	45,355	45,454	45,696	45,802
All roads (trunk and LA) [Note 3]											
Motorways excluding slip roads	396	420	420	420	420	440	449	449	445	444	444
Motorways Including slip roads	558	599	599	600	601	632	645	645	651	652	653
A, B and C roads dual carriageway [Note 5]	742	768	770	776	775	776	781	824	856	854	862
A, B and C roads single carriageway [Note 5]	27,703	27,677	27,667	27,639	27,674	27,675	27,668	27,733	27,747	27,746	27,775
A, B and C roads total	28,630	28,633	28,629	28,623	28,656	28,656	28,654	28,784	28,832	28,831	28,875
by speed limit:											
A, B and C roads up to 40 mph	4,565	4,584	4,595	4,708	4,743	4,763	4,783	4,839	4,875	4,874	4,884
A, B and C roads over 40 mph	24,624	24,648	24,632	24,515	24,515	24,525	24,516	24,590	24,607	24,609	24,643
Unclassified roads limit up to 40 mph	14,856	14,948	15,020	15,097	15,198	15,273	15,379	15,465	15,561	15,759	15,853
Unclassified roads limit over 40 mph	11,727	11,732	11,728	11,735	11,696	11,688	11,686	11,697	11,679	11,716	11,696
Total	26,583	26,680	26,748	26,832	26,895	26,962	27,065	27,162	27,240	27,475	27,549
All roads [Note3] [Note 4]	55,772	55,912	55,975	56,054	56,152	56,250	56,364	56,591	56,722	56,959	57,077

Table 4.4 (a) Trunk road constructed/re-surfaced etc, by unit, 2020-21

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland - Not National Statistics

Unit	New road constructed for traffic	Reconstructed	Strengthened	Surface dressed	Total
Equivalent road lane length				<i>lane-kilometres (estimated)</i>	
NW	-	-	191	0	191
NE	-	1	127	3	132
SW	2	2	155	7	165
SE [Note 12]	-	0	100	5	106
Total	2	3	574	16	594
Percentages of total				<i>percentages</i>	
NW	-	-	33	2	32
NE	-	35	22	22	22
SW	100	51	27	42	28
SE	-	14	18	34	18
Total	100	100	100	100	100

Table 4.4 (b) Trunk road constructed/re-surfaced etc, by unit, 2021-22 (provisional)

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland - Not National Statistics

Unit	New road constructed for traffic	Reconstructed	Strengthened	Surface dressed	Total
Equivalent road lane length				<i>lane-kilometres (estimated)</i>	
NW	19	2		186	- 207
NE	-	2		134	8 144
SW	14	4		74	0 92
SE [Note 12]	-	1		115	1 116
Total	33	9		509	9 559
Percentages of total				<i>percentages</i>	
NW	58	24		36	- 37
NE	-	17		26	90 26
SW	42	48		15	1 17
SE	-	11		23	9 21
Total	100	100		100	100 100

Table 4.5 Trunk road network: Residual Life [Note 13] (years)

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland - Not National Statistics

(a) Residual Life of Pavements (i.e. road surface) as percentage of whole network

Years	Residual Life (years)					
	<0	0-4	5-9	10-14	15-19	>19
1997-98	11	8	11	8	8	54
1998-99	10	9	9	8	7	57
1999-00	10	8	10	9	10	53
2000-01	9	7	9	8	8	59
2001-02	4	4	7	7	10	68
2002-03	4	4	7	7	11	67
2003-04	4	4	6	7	12	67
2004-05	4	5	6	7	13	65
2005-06	4	4	6	7	15	63
2006-07	5	4	6	7	15	63
2007-08	4	4	7	7	13	65
2008-09	4	4	6	7	11	68
2009-10	5	5	7	8	11	64
2010-11	5	4	6	7	9	69
2011-12 [Note 14]	10	7	10	10	11	52
2012-13	13	8	10	10	12	46
2013-14	14	8	10	9	11	49
2014-15	13	7	9	9	12	50
2015-16	12	9	9	9	13	48
2016-17	12	9	9	9	12	49
2017-18	11	9	9	9	12	51
2018-19	11	9	9	9	12	51
2019-20	11	8	9	9	13	50
2020-21	11	8	9	9	12	50
2021-22 [Note 16]	16	9	9	9	15	42
Operating Company Areas 2021-22 [Note 16]						
North West Unit	21	10	10	9	14	36
North East Unit	16	11	10	10	19	34
South East Unit [Note 17]	9	9	9	8	14	52
South West Unit	12	7	8	8	12	54

Table 4.5 Trunk road network: Residual Life [Note 13] (years)

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland - Not National Statistics

(b) The proportion of the motorway/dual and single carriageway trunk road network, which require close monitoring [Note 15]

Year	Motorways requires close monitoring	Dual carriageways requires close monitoring	Single carriageways requires close monitoring
	%	%	%
2002-03	7.5	5.2	-
2003-04	9.0	5.1	-
2004-05	9.2	3.9	-
2005-06	6.7	3.2	-
2006-07	6.1	2.7	-
2007-08	8.2	3.9	-
2008-09	4.3	4.1	-
2009-10	6.3	5.5	3.7
2010-11	6.2	3.4	4.2
2011-12 [Note 14]	12.9	9.1	10.3
2012-13	23.1	13.3	11.6
2013-14	23.4	15.0	10.3
2014-15	22.9	10.4	11.3
2015-16	21.5	9.8	10.5
2016-17	16.9	10.7	11.5
2017-18	13.4	8.6	11.3
2018-19	14.5	9.2	10.7
2019-20	15.7	10.6	10.1
2020-21	14.5	10.7	10.6
2021-22 [Note 16]	15.2	12.4	17.0
Operating Company Areas 2021-22 [Note 16]			
North West Unit	-	16.7	21.15
North East Unit	14.5	14.58	18.7
South East Unit [Note 17]	16.18	4.92	5.19
South West Unit	14.41	10.93	11.3

Table 4.6a Local authority road network condition [Note 18] [Note 19]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Road Maintenance Condition Survey - Not National Statistics

	A roads condition red	A roads condition amber	B roads condition red	B roads condition amber	C roads condition red	C roads condition amber	Unclassified condition red	Unclassified condition amber	All roads condition red	All roads condition amber	percentage
(a) in each Council area: 2021-22											
Aberdeen City	3	18	3	22	4	18	5	25	5	23	
Aberdeenshire	2	18	1	17	2	16	4	24	3	20	
Angus	3	22	5	32	4	23	6	28	5	26	
Argyll & Bute	7	30	15	42	15	40	16	35	14	37	
Clackmannanshire	3	24	2	17	4	23	8	33	6	28	
Dumfries & Galloway	6	28	5	30	10	35	17	39	12	35	
Dundee City	2	17	1	20	1	14	4	24	4	22	
East Ayrshire	2	15	3	23	5	24	10	31	7	27	
East Dunbartonshire	5	24	3	22	5	24	6	29	6	27	
East Lothian	3	24	3	27	2	21	6	29	4	26	
East Renfrewshire	3	17	4	20	7	27	10	33	8	29	
Edinburgh, City of	6	24	4	20	5	23	9	30	8	28	
Eilean Siar	5	27	6	31	6	40	7	38	6	34	
Falkirk	4	26	4	27	4	29	6	29	5	28	
Fife	5	24	6	29	4	26	5	30	5	28	
Glasgow, City of	5	26	3	24	3	20	4	25	4	24	
Highland	3	23	6	30	8	30	11	30	8	29	
Inverclyde	1	15	2	28	5	32	5	29	5	28	
Midlothian	3	21	4	23	4	26	9	33	7	29	
Moray	2	21	1	17	2	17	6	26	4	22	
North Ayrshire	5	25	3	26	5	34	6	28	5	29	
North Lanarkshire	2	15	3	20	4	23	5	27	4	25	
Orkney Islands	2	23	2	18	2	14	3	21	2	20	
Perth & Kinross	7	29	3	28	3	26	4	27	4	27	
Renfrewshire	2	15	2	19	5	26	5	26	5	24	
Scottish Borders	5	30	5	31	5	30	12	37	8	33	
Shetland Islands	1	14	5	27	3	29	8	37	5	29	
South Ayrshire	4	25	6	29	7	31	11	32	8	31	
South Lanarkshire	3	21	3	23	5	30	4	25	4	26	
Stirling	4	25	5	32	8	33	12	33	9	31	
West Dunbartonshire	3	15	3	14	3	19	5	26	4	24	
West Lothian	3	22	4	26	6	33	4	26	4	26	
Scotland	4	24	6	28	6	27	7	29	6	28	

Table 4.6b Local authority road network condition [Note 18] [Note 19]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Source: Scottish Road Maintenance Condition Survey - Not National Statistics

(b) for Scotland as a whole: 2005-06 to 2020-21 (New RCI Series) [Note 19]	A roads condition red	A roads condition amber	B roads condition red	B roads condition amber	C roads condition red	C roads condition amber	Unclassified condition red	Unclassified condition amber	All roads condition red	All roads condition amber
	<i>percentage</i>									
2005-06	4	27	4	28	4	31	..	..	..	..
2006-07	4	29	4	29	4	32	..	..	..	..
2007-08	5	29	6	34	5	33	..	..	..	..
2008-09	5	28	5	34	5	33	7	37	6	34
2009-10	6	30	6	35	5	33	8	39	7	36
2010-11	6	30	7	36	7	35	10	42	8	38
2011-12	6	30	8	36	8	36	8	38	8	36
2012-13	5	24	7	28	7	28	9	30	7	29
2013-14	5	24	7	28	8	28	9	30	8	29
2014-15	5	24	7	29	9	29	9	30	8	29
2015-16	4	25	6	29	6	28	9	31	7	29
2016-17	4	25	6	29	6	28	9	31	7	29
2017-18	4	26	6	29	7	29	8	31	7	30
2018-19	4	26	6	29	7	29	8	31	7	29
2019-21	5	26	6	29	7	29	8	30	7	29
2020-21	4	25	6	28	6	28	8	30	7	29
2021-22	4	24	6	28	6	27	7	29	6	28

Table 4.6c Local authority road network condition [Note 18] [Note 19]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
 Source: Scottish Road Maintenance Condition Survey - Not National Statistics

(c) for Scotland as a whole: 2002-03 [Note 20] to 2007-08 (Old SPI Series)	A roads condition red	A roads condition amber	B roads condition red	B roads condition amber	C roads condition red	C roads condition amber	Unclassified condition red	Unclassified condition amber	All roads condition red	All roads condition amber <i>percentage</i>
2002-03 [Note 21]	9	37	..	..	..	..	..	..	..	..
2003-04	7	33	12	45	8	37	18	52	13	45
2004-05 [Note 22]	6	31	10	43	5	31	15	50	11	42
2005-06	6	31	9	40	4	29	14	51	10	42
2006-07	6	34	11	35	5	29	18	57	13	47
2007-08 [Note 23]	6	34	10	46	6	36	16	53	12	46



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2022

Road Traffic

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I. Introduction

1.1 This chapter provides information about road traffic, such as the total volume of traffic by type of road, by type of vehicle, and by council area. It also provides figures on traffic flows at selected points on the road network, selected statistics on delays and congestion and information about petrol and diesel consumption.

1.2 Traffic estimates, indicate only the *broad* level of traffic, so year - on - year comparisons should be made with care as they are based on a very small cross-section of the roads in Scotland: 12 hours in one day traffic counts taken at around 750 sites per year and data from automatic traffic counters at about two dozen sites in Scotland (then combined with data from automatic counters at similar sites in England and Wales). See Sources section.

Transport and travel habits in Scotland were profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020. However, with restrictions being lifted in 2021 travel patterns started to recover.

Key Points

- **43 billion vehicle km were driven in 2021, a 15% rise compared with 2020.**
- **39% of the distance travelled on the road network is on Trunk roads, which account for only 7% of the road network.**
- **13% of driver journeys were delayed by congestion in 2021.**

2 Main Points

Major and Minor Roads

2.1 The estimated volume of traffic on Scotland's roads in 2021 was around 43 billion (thousand million) vehicle km: 15% more than 2020. As with other types of transport, road traffic was significantly affected by the Coronavirus pandemic. However, since restrictions have lifted there has been a recovery in the amount of road traffic. There had been slight increases in the previous eight years, following the steady downward trend seen between 2007 and 2011. (*Table 5.1*)

2.2 The total volume of traffic on major roads (Motorways and A roads) in 2021 was estimated to be 27.5 billion vehicle-km. Traffic on Motorways accounted for 7.4

billion vehicle km (17% of all traffic). This was less than the estimated 9.5 billion vehicle km on trunk A roads (22% of the total), and the 10.6 billion on non-trunk A roads (24%). Sixty seven per cent of A road traffic was in rural areas: 13.5 billion out of the A roads total of 20 billion vehicle km. (*Table 5.1*)

2.3 Minor roads (B, C and unclassified roads) accounted for the remaining 37% of traffic in 2021: an estimated 15.9 billion vehicle km (*Table 5.1*)

2.5 The total volume of traffic on major roads (Motorways and A roads) in 2021 was 15% higher than in the previous year (Motorway traffic increased by 18%). Minor road traffic was about 14% higher than in 2020. Traffic levels are around one per cent higher than in 2011. (*Table 5.1*)

Trends

2.6 Prior to 2020, traffic volumes on major roads in Scotland had been broadly increasing over the past three decades. The volumes reached a peak in 2007 and fell back slightly before rising to new highs in 2019. In 2019, traffic volumes on major roads were 46% higher than in 1995. Motorway traffic saw a 14 per cent rise between 2003 and 2008, fell slightly over the next two years before resuming its rise in the years leading up the pandemic. However, due to the Coronavirus pandemic restrictions lifting in 2021 motorway traffic is now 11% higher than the earlier peak in 2008. (*Table 5.1*)

2.7 Traffic on minor roads is estimated to have risen by 4% between 2003 and 2007, falling by 2% between then and 2012, before rising again. The total volume of traffic on all roads in Scotland was also estimated to have risen by 5% between 2003 and 2007, falling by 2% between then and 2011, before rising again in the years before the pandemic. (*Table 5.1*)

2.8 Cars account for over three quarters (72%) of the total volume of traffic on the roads (i.e. of the total for major roads and minor roads combined), light goods vehicles for 20% and heavy goods vehicles for 6%. Pedal cycle traffic fell by 27% in 2021. However, pedal cycles still account for only one per cent of estimated traffic volume. (*Table 5.2 & 5.3*)

2.9 In 2021, the volume of car traffic was 7 per cent lower than in 2011, light goods vehicle traffic 43 per cent higher and bus vehicle traffic 29% lower. (*Table 5.3*)

Local Area volumes

2.10 The seven local authorities with the highest traffic volumes (Glasgow, North Lanarkshire, South Lanarkshire, Edinburgh, Fife, Highland and Aberdeenshire) account for 46% of all traffic on Scotland's roads. (*Table 5.4*)

2.12 Selected trunk road traffic flows are given in Table 5.7. The A80 Cumbernauld was the busiest site from this sample, with an annual average of 65,602 vehicles per day in 2021. Its Monday-Friday average was 70,852 vehicles per day. The A80 Cumbernauld had the highest Monday-Friday peak hourly flows at 4,865 vehicles in the morning and 5,470 vehicles in the evening. At the opposite end of the scale, the A835 Aultguish averaged 1,697 vehicles per day over the year as a whole and its Monday-Friday peak hourly flows were 115 in the morning and 148 in the afternoon. The M74 Junction 9 had the highest percentage of heavy goods vehicle traffic in 2021 at 41% for the week, followed by the M74 Junction 18 to 19 (36%). (*Table 5.7*)

Delays and Congestion

2.13 In previous editions of STS Table 5.8 estimated the time lost by traffic due to delays on trunk road routes monitored by Transport Scotland. This table is no longer being updated due to number of factors, including major changes to the network which would have required a substantial rework to the methodology.

2.14 The Scottish Household Survey provides estimates of delays attributed to congestion experienced by drivers (on the previous day). In 2021, 13% of journeys made as the driver of a car were said to be delayed due to traffic congestion. Short delays were more common than longer ones - 4% of car drivers' journeys were delayed by around 5 minutes compared to 3% by 15 minutes or longer. Weekday journeys were most likely to suffer congestion delays between 7 and 9 am and 4 and 6 pm (20-21% and 21-22% respectively). Fewer delays (5%) were experienced by people residing in remote small towns than those in accessible small towns (10%). (*Tables 5.8 and 5.9*)

2.15 These statistics no longer feature in Scotland's National Indicator on driver congestion in their old form. More information on National Indicators can be found on the Scotland Performs website:

<http://www.gov.scot/About/Performance/scotPerforms/indicator/congestion>

2.16 Delays experienced by bus users have fallen since 2008, though changes in recent years are not significant due to small sample sizes. (*Table 5.9*)

Fuel Consumption

2.17 DECC estimates suggest that the traffic on Scotland's roads consumed 2.7 million tonnes of petrol and diesel in 2020. This figure includes fuel purchased outwith Scotland which is consumed in Scotland, and excludes fuel purchased in Scotland which is used outwith Scotland. It is estimated using information about average fuel consumption, vehicle emissions and traffic volumes - see road traffic section of the user guide.

2.18 Petrol and diesel consumption has been rising since 2013. However, the figure for 2020 will have been affected by the Covid pandemic. There has been a steady fall in petrol consumption in cars over the period and an increase in diesel cars, reflecting trends in vehicle propulsion shown in Chapter 1 i.e. increases in the proportion of diesel powered vehicles on the roads and reductions in petrol powered vehicles. (*Table 5.10*)

Notes

This worksheet contains one table.

Note number	Note text
note 1	Estimates for minor roads for the period since 2000 have been revised to take into account the minor road benchmarking exercise. Further details available at: https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2021/minor-road-traffic-estimates-review-technical-report
note 2	Estimates for 2020 will have been affected by the Covid 19 pandemic.
note 3	DfT's classification of urban and rural roads differs from the built up/non-built up classification - see section 5.1.4 of the traffic estimates notes and definitions at the back of this publication.
note 4	Motorways include A(M) roads.
note 5	Roads which changed from trunk to local authority, or vice versa, are counted according to their status on a recent date,
note 6	DfT have made some minor changes to the traffic estimates from 2006 onwards. This was due to incorrect LA codes
note 7	Traffic flows are counted in both directions at ATC sites and the average flows are based on totals.
note 8	Missing data for these sites is due to equipment failure. Year averages may be based only on data for part of the year, in cases where equipment was not working in some months.
note 9	7 day flows were calculated from Monday to Sunday inclusive, '5 day flows' were calculated from Monday to Friday inclusive
note 10	Flows were calculated from Monday to Sunday inclusive. This information is obtained from the Scottish Household Survey Travel Diary questions about the (stages of) journeys which the respondent had said that he or she made as the driver of a car or van. The table does not include those (stages of) journeys for which the questions about traffic congestion were not asked.
note 11	
note 12	Car drivers were asked "was this part of your trip delayed due to traffic congestion?". No definition of "traffic congestion" is given, so respondents can interpret the term as they wish.
note 13	Those drivers who said that they had been delayed by traffic congestion were asked "how much time do you think was lost due to traffic congestion?".
note 14	Previously split into 'about 20 mins' and '25 to 30 mins' but now combined to be '20 to 30 mins'. If previous split needed please request via Transtat@transport.gov.scot
note 15	Due to changes in the survey in response to covid-19, 2020 data is not directly comparable with previous years, so there is a break in the time series between 2019 and 2020
note 16	These estimates are of the total amount of petrol and diesel consumed by vehicles travelling in each Council area (i.e. the estimates are based on where the vehicles were driven, rather than - say - the area of the registered keepers of the vehicles).
note 17	There have been major revisions to the data due to improvements in the methodology. For more information please see here: https://www.gov.uk/government/collections/road-transport-consumption-at-regional-and-local-level#methodology

Table 5.1 Traffic by road class and type (million vehicle kilometres) [note 3]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport - Not National Statistics

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Road type	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]
Motorways	6,570	7,140	7,262	7,421	7,477	7,829	8,054	8,518	8,654	6,299	7,428
Trunk A roads Urban	951	973	960	965	960	988	1,832	1,764	1,744	1,319	1,626
Trunk A roads Rural	8,793	8,678	8,766	8,726	8,905	9,160	8,633	8,856	9,100	6,632	7,836
Trunk A roads Total	9,744	9,651	9,725	9,691	9,864	10,147	10,466	10,620	10,844	7,951	9,462
Non - trunk A roads Urban	4,471	4,395	4,390	4,478	4,501	4,609	5,466	5,325	5,399	4,139	4,910
Non - trunk A roads Rural	7,781	7,666	7,670	7,856	8,029	8,262	7,420	7,079	7,314	5,552	5,702
Non - trunk A roads Total	12,252	12,061	12,061	12,334	12,530	12,871	12,887	12,404	12,713	9,690	10,612
All A roads Urban	5,422	5,368	5,350	5,443	5,461	5,597	7,298	7,089	7,143	5,458	6,536
All A roads Rural	16,574	16,344	16,436	16,582	16,934	17,422	16,053	15,935	16,414	12,184	13,538
All A roads Total	21,996	21,712	21,786	22,025	22,395	23,019	23,351	23,024	23,557	17,642	20,074
All major roads	28,566	28,852	29,048	29,446	29,872	30,848	31,405	31,542	32,211	23,941	27,502
All Urban minor roads	7,271	7,288	7,199	7,368	7,359	7,449	8,949	9,212	9,167	7,646	9,548
All Rural minor roads	7,248	7,357	7,464	7,962	8,143	8,546	7,690	7,432	7,334	6,296	6,360
All minor roads	14,519	14,645	14,663	15,330	15,502	15,995	16,639	16,644	16,501	13,942	15,908
All Motorways	6,570	7,140	7,262	7,421	7,477	7,829	8,054	8,518	8,654	6,299	7,428
All Urban roads	12,693	12,656	12,549	12,811	12,820	13,046	16,248	16,301	16,310	13,104	16,084
All Rural roads	23,822	23,701	23,900	24,544	25,077	25,967	23,744	23,367	23,749	18,480	19,898
All roads	43,085	43,498	43,711	44,776	45,374	46,843	48,045	48,187	48,713	37,883	43,410

Table 5.2 Traffic on major roads (by class / type) and minor roads (by type) by vehicle type, 2021 (million vehicle kilometres) [note 2]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport - Not National Statistics

Road type	Two wheeled motor vehicles			Light goods vehicles	Heavy goods vehicles	All motor vehicles	Pedal cycles	All vehicle traffic	Percent of all roads
	Cars	Buses							
Major roads (M and A)	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	7,428	<i>17.1</i>
Motorways [note 4]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	1,626	<i>3.7</i>
Trunk A roads - urban [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	7,836	<i>18.1</i>
Non-trunk A roads - urban [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	4,910	<i>11.3</i>
Non-trunk A roads - rural [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	5,702	<i>13.1</i>
All major roads	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	27,502	63.4
Minor roads (B, C and unclassified)	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	9,548	<i>22.0</i>
Urban roads [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	6,360	<i>14.7</i>
Rural roads [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	15,908	36.6
All minor roads	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	15,908	36.6
All roads	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	7,428	<i>17.1</i>
Motorways [note 4]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	16,084	<i>37.1</i>
Urban roads [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	19,898	<i>45.8</i>
Rural roads [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	43,410	100.0
All roads	31,063	243	424	8,745	2,500	42,975	435	43,410	100.0
Percentage of all vehicles	<i>71.6</i>	<i>0.6</i>	<i>1.0</i>	<i>20.1</i>	<i>5.8</i>	<i>99.0</i>	<i>1.0</i>	100.0	

Table 5.3 Traffic (million vehicle kilometres) on major roads, minor roads and all roads by vehicle type [note 2]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport - Not National Statistics

Road and vehicle type	2011 [note 1]	2012 [note 1]	2013 [note 1]	2014 [note 1]	2015 [note 1]	2016 [note 1]	2017 [note 1]	2018 [note 1]	2019 [note 1]	2020 [note 2]	2021 [note 1]
All roads											
Cars	33,323	33,551	33,640	34,293	34,596	35,488	36,076	36,299	36,678	27,032	31,063
Two wheeled motor vehicles	293	264	277	288	285	266	280	282	291	219	243
Buses	597	610	605	608	587	514	525	466	514	377	424
Light goods vehicles	6,099	6,275	6,377	6,750	7,066	7,721	8,257	8,218	8,277	7,398	8,745
Heavy goods vehicles	2,481	2,475	2,492	2,479	2,511	2,562	2,614	2,610	2,587	2,259	2,500
All motor vehicle traffic	42,793	43,175	43,392	44,418	45,043	46,552	47,752	47,876	48,347	37,286	42,975
Pedal cycles	291	323	319	358	331	290	294	311	365	597	435
All traffic on all roads	43,085	43,498	43,711	44,776	45,374	46,843	48,045	48,187	48,713	37,883	43,410

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Table 5.4 Traffic on major roads (by class

This worksheet contains one table. Some cells

Source: Department for Transport - Not Nation

Council	Total: all roads
Aberdeen City	1,382
Aberdeenshire	2,888
Angus	1,012
Argyll & Bute	865
Clackmannanshire	308
Dumfries & Galloway	2,051
Dundee City	783
East Ayrshire	1,048
East Dunbartonshire	521
East Lothian	932
East Renfrewshire	715
Edinburgh, City of	2,757
Eilean Siar	207
Falkirk	1,440
Fife	2,755
Glasgow, City of	3,240
Highland	2,723
Inverclyde	501
Midlothian	640
Moray	765
North Ayrshire	721
North Lanarkshire	3,007
Orkney Islands	135
Perth & Kinross	2,163
Renfrewshire	1,471
Scottish Borders	1,178
Shetland Islands	208
South Ayrshire	950
South Lanarkshire	2,559
Stirling	1,160
West Dunbartonshire	613
West Lothian	1,711
Scotland	43,410

Table 5.5 Traffic on trunk roads and on local authority roads, by Council area ¹

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport - Not National Statistics

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Council area	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1] [note 2]	[note 2]
Trunk roads [note 5]											
Aberdeen City	258	263	260	264	263	273	267	271	300	210	245
Aberdeenshire	824	861	872	902	908	948	1,040	952	901	636	743
Angus [note 6]	334	343	357	370	358	367	372	364	366	262	305
Argyll & Bute	353	351	355	362	376	392	419	456	459	323	400
Clackmannanshire [note 6]	-	-	-	-	-	-	-	16	16	11	13
Dumfries & Galloway	1,270	1,252	1,272	1,311	1,349	1,387	1,467	1,444	1,455	1,066	1,341
Dundee City	178	186	182	169	168	173	171	174	171	133	164
East Ayrshire [note 6]	365	365	359	374	369	352	349	381	383	287	343
East Dunbartonshire	-	-	-	-	-	-	-	-	-	-	-
East Lothian	355	349	349	359	362	391	414	407	419	308	372
East Renfrewshire [note 6]	208	205	209	214	230	237	234	288	285	213	241
Edinburgh, City of	712	700	719	715	755	779	777	933	961	703	836
Eilean Siar (formerly Western Is)	-	-	-	-	-	-	-	-	-	-	-
Falkirk	537	577	580	581	608	647	639	649	657	470	528
Fife	839	820	833	842	841	878	895	1,023	1,070	752	876
Glasgow, City of [note 6]	1,313	1,481	1,522	1,510	1,499	1,548	1,572	1,543	1,605	1,169	1,381
Highland	1,535	1,528	1,546	1,557	1,614	1,675	1,720	1,732	1,752	1,289	1,561
Inverclyde	72	71	71	72	73	75	67	68	200	164	186
Midlothian	136	140	138	143	136	141	143	145	146	107	130
Moray	264	265	266	270	274	286	287	290	290	249	282
North Ayrshire	317	309	308	316	320	326	319	316	327	238	277
North Lanarkshire	1,129	1,414	1,402	1,253	1,191	1,217	1,289	1,323	1,318	986	1,154
Orkney Islands	-	-	-	-	-	-	-	-	-	-	-
Perth & Kinross	1,324	1,296	1,322	1,363	1,381	1,467	1,608	1,679	1,667	1,214	1,351
Renfrewshire [note 6]	699	689	703	732	758	774	771	806	817	609	714
Scottish Borders	388	386	387	394	406	419	404	410	405	296	380
Shetland Islands	-	-	-	-	-	-	-	-	-	-	-
South Ayrshire	384	379	379	387	395	406	409	422	430	308	375
South Lanarkshire [note 6]	1,163	1,219	1,236	1,261	1,264	1,328	1,395	1,501	1,535	1,126	1,375
Stirling [note 6]	478	470	468	485	500	544	544	554	564	389	461
West Dunbartonshire	205	206	206	213	220	223	220	228	231	171	207
West Lothian	675	671	688	693	724	724	730	753	756	561	648
Total trunk roads	16,313	16,791	16,987	17,112	17,342	17,977	18,519	19,138	19,498	14,251	16,890
Local authority roads											
Aberdeen City	1,004	1,006	1,008	1,035	1,044	1,071	1,077	1,080	1,286	1,044	1,137
Aberdeenshire	1,870	1,881	1,899	1,996	2,046	2,130	2,216	2,176	2,362	1,926	2,145
Angus [note 6]	707	707	706	730	744	767	792	784	778	625	707
Argyll & Bute	525	521	528	545	555	571	577	527	527	413	465
Clackmannanshire [note 6]	318	316	307	319	324	333	336	324	329	263	295
Dumfries & Galloway	696	690	695	721	738	763	800	790	785	627	710
Dundee City	651	645	635	650	650	663	668	677	683	558	620
East Ayrshire [note 6]	675	673	678	705	720	749	790	769	765	616	705
East Dunbartonshire	519	516	511	529	532	545	566	571	573	467	521
East Lothian	497	493	493	516	525	543	590	600	599	485	561
East Renfrewshire [note 6]	533	525	523	540	546	563	558	509	506	411	474
Edinburgh, City of	2,137	2,124	2,114	2,174	2,197	2,247	2,237	2,205	2,197	1,765	1,921
Eilean Siar	206	209	212	220	226	256	241	238	234	187	207
Falkirk	928	925	925	956	968	993	1,009	1,000	990	807	912
Fife	1,998	2,000	2,006	2,081	2,104	2,162	2,229	2,062	2,049	1,657	1,880
Glasgow, City of [note 6]	1,987	1,969	1,974	2,016	1,999	2,035	2,025	2,043	2,040	1,663	1,859
Highland	1,035	1,033	1,047	1,091	1,114	1,150	1,204	1,230	1,242	1,010	1,163
Inverclyde	436	433	430	444	446	457	464	462	343	283	315
Midlothian	510	503	501	522	535	555	574	572	572	459	510
Moray	441	453	454	475	482	499	523	512	510	420	483
North Ayrshire	445	435	432	449	454	467	485	488	479	391	444
North Lanarkshire	1,790	1,796	1,793	1,846	1,860	1,899	1,966	2,026	2,021	1,639	1,853
Orkney Islands	133	134	135	142	145	151	155	152	151	123	135
Perth & Kinross	928	928	936	974	999	1,035	1,040	943	923	738	812
Renfrewshire [note 6]	749	751	751	777	786	807	818	828	822	670	757
Scottish Borders	792	792	796	827	848	876	910	893	887	693	798
Shetland Islands	208	209	212	219	225	233	238	234	233	189	208
South Ayrshire	589	580	573	593	601	622	640	629	622	507	575
South Lanarkshire	1,285	1,283	1,277	1,325	1,343	1,385	1,401	1,308	1,301	1,055	1,183
Stirling [note 6]	732	725	724	751	763	786	797	797	787	631	699
West Dunbartonshire	422	424	422	433	435	444	445	449	446	363	406
West Lothian	1,024	1,028	1,028	1,063	1,079	1,111	1,154	1,173	1,174	948	1,063
Total LA roads	26,771	26,706	26,724	27,664	28,033	28,866	29,526	29,048	29,215	23,632	26,520
All roads											
Aberdeen City	1,261	1,270	1,268	1,299	1,308	1,345	1,344	1,351	1,586	1,254	1,382
Aberdeenshire	2,694	2,741	2,771	2,898	2,954	3,078	3,257	3,127	3,262	2,562	2,888
Angus [note 6]	1,040	1,049	1,063	1,100	1,102	1,133	1,163	1,148	1,145	887	1,012
Argyll & Bute	878	872	882	908	931	963	996	983	985	737	865
Clackmannanshire [note 6]	318	316	307	319	324	333	336	340	345	274	308
Dumfries & Galloway	1,965	1,942	1,966	2,032	2,087	2,150	2,267	2,234	2,240	1,692	2,051
Dundee City	829	831	817	819	817	836	839	850	854	691	783
East Ayrshire [note 6]	1,040	1,037	1,037	1,079	1,089	1,101	1,139	1,150	1,148	903	1,048
East Dunbartonshire	519	516	511	529	532	545	566	571	573	467	521
East Lothian	852	841	842	875	887	934	1,004	1,006	1,018	793	932
East Renfrewshire [note 6]	741	730	733	754	776	800	792	797	791	624	715
Edinburgh, City of	2,848	2,824	2,833	2,889	2,951	3,026	3,014	3,138	3,158	2,468	2,757

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Table 5.6 Average Daily Traffic Flows at Selected Automated Traffic Classifier Sites² by Month, 2021 [note 7] [note8]

This worksheet contains one table.

Source: Transport Scotland - Not National Statistics

Description	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
M74 J18 to J19	16,217	18,951	21,873	25,214	33,809	38,821	43,554	45,408	40,951	39,181	33,320	31,253
M8 Bishopton	13,967	16,401	18,852	22,000	24,192	25,391	25,235	25,499	24,708	24,813	24,169	21,484
M8 Harthill	31,713	36,303	41,540	46,546	52,127	54,411	55,832	56,828	56,732	55,727	56,364	49,842
M9 Linlithgow	16,033	18,002	21,618	25,745	29,151	30,608	30,606	31,965	31,654	30,538	31,055	26,109
M73 Gartcosh	17,813	21,800	35,372	31,370	50,968	55,232	53,498	56,721	54,348	53,875	54,081	47,789
M74 J9	18,551	11,135	-	-	-	-	-	-	-	-	-	-
M80 Bankhead	-	-	-	32,257	35,318	37,783	39,256	40,784	39,191	38,336	35,029	31,662
M90 Kelty	13,372	15,132	18,018	22,806	28,693	31,094	29,651	-	-	31,381	30,027	26,897
A1 Grantshouse	-	-	-	-	-	-	-	-	-	-	-	-
A7 Langholm	1,819	2,178	2,548	2,945	3,530	3,834	3,732	3,915	3,855	3,663	3,453	3,181
A9 Berridale	-	-	-	-	-	-	-	-	-	-	-	-
A9 Blackford	12,427	13,010	16,134	19,746	24,301	26,565	28,230	29,026	28,417	27,318	24,729	22,736
A9 Dornoch	3,246	3,744	4,472	5,206	6,817	7,756	8,372	8,561	7,909	7,018	5,898	5,357
A9 Tomatin	4,018	4,850	5,732	7,277	9,798	11,353	12,725	13,252	11,824	10,978	8,965	8,096
A68 Jedburgh	3,846	4,343	5,306	5,854	6,925	7,670	7,758	8,325	7,862	7,491	6,920	6,177
A68 Pathhead	4,307	4,955	6,366	7,320	9,044	9,746	9,860	10,612	10,033	9,687	9,044	7,983
A75 Carsluith	-	-	-	-	-	-	-	-	4,412	5,295	4,597	4,325
A75 Southeast of A751	4,093	4,785	5,600	6,295	6,790	7,440	7,666	7,801	7,310	6,809	6,544	6,339
A76 Mennock	-	-	-	-	-	-	-	-	-	3,086	3,029	2,675
A77 Lendalfoot	1,843	1,636	1,182	1,562	3,671	4,486	5,179	4,849	4,391	4,095	3,484	3,403
A77 Kilmarnock	13,286	16,098	18,384	24,423	25,871	29,265	31,599	29,628	27,837	26,899	25,790	23,321
A78 Loans	10,488	12,352	14,004	16,455	16,657	19,339	18,797	19,115	18,786	17,955	18,277	16,003
A80 Cumbernauld	39,162	44,907	53,474	62,103	70,489	74,288	74,571	78,077	76,994	75,347	72,530	64,573
A82 Ballachulish	1,640	1,849	2,131	3,108	5,886	6,953	8,035	8,448	7,109	5,660	3,835	3,423
A82 Spean Bridge	3,306	3,674	4,208	5,117	7,481	8,671	9,522	9,975	7,844	-	-	-
A83 Ardrishaig	-	-	2,317	2,497	3,060	3,358	3,583	3,554	3,247	-	2,219	2,308
A85 Riverside Dundee	9,537	10,170	12,885	14,224	15,654	16,340	16,294	17,604	17,370	16,827	16,673	15,191
A87 Broadford	2,406	2,799	3,164	3,704	5,740	6,784	7,423	7,818	7,022	5,433	4,230	3,826
A87 Kyle of Lochalsh	1,499	1,783	2,052	2,527	4,267	5,120	5,871	5,975	5,345	4,104	3,122	2,727
A90 Stonehaven	10,302	11,583	13,674	15,562	17,649	18,469	18,217	19,079	18,735	16,767	18,199	16,737
A90 Bridge of Don	-	-	-	-	-	-	-	-	-	-	-	-
A96 Forres	5,828	6,585	7,207	8,592	10,502	12,155	12,626	12,910	12,151	11,816	11,065	9,871
A702 Fulford	6,171	7,377	9,501	10,840	11,409	11,667	11,953	13,500	12,945	12,514	12,267	11,389
A720 Dregghorn	44,949	52,636	62,700	72,320	69,892	62,051	61,375	62,418	62,856	61,621	80,225	73,821
A737 Lochside	12,995	15,104	17,534	20,940	21,869	23,390	23,145	23,252	22,589	22,015	21,841	19,942
A835 Aultguish	619	746	979	1,332	2,027	2,436	2,739	2,677	2,330	1,822	1,320	1,206
A977 Kincardine	2,670	3,048	3,689	4,146	4,233	4,417	4,488	4,371	4,199	3,948	4,064	4,064

ROAD TRAFFIC

Table 5.7(a) Average daily traffic flows, peak hourly flows and percentages of HGVs for selected key points: 2021 [note 8] [note 9]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland - Not National Statistics

Location	Site number in Figure 5.2	Yearly 7 Day		Yearly 5 Day		HGV	HGV	Peak	Peak	Peak	Peak
		average daily flow	August	average daily flow	August	yearly 7 Day percentage	yearly 5 Day percentage	hourly flows morning 7 Day	hourly flows morning 5 Day	hourly flows afternoon 7 Day	hourly flows afternoon 5 Day
M74 J18 to J19	1	32,453	45,420	34,746	46,181	36	40	1,493	1,725	1,971	2,078
M8 Bishopton	2	22,240	25,382	24,110	27,021	14	15	1,489	1,833	1,745	1,931
M8 Harthill	3	49,520	56,877	54,455	61,185	18	20	2,986	3,658	3,554	3,893
M9 Linlithgow	4	26,950	32,002	29,566	34,312	11	13	1,860	2,299	2,236	2,510
M73 Gartcosh	5	44,541	56,790	49,388	61,092	-	-	2,946	3,664	3,545	4,044
M74 J9	37	14,843	-	18,975	-	41	42	1,048	1,329	1,087	1,276
M80 Bankhead	6	36,808	40,800	38,116	41,791	13	16	2,078	2,414	2,563	2,648
M90 Kelty	7	24,707	-	22,327	-	13	15	1,269	1,512	1,659	1,763
A1 Grantshouse	8	-	-	-	-	-	-	-	-	-	-
A7 Langholm	9	3,225	3,918	3,516	4,153	15	17	211	259	250	280
A9 Berridale	10	-	-	-	-	-	-	-	-	-	-
A9 Blackford	11	23,339	29,033	24,435	29,431	17	20	1,249	1,459	1,626	1,699
A9 Dornoch	12	6,209	8,566	6,576	8,857	9	11	343	408	469	507
A9 Tomatin	13	9,090	13,252	9,408	13,245	15	18	489	561	652	672
A68 Jedburgh	14	6,550	8,331	6,962	8,722	7	8	393	473	510	563
A68 Pathhead	15	8,256	10,637	8,822	11,098	12	14	505	610	627	679
A75 Carsluith	16	4,657	-	5,334	-	25	28	262	313	330	360
A75 Southeast of A751	17	6,458	7,808	6,981	8,275	20	22	317	382	431	470
A76 Mennock	18	2,930	-	3,201	-	22	25	197	238	221	250
A77 Lendalfoot	19	3,377	4,850	4,095	4,896	19	22	159	186	256	263
A77 Kilmarnock	20	24,372	29,646	25,743	30,819	9	11	1,502	1,824	1,897	2,054
A78 Loans	21	16,527	19,145	18,152	20,952	6	8	1,175	1,461	1,319	1,510
A80 Cumbernauld	36	65,602	78,136	70,852	81,810	28	31	4,021	4,865	5,004	5,470
A82 Ballachulish	22	4,858	8,444	4,786	8,200	9	10	213	226	354	350
A82 Spean Bridge	23	6,644	10,018	5,227	10,345	7	8	272	318	378	396
A83 Ardrishaig	24	2,905	3,557	2,869	3,785	10	11	181	221	210	231
A85 Riverside Dundee	25	14,882	17,663	15,901	18,700	5	6	1,016	1,254	1,150	1,282
A87 Broadford	26	5,042	7,843	5,393	8,264	8	9	258	305	398	430
A87 Kyle of Lochalsh	27	3,711	5,983	3,922	6,191	7	8	189	225	286	304
A90 Stonehaven	28	16,260	19,098	17,526	20,246	17	19	1,015	1,247	1,278	1,405
A90 Bridge of Don	29	-	-	-	-	-	-	-	-	-	-
A96 Forres	30	10,125	12,919	10,790	13,476	9	11	605	726	819	904
A702 Fulford	31	10,975	13,508	11,483	13,997	12	14	682	804	838	902
A720 Dreghorn	35	64,326	62,459	68,351	64,995	10	12	3,939	4,676	4,558	4,864
A737 Lochside	32	20,398	23,293	21,747	24,647	8	10	1,220	1,474	1,593	1,742
A835 Aultguish	33	1,697	2,677	1,729	2,682	9	10	101	115	142	148
A977 Kincardine	34	3,948	4,375	4,208	4,634	7	8	221	270	320	350

Table 5.7(b) Average daily traffic flows for selected key points [note 8] [note 10]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Scotland - Not National Statistics

Location	Site No	in Fig										
	5.2	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
M74 J18 to J19	1	31,164	30,902	31,410	32,906	33,313	34,718 [available]	34,694	35,156	24,896	32,453	
M8 Bishopton	2	24,186	24,059	25,318	25,475 [available]	16,766	18,954	25,878	26,931	18,308	22,240	
M8 Harthill	3	53,629	50,170	40,526	-	53,566	51,129	28,292	52,541	56,312	40,861	49,520
M9 Linlithgow	4	-	28,190	24,853	-	-	10,877	-	-	35,447	23,428	26,950
M73 Gartcosh	5	36,786	41,685	43,330	45,500	43,588	32,419	-	49,587	-	15,534	44,541
M74 J9	37	33,020	29,454	33,302	-	35,795	33,385	21,905	40,052	38,237	26,607	14,843
M80 Bankhead	6	-	33,758	35,386	-	-	37,934	23,401	31,198	34,296	-	36,808
M90 Kelty	7	29,572	31,286	31,117	32,224	31,787	31,108	21,704	28,376	29,493	22,244	24,707
A1 Grantshouse	8	8,446	8,284	8,427	7,063	8,047 [available]	9,026	10,233	8,999	-	-	-
A7 Langholm	9	3,434	3,426	3,487	3,576	3,614	3,752	2,808	3,635	3,740	2,765	3,225
A9 Berridale	10	1,603	1,806	1,714	-	-	-	-	2,769	-	-	1,836
A9 Blackford	11	24,098	24,672	25,667	24,456	26,338	13,614	1,185	13,453	-	10,387	23,339
A9 Dornoch	12	5,922	5,863	5,934	6,100	6,211	6,654	6,207	6,710	7,297	5,092	6,209
A9 Tomatin	13	8,725	8,453	8,749	10,314	9,307	9,688	7,769	10,779	10,708	7,186	9,090
A68 Jedburgh	14	5,668	5,882	5,574	5,493	5,437	5,498	-	5,909	-	-	6,550
A68 Pathhead	15	9,204	9,362	8,931	-	10,022	9,705	3,244	9,623	9,974	6,394	8,256
A75 Carluith	16	4,658	4,598	4,244	5,302	4,714	4,860	4,365	4,992	5,266	3,651	4,657
A75 Southeast of A751	17	6,830	6,712	6,752	6,734	6,600	6,715	5,857	6,611	6,863	3,930	6,458
A76 Menzies	18	2,947	2,891	2,900	2,871	-	2,833	-	3,148	-	-	2,930
A77 Lendalfoot	19	-	-	-	-	-	-	3,852	3,362	-	2,500	3,377
A77 Kilmarnock	20	26,172	25,876	25,062	26,843	27,340	27,387	21,252	28,408	28,063	20,527	24,372
A78 Loans	21	14,542	13,873	13,096	13,619	14,378	18,597	13,203	18,790	19,453	16,337	16,527
A80 Cumbernauld	36	-	67,416	69,314	71,242	71,740	74,319	-	74,317	-	-	65,602
A82 Ballachulish	22	4,504	4,461	4,631	6,426	5,208	5,353	4,776	5,506	6,184	3,620	4,858
A82 Spean Bridge	23	3,289	3,084	4,103	1,729	-	5,582	2,413	2,591	3,902	5,073	6,644
A83 Ardrishaig	24	-	2,638	2,629	-	2,857	2,693	1,977	2,810	2,165	2,639	2,905
A85 Riverside Dundee	25	16,992	15,430	15,279	-	-	17,030	13,046	16,501	17,088	12,700	14,882
A87 Broadford	26	3,235	3,148	2,083	-	-	5,413	4,714	-	5,829	4,137	5,042
A87 Kyle of Lochalsh	27	3,088	3,307	3,418	3,581	3,947	3,779	3,326	3,229	4,771	3,198	3,711
A90 Stonehaven	28	26,704	25,796	33,486	39,205	26,650	24,856	9,900	21,062	27,448	14,521	16,260
A90 Bridge of Don	29	16,875	17,143	17,412	17,773	18,157	22,875	-	21,645	-	16,584	-
A96 Forres	30	11,075	11,097	10,244	10,820	10,651	10,962	4,807	11,167	11,674	8,987	10,125
A702 Fulford	31	-	11,146	10,181	13,786	11,963	11,496	9,876	10,620	10,626	8,326	10,975
A720 Dregghorn	35	74,858	75,697	76,704	78,110	78,624	79,650	-	84,594	-	63,057	64,326
A737 Lochside	32	21,199	20,512	20,311	20,787	22,055	22,448	13,824	20,058	21,952	-	20,398
A835 Aultguish	33	1,788	1,749	1,048	1,767	1,694	1,803	1,014	1,590	-	1,135	1,697
A977 Kincardine	34	4,436	4,536	4,532	4,405	4,613	4,368	4,340	4,390	4,424	3,773	3,948

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Table 5.8 Car drivers' journeys - whether delayed by traffic congestion and, if so, how much time was lost : 2018-20 (combined) [note 11] [note 12] [note 13] [note 15]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Scotland - Not National Statistics

Delayed due to traffic congestion:

Purpose/day/time of journey	Not delayed due to traffic congestion	none, or just 1-2 minutes	about 5 minutes (3-7)	about 10 minutes (8-12)	about 15 minutes (13-17)	20 to 30 minutes (18-32)	over half an hour(33+)	Unknown time	All delayed journeys row percentages	Sample size (=100%)	n =
All car driver journeys	89	1	4	3	1	2	0	-	0	13	20,390
by purpose of journey:											
Commuting	81	1	6	5	2	3	1	-	19	4,420	
Business	88	-	2	4	1	2	1	-	12	610	
Education	89	1	6	3	-	-	-	-	11	800	
Shopping	93	1	4	1	1	-	-	-	7	5,300	
Visit hospital or other health	88	1	5	4	2	1	-	-	12	550	
Other personal business	92	-	3	2	1	1	-	-	8	950	
Visit friends or relatives	91	-	3	2	1	1	-	-	9	2,530	
Eating/drinking	93	3	3	1	-	1	-	-	7	380	
Entertainment	89	-	4	1	6	1	-	-	11	240	
Sport	93	-	4	2	-	-	-	-	7	1,050	
Holiday/day trip [note 14]	88	-	3	3	1	5	-	-	12	280	
Other	92	-	4	2	1	1	-	-	8	460	
Escort	88	1	6	2	1	1	-	-	-	570	
Go home	89	2	3	3	1	2	1	-	11	1,580	
Just go for a walk	97	-	2	-	1	-	-	-	3	620	
by day of the week:											
Monday	88	1	5	3	1	2	-	-	12	3,860	
Tuesday	87	1	5	3	1	2	-	-	13	3,880	
Wednesday	87	1	5	3	2	2	-	-	13	3,480	
Thursday	88	1	5	3	1	2	-	-	12	3,020	
Friday	86	1	5	4	2	2	1	-	14	2,040	
Saturday	93	2	2	2	1	-	-	-	7	1,340	
Sunday	94	-	3	1	-	1	-	-	6	2,780	
Weekday journeys - by start time											
Before 7 a.m.	91	-	2	3	1	2	1	-	9	550	
7:00 to 7:59 a.m.	80	1	7	6	2	4	-	-	20	900	
8:00 to 8:59 a.m.	79	1	9	5	2	3	-	-	21	1,360	
9:00 to 9:59 a.m.	88	2	3	3	3	-	-	-	12	960	
10:00 to 10:59 a.m.	94	-	3	1	1	1	-	-	6	1,120	
11:00 to 11:59 a.m.	92	-	4	2	1	1	-	-	8	1,230	
noon to 12:59 p.m.	90	1	4	3	1	1	-	-	10	1,170	
1:00 to 1:59 p.m.	90	-	5	3	1	1	-	-	10	1,070	
2:00 to 2:59 p.m.	92	-	4	2	1	1	-	-	8	1,300	
3:00 to 3:59 p.m.	88	1	5	3	2	1	-	-	12	1,410	
4:00 to 4:59 p.m.	78	-	7	6	3	4	1	-	22	1,460	
5:00 to 5:59 p.m.	79	2	7	6	2	4	1	-	21	1,340	
6:00 to 6:59 p.m.	90	1	4	3	1	1	-	-	10	900	
7:00 to 7:59 p.m.	98	-	1	1	-	-	-	-	2	570	
8:00 to 8:59 p.m.	97	-	1	-	-	1	-	-	3	390	
9:00 to 9:59 p.m.	98	1	-	1	-	-	-	-	2	300	
After 10pm	98	-	-	2	-	-	-	-	2	240	
Weekend journeys - by start time:											
Before 9:30am	97	-	1	1	-	1	-	-	3	377	
After 9:30am to before 12noon	95	1	2	1	1	-	-	-	5	883	
12noon to 2 pm	92	1	3	2	1	1	1	-	8	1,059	
After 2pm to before 4:30pm	92	2	2	2	-	1	-	-	8	803	
4:30pm to before 6:30pm	90	-	4	3	2	1	-	-	10	553	
6:30pm onwards	98	1	1	-	1	-	-	-	2	438	
by type of area in which driver lives:											
Large urban areas	85	1	6	4	2	2	-	-	15	5,100	
Other urban areas	89	1	4	3	1	1	-	-	11	6,630	
"Accessible" small towns	90	1	4	3	1	2	-	-	10	2,000	
"Remote" small towns	95	-	2	-	1	1	-	-	5	1,170	
"Accessible" rural areas	91	1	3	2	1	1	-	-	9	2,950	
"Remote" rural areas	93	1	2	2	1	1	-	-	7	2,550	

Table 5.9a: Percentage of car/van stages delayed by traffic congestion

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland

Year	Driver congestion	Sample size (=100%)
2004	11.88	14,460
2005	11.64	13,780
2006	12.72	14,010
2007	14.35	9,260
2008	13.1	9,320
2009	11	8,680
2010	10.5	7,580
2011	11.2	8,320
2012	9.9	9,830
2013	9.7	10,200
2014	11.7	9,820
2015	12.4	9,690
2016	11.7	9,810
2017	12.8	9,960
2018	13	9,390
2019	11.9	9,880
2020 [Note 15]	4.7	1,770
2021	11.8	8,680

Table 5.9b Percentage of bus stages where passenger experienced delay

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland

Year	Service Bus	Sample size (=100%)
2004	8.9	2,752
2005	9.5	2,548
2006	8.9	2,726
2007	12.5	1,674
2008	14.4	1,720
2009	9.9	1,460
2010	12.3	1,310
2011	10.5	1,440
2012	11.1	1,540
2013	10.2	1,690
2014	10.7	1,630
2015	9.9	1,690
2016	10	1,480
2017	12.5	1,480
2018	10.5	1,510
2019	12.5	1,350
2020 [Note 15]	7.3	80
2021	9.0	640

Table 5.10 Petrol and diesel consumption of road vehicles - thousands of tonnes

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Business, Energy & Industrial Strategy - Figures taken from Sub-national road transport fuel consumption

Type of vehicle and council area	2011 [note 17]	2012 [note 17]	2013 [note 17]	2014 [note 17]	2015 [note 17]	2016 [note 17]	2017 [note 17]	2018 [note 17]	2019 [note 17]	2020 [note 17]
by type of vehicle										
Buses	171.7	163.8	168.7	168.4	161.6	154.7	157.7	136.7	159.1	122.8
Diesel cars	803.9	849.0	892.7	941.2	976.5	1,004.7	1,046.5	1,058.0	1016.8	723.8
Petrol cars	1,190.6	1,143.9	1,086.4	1,070.5	1,041.3	1031.5	1012.4	1010.7	1052.3	784.2
Motorcycles	12.1	12.0	11.8	12.3	12.3	12.0	12.5	12.5	12.8	9.6
Heavy Goods Vehicles	585.1	583.8	590.6	598.4	603.1	614.8	635.9	642.1	643.5	562.9
Diesel Light Goods Vehicles	413.3	415.5	431.0	460.3	484.4	521.0	560.2	562.2	566.2	505.8
Petrol Light Goods Vehicles	27.4	25.1	23.5	22.7	21.4	20.6	20.3	19.4	18.5	15.6
Total	3,204.1	3,193.0	3,204.8	3,273.7	3,300.5	3,359.3	3,445.6	3,441.7	3469.1	2724.7
by Council area [note 16]										
Aberdeen City	92.9	91.9	91.2	92.8	92.2	93.2	93.8	93.5	108.4	83.6
Aberdeenshire	183.9	183.5	187.1	196.5	199.9	213.5	219.4	210.7	218.4	173.1
Angus	75.8	75.4	76.4	79.0	79.0	79.9	82.5	81.2	81.1	63.8
Argyll & Bute	58.8	58.0	58.7	60.5	62.3	63.9	66.4	65.1	64.2	48.7
Clackmannanshire	22.3	21.7	21.2	21.9	22.0	22.4	22.7	22.9	23.4	18.6
Dumfries & Galloway	166.6	167.0	168.9	169.8	175.9	181.9	189.8	184.3	186.0	145.5
Dundee City	67.3	65.7	64.1	64.2	62.9	62.8	63.0	63.1	62.9	50.9
East Ayrshire	77.0	75.5	75.6	75.0	75.6	76.0	78.2	78.8	81.9	63.0
East Dunbartonshire	40.3	39.1	38.4	39.4	38.8	39.2	39.5	39.8	40.2	32.7
East Lothian	61.1	59.0	59.2	61.6	62.2	64.5	69.9	70.0	70.7	55.4
East Renfrewshire	52.1	49.9	49.9	51.2	51.6	52.5	52.2	52.5	52.4	41.9
Edinburgh, City of	242.1	236.1	235.6	238.4	241.0	244.4	239.9	236.2	235.3	181.2
Eilean Siar	14.9	14.8	14.8	15.3	15.7	16.1	14.9	14.7	14.6	11.6
Falkirk	107.8	112.0	112.0	116.1	118.2	121.0	122.1	120.7	120.2	94.8
Fife	194.6	189.8	190.5	195.8	195.7	197.8	203.9	203.2	205.3	160.5
Glasgow, City of	268.9	273.4	273.9	274.2	271.6	275.1	275.2	272.4	272.1	215.0
Highland	174.5	172.8	175.6	179.3	184.6	188.8	196.3	197.0	197.2	152.9
Inverclyde	39.5	36.6	36.2	38.7	38.3	37.6	37.7	37.2	36.6	30.6
Midlothian	46.5	45.8	47.1	46.3	46.4	50.1	49.1	49.0	50.2	39.1
Moray	51.4	48.8	49.0	51.4	51.7	52.5	54.6	55.2	56.9	44.7
North Ayrshire	54.4	52.3	51.9	53.4	53.7	53.8	55.0	54.2	54.3	42.8
North Lanarkshire	213.8	236.2	234.7	240.2	234.0	235.2	245.5	265.3	263.5	212.6
Orkney Islands	8.8	8.7	8.9	9.3	9.6	10.0	10.2	10.0	10.0	8.1
Perth & Kinross	171.3	168.5	170.6	174.6	178.6	181.3	191.2	188.1	186.1	143.1
Renfrewshire	100.1	98.3	98.7	101.0	102.0	100.8	103.6	104.8	106.0	85.3
Scottish Borders	82.0	80.3	81.3	83.6	85.9	84.3	88.6	88.9	87.7	66.7
Shetland Islands	12.9	12.8	13.1	13.6	14.0	14.5	14.8	14.6	14.6	11.7
South Ayrshire	69.5	67.0	66.7	68.7	69.5	70.4	72.5	71.9	72.1	56.5
South Lanarkshire	203.2	205.9	206.7	209.8	210.8	215.1	227.2	225.7	225.9	179.4
Stirling	83.2	81.6	81.3	83.8	85.5	87.4	89.9	92.7	92.5	68.4
West Dunbartonshire	45.9	45.4	45.1	46.0	46.2	45.9	45.6	45.4	45.3	36.1
West Lothian	120.7	119.4	120.5	122.3	125.0	127.4	130.3	132.4	132.8	106.1
Total	3,204.1	3,193.0	3,204.8	3,273.7	3,300.5	3,359.3	3,445.5	3,441.7	3469.1	2724.7



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2022

Injury Road Accidents

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I. Introduction

1.1 This chapter provides information on injury road accidents which were reported to the police, such as the number and severity of accidents, the police force area in which the accidents occurred, the types of vehicle involved, the number and severity of casualties resulting from the accidents, and the costs of injury and non-injury accidents.

1.2 During 2019 Police Scotland started to use a new accident recording system. The introduction of this new system has changed the way casualty severity is recorded and, as a result, comparisons of the number of serious and slight casualties to earlier years needed to be made with caution.

However, the Department for Transport has carried out analysis which adjusts historical figures so that they reflect the numbers that would have been reported if CRASH had been used to record the casualty severity in those years. In this chapter, these adjusted figures are used to report on serious accidents and casualties and slight accidents and casualties for the years 2004 to 2019. This means that the adjusted figures for 2004 to 2019 are comparable with figures for 2020 and 2021, but not with figures for years prior to 2004.

More information can be found in the Transport Scotland National Statistics publication [Reported Road Casualties Scotland](#)

Key points

- **There were 140 people killed in road accidents in 2021, one less than the previous year.**
- **There were 1,615 people recorded as seriously injured in road accidents in 2021.**
- **Almost three quarters of casualties in 2021 were car users or pedestrians. Sixty per cent of casualties were car users and 15 per cent were pedestrians. Pedal cycles accounted for 10 per cent and Motorcycles for 9 per cent.**

2. Main Points

Accidents

2.1 There were 3,899 injury road accidents reported in 2021, 9 more than in 2020. The number of reported accidents has been falling over the past ten years, and in 2021 was 61% lower than in 2011; the second lowest figure since current records

began in 1970. There were 135 fatal accidents in 2021: 4 more than in 2020. The reported number of accidents in which someone was seriously injured, but no-one died was 1,443 and the number of reported slight accidents was 2,321. (*Table 6.1*)

2.2 In 2021, two fifths of all reported injury road accidents (1,524: 39%) were on non-built up roads (speed limit of more than 40 m.p.h. - see injury road accidents section of the user guide). However, such roads accounted for a higher proportion of fatal accidents (93: 69%), partly because speeds tend to be higher on non built-up roads than on built up roads. There was a 5% decrease in accidents on built-up roads but a 9% increase in accidents on non built-up roads between 2020 and 2021. (*Table 6.1*)

2.3 The long term trends in the number of injury road accidents reported between 2011 and 2021 varied between the Police Force divisions across Scotland, ranging from no change in Orkney to an 84% fall in Aberdeen City. The figures for an area may fluctuate from year to year, especially in smaller areas, although the trends appear to be downwards. (*Table 6.2*)

2.4 There were 6,832 vehicles involved in reported injury road accidents in 2021. Over two thirds of them were cars (4,769 70%); light goods vehicles were the next vehicle type most often involved in accidents (432: 6%), though motorcycles are a similar proportion. (*Table 6.3*) Up until 2010, the number of motorcycles involved was higher than the number of pedal cycles but since then there has been an increase in pedal cycle traffic.

Casualties

2.5 140 people were killed in road accidents in 2021, one less than the previous year. This was 19% less than the 2014-18 average, the time period used as the baseline for Scotland's Road Safety Framework to 2030. (*Table 6.4*) Further analysis of progress against the Road Safety Framework Targets can be found in article 1 of Reported Road Casualties Scotland 2021.

2.6 There were 1,615 people recorded as seriously injured in road accidents in 2021. 3,348 people were recorded as slightly injured in 2021. There were a total of 5,103 casualties in 2021, 47 (1%) higher than in 2020. (*Table 6.4*)

2.7 In the context of the total volume of traffic on the roads in Scotland, the 5,103 total casualties recorded represented 11.76 casualties per 100 million vehicle kilometres. The Road Safety Framework also monitors the numbers of slight injuries per 100 million vehicle kilometres. The 3,348 people who were recorded as slightly injured in 2021 represented 7.71 casualties per 100 million vehicle-kilometres. (*Table 6.4*)

Child casualties

2.8 There were 494 reported child casualties in 2021, representing 10% of the total number of casualties of all ages. There were five child fatalities, 140 children were seriously injured, and 349 were classified as slightly injured. Due to the relatively small number of child fatalities, these are often monitored using a three year average to remove the effect of year on year fluctuations. In the three years to 2021, there was an average of 4 child fatalities. (*Table 6.4*)

Casualty Rates & Costs

2.9 *Table 6.5* provides road casualty rates per thousand population by age group and mode of transport. Overall, there were 0.93 casualties per thousand population in 2021. The casualty rate for children (0-15 years) was 0.54 per thousand population. However, the child and young adult pedestrian casualty rates (0.27 and 0.16 per thousand population respectively) were much higher than the pedestrian casualty rate for adults (0.12). The total young persons' (16-24 years) casualty rate in 2021 was 1.67 per thousand population, just under twice the rate for all ages. The young persons' casualty rate in cars (1.13 per thousand population) was almost double the rate for adults aged 25-59 (which was 0.61 per thousand population). Further information about the mid-year population estimates used to calculate these rates can be found at the [National Records of Scotland](#). (*Table 6.5*)

2.10 The cost of all road accidents (including damage only non-injury accidents) in 2021 is estimated at £910 million at 2021 prices. (*Table 6.6*)

Notes

This worksheet contains one table.

Note number	Note text
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note 1	Police Scotland's move to CRASH, an injury-based reporting system, has resulted in changes in severity reporting for serious and slight casualties and accidents. For years 2004-2019, the tables in this section use figures that have been adjusted for comparability. T
note 2	In 2015 the police created a new North East division by combining Aberdeen City, Moray and Aberdeenshire councils.
note 3	Detailed figures for casualties by local authority area can be found in Reported Road Casualties Scotland table B
note 4	Includes all two wheeled motor vehicles.
note 5	Including those casualties whose age was not known.
note 6	Including any casualties whose mode of transport is not known

REPORTED INJURY ROAD ACCIDENTS

Table 6.1 Reported accidents by type of road and severity

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use | Source: Transport Scotland

Road type	1979	2011	2012	2013	2014	2015	2016	2017	2019	2020	2021	
									2018 [Note 1]	[Note 1]	[Note 1]	
Built up roads												
Fatal	357	61	64	44	67	47	44	44	43	52	50	42
Adjusted serious	4,887	1,762	1,795	1,588	1,634	1,576	1,576	1,420	1,309	1,238	807	813
Fatal and adjusted serious	5,244	1,823	1,859	1,632	1,701	1,623	1,620	1,464	1,352	1,290	857	855
Adjusted slight	10,804	4,520	4,251	4,105	3,975	3,763	3,834	3,085	2,662	2,300	1,640	1,520
All severities	16,048	6,359	6,165	5,747	5,703	5,401	5,466	4,592	4,037	3,664	2,497	2,375
Non-built up roads												
Fatal	371	114	98	115	114	110	131	96	107	105	81	93
Adjusted serious	2,649	1,303	1,323	1,144	1,128	1,099	1,069	981	1,000	898	553	630
Fatal and adjusted serious	3,020	1,417	1,421	1,259	1,242	1,209	1,200	1,077	1,107	1,003	634	723
Adjusted slight	3,996	2,203	2,141	1,961	1,875	1,860	1,680	1,429	1,276	1,082	759	801
All severities	7,016	3,626	3,612	3,227	3,130	3,076	2,889	2,526	2,395	2,109	1,393	1,524
All roads												
Fatal	728	175	162	159	181	157	175	140	150	157	131	135
Adjusted serious	7,536	3,065	3,118	2,732	2,762	2,674	2,645	2,401	2,309	2,137	1,360	1,443
Fatal and adjusted serious	8,264	3,240	3,280	2,891	2,943	2,831	2,820	2,541	2,459	2,294	1,491	1,578
Adjusted slight	14,800	6,723	6,392	6,066	5,850	5,624	5,514	4,514	3,938	3,381	2,399	2,321
All severities	23,064	9,985	9,777	8,974	8,833	8,477	8,355	7,118	6,432	5,773	3,890	3,899

Table 6.2 Reported accidents by police force division and local authority area [Note 3]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Scotland

Local Authority	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
North East [Note 2]	1,019	1,047	930	784	657	584	467	429	371	219	227
Aberdeen City	364	385	349	273	229	175	155	137	118	71	60
Aberdeenshire	518	533	462	419	347	334	252	242	199	118	139
Moray	137	129	119	92	81	75	60	50	54	30	28
Tayside	750	742	642	533	472	421	459	406	356	404	384
Angus	220	202	178	141	145	111	135	126	98	127	122
Dundee City	237	227	185	168	126	135	120	96	130	147	113
Perth & Kinross	293	313	279	224	201	175	204	184	128	130	149
Argyll & West Dunbartonshire	377	344	350	304	346	306	288	241	217	126	135
Argyll & Bute	232	211	208	193	227	178	174	156	143	81	92
West Dunbartonshire	145	133	142	111	119	128	114	85	74	45	43
Forth Valley	545	568	556	460	508	481	405	327	291	188	201
Clackmannanshire	64	84	69	62	62	69	48	34	35	23	19
Falkirk	261	270	248	229	250	235	216	166	129	85	108
Stirling	220	214	239	169	196	177	141	127	127	80	74
Dumfries & Galloway	319	320	303	311	278	269	236	259	199	119	149
Ayrshire	653	580	540	543	590	570	453	435	354	257	232
East Ayrshire	204	173	162	164	205	179	131	163	103	87	70
North Ayrshire	230	205	188	179	192	186	165	147	129	93	92
South Ayrshire	219	202	190	200	193	205	157	125	122	77	70
Greater Glasgow	1,540	1,527	1,282	1,436	1,393	1,467	1,260	1,040	1,007	686	643
East Dunbartonshire	140	114	102	101	94	93	88	59	73	45	36
East Renfrewshire	116	97	98	92	93	95	95	71	67	50	55
Glasgow City	1,284	1,316	1,082	1,243	1,206	1,279	1,077	910	867	591	552
Lothians & Scottish Borders	994	1,029	944	900	972	857	785	703	585	377	456
East Lothian	159	170	154	178	158	158	128	106	106	82	90
Midlothian	177	216	165	188	189	166	134	119	116	73	95
Scottish Borders	274	263	255	221	221	202	185	173	149	84	102
West Lothian	384	380	370	313	404	331	308	283	214	138	169
Edinburgh	1,181	1,167	1,157	1,263	1,110	1,140	905	772	741	438	482
Highlands & Islands	568	594	511	517	448	458	353	437	407	248	248
Eilean Siar	35	28	20	37	32	24	17	21	25	13	20
Highland	488	514	443	432	379	383	309	393	338	215	207
Orkney Islands	13	22	23	24	12	25	11	10	24	9	13
Shetland Islands	32	30	25	24	25	26	16	13	20	11	8
Fife	447	421	420	410	428	452	317	328	304	245	216
Renfrewshire & Inverclyde	509	472	374	387	368	401	351	290	262	162	141
Inverclyde	155	136	120	130	110	112	91	79	99	42	36
Renfrewshire	354	336	254	257	258	289	260	211	163	120	105
Lanarkshire	1,083	966	965	985	907	949	839	765	679	421	385
North Lanarkshire	569	512	510	482	451	483	444	382	345	191	200
South Lanarkshire	514	454	455	503	456	466	395	383	334	230	185
Scotland	9,985	9,777	8,974	8,833	8,477	8,355	7,118	6,432	5,773	3,890	3,899

REPORTED INJURY ROAD ACCIDENTS

Table 6.3 Reported vehicles involved by type of vehicle

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt + F5]

Source: Transport Scotland

Vehicle type	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Pedal cycle	855	934	919	924	829	809	752	658	606	627	523
Motor cycle [Note 4]	827	890	777	835	738	710	607	640	502	390	430
Car	12,400	12,214	11,220	11,191	10,935	11,077	9,406	8,373	7,491	4,664	4,769
Taxi	387	333	327	310	270	304	264	203	250	126	134
Minibus	52	54	39	43	37	52	37	32	27	13	16
Bus/coach	617	520	469	433	389	396	320	299	246	113	134
Light goods	785	806	876	878	886	910	787	760	603	394	432
Heavy goods	465	453	408	419	384	322	305	274	239	146	146
Other	364	326	266	257	208	172	195	172	224	202	248
Total	16,752	16,530	15,301	15,290	14,676	14,752	12,673	11,411	10,188	6,675	6,832

Table 6.4 Reported child casualties and all casualties, by severity; and the slight casualty rate

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland

Year	Child Killed	Child	Child Killed	Child	Child Total	All	All	All	All	Adjusted Slight casualty rate per 100 million veh-kms	
		Adjusted Serious injury	& Adusted Serious	Adjusted Slight injury		casualties Killed [Note 5]	casualties Adjusted Serious injury [Note 5]	casualties Killed & Adjusted Serious [Note 5]	casualties Adjusted Slight injury [Note 5]		casualties Total [Note 5]
2014-18 average	6	277.8	283	642	931	174	2,908	3,082	7,071	10,207	15.16
1997	26	719	745	3,053	3,798	377	4,047	4,424	18,205	22,629	47.19
1998	32	666	698	2,837	3,535	385	4,072	4,457	18,010	22,467	45.98
1999	25	600	625	2,571	3,196	310	3,765	4,075	16,927	21,002	42.56
2000	21	540	561	2,439	3,000	326	3,568	3,894	16,624	20,518	42.02
2001	20	524	544	2,379	2,923	348	3,410	3,758	16,153	19,911	40.32
2002	14	513	527	2,218	2,745	304	3,229	3,533	15,742	19,275	37.90
2003	17	415	432	2,048	2,480	336	2,957	3,293	15,463	18,756	36.78
2004 [Note 1]	12	701	713	1,674	2,395	308	4,931	5,239	13,152	18,502	31.26
2005 [Note 1]	11	652	663	1,488	2,163	286	4,849	5,135	12,625	17,890	30.00
2006 [Note 1]	25	612	637	1,372	2,021	314	4,707	5,021	12,105	17,269	27.86
2007 [Note 1]	9	513	522	1,279	1,816	281	4,313	4,594	11,444	16,239	26.02
2008 [Note 1]	20	494	514	1,169	1,689	270	4,399	4,669	10,862	15,592	24.80
2009 [Note 1]	5	446	451	1,014	1,473	216	4,112	4,328	10,593	15,043	24.31
2010 [Note 1]	4	406	410	966	1,378	208	3,558	3,766	9,558	13,338	22.15
2011 [Note 1]	7	381	388	927	1,316	185	3,416	3,601	9,153	12,785	21.24
2012 [Note 1]	2	345	347	813	1,167	176	3,521	3,697	8,877	12,712	20.41
2013 [Note 1]	9	285	294	753	1,052	172	3,109	3,281	8,184	11,492	18.72
2014 [Note 1]	7	307	314	711	1,029	203	3,103	3,306	7,924	11,302	17.70
2015 [Note 1]	4	270	274	690	971	168	2,992	3,160	7,779	10,977	17.14
2016 [Note 1]	12	298	310	684	999	191	3,057	3,248	7,616	10,898	16.26
2017 [Note 1]	2	273	275	621	900	145	2,741	2,886	6,469	9,433	13.46
2018 [Note 1]	3	241	244	506	754	161	2,649	2,810	5,566	8,424	11.55
2019 [Note 1]	2	243	245	505	769	164	2,450	2,614	4,878	7,705	10.01
2020	6	144	150	343	493	141	1,532	1,673	3,383	5,056	8.93
2021	5	140	145	349	494	140	1,615	1,755	3,348	5,103	7.71
Per cent change:2021 on 2014-18	-11	-50	-49	-46	-47	-19	-44	-43	-53	-50	-49

Table 6.5 Reported casualties by mode of transport and age group, 2021

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland

Mode of transport	Numbers				All casualties	Rates per 1,000 population				Total
	Children 0-15	Young		Older		Children 0-15.	Young		Older	
		Persons 16-24	Adults 16-59	Adults 25-60+			Persons 16-24.	Adults 25-59.	Adults 25-60+5	
Pedestrian	243	90	299	138	770	.27	.16	.12	.10	.14
Pedal cycle	59	71	321	61	512	.06	.13	.12	.04	.09
Motorcycle	1	80	306	68	455	.00	.14	.12	.05	.08
Car	171	630	1,565	538	2,905	.19	1.13	.61	.38	.53
Taxi	1	11	47	8	67	.00	.02	.02	.01	.01
Minibus	5	2	11	2	20	.01	.00	.00	.00	.00
Bus/Coach	5	5	31	38	79	.01	.01	.01	.03	.01
Light goods	3	22	129	13	167	.00	.04	.05	.01	.03
Heavy goods	0	3	36	6	45	.00	.01	.01	.00	.01
Other [Note 6]	6	15	50	12	83	.01	.03	.02	.01	.02
Total	494	929	2,795	884	5,103	.54	1.67	1.08	.62	.93

Table 6.6 Costs of injury accidents by type of road, and of 'damage only' accidents

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland

Year	Injury		Injury Accidents Built-up	All injury accidents	Damage	
	Injury Accidents Motorway	Accidents Non Built- up			only accidents	All accidents
	<i>£ million at 2021 prices</i>					
2011	44.3	527.6	522.7	1,094.6	359.6	1,454.3
2012	35.4	525.3	535.3	1,096.0	351.2	1,447.3
2013	39.4	514.5	437.1	990.9	323.7	1,314.6
2014	39.1	516.5	504.6	1,060.1	319.2	1,379.4
2015	53.5	464.0	439.6	957.1	305.2	1,262.2
2016	49.3	549.4	425.8	1,024.5	302.9	1,327.3
2017	31.4	437.0	402.9	871.3	257.1	1,128.4
2018	48.0	457.5	375.9	881.5	230.7	1,112.1
2019	51.6	455.7	433.3	940.6	207.6	1,148.2
2020	32.6	349.6	370.8	753.0	140.4	893.4
2021	61.0	365.1	345.3	771.4	138.7	910.2



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2022

Rail

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I. Introduction

1.1 This chapter provides information on rail services, such as the numbers of passenger journeys of various types, passenger receipts, punctuality and passenger satisfaction, the amount of freight lifted by origin, destination and commodity, lines open for traffic, number of stations, railway accidents, and some statistics about the Glasgow Subway.

1.2 For simplicity, the Scottish passenger rail franchise is referred to throughout as ScotRail. From 31 March 1997 to 16 October 2004, it was operated by National Express, under the name ScotRail; between 17 October 2004 and 31 March 2015, it was operated by First Group, under the name First ScotRail. From 1 April 2015 Abellio and Serco began operating ScotRail and Caledonian Sleeper services respectively. ScotRail is now in public ownership and the Scottish Government took control on 1 April 2022. On 2 March 2023 the Scottish Government decided to appoint a public body to manage and operate Caledonian Sleeper, known as Scottish Rail Holdings (SRH).

1.3 ScotRail introduced a new methodology which better estimates Strathclyde Zonocard journeys from 2009/10. To allow meaningful year on year comparisons to be made passenger figures from 2003/04 onwards have been revised. Note that Office of Rail and Road figures are compiled on a different basis and do not adjust for this.

Rail travel in Scotland was profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020. Comparisons with 2020 should therefore be treated with caution.

Key Points

- There were 47 million passenger journeys on ScotRail services in 2021-22, an increase of 225% from 2020-21
- As of the end of 2020/21 Scotland had 2,744 kms of rail network and 360 stations.

2. Main Points

Journeys and Trends

2.1 Passenger journeys on ScotRail services were significantly affected by the coronavirus pandemic. However, they have now increased by 225% to 46.7 million in the 2021-22 financial year. (*Table 7.1*).

2.2 There were 15 million rail passenger journeys originating in Scotland in the 2020-21 financial year. Due to the Covid pandemic this was 84% less than the previous year. Following a fall in the early 1990's, passenger numbers increased in every year after 1994-95, to 64.9 million in 1999-2000. However, they fell by 0.1 million in 2000-01 due to the effects on rail services of the speed restrictions, imposed following the accident at Hatfield in October 2000 (e.g. the Edinburgh/Glasgow daytime frequency was halved for about two months, and some sleeper services did not run for about five months). There were falls of 0.2 million in 2001-02 and 0.6 million in 2002-03 due to the effects on services of the ScotRail drivers' pay dispute, including some one day strikes and a special timetable (involving a reduction of about a quarter in weekday services) from January to May 2002. Subsequently, patronage recovered, with increases from 2004-05 onwards. (*Table H1*) (*Table 7.2*)

2.3 ORR data also show 0.7 million cross-border passenger journeys originating outwith Scotland in 2020-21, 4.2 million less than in 2019-20. Cross-border passenger journeys originating outwith Scotland have been increasing since 1994-95 (2.1 million). However, they fell slightly in 2000-01 and 2002-03 due to the reasons referred to above. (*Table 7.2*)

2.4 Passenger revenue from journeys originating *in* Scotland was £86 million in 2020-21 of which cross-border journeys originating in Scotland accounted for £28 million. A similar amount (£28 million) of passenger revenue was generated from passenger journeys originating *outwith* Scotland and ending in Scotland. (*Table 7.2*)

Journey Stages and Distances

2.5 *Tables 7.4 to 7.8* show passenger journeys as recorded by ORR. Of the 16 million passenger journeys to/from/within Scotland and England in 2020-21, 91% were solely within Scotland. London, the North West and North East of England were the main origins/destinations of cross-border passenger journeys with around 300 to 400 thousand journeys each (*Table 7.4*).

2.6 In 2020-21, there were 14.2 million passenger journeys, wholly within Scotland. Forty five per cent of start and end points were in Glasgow and 11% were in Edinburgh. There were 1.4 million cross border journeys starting or finishing in Scotland. Of these, 51% started or finished in Edinburgh and 28 per cent started or finished in Glasgow. (*Table 7.6a and 7.6c*)

2.7 Table 7.6c shows travel between Local Authorities in 2020-21. Of the journeys wholly within Scotland, 6.4 million (45%) start and finish in Glasgow. Almost 700,000 are made between Glasgow and North and South Lanarkshire. (*Table 7.6c*)

Stations

2.8 In 2021-22, Glasgow Central was the busiest national rail station in Scotland, with 15 million passenger journeys. Edinburgh Waverley was used by 14 million passengers, Glasgow Queen Street by 8 million, Paisley Gilmour Street by 2 million, Partick by 1.7 million, Haymarket and Aberdeen by just 1.5 million, Stirling was 1.4 million. Including those already listed, there were 26 stations for which more than half a million passenger journeys each were recorded in the national ticketing system. (*Table 7.7*)

2.9 Of the stations in Scotland which have opened (or re-opened) since 1970, Exhibition Centre (809,200), Argyle Street (773,200), Livingston North (610,900), Bathgate (600,500), Bridgeton (476,300), Uphall (296,800), Edinburgh Park (289,600), Musselburgh (266,900) and Alloa (259,000) had the largest passenger volumes in 2021-22. (*Table 7.8*)

Punctuality and Service

2.10 In 2021-22, 90.2% of ScotRail services, 87.7% of London North Eastern Railway, 89.0% of Cross Country, 83.9% of Avanti West Coast and 85.1% of Caledonian Sleeper trains arrived on time. For both GB long-distance operators and GB regional operators it was 87.9%. (*Table 7.9*)

2.11 In 2021-22, 94.9% of ScotRail trains arrived within 10 minutes of the scheduled arrival time, 1.5% arrived 20 or more minutes late, and 2.2% were cancelled. (*Table 7.10*)

2.12 An Interim Rail Passenger Survey was carried out in March 2021. However, compared to the National Rail Passenger survey it used a completely different methodology (and to a significantly reduced sample size and with less factors than the NRPS). In 2021, 87% of ScotRail passengers were either *satisfied* or said *good* when asked their opinion of their overall journey. The equivalent figure was 83% for GB regional operators and 84% for all GB long-distance operators. The table shows

ScotRail passengers' ratings of 8 aspects of service: in 2021, there were 6 for which at least 75% of those surveyed were satisfied, or said good and 4 above 80%. (*Table 7.11*)

2.13 The Scottish Household Survey also collects data from Scottish households on satisfaction with rail services. In 2021, around 78-97% were satisfied with train services offered, their timeliness, cleanliness, safe/secure day/evening and ability to find out about tickets and routes. There were noticeable differences in those who felt safe on the train during the day and in the evening (day: 97%, evening: 78%). 'Fares are good value' had the lowest agreement rate for trains with 54% of respondents doing so. The question will be asked in alternate years from 2019. (*Table 7.20*)

Rail Freight

2.14 In 2021-22, 4.2 million tonnes of freight was lifted in Scotland by rail, 12% more than the previous year. (*Table 7.12*)

Railway Network

2.17 The total route length of the railway network in Scotland is 2,744 kilometres, of which 904 kilometres is electrified. These figures do not represent the total length of railway track: a kilometre of single-track and a kilometre of double-track both count as one kilometre of route length. (*Table 7.14*)

2.18 The number of passenger stations has increased from 340 in 2003-04 to 360 in 2020-21. (*Table 7.15*)

2.19 The local authorities which had the largest numbers of stations located in their areas in 2020-21 were Glasgow (61) and Highland (59). Since the completion of the Borders Railway Project in 2015 there are now 4 stations in the Midlothian and 3 in the Scottish Borders council areas, see here for more information

<http://bit.ly/2soymEn> (*Table 7.16*)

Subway

2.20 On the Glasgow Subway, recovering from the Covid 19 pandemic the number of passenger journeys increased by 219 per cent between 2020-21 and 2021-22. Passenger receipts (excluding other revenue) were £12.8 million in 2021-22, 223% more in cash terms, but 210% more in real terms, than in the previous year. (*Table 7.17*)

Accidents

2.21 The number of railway accidents increased from 25 to 42 in 2021. Injuries from accidents on trains increased from 80 to 118 between 2020 and 2021. Injuries from train accidents in stations increased from 277 in 2020 to 371 in 2021. The total number of deaths fell from 40 to 24 between 2020 and 2021. The overall number of injuries relating to railways rose from 542 in 2020 to 678 in 2021. (Table 7.18)

2.22 One death was attributed to a trespasser and 22 to suicides in 2021. (Table 7.19)

Notes

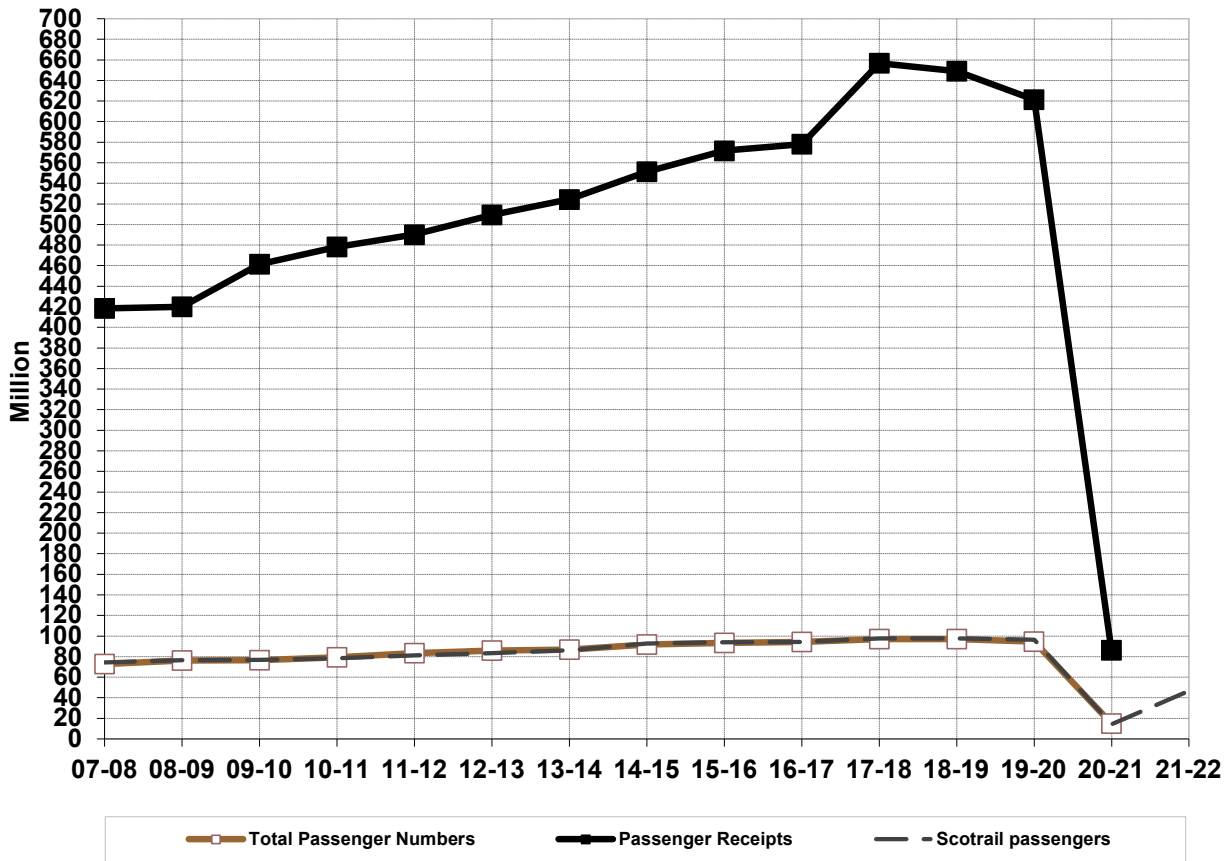
This worksheet contains one table.

Note number

Note text

Note number	Note text
note 1	ScottRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2009/10. Figures from 2003/04 onwards present the impact of this on previously reported data to provide a more meaningful year-on-year comparison. Note that this has no impact on actual journeys undertaken. Passenger kms have also been adjusted to reflect this.
note 2	Figures affected by industrial action.
note 3	Scheduled train kilometres are calculated by the Office of Rail and Road using the published winter and summer timetables. They do not take account of subsequent changes (e.g. cancellations and emergency timetables etc.). From 2013-14 figures are for actual train kilometres.
note 4	Abellio took over the ScotRail franchise from First on 01/04/2015. Since April 2015 Caledonian Sleeper details have now been excluded from the figures.
note 5	There is a series break between 2007/08 and 2008/09 due to a change in the methodology. From 2008/09 estimates of OTE (zone cards) are included. Figures are lower than those for First ScotRail passenger journeys as changes of train are not taken into account in this series.
note 6	Figures affected by industrial action.
note 7	Adjusted approximately for general inflation using the Retail Prices Index for the relevant calendar year (e.g. 2001 RPI used for 2001/02).
note 8	Total passenger figures have not been adjusted to reflect ScotRail's revised methodology and therefore are not comparable with ScotRail passenger figures.
note 9	Through journeys made using tickets whose sales were recorded directly by the rail industry's central ticketing system.
note 10	Total passenger figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.
note 11	Based on ticket sales from central ticketing system (therefore excludes journeys made using zonecards).
note 12	Journeys for which the destination is one of the stations in the Council area (e.g. Edinburgh includes Burscough, Currie, Dalmeny, etc).
note 13	Based on ticket sales from central ticketing system (therefore excludes journeys made using zonecards).
note 14	In this table a journey between two local authorities is only counted once.
note 15	The table does not show the local authority areas which do not contain any stations.
note 16	Total passenger figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.
note 17	Since 2006-07 there have been improvements in mapping tickets sold with an unknown origin or destination. These were previously mapped to Scotland other, but due to improved methodology, these have now been mapped to other districts or unitary authorities. One impact of this is journeys have been more accurately mapped to Glasgow city since 2006-07 so comparisons with earlier years should not be made. For full methodology notes, please see the ORR documentation, which can be found here: http://orr.gov.uk/_data/assets/pdf_file/0014/1940/regional-usage-profiles-odm-august-2013.pdf
note 18	Aberdeen City and ending in Aberdeenshire would count once against each local authority. A journey starting and ending in Angus would count twice against the local authority. Therefore dividing the figures in the table by two gives the number of journeys either starting or ending in a Local Authority and will match totals published elsewhere in this chapter.
note 19	Figures estimate the total number of people arriving or departing from the main stations in Scotland.
note 20	Figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.
note 21	Figures, which reflect changes in ticket encoding rather than actual difference in passengers' journeys. For such tickets, journeys are allocated to the main station of those in the group.
note 22	For example, a return journey from Kirkcaldy to Edinburgh would be counted twice against Kirkcaldy (since the passenger used Kirkcaldy station twice - once when departing on the outward journey and once when arriving on completion of the return journey), and twice against Edinburgh.
note 23	Figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.
note 24	The station closed on 9 December 2018.
note 25	This is the current name - the station had a different name when it was opened (or reopened).
note 26	The station closed on 9 May 2010 and then re-opened on 6 March 2011.
note 27	Prestwick airport includes rail link tickets from 2007/08.
note 28	For long-distance operations, the figures are the percentages of trains which arrive at the final destination within ten minutes of the timetable time (i.e. are no more than 3 minutes and 59 seconds late)
note 29	For regional operations, the figures are the percentages of trains which arrive at the final destination within five minutes of the timetable time (i.e. are no more than 4 minutes and 59 seconds late)
note 30	National Express East Coast has taken over the franchise previously operated by GNER.
note 31	CrossCountry is now operating most of the Virgin CrossCountry franchise routes and some routes from the Central Trains franchise.
note 32	National Express East Coast services were transferred to East Coast on 13 November 2009.
note 33	Figures subject to revision on annual basis.
note 34	From 1 March 2015 Virgin trains look over the East Coast operation.
note 35	Virgins Trains has been renamed Virgin West Coast.
note 36	Having been part of the ScotRail franchise until 2014-15, Caledonian Sleeper began operating as a separate franchise in 2015-16. Abellio took over the ScotRail franchise from First at the start of 2015-16.
note 37	London North Eastern Railway look over the East Coast Franchise on 24 June 2018.
note 38	Avanti West Coast look over the West Coast Franchise on 8 December 2019.
note 39	For example, Total within 5 minutes gives the percentage which were no more than 4 minutes and 59 seconds late.
note 40	Includes part-cancelled trains (those which failed to reach their final destination but ran at least half their planned mileage)
note 41	Includes trains which ran less than half their planned mileage.
note 42	As in the planned timetable for the day. This may differ from the published timetable due to (e.g.) engineering works, floods, etc.
note 43	The difference from 100 includes both those who were dissatisfied or said poor (and (e.g.) those who were neither satisfied nor dissatisfied).
note 44	Excluding passengers whose journey started on a ScotRail service, who are counted as ScotRail passengers.
note 45	From Spring 2017 this factor is no longer in the survey. Note: There is a new factor 'Step or gap between the train and the platform' - in 2018 for ScotRail satisfaction was 49% (68% also for the 'Others whose journey started in Scotland'). But results not at all comparable with the original factor.
note 46	Factor now called 'Level of crowding' (from spring 2017).
note 47	Factor now called 'Cleanliness of the inside of the train' (from 2017).
note 48	Factor now called 'Comfort of the seats' (from 2017).
note 49	Intermodal is goods that can be moved in containers using more than one method of transport. The maritime intermodal traffic referred to is the deep sea traffic moved by train by freightliner between Coarbridge and major English ports (Felixstowe, Southampton and London Gateway). It is then transferred to ship for import/export. To give you a flavour, the goods moved include whisky (and other major branded spirits), seafood, luxury textiles, oats and seed potatoes. Fairly recent figures show that around 20%-25% of Scotland's exports move through Coarbridge (although this figure would need to be corrected for the 2018-2019 period).
note 50	The National Network Model (NMM) is a tool used to assess the capacity of the railway infrastructure network model (NMM), using the summation of ELR segments within electrified routes. It is believed that this is the most accurate data source to use and will provide better consistency and level of detail to network capability reporting in the coming years. There may however be discrepancies compared with previous reports due to a combination of historically over-reporting network capability (by inclusion of depots and sidings), and as a result of using a new model for reporting, which although considered to be a more accurate account of network capability, is still known to include minor inaccuracies. The NMM database will be subject to ongoing review and refinement throughout OPR to address these issues and improve accuracy of reporting in future years.
note 51	The figures for freight stations include main yards, sidings/deposits, private terminals and sidings; ballast.
note 52	The figure for passenger stations for e.g. 2005-06 represents the number which were part of the national rail network at the end of the 2005-06 financial year. All are owned by Network Rail with the exception of Prestwick Airport.
note 53	The number of stations open at the end of the financial year 2005-06. All owned by Network Rail except Prestwick Airport (South Ayrshire).
note 54	Strathclyde Partnership for Transport look over the roles and functions of the Strathclyde Passenger Transport Authority and Executive from 1 April 2006.
note 55	Passenger carriages including power cars.
note 56	These figures are headline revenue figures and include such items as rental and advertising income. Figures for 2020/21 are greatly reduced due to the Covid pandemic.
note 57	Adjusted approximately for general inflation using the Retail Prices Index for the relevant year (e.g. 2001 RPI used for 2001/02).
note 58	These figures are passenger ticket receipts as described at paragraphs 7.9 and 7.10 in the notes and definitions for rail services. Figures for 2020/21 are greatly reduced due to the Covid 19 pandemic.
note 59	Strathclyde Partnership for Transport has discovered an error in the way loaded train kilometres were calculated. The figures have been revised for previous years. Earlier editions of this publication have not been revised.
note 60	Figures for 2016-17 not available at time of publication due to a recalculation requirement. Subway services were suspended between 2-14-16 and 9-14-16 (inclusive) for planned essential engineering works. No Subway services operated during this period.
note 61	Figures from 2012-13 onwards refer only to frontline operational staff.
note 62	Figures for this table were previously obtained from ORR. We have now changed the source to the RSSB to improve consistency with other official statistics. The figures in this table will therefore not be comparable with the tables published in editions of STS prior to number 34.
note 63	Minor revisions have been made to figures in previous years.
note 64	Potentially high risk train accidents-reportable under RIDDOR (ASPR, Chapter 7, Page 102).
note 65	Train collisions with other trains only.
note 66	Train derailments (ASPR, Chapter 7, Page 108).
note 67	Riddor reportable Train accidents not classified as PHRTA (ASPR, Chapter 7, Page 114).
note 68	This includes all accidental fatalities.
note 69	This includes all major and minor injuries (excludes Shook/trauma).
note 70	Injuries incurred on railway infrastructure outside of train stations e.g. running line, YDS sites.
note 71	animals struck by trains, in which previous reporting included events such as deer strikes that were not specifically required by RIDDOR when there was no damage to the train.
note 72	This historical data has been corrected to include only those events that were RIDDOR reportable.
note 73	One buffer stop collision took place in 2018 and was not classed as a PHRTA as no immediate permanent or temporary repair to the train was needed, and no damage was sustained by the cab window glass.
note 74	Those who had not used a train service in the past month are not asked these questions about train services.
note 75	This question will be asked in alternate years from 2019.
note 76	kilometres in 2020-21. This was due to the impact of the coronavirus (COVID-19) pandemic. For more information, please see the 2020-21 Q4 passenger rail usage statistical release (https://dataportal.orr.gov.uk/media/1940/passenger-rail-usage-2020-21-q4.pdf)
note 77	A total of 4.9 million cross-border journeys were made in each direction in 2019-20. This represents a decrease of 1.1% on 2018-19. Due to the way refunds have been included in the source data for certain ticket types, it was not possible to estimate individually the number of cross-border journeys for the three ticket types. The 1.1% decrease was therefore applied across the ticket types.
note 78	The number of cross-border journeys presented for Highland in 2019-20 is an underestimate due to the way refunds have been included in the source data for certain ticket types. This means that the true percentage decrease in journeys for 2019-20 compared with the previous year will be smaller than the figures presented.
note 79	An Interim Rail Passenger Survey was carried out in March 2021. However, compared to the National Rail Passenger survey it used a completely different methodology (and to a significantly reduced sample size and with less factors than the NPSR). Comparison with figures for previous years should therefore be made with caution.
note 80	For the Interim Rail Passenger Survey the question was about sufficient room for all passengers to sit/stand.
note 81	For the Interim Rail Passenger Survey the question was about cleanliness inside the train
note 82	

Figure 7.1 Passenger traffic originating in Scotland, and ScotRail passengers



Note: Figures presented here do not use ScotRail's new methodology for estimating zonecard trips. See Table S1 for these.

Figure 7.2 Freight traffic lifted in Scotland

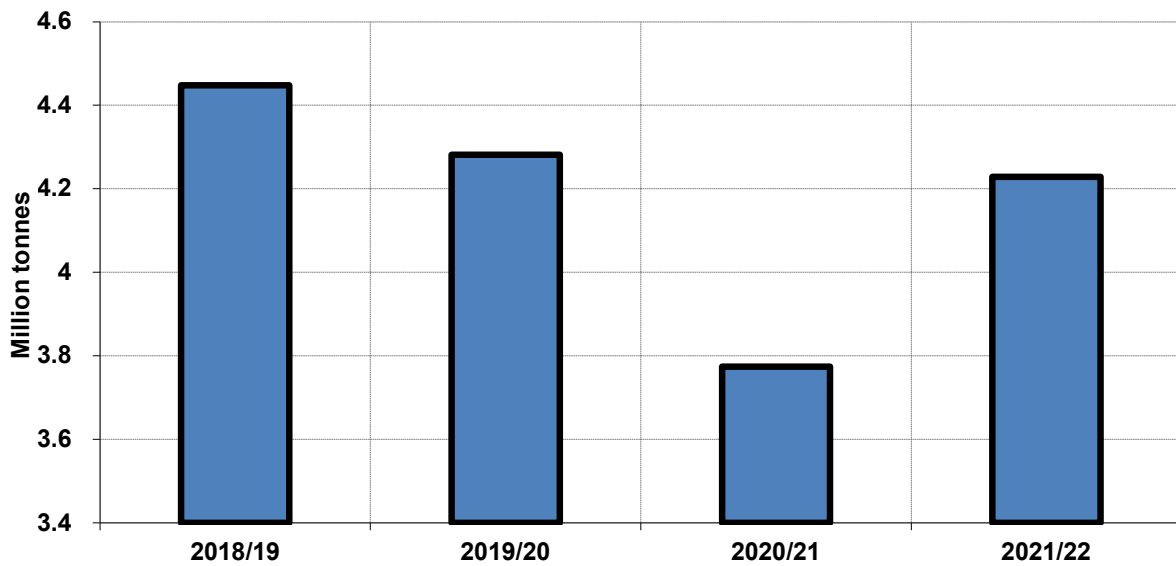


Table 7.2 Passenger traffic originating in Scotland: journeys and revenue

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road - Not National Statistics

Type of ticket	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20 [Note 78]	2020-21 [Note 78]
Passenger journeys										
										<i>million</i>
Internal (journeys wholly within Scotland) [note 5] [note 6]										
Full fare	25.5	22.5	23.2	23.5	23.1	22.5	23.3	23.5	23.4	4.0
Reduced fare	28.8	33.2	34.5	38.2	40.1	41.4	43.2	43.5	42.7	7.3
Season ticket	25.3	26.2	25.0	25.7	26.0	25.8	25.8	25.0	23.6	2.9
Total	79.5	81.9	82.7	87.4	89.2	89.7	92.3	92.0	89.7	14.2
Cross-border originating in Scotland [note 5] [note 6]										
Full fare	0.2	0.1	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0
Reduced fare	3.6	3.7	3.8	4.1	4.0	4.3	4.7	4.9	4.8	0.7
Season ticket	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	3.8	3.9	4.0	4.3	4.2	4.5	4.8	5.0	4.9	0.7
Total passenger traffic originating in Scotland [note 5] [note 6]										
Full fare	25.7	22.6	23.4	23.8	23.3	22.7	23.4	23.6	23.5	4.0
Reduced fare	32.3	36.9	38.2	42.3	44.1	45.7	48.0	48.4	47.5	8.0
Season ticket	25.3	26.2	25.0	25.7	26.0	25.8	25.8	25.0	23.7	2.9
Total [note 9]	83.3	85.8	86.7	91.7	93.4	94.2	97.1	97.0	94.7	14.9
Passenger journeys originating outwith Scotland										
Full fare	0.2	0.1	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0
Reduced fare	3.6	3.7	3.8	4.1	4.0	4.3	4.7	4.9	4.8	0.7
Season ticket	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	3.8	3.9	4.0	4.3	4.2	4.5	4.8	5.0	4.9	0.7
Passenger revenue										
										<i>£ million</i>
Internal journeys [note 5] [note 6]	257.6	278.4	296.7	321.6	350.8	357.7	436.1	437.9	420.7	58.5
Cross-border journeys										
originating in Scotland	135.8	143.4	150.8	160.0	153.6	161.1	174.5	185.7	191.6	27.6
Total	393.4	421.8	447.5	481.7	504.3	518.9	610.6	623.7	612.3	86.1
Total at constant prices [note 8]	490.2	509.4	524.5	551.4	571.7	578.0	656.8	649.1	621.4	86.1
Cross-border journeys										
originating outwith Scotland	135.8	143.4	150.8	160.0	153.6	161.1	174.5	185.7	191.6	27.6
At constant prices [note 8]	169.2	173.1	176.7	183.2	174.1	179.5	187.7	193.3	194.4	27.6

Table 7.3 Cross-border passenger traffic originating outwith Scotland: journeys and revenue

Note: Figures in this table have now been combined with table 7.2

RAIL SERVICES

Table 7.4 Passenger journeys using national rail tickets to, from or within Scotland, 2020-21 [note 10]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Office of Rail and Road - Not National Statistics

Passenger journeys	Passenger journeys made using national rail tickets - thousands	Passengers journeys made using national rail tickets - percentage	Change since 1995-96 - percentage	Approximate figure for 1995-96
All such passenger journeys to, from or within Scotland [note 11]	15,566	100.0%	-68.2%	48,944
of which within Scotland [note 11]	14,210	91.3%	-68.0%	44,376
of which to / from England and Wales	1,356	8.7%	-70.3%	4,568
of which to / from London	319	2.1%	-74.1%	1231.886
of which to / from North West England	416	2.7%	-50.2%	836.116
of which to / from North East England	306	2.0%	-57.9%	725.789
of which to / from Yorkshire and the Humber	118	0.8%	-78.1%	536.173
of which to / from West Midlands	43	0.3%	-80.9%	224.94
of which to / from East England	57	0.4%	-79.6%	282.185
of which to / from South East	39	0.3%	-87.8%	322.318
of which to / from East Midlands	36	0.2%	-75.7%	146.806
of which to / from South West	15	0.1%	-91.7%	185.194
of which to / from Wales	6	0.0%	-92.2%	75.743

Table 7.5 Distances travelled by passengers to Aberdeen, Edinburgh and Glasgow 2020-21 [note 12] [note 13]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Office of Rail and Road - Not National Statistics

Distance travelled	Aberdeen	Edinburgh	Glasgow <i>percentages</i>
0 - under 5 kms	0.0	3.6	27.1
5 - under 10 kms	14.0	9.8	27.4
10 - under 20 kms	2.5	8.9	24.1
20 - under 50 kms	30.7	33.7	11.7
50 - under 100 kms	6.5	23.4	5.6
100+ kms	46.3	20.6	4.1
All passenger journeys made using national rail ticket	100.0	100.0	100.0

Table 7.6a Cross border rail passenger journeys starting or ending in Scotland [note 18] [Note 79]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road. National Rail Statistics, Chapter 7 - Rail Usage.

Journeys (thousands) by District/Unitary Authority

To/From	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21 thousands	% change 2020-21 on 2019-20
Aberdeen City	339	343	355	337	286	255	239	250	218	47	-78.5
Aberdeenshire	25	26	25	25	25	22	22	21	20	2	-91.8
Angus	46	48	47	48	44	42	43	42	38	3	-90.9
Argyll and Bute	34	30	30	31	27	28	29	33	29	8	-72.1
Clackmannan	4	4	4	4	4	4	4	4	6	1	-83.0
Dumfries and Galloway	392	388	390	402	385	405	424	453	451	61	-86.4
Dundee City	193	191	179	172	162	156	158	165	152	22	-85.8
East Ayrshire	28	27	29	34	34	35	37	39	39	6	-85.1
East Dunbartonshire	11	12	13	16	15	16	17	19	19	2	-89.4
East Lothian	56	58	58	59	61	60	67	71	75	14	-81.8
East Renfrewshire	5	5	7	8	8	9	9	9	10	1	-89.3
Edinburgh, City Of	3,502	3,605	3,757	4,106	4,162	4,547	4,929	5,073	5,027	690	-86.3
Falkirk	69	72	73	76	71	77	76	78	74	9	-87.6
Fife	288	295	286	276	265	261	266	264	248	32	-86.9
Glasgow City [note 18]	1,934	1,966	2,046	2,344	2,193	2,429	2,591	2,674	2,730	376	-86.2
Highland	151	146	144	134	96	89	87	84	44 (not Available)		-
Inverclyde	22	23	24	30	29	31	31	32	32	5	-84.3
Midlothian					2	4	5	6	6	1	-88.0
Moray	22	20	18	18	14	13	13	11	9	2	-79.3
North Ayrshire	32	34	35	43	42	47	46	46	45	6	-86.0
North Lanarkshire	106	100	106	120	112	122	126	142	147	23	-84.4
Perth and Kinross	86	87	82	79	74	71	68	68	60	8	-86.1
Renfrewshire	23	23	24	30	29	33	34	35	35	5	-86.1
Scottish Borders					4	8	9	10	9	1	-85.7
South Ayrshire	41	45	47	55	49	55	54	54	54	7	-87.8
South Lanarkshire	24	25	27	34	31	36	36	35	35	5	-84.4
Stirling	96	99	96	103	100	105	109	109	109	14	-87.4
West Dunbartonshire	10	10	10	13	13	15	15	16	16	3	-82.6
West Lothian	59	62	63	71	71	74	73	78	74	11	-85.2
Scotland Other [note 18]	-	-	-	-	-	-	-	-	-	-	-
Scotland Total	7,599	7,745	7,978	8,669	8,406	9,049	9,618	9,922	9,810	1,356	-86.2

Table 7.6b Rail passenger journeys within Scotland [note 18] [note 19]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road. National Rail Statistics, Chapter 7 - Rail Usage.

Start/End points (thousands) on journeys within Scotland											% change
	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2019-20 on 2018-19
To/From/Within											
Aberdeen City	3,510	3,755	4,055	4,229	3,838	3,321	3,175	2,724	2,636	434	-83.5
Aberdeenshire	1,175	1,258	1,368	1,441	1,430	1,330	1,310	1,085	1,052	197	-81.3
Angus	843	842	863	879	860	800	809	877	832	107	-87.1
Argyll and Bute	1,789	1,767	1,426	1,427	1,368	1,272	1,305	1,259	1,194	378	-68.4
Clackmannan	397	377	380	398	383	357	384	366	388	70	-82.0
Dumfries and Galloway	404	409	418	461	437	481	505	513	480	52	-89.2
Dundee City	1,539	1,523	1,594	1,706	1,771	1,700	1,751	1,909	1,885	318	-83.1
East Ayrshire	1,167	1,205	1,139	1,215	1,171	1,148	1,221	1,240	1,223	137	-88.8
East Dunbartonshire	4,103	4,211	4,066	4,349	4,277	3,882	4,223	4,288	4,242	578	-86.4
East Lothian	1,884	2,011	2,163	2,257	2,386	2,286	2,385	2,325	2,301	329	-85.7
East Renfrewshire	3,300	3,348	3,158	3,300	3,391	3,520	3,565	3,680	3,652	761	-79.2
Edinburgh, City Of	18,526	19,577	20,904	21,919	22,740	23,324	24,279	24,717	23,788	3,127	-86.9
Falkirk	2,965	2,978	3,068	3,240	3,206	3,131	3,253	3,346	3,328	407	-87.8
Fife	5,044	5,103	5,310	5,670	6,129	5,841	5,928	5,796	5,260	662	-87.4
Glasgow City [note 18]	64,160	65,682	64,853	69,167	70,697	71,844	75,178	75,621	74,498	12,765	-82.9
Highland	2,164	2,208	2,317	2,322	2,345	2,266	2,290	2,290	2,278	449	-80.3
Inverclyde	2,757	2,813	2,750	2,890	2,906	2,832	2,827	2,806	2,617	328	-87.5
Midlothian					285	533	637	680	656	77	-88.3
Moray	493	516	537	559	559	519	495	503	504	106	-78.9
North Ayrshire	3,927	4,061	3,862	3,963	3,947	4,019	4,092	3,957	3,793	453	-88.1
North Lanarkshire	8,533	8,680	8,441	8,903	8,997	9,351	9,425	9,133	8,804	1,169	-86.7
Perth and Kinross	1,054	1,084	1,117	1,231	1,322	1,263	1,319	1,320	1,276	222	-82.6
Renfrewshire	6,401	6,642	7,200	7,629	7,698	7,655	7,718	7,734	7,621	1,669	-78.1
Scottish Borders					550	842	854	865	810	83	-89.8
South Ayrshire	3,156	3,245	3,330	3,351	3,150	3,399	3,418	2,995	2,922	433	-85.2
South Lanarkshire	8,325	8,588	8,747	9,222	9,265	9,276	9,137	8,817	8,724	1,255	-85.6
Stirling	2,928	2,914	2,952	3,148	3,187	3,051	3,264	3,238	3,234	539	-83.3
West Dunbartonshire	4,778	4,863	4,934	5,140	5,128	5,120	4,842	4,849	4,603	581	-87.4
West Lothian	3,761	4,108	4,432	4,792	4,890	5,054	5,074	5,122	4,898	736	-85.0
Scotland Other [note 18]	-	-	-	-	-	-	-	-	-	-	-
Scotland Total	159,083	163,767	165,381	174,808	178,311	179,417	184,665	184,056	179,498	28,420	-84.2

Table 7.6c Rail passenger journeys wholly within Scotland, using national rail tickets, by local authority areas of origin and destination, 2020-21 [note 14] [note 15] [note 16] [note 17]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
 Freeze panes are active on this sheet. To sum off these freeze panes select the 'View' ribbon then 'Freeze Panes' or use [Alt W, F].
 Source: Office of Rail and Road

Origin	Destination																													
	Aberdeen City	Aberdeen-shire	Angus	Argyll & Bute	Argyll & Bute	Argyll & Bute	Argyll & Bute	Argyll & Bute	Argyll & Bute	Argyll & Bute	Argyll & Bute	Argyll & Bute	Argyll & Bute	Argyll & Bute	Argyll & Bute	Argyll & Bute	Argyll & Bute	Argyll & Bute	Argyll & Bute	Argyll & Bute										
Aberdeen City	54,299	74,972	7,919	92	48	176	7,243	30	188	180	21	22,071	888	3,920	11,293	14,892	129	66	12,279	312	338	1,917	139	154	199	77	2,854	55	410	216,891
Aberdeenshire	74,972	10,404	1,499	1	0	9	1,936	0	8	28	3	3,117	36	530	1,287	2,182	10	3	1,862	14	28	334	13	29	7	5	175	8	31	38,531
Angus	7,919	1,499	5,854	21	30	16	24,620	3	31	46	5	3,302	108	1,311	2,242	250	9	22	143	12	74	3,098	60	36	23	31	628	24	69	53,486
Argyll and Bute	92	1	21	126,852	25	56	84	132	502	110	231	3,453	202	194	43,759	616	483	24	18	296	1,268	128	835	15	298	550	777	7,850	185	188,867
Clackmannanshire	48	0	30	25	9	9	159	30	270	10	148	2,174	972	39	9,709	28	82	119	4	51	277	96	205	5	104	61	20,294	298	62	34,889
Dumfries and Galloway	176	9	16	56	9	3,594	136	865	70	52	60	7,841	75	309	9,809	101	74	6	39	135	242	98	335	21	1,505	79	134	50	76	25,272
Dumfries City	7,243	1,936	24,620	84	139	136	15,376	56	212	421	43	39,361	623	19,691	14,251	1,918	84	78	421	141	423	28,102	143	365	216	95	4,728	79	702	158,843
East Ayrshire	30	0	3	132	30	865	66	2,682	264	32	1,091	1,574	135	65	82,781	36	396	6	9	202	869	38	1,783	50	2,948	1,408	189	474	110	68,288
East Dunbartonshire	168	8	31	502	270	70	212	264	5,646	142	1,958	1,152	136	248,135	454	670	253	27	2,071	3,306	295	5,803	31	1,029	3,497	2,583	4,058	297	288,890	
East Lothian	180	28	46	110	10	52	421	32	142	2,800	28	147,929	909	2,413	4,122	120	54	380	21	47	658	205	88	168	84	96	580	66	2,466	154,273
East Renfrewshire	21	3	5	231	148	60	43	1,091	1,958	28	142,942	2,473	491	62	208,770	37	1,167	102	7	1,577	2,673	49	5,933	15	797	7,392	385	2,072	173	380,705
Edinburgh, City of	22,071	3,117	5,302	3,453	2,174	7,841	38,361	1,574	6,790	147,929	2,473	294,632	81,554	242,097	206,787	17,069	2,324	19,547	2,030	3,691	47,227	20,189	5,186	32,321	4,096	9,786	40,554	4,506	290,714	1,563,305
Falkirk	888	36	108	202	072	75	823	135	1,192	909	491	81,554	8,900	886	81,104	549	372	1,156	45	460	1,486	834	1,210	150	385	950	37,385	714	3,688	233,569
File	3,920	530	1,311	194	39	309	19,651	65	136	2,413	62	242,097	588	38,898	6,256	1,782	120	2,650	286	159	645	5,515	276	892	239	208	732	141	1,303	331,215
Glasgow, City of	11,293	1,287	2,242	43,759	9,709	8,809	14,251	52,781	248,135	4,122	208,770	208,787	61,104	6,256	3,294,919	16,292	94,199	8,501	993	138,945	449,440	22,159	873,883	2,228	72,727	526,496	69,865	208,890	34,503	6,382,533
Highland	14,892	2,182	250	616	28	101	1,918	36	454	120	37	17,069	549	1,782	16,292	134,066	74	42	21,755	166	337	7,810	228	138	165	128	2,011	873	290	224,359
Inverclyde	129	10	9	483	62	74	84	396	702	54	1,167	2,234	272	120	94,199	74	21,918	72	12	834	1,634	93	33,840	25	673	2,177	331	1,568	161	164,167
Midlothian	3	3	22	24	119	6	78	6	293	380	102	19,547	1,156	2,850	8,901	42	72	184	7	21	873	42	75	1,888	29	111	595	96	843	38,251
Moray	12,279	1,862	143	18	4	39	421	9	27	21	7	2,030	45	286	983	21,755	12	7	12,482	33	44	370	20	12	21	5	203	2	56	53,176
North Ayrshire	312	14	12	286	51	135	141	202	1,071	47	1,577	3,691	460	159	136,945	166	834	21	33	20,146	3,644	167	24,656	41	24,808	3,990	487	1,701	275	225,252
North Lanarkshire	338	28	74	1,268	277	242	423	899	3,306	658	2,673	47,227	1,486	645	449,440	337	1,834	873	44	3,644	26,798	351	8,958	850	3,171	16,865	3,283	4,157	1,712	584,321
Perth and Kinross	1,917	334	3,098	126	96	98	28,102	38	295	205	49	20,189	834	5,515	22,159	7,810	93	42	370	167	351	9,428	233	126	115	208	8,563	107	380	111,050
Renfrewshire	139	13	60	835	205	335	143	1,783	5,903	88	5,633	3,186	1,210	275	873,883	228	33,840	75	20	24,808	8,958	233	131,070	79	11,300	17,929	1,246	7,412	617	834,325
Scottish Borders	154	29	36	15	5	21	365	50	31	186	15	32,321	150	892	2,228	138	25	1,988	12	41	850	126	79	1,086	49	63	191	36	497	41,477
South Ayrshire	159	7	23	286	104	1,505	216	2,948	1,029	84	797	4,096	385	239	72,727	165	673	29	21	24,808	3,171	115	11,300	49	88,474	3,042	822	1,070	310	216,686
South Lanarkshire	77	5	31	550	61	79	95	1,408	3,497	7	3,382	9,786	950	208	528,496	128	2,177	111	5	3,990	16,865	208	17,929	63	3,042	27,125	871	3,188	580	627,553
Stirling	2,854	175	658	777	20,294	134	4,728	189	2,583	580	385	40,554	37,385	732	89,865	2,001	331	595	203	487	3,283	8,563	1,246	191	822	871	68,853	691	1,697	269,527
West Dunbartonshire	85	8	24	7,650	298	50	75	474	4,058	65	2,072	4,506	714	141	208,890	873	1,568	56	2	1,701	4,157	107	7,412	36	1,070	3,188	691	40,094	365	236,401
West Lothian	410	31	69	185	62	76	702	110	297	2,486	173	290,714	3,888	1,303	34,503	250	161	843	56	275	4,172	380	617	497	310	580	1,697	365	23,103	308,095
Scotland	216,891	96,531	53,486	188,867	34,889	25,972	158,843	68,288	288,890	164,273	390,705	1,563,305	293,569	331,215	6,382,533	224,359	164,167	38,251	63,176	225,252	684,321	111,050	834,325	41,477	216,686	627,553	269,527	290,491	368,095	14,209,887

Table 7.7 Passenger journeys to and from the main stations in Scotland: 2021-22 [note 20] [note 21] [note 22] |

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Office of Rail and Road - Not National Statistics

Rank	Station	thousands	Rank2	Station2	thousands2
1	Glasgow Central	15,322	51	Shettleston	368
2	Edinburgh	13,618	52	Barrhead	349
3	Glasgow Queen Street	8,468	53	Hamilton West	345
4	Paisley Gilmour Street	2,124	54	North Berwick	344
5	Partick	1,665	55	Falkirk Grahamston	342
6	Aberdeen	1,537	56	Polmont	340
7	Haymarket	1,501	57	Kilmarnock	317
8	Stirling	1,436	58	Dumbarton Central	310
9	Dundee	1,168	59	Hairmyres	309
10	Charing Cross (Glasgow)	918	60	Patterton	307
11	Hyndland	830	61	Newton (Lanark)	306
12	Exhibition Centre (Glasgow)	809	62	Uphall	297
13	Argyle Street	773	63	Edinburgh Park	290
14	Inverness	753	64	Cathcart	288
15	Ayr	726	65	Stonehaven	286
16	Croy	719	66	Balloch	279
17	Inverkeithing	645	67	Neilston	275
18	Johnstone (Renfrewshire)	637	68	Dunfermline Town	275
19	Mount Florida	622	69	Troon	272
20	Perth	615	70	Dalmeny	270
21	Livingston North	611	71	Dunblane	268
22	Bathgate	600	72	Musselburgh	267
23	Kirkcaldy	579	73	Coatbridge Sunnyside	266
24	Anniesland	565	74	Alloa	259
25	Motherwell	546	75	Port Glasgow	259
26	Linlithgow	519	76	Largs	255
27	Rutherglen	490	77	Dunbar	252
28	Airdrie	477	78	Gourock	248
29	Bridgeton	476	79	Inverurie	242
30	Crossmyloof	474	80	Scotstounhill	238
31	Kilwinning	456	81	Blantyre	234
32	East Kilbride	446	82	Singer	234
33	Cambuslang	443	83	Clarkston	234
34	Irvine	442	84	Dumfries	232
35	Dalmuir	441	85	Arbroath	229
36	Falkirk High	432	86	Dalmarnock	227
37	Larbert	424	87	Wishaw	224
38	Lenzie	422	88	Bearsden	222
39	Bellgrove	422	89	Greenock West	218
40	Bishopbriggs	421	90	Anderston	218
41	Uddingston	409	91	Dyce	216
42	Queens Park (Glasgow)	408	92	Hillington West	207
43	Bishopton (Renfrewshire)	403	93	Pollokshields East	205
44	Milngavie	395	94	Tweedbank	204
45	Westerton	382	95	Blairhill	203
46	Bellshill	381	96	Carntyne	203
47	Hamilton Central	379	97	Alexandra Parade	200
48	Helensburgh Central	371	98	Elgin	197
49	Leuchars (For St. Andrews)	370	99	Garrowhill	196
50	High Street (Glasgow)	369	100	Springburn	193

Table 7.8 Passenger journeys to or from stations in Scotland that have opened (or re-opened) since 1970 [note 24]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road - Not National Statistics

Station	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Dun Craig (1971)	0.7	0.8	0.5	0.4	0.5	0.3	0.4	0.5	0.5	-	0.4
Kingsknowe (1971)	17.5	25.3	24.7	21.2	20.2	18.8	20.5	17.2	16.9	4.7	11.2
Alness (1973)	25.5	28.4	27.8	25.9	23.6	26.4	29.3	30.4	27.1	3.2	15.8
Muir of Ord (1976)	74.5	74.1	72.8	66.6	66.5	64.5	64.8	67.6	70.9	13.6	41.2
IBM (1978) [note 25]	127.8	122.6	71.1	47.4	22.0	6.0	0.8	0.5	-	-	-
Anderston (1979)	647.2	630.8	602.8	633.7	624.6	661.3	711.6	728.4	715.1	119.9	217.6
Argyle Street (1979)	1196.5	1336.7	1369.9	1438.4	1382.9	1413.2	1411.4	1295.4	1311.8	382	773.2
Bridgeton (1979) [note 26]	489.3	617.2	647.0	647.0	631.8	610.5	702.3	715.8	814.2	272.7	476.3
Dalmarnock (1979)	79.6	21.5	100.4	217.1	283.2	367.7	449	414.2	419.9	72.7	227.4
Exhibition Centre (1979) [note 26]	1317.8	1369.4	1375.5	1639.9	1742.5	1891.5	1847.8	1943.2	1959.6	300.3	809.2
Dyce (1984)	677.9	759.9	810.7	823.9	664.4	517.6	466.7	358.7	356.4	86.5	216.1
Livingston South (1984)	285.4	287.7	296.3	317.2	342.8	323.7	327.9	295.6	326.8	45.8	151.7
Kilmaurs (1984)	102.1	107.3	105.8	109.8	103.5	104.1	113.5	128.1	115.3	10.1	46.2
Auchinleck (1984)	55.7	57.1	56.0	62.7	62.0	61.8	67.4	77.8	72.1	5.2	35.3
Dunrobin Castle (1985)	0.6	0.6	0.9	0.8	0.8	0.9	1	1.2	1.2	0.1	0.8
Loch Eil Outward Bound (1985) [note 26]	0.7	0.6	0.5	0.6	0.5	0.6	0.5	0.6	0.7	0.1	1.1
South Gyle (1985)	513.8	555.1	574.6	558.1	587.4	497.2	432.9	382	363.1	49.8	121.2
Loch Awe (1985)	2.5	2.7	3.0	4.8	4.8	4.1	5.4	5	5.5	4.6	7
Portlethen (1985)	19.1	28.0	48.2	57.2	56.3	45.9	42.7	46.7	63.4	14.2	41.5
Bridge of Allan (1985)	243.5	248.2	258.7	275.0	278.9	271.4	289.1	290.9	291.8	42.5	136.3
Livingston North (1986)	825.5	924.3	1030.6	1125.3	1155.0	1201.0	1191.8	1247.8	1179.1	184.7	610.9
Bathgate (1986)	871.0	973.9	1060.7	1176.5	1223.1	1302.8	1282.1	1292.6	1209.8	210.8	600.5
Uphall (1986)	325.1	431.2	511.0	557.6	581.6	608.6	613.6	624.1	577.8	111.3	296.8
Westrie Hailes (1987)	29.8	35.8	36.2	37.5	38.6	36.1	41.3	39.9	45.3	11.4	40.4
Curriehill (1987)	52.9	63.9	65.8	67.2	67.0	66.7	69.3	69.2	81	9	40.2
Ardrossan Town (1987)	20.6	21.0	21.2	21.9	20.1	24.2	21.6	22.3	22.4	2.3	10.9
Falls of Cruachan (1988)	0.3	0.2	0.5	0.7	0.7	0.7	0.7	0.5	0.6	0.1	0.5
Musselburgh (1988)	386.7	420.8	438.7	456.7	478.1	463.7	488.6	455.4	460.9	87	266.9
Greenfaulds (1989)	132.6	122.9	130.5	136.5	130.9	114.8	124.3	125.3	118.9	15	55.4
Drumgelloch (1989) [note 27]	269.2	307.2	345.0	387.3	403.5	411.1	418.6	418.7	407.6	35.8	162.9
Stepps (1989)	302.2	305.6	277.4	296.9	300.4	269.9	301.9	315.2	271.6	39.1	134.7
Airbles (1989)	110.1	113.6	112.8	119.1	127.0	142.9	132.8	114.4	118.9	14.1	64.2
Milliken Park (1989)	151.2	169.4	190.3	198.2	206.1	241.4	255.7	238.4	228.2	48.7	127.3
Whinhill (1990)	40.0	45.3	52.4	52.6	53.6	43.7	52.4	41.6	40.6	4.6	22.3
Dumbreck (1990)	114.1	117.2	131.4	150.6	164.0	169.7	179.2	170.2	173.1	55.9	89.8
Corkerhill (1990)	236.6	233.5	245.0	247.8	266.2	284.9	276	277.1	266.9	41.7	129
Mosspark (1990)	117.4	116.0	110.7	119.0	143.1	186.7	174.7	162.3	169.7	35.8	88.8
Crookston (1990)	126.4	127.2	132.6	149.8	174.8	188.1	200.3	194.6	202.1	36.9	113.4
Paisley Canal (1990)	232.8	218.5	340.6	363.2	367.7	398.1	389.3	474.9	478.2	77.1	191.5
Priesthill & Darnley (1990)	115.9	125.1	125.8	134.2	137.7	144.8	161	164.5	170.2	36.5	100.1
Shieldmuir (1990)	56.8	69.5	81.4	89.2	105.2	113.9	116.3	109.6	113.3	12.7	54.5
Hawkhead (1991)	145.5	138.7	167.3	183.8	201.3	224.0	224.3	244.3	248.6	33.8	114.6
New Cumnock (1991)	28.0	28.5	27.2	31.9	28.4	26.6	26.7	28.3	25.6	1.6	15
Glenrothes with Thornton (1992)	57.5	60.9	63.0	67.3	76.7	76.9	79.5	76.8	71.9	7.4	43.7
Whifflet (1992)	254.5	257.4	233.4	234.1	247.4	329.6	301.1	257.5	263.9	31.5	123.7

Table 7.8 (Continued) Passenger journeys to or from stations in Scotland that have opened (or re-opened) since 1970 [note 24]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road - Not National Statistics

Station	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
											<i>thousands</i>
Ashfield (1993)	69.7	76.4	74.2	80.5	76.5	50.3	83.5	84.5	66.4	23.9	45.2
Possilpark & Parkhouse (1993)	112.0	123.8	99.2	97.7	91.4	73.1	100.2	92.0	77.8	22.6	49.8
Gilshochill (1993) [note 26]	89.5	98.9	94.5	101.9	87.0	65.1	94.7	91.2	71.4	15.5	42.7
Summerston (1993)	140.5	156.8	154.1	166.9	152.4	99.0	146.8	147.4	120.2	24.2	71.3
Maryhill (1993)	80.3	83.3	77.3	92.3	90.5	64.1	89.7	88.7	77	12.8	44
Carmyle (1993)	135.3	143.3	132.1	131.1	132.5	155.5	138	121.2	134.7	28.4	82.3
Mount Vernon (1993)	56.7	63.3	57.3	59	60.2	66.8	69.6	58	67.2	9	33.4
Baillieston (1993)	109.2	114.7	112.0	112.9	126.2	156.5	159.5	149.9	175.5	29.2	93.1
Bargeddie (1993)	99.4	98.3	88.0	85.9	95.2	114.9	105.8	91.8	104.9	14.5	57
Kirkwood (1993)	150.0	153.2	130.2	131.6	138.9	166.6	156.8	139.2	147.7	21.7	72.8
Gretna Green (1993)	36.6	37.4	38.0	40.2	38.9	39.0	39.9	45.9	46.5	5.5	29.5
Camelon (1994)	104.5	110.9	116.4	130.5	136.1	132.2	127.6	142.0	162.9	24.6	94.8
Wallyford (1994)	240.8	255.8	268.1	295.9	311.9	297.0	316.9	308.0	314.1	36.4	151.7
Sanquhar (1994)	28.4	28.2	26.3	27.5	24.5	27.4	28.7	28.1	24.3	1.8	14.4
Prestwick Airport (1994) [note 28]	337.0	343.8	454.0	293.9	93.0	117.9	132.8	104.9	101.2	7.7	26.3
Dalgety Bay (1998)	264.2	268.4	284.3	307.8	341.0	315.2	323.2	306	272.7	26.1	105.4
Drumfrochar (1998)	55.2	60.0	69.8	72.9	68.4	80.7	66.2	74	67.6	6.4	32.9
Dunfermline Queen Margaret (2000)	210.5	206.1	208.5	224.1	250.5	236.7	249.7	248.5	233.1	28.3	109.8
Howwood (2001)	47.9	51.3	112.7	119.9	124.9	111.6	101.3	94.9	98.9	9.6	40.4
Beaully (2002)	54.5	55.2	57.9	57.4	59.4	52.9	51.5	48.3	46.5	14.9	30.2
Brunstane (2002)	132.8	144.2	159.6	164.5	166.0	162.1	177.3	178.1	171.8	30.3	78.8
Newcraighall (2002)	191.0	206.9	221.9	242.8	224.0	234.8	278.5	286.4	265.6	32.1	121.5
Edinburgh Park (2003)	646.0	816.7	960.3	893.5	889.5	870.0	888	914.6	905.2	128.7	289.6
Gartcosh (2005)	143.8	142.0	153.4	177	156.8	133.8	148.4	186.7	173.5	26.9	96.1
Kelvindale (2005)	94.4	96.5	98.0	105.5	91.6	65.9	92.2	84.7	75.4	18.3	37.1
Chatelherault (2005)	59.5	62.5	66.9	74.9	85.9	105.5	111.1	108.5	114	13.1	46
Merryton (2005)	106.3	113.1	111.4	116.2	113.5	123.1	107.2	121.4	127.9	7.6	39.6
Larkhall (2005)	327.1	342.7	406.1	420.1	420.4	434.5	385.9	354.6	354.1	32.4	151.6
Alloa (May 2008)	401.1	380.9	383.8	402.4	386.5	360.6	388.2	370.5	393.4	70.7	259
Laurencekirk (May 2009)	86.1	92.5	102.8	112.9	104.5	96.0	95.8	86.3	88.6	8.8	45.4
Blackridge (2010)	43.3	42.6	47.3	51.5	53.2	56.9	58	59.8	57.2	6.5	27.1
Armadaile (2011)	126.1	141.1	164.7	186.3	215.4	238.7	249.8	260.1	251.8	35.9	134.4
Caldercruix (2011)	91.0	93.0	101.9	109	111.5	88.7	100.4	98.3	104.3	9.6	51.7
Conon Bridge (2013)	-	3.8	18.1	15.5	15.3	15.5	15.1	17.5	18	2.6	9.2
Eskbank (Sept 2015)	-	-	-	-	128.3	274.8	338.9	367	364.5	45.4	159
Galashiels (Sept 2015)	-	-	-	-	213.8	346.3	356.3	360.4	328.4	37.5	186.9
Gorebridge (Sept 2015)	-	-	-	-	59.3	98.2	115.1	123.9	112.4	11.3	60
Newtongrange (Sept 2015)	-	-	-	-	86.4	141.6	157	154.2	139.2	13.9	75.6
Shawfair (Sept 2015)	-	-	-	-	13.2	22.2	31.6	41.1	46.5	6.7	27.6
Stow (Sept 2015)	-	-	-	-	39.7	67.5	69.8	71.2	70.7	8.3	43.3
Tweedbank (Sept 2015)	-	-	-	-	300.6	436.2	437	443.8	420.2	38.5	203.7
Edinburgh Gateway (Dec 2016)	-	-	-	-	-	58.4	284.4	323.7	292.7	44.5	116.9
Robroyston (Dec 2019)	-	-	-	-	-	-	-	-	43.5	29.8	107.8
Kintore (Oct 2020)	-	-	-	-	-	-	-	-	-	8.5	66.2

RAIL SERVICES

Table 7.9 Rail punctuality: Public Performance Measure - for all services [note 34]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road - Not National Statistics

Operator	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
	<i>percentage of trains arriving on time</i>										
GNER [note29]	-	-	-	-	-	-	-	-	-	-	-
East Coast [note 29] [note 31] [note 33] [note 35]	86.6	83.9	84.2	-	-	-	-	-	-	-	-
Virgin Trains East coast [note 35]	-	-	-	88.6	85.2	83.1	81.5	-	-	-	-
London North Eastern Railway [note 38]	-	-	-	-	-	-	-	74.8	77.1	92.4	87.7
ScotRail (First) [note 30] [note 37]	90.7	93.0	91.4	90.5	-	-	-	-	-	-	-
ScotRail (Abellio) [note 30] [note 37]	-	-	-	-	90.6	90.3	89.5	87.4	88.4	93.1	90.2
Virgin CrossCountry [note 29]	-	-	-	-	-	-	-	-	-	-	-
CrossCountry [note 29] [note 32]	89.6	86.8	86.7	88.8	89.5	89.7	87.7	84.4	82.8	92.9	89.0
Virgin Train West Coast [note 29] [note 36]	85.9	83.6	85.8	84.8	86.0	89.1	84.2	84.0	-	-	-
Avanti West Coast [note 29] [note 39]	-	-	-	-	-	-	-	-	78.2	89.6	83.9
Caledonian Sleeper [note 29] [note 37]	-	-	-	-	86.0	89.2	85.7	89.7	80.6	89.4	85.1
GB long-distance operators [note 29]	89.1	87.0	86.9	87.4	87.6	87.6	85.3	81.3	81.4	92.7	87.9
GB regional operators [note 30]	92.5	91.1	91.0	91.6	91.4	91.6	89.7	85.8	84.1	93.7	87.9

Table 7.10 ScotRail services: arrival times at final destinations [note 40]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road - Not National Statistics

Time	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
											<i>percentages</i>
Total within 5 minutes	90.7	93.0	91.4	90.5	90.6	90.3	89.5	87.4	88.5	93.1	90.2
Total within 10 minutes	95.7	97.3	96.4	95.9	96.1	96.1	95.2	94.2	94.9	96.1	94.9
Total within 20 minutes	97.1	98.4	97.7	97.4	97.4	97.3	96.6	96.0	96.5	97.0	96.3
20 minutes and over [note 41]	1.4	1.0	1.3	1.4	1.4	1.5	1.9	1.6	1.6	1.4	1.5
Cancelled [note 42]	1.5	0.7	1.0	1.2	1.2	1.1	1.5	2.4	1.9	1.6	2.2
											<i>thousands</i>
Number of trains due to be run [note 43]	719	726	744	750	752	745	759	770	797	589	625

Table 7.11 Rail passenger satisfaction: National Rail Passenger Survey

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Passenger Focus - Not National Statistics

Survey questions	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Interim Rail Passenger Survey 2021 [Note 80]	Sample size
ScotRail passengers												
	<i>percentage who were satisfied or said good [note 44]</i>											
Overall opinion of journey	88	89	88	89	89	85	87	81	87	90	87	383
How deals with delays	34	39	42	47	50	39	52	39	43	51	[Not available]	
Value for money	57	52	50	58	60	59	60	52	54	51	[Not available]	374
How station staff handle requests	89	90	87	90	93	85	88	88	88	96	[Not available]	
Overall station environment	76	76	74	80	81	75	78	77	77	78	[Not available]	
Ticket buying facilities	80	82	81	79	85	81	78	79	84	79	[Not available]	
Info. re. times, platforms	85	88	85	87	87	86	87	86	87	91	[Not available]	
Punctuality / reliability	84	87	83	84	85	83	83	74	77	79	83	383
Length of journey time	90	91	90	89	89	90	91	87	88	91	87	332
Ease of getting on/off [note 46]	87	88	87	88	87	87	-	-	-	-	-	
Amount of seats/standing space [note 47] [note 81]	73	78	78	77	75	73	75	75	75	80	87	383
Frequency	83	82	83	83	83	82	83	78	78	81	76	332
Train Cleanliness [note 48] [note 82]	80	83	82	83	78	75	76	73	79	79	72	383
Comfort of seats [note 49]	80	81	80	81	82	78	71	69	77	78	77	332
Sample size	2,568	2,539	2,187	2,095	2,220	2,607	2,662	2,794	2,881	1,025		
Others whose journeys started in Scotland [note 45]												
	<i>percentage who were satisfied or said good [note 44]</i>											
Overall opinion of journey	91	87	92	88	91	92	92	92	89	87	[Not available]	
How deals with delays	54	55	70	48	68	60	59	63	48	67	[Not available]	
Value for money	62	65	68	66	69	70	72	66	70	73	[Not available]	
How station staff handle requests	86	91	90	90	93	93	93	95	87	88	[Not available]	
Overall station environment	78	63	75	83	86	87	89	89	86	81	[Not available]	
Ticket buying facilities	89	81	82	86	90	92	91	93	90	94	[Not available]	
Info. re. times, platforms	87	86	86	89	94	95	91	93	94	88	[Not available]	
Punctuality / reliability	87	89	89	89	90	94	88	86	86	72	[Not available]	
Length of journey time	88	87	87	86	91	89	90	91	91	88	[Not available]	
Ease of getting on/off [note 46]	85	86	87	84	85	87					[Not available]	
Amount of seats / standing space [note 47]	77	79	79	79	80	81	82	81	77	87	[Not available]	
Frequency	80	79	81	84	88	89	82	83	83	80	[Not available]	
Train Cleanliness [note 48]	81	86	86	86	86	85	89	85	85	86	[Not available]	
Comfort of seats [note 49]	77	81	82	78	81	79	80	78	79	78	[Not available]	
Sample size	672	706	825	786	753	672	618	614	645	250	[Not available]	
All GB regional operators												
	<i>percentage who were satisfied or said good [note 44]</i>											
Overall opinion of journey	86	86	84	85	86	85	85	81	82	84	83	
Punctuality / reliability	84	84	81	82	84	82	83	76	76	74	82	
All GB long-distance operators												
Overall opinion of journey	86	88	87	86	87	87	88	85	85	84	84	
Punctuality / reliability	85	87	84	83	84	84	84	78	78	74	82	

Table 7.12 Freight traffic moved within and from Scotland by commodity

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Network Rail - Not National Statistics

Products lifted/moved	2018/19	2019/20	2020/21	2021/22
Product lifted				<i>Thousand tonnes</i>
Construction Materials	577	549	375	521
Domestic Automotive	30	31	19	10
Intermodal [note 50]	3,047	3,008	2,795	3,015
Industrial Minerals	184	144	94	115
Metals	222	154	141	128
Other	68	69	79	76
Petroleum Product	320	327	271	364
Total	4,448	4,281	3,774	4,229
Product moved (full journey)	2018/19	2019/20	2020/21	2021/22
				<i>Thousand net tonne miles</i>
Construction Materials	109,830	95,032	59,453	74,253
Domestic Automotive	12,213	12,048	7,578	3,972
Intermodal [note 50]	892,166	894,302	824,048	896,958
Industrial Minerals	31,512	24,890	27,923	30,726
Metals	54,379	38,206	34,541	32,164
Other	16,445	16,730	19,230	17,542
Petroleum Product	37,896	39,445	38,582	52,578
Total	1,154,441	1,120,654	1,011,354	1,108,193
Product moved (Scotland mileage only)	2018/19	2019/20	2020/21	2021/22
				<i>Thousand net tonne miles</i>
Construction Materials	56,693	49,510	44,961	53,749
Domestic Automotive	2,406	2,458	1,502	772
Intermodal [note 50]	280,425	285,105	264,742	284,371
Industrial Minerals	17,833	16,135	20,319	22,045
Metals	33,703	26,784	21,606	21,245
Other	5,759	6,213	7,044	5,930
Petroleum Product	32,507	32,143	28,226	37,328
Total	429,326	418,348	388,399	425,440
Product moved (full journey)	2018/19	2019/20	2020/21	2021/22
				<i>Thousand net tonne kilometres</i>
Construction Materials	176,754	152,939	95,679	119,499
Domestic Automotive	19,655	19,389	12,196	6,393
Intermodal [note 50]	1,435,799	1,439,237	1,326,173	1,443,511
Industrial Minerals	50,714	40,056	44,937	49,448
Metals	87,514	61,487	55,588	51,763
Other	26,465	26,925	30,948	28,230
Petroleum Product	60,988	63,481	62,092	84,615
Total	1,857,888	1,803,514	1,627,613	1,783,459
Product moved (Scotland mileage only)	2018/19	2019/20	2020/21	2021/22
				<i>Thousand net tonne kilometres</i>
Construction Materials	91,238	79,679	72,357	86,501
Domestic Automotive	3,872	3,956	2,416	1,242
Intermodal [note 50]	451,299	458,830	426,061	457,649
Industrial Minerals	28,700	25,967	32,700	35,477
Metals	54,240	43,104	34,771	34,191
Other	9,268	9,999	11,337	9,544
Petroleum Product	52,315	51,730	45,424	60,074
Total	690,932	673,265	625,066	684,678

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Table 7.14 Lines open for traffic [note 51]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Network Rail - Not National Statistics

Routes/rail length	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Linear routes										
Electrified	676	676	709	709	709	709	893	893	893	893
Non electrified	2,087	2,087	2,054	2,110	2,110	2,110	1,803	1,803	1,803	1,803
Total	2,763	2,763	2,763	2,819	2,819	2,819	2,696	2,696	2,696	2,696
Total rail length(including sidings etc)										
Electrified	..	..	..	..	..	..	902	902	904	904
Non electrified	..	..	..	..	..	..	1,856	1,856	1,840	1,840
Total	..	..	..	..	..	..	2,758	2,758	2,744	2,744

Table 7.15 Number of stations [note 52] [note 53]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Network Rail - Not National Statistics

Type of station	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Passenger and parcel	351	351	351	358	359	359	359	359	359	360
Freight only	119	119	119	119	119	119	119	119	119	119
Total	470	470	470	477	478	478	478	478	478	479

Table 7.16 Number of passenger stations by local authority, 2020-21 [note 54]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Network Rail - Not National Statistics

Local Authority	number
Aberdeen, City of	2
Aberdeenshire	7
Angus	7
Argyll and Bute	14
Clackmannanshire	1
Dumfries & Galloway	7
Dundee City	2
East Ayrshire	6
East Dunbartonshire	6
East Lothian	7
East Renfrewshire	9
Edinburgh, City of	12
Eilean Siar	0
Falkirk	5
Fife	19
Glasgow, City of	61
Highland	59
Inverclyde	14
Midlothian	4
Moray	3
North Ayrshire	12
North Lanarkshire	24
Orkney Islands	0
Perth & Kinross	7
Renfrewshire	10
Scottish Borders	3
Shetland Islands	0
South Ayrshire	9
South Lanarkshire	19
Stirling	6
West Dunbartonshire	13
West Lothian	12
Scotland	360

Table 7.17 Strathclyde Partnership for Transport - Glasgow Subway [note 55]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Strathclyde Partnership for Transport - Not National Statistics

Vehicles/ journeys/ staff/ revenue	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
						[note 62]					
Vehicles [note 56]	41	41	41	41	41	40	40	40	..	..	<i>numbers</i> 40
Loaded train kilometres [note60] [note 61]	3,469	3,466	3,505	3,564	3,537	..	3,439	3,495	..	..	<i>thousands</i> 1,013
Passenger journeys	12,888	12,604	12,702	12,951	12,713	11,376	12,685	13,150	12,746	2,520	8,037
Revenue [note 57]	15,147	13,503	17,003	19,194	18,937	16,828	19,735	21,211	21,472	4,662	13,748
Revenue at constant prices [note 58]	19,642	16,969	20,735	22,865	22,340	19,508	22,091	22,974	22,676	4,851	13,748
Passenger receipts [note 59]	14,166	12,602	15,955	17,752	17,632	15,997	18,449	19,910	20,155	3,978	12,837
Passenger receipts at constant prices [note 58]	18,370	15,837	19,457	21,147	20,800	18,545	20,651	21,564	21,286	4,140	12,837
Operational staff [note 63]	284	170	164	161	165	164	165	165	135	139	<i>numbers</i> 145

Table 7.18 Railway accidents, Scotland [note 64] [note65]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: RSSB <https://www.rssb.co.uk/en/safety-and-health/risk-and-safety-intelligence/safety-performance-reports> - Not National Statistics

Accidents/casualties	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Railway accidents											
PHRTA [note 66]											
Train collision [note 67]	-	-	1	2	1	1	1	1	1	-	-
Derailments [note 68]	2	3	-	1	1	-	-	5	1	1	1
Collision with road vehicle not at level crossing										1	-
Non- PHRTA [note 69]											
Striking level crossing gates or barrier	1	-	-	-	1	-	-	-	-	-	-
Train striking object	20	22	7	11	14	9	7	7	5	8	10
Train striking animal [note 73]	23	16	20	18	25	18	21	25	12	10	15
Train fire	1	4	-	-	1	1	1	5	10	3	16
Train struck by missile	7	4	3	3	2	3	2	2	0	2	-
Open door collision	-	-	-	1	-	-	-	-	2	-	-
Collisions	-	1	-	-	-	1	-	-	1	-	-
Bufferstop collision [note 74]								1	-	-	-
All accidents	54	50	31	36	45	33	32	46	32	25	42
Casualties											
Train accidents - deaths [note 70]	-	-	-	-	-	-	-	-	-	-	3
- injuries [note 71]	2	8	6	1	4	4	4	1	4	9	1
Accidents in stations - deaths [note 70]	-	-	-	-	-	-	2	-	1	-	1
- injuries [note 71]	579	561	537	608	564	722	550	465	609	277	371
Accidents on trains - deaths [note 70]	-	-	-	-	-	-	-	-	-	-	-
- injuries [note 71]	120	129	150	163	167	140	148	230	324	80	118
Accidents outside of trains and stations (not including suicides and or trespass) - deaths [note 70] [note 72]	1	-	-	1	-	-	-	1	2	-	-
- injuries [note 71] [note 72]	251	219	219	261	218	252	226	196	193	168	177
Trespassers and suicides - deaths	21	29	24	23	20	29	18	21	17	36	23
- injuries [note 71]	8	12	15	6	9	21	5	16	15	8	11
Total deaths	22	29	24	24	20	31	18	23	19	40	24
Total injuries	960	929	927	1,039	962	1,139	933	908	1,145	542	678

Table 7.19 Railway fatalities by local authority and category, 2021 [note 64]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: RSSB - Not National Statistics

Council	Trespasser	Suicide	Level crossing User	Railway staff	Passenger	Other member of public	Total
Angus	-	2	-	-	-	-	2
Dundee City	-	1	-	-	-	-	1
East Ayrshire	1	2	-	-	-	-	3
East Dunbartonshire	-	1	-	-	-	-	1
East Lothian	-	1	-	-	-	-	1
East Renfrewshire	-	1	-	-	-	-	1
Falkirk	-	2	-	-	-	-	2
Fife	-	2	-	-	-	-	2
Glasgow City	-	2	-	-	-	1	3
North Ayrshire	-	1	-	-	-	-	1
North Lanarkshire	-	1	-	-	-	-	1
Renfrewshire	-	1	-	-	-	-	1
Scottish Borders	-	1	-	-	-	-	1
South Ayrshire	-	1	-	-	-	-	1
Stirling	-	1	-	-	-	-	1
West Dunbartonshire	-	1	-	-	-	-	1
West Lothian	-	1	-	-	-	-	1
Scotland	1	22	-	-	-	-	24

Table 7.20 Adults (16+) - views on train services of those who used them in the past month: 2021 [note 75] [note 76]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey

Questions asked	Strongly agree	Neither		Tend to disagree	Strongly disagree	No opinion	Total agree	Total disagree	Total no view	Sample size (=100%)
		Tend to agree	agree nor disagree							
Trains run to timetable	45	42	4	7	1	0	87	8	4	1,850
Train service is stable and not regularly changing	40	39	7	9	2	2	79	11	10	1,850
Trains are clean	40	48	5	5	1	0	88	6	6	1,850
Feel safe/secure on trains during the day	63	34	2	1	0	0	97	1	2	1,850
It is simple decide what type of ticket I need	53	35	4	5	2	1	88	7	5	1,850
Finding out about routes and times is easy	56	36	4	3	0	1	92	3	5	1,850
Easy to change from trains to other forms of transport	39	35	13	6	1	5	75	7	18	1,850
Train fares are good value	17	37	12	21	13	1	54	34	13	1,850
Feel safe/secure on trains during the evening	39	39	8	8	2	4	78	10	12	1,850

row percentages



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2022

Air Transport

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I. Introduction

1.1 This chapter provides information on air transport, such as passenger numbers by origin, destination and type of service, flight punctuality, amount of freight carried and air transport movements.

Transport and travel habits in Scotland were profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020 and 2021.

Key Points

- There were 7 million air passengers at Scottish airports in 2021, slightly less than in the previous year.
- 43% travelled to or from Edinburgh and 30% to or from Glasgow.
- 55 thousand tonnes of freight were carried by air in 2021.

2. Main Points

Passengers and Airports

2.1 There were 7 million air terminal passengers in 2021, 32,000 less than in the previous year. Passenger numbers increased by 39% between 2010 and 2018 reaching a peak of 29.4 million before falling 318% to 7 million in 2021 due to the pandemic and associated travel restrictions. (*Table 8.1*)

2.2 Edinburgh airport had 3 million terminal passengers in 2021 (13% decrease) and Glasgow airport had 2.1 million, 6% more than the previous year. Aberdeen had 1.1 million, (up 8%) and Inverness had 357,000 (49% more). Together these four airports accounted for 93% of the total. Prior to the pandemic, over the past ten years trends for these airports were similar to the national picture with increases in most years. (*Table 8.1*)

2.3 In 2021, London Heathrow accounted for 42% of passengers on selected domestic routes to and from Aberdeen, 26% for Edinburgh and 27% for Glasgow. London Gatwick had 32% of the domestic passengers to/from Inverness. Other domestic routes with large passenger numbers included those between Edinburgh and Gatwick, Stansted, Belfast and Bristol, and between Glasgow and Gatwick, Stansted, Belfast and Bristol. It should be noted that the figures will include passengers who are going for connecting flights to the rest of the world, particularly London Heathrow. (*Table 8.2*)

Origin/destinations

2.4 The most popular country of origin/destination for passengers flying directly to and from Scottish airports was Spain (excluding the Canary Islands) with 402,000 passenger journeys in 2021, 17% of all passengers on direct flights abroad. Other popular origins/destinations were the Netherlands (323,000 passengers), the Irish Republic (273,000 passengers) and Spain(Canary Islands) (271,000). The trends for many destinations are increasing numbers of passengers, either as a result of more people travelling or more routes becoming available. (*Table 8.3a and Table 8.3b*)

2.5 Some countries e.g. Ukraine and Kuwait are only served by charter flights, whereas all those who travelled to/from the Switzerland or Qatar used scheduled flights. (*Table 8.4*)

2.6 The most popular international airports (those with the largest numbers of passenger journeys for flights directly to and from Scotland's main airports in 2021) were Amsterdam with 321,000 passengers and Dublin with 256,000 passengers. However, it should be noted that Amsterdam and Dublin are global hubs with extensive connections to the rest of the world. (*Table 8.5*)

2.7 In 2021, 9% of all terminal passenger traffic was within Scotland, 51% was to/from other parts of the UK, and 29% was between Scotland and mainland Europe. (*Table 8.6*)

Delays and Movements

2.8 In 2021, the overall average delay was 7 minutes for flights to or from Edinburgh airport and 8 minutes from Glasgow (the user guide section describes the basis for these figures). Around 7% of flights to or from both Edinburgh and Glasgow airports were delayed by more than 30 minutes. (*Table 8.8*)

2.9 The total number of aircraft movements in 2021 was 260,000. Aberdeen had the highest number of aircraft movements with 63,000, (87% of which were commercial movements), followed by Edinburgh (44,000) and Glasgow (40,000). (*Table 8.9*)

Air freight

2.10 Air freight carried in 2020 increased by 6,330 tonnes (13%) over the previous year to 55,343 tonnes. (*Table 8.13*)

Other statistics

2.11 The Civil Aviation Authority's 2018 passenger survey found large differences between the 4 main airports. Business passengers ranged from 22% at Glasgow and Edinburgh to 47% at Aberdeen. Fifty three per cent of passengers at Aberdeen airport were for leisure, compared with 79 per cent at Glasgow. (*Table 8.14*)

2.12 While around 30-49% of departing passengers at each airport arrived by private car, there were marked differences in the use of other modes of transport: taxi/minicab use ranged from 5% at Inverness to 29% at Glasgow; bus/coach travellers varied from 7% at Edinburgh to 12% at Aberdeen and hire car users from 3% at Glasgow to 25% at Inverness. (*Table 8.15*)

Notes

This worksheet contains one table.

Note number	Note text
note 1	Statistics are not collected for some of the smaller airports on Orkney and Shetland, which are therefore not included in any overall totals.
note 2	Aircraft movements excludes both Campbeltown and Barra pre-1999. For 2000 and earlier years, air taxi movements were counted under domestic and International aircraft movements. From 2001, this breakdown is no longer available. They have therefore been shown
note 3	separately for 2001 onwards.
note 4	Including UK offshore flights.
note 5	Other includes positioning flights, local movements, test and training, other flights by air transport operators, aero club, private, official, military and business
note 6	In this table, non-paying passengers are excluded up to 2001 and included afterwards.
note 7	Belfast includes Belfast and Belfast City airport.
note 8	Scotland's main international airports are Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick. The EU15 comprises of the countries in the European Union prior to the accession of ten candidate countries on 1 May 2004: Austria, Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Luxembourg, Netherlands, Portugal, Spain, Sweden, United Kingdom.
note 9	This table does not cover all international travel; charter only routes where fewer than 5,000 passengers were carried from an airport are included in table 4.
note 10	The number of foreign airports is shown in the CAA table as the destinations of international scheduled services from Scottish airports in that year. For example, the CAA table shows Rome (Ciampino) and Rome (Fiumicino) separately (for services from Glasgow Prestwick and Edinburgh respectively, in 2003) so they are counted as two separate foreign airports.
note 11	International scheduled services to the same foreign airport from different Scottish airports are counted as separate routes. For example, Aberdeen/Dublin, Edinburgh/Dublin, Glasgow/Dublin and Glasgow Prestwick/Dublin are counted as four separate routes. More than one airline may operate services on a particular route.
note 12	Charter only routes are counted under Other international traffic in cases where fewer than 5,000 passengers were carried from an airport
note 13	The Channel Islands and the Isle of Man were not included in previous editions of this table. Although they are now, they represent less than one percent of travel to other UK airports.
note 14	Domestic traffic is counted both at the airport of arrival and at the airport of departure. The total of domestic traffic is, therefore, only a measure of airport activity.
note 15	Statistics are not collected for some of the smaller airports on Orkney and Shetland and are therefore not included in any overall totals.
note 16	Air transport movements which took place but for which there was no corresponding planned flight (e.g. diversions from another airport to this airport)
note 17	Planned flights for which there was no air transport movement (e.g. flights that were cancelled or diverted to another airport). Due to changes to the collection of planned flights, this data is no longer
note 18	The average delays for 2000 onwards are not comparable to the figures for 1999 and earlier years. Up to December 1999, an early flight was counted as a "negative delay"; from January 2000, an early flights is counted as "zero delay".
note 19	The punctuality figures for Edinburgh for 2001 onwards are not comparable to the figures for 2000 and earlier years.
note 20	Statistics are not collected for some of the smaller airports on Orkney and Shetland and these are therefore not included in any overall totals.
note 21	The change in the figures for Glasgow and Edinburgh in 1998 was due to a company switching its parcel hub from Glasgow to Edinburgh in 1998.
note 22	Data for these airports previously came from CAA which does not hold detailed information (passengers/freight carried) etc for charter services operated by aircraft below 15 tonnes Maximum Take Off Mass . More detailed information including on smaller aircraft has been obtained from Highland & Islands airports Ltd and the figures have been revised back to 2000.
note 23	The figures for 1996 and earlier years may appear not to total 100% because they were rounded independently and then given only as whole percentages. The mode of transport includes cases where more than one form of transport is used.
note 24	Terminating passengers are those who arrive at or depart from an airport by surface means of transport. Terminating passengers do not equal terminal passengers: the latter also include transfer passengers (people who change aircraft at an airport).
note 25	

Table 8.1a: Air passengers at Scottish airports

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	Terminal (thousands)	Transit (thousands)	Total (thousands)
1990	9,861	438	10,300
1991	9,571	332	9,902
1992	10,383	372	10,755
1993	11,121	445	11,565
1994	11,864	359	12,223
1995	12,392	322	12,714
1996	13,258	303	13,561
1997	14,429	247	14,676
1998	15,248	211	15,459
1999	15,988	155	16,144
2000	16,787	117	16,904
2001	18,081	131	18,212
2002	19,783	107	19,890
2003	21,084	71	21,155
2004	22,555	102	22,657
2005	23,795	91	23,886
2006	24,437	86	24,523
2007	25,132	109	25,242
2008	24,348	85	24,433
2009	22,493	43	22,536
2010	20,905	50	20,955
2011	22,065	46	22,111
2012	22,207	29	22,236
2013	23,251	25	23,276
2014	24,076	27	24,103
2015	25,509	26	25,535
2016	26,923	21	26,944
2017	28,831	21	28,852
2018	29,444	23	29,467
2019	28,877	23	28,900
2020	7,039	17	7,056
2021	7,000	22	7,022

Table 8.1b: Terminal passengers, by airport, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt V

Source: Civil Aviation Authority (CAA) - Not National Statistics

Airport	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Aberdeen	3,083	3,329	3,440	3,723	3,469	2,955	3,090	3,056	2,913	994	1,076
Barra	10	11	9	11	11	13	15	15	15	6	10
Benbecula	34	31	31	31	32	32	33	35	35	13	20
Campbeltown	9	9	9	9	8	8	9	8	8	2	3
Dundee	62	55	28	22	22	38	21	21	21	9	20
Edinburgh	9,384	9,194	9,775	10,159	11,113	12,348	13,409	14,292	14,734	3,474	3,024
Glasgow	6,858	7,150	7,358	7,709	8,710	9,324	9,895	9,653	8,843	1,945	2,071
Glasgow Prestwick	1,296	1,067	1,145	912	610	672	696	681	639	91	78
Inverness	579	602	607	611	668	782	874	893	938	240	357
Islay	26	21	26	27	29	28	32	33	35	9	13
Kirkwall	134	132	150	151	150	153	164	170	162	55	76
Lerwick (Tingwall)	5	5	4	4	4	4	4	4	3	1	2
Scatsta	288	304	298	280	254	162	171	175	109	36	-
Stornoway	122	116	120	127	125	124	132	133	130	43	61
Sumburgh	143	149	210	263	270	249	256	246	267	114	182
Tiree	8	7	8	9	10	11	12	12	12	5	8
Unst	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats	24	25	33	28	24	20	18	17	13	2	-
Total [note1]	22,065	22,207	23,251	24,076	25,509	26,923	28,831	29,444	28,877	7,039	7,000

Table 8.1c: Aircraft movements, by type

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Table 1c: Aircraft movements, by type

Year	Domestic (thousands)		International and UK offshore (thousands)		Air taxi (thousands)		Other movements (thousands)		Total (thousands)	
	[note2]	[note3]	[note2]	[note3]	[note2]	[note3]	[note2]	[note5]	[note2]	[note1]
1990		174		97		[not available]		326		597
1991		174		99		[not available]		298		571
1992		182		102		[not available]		269		553
1993		184		109		[not available]		240		532
1994		183		98		[not available]		227		508
1995		194		94		[not available]		232		520
1996		203		95		[not available]		199		496
1997		208		104		[not available]		184		497
1998		216		107		[not available]		168		489
1999		220		105		[not available]		154		479
2000		225		108		[not available]		141		474
2001		219		114		27		132		492
2002		222		114		26		111		473
2003		229		113		26		135		503
2004		241		119		26		129		514
2005		255		128		26		135		544
2006		256		138		26		133		554
2007		254		144		30		131		560
2008		247		139		31		126		543
2009		225		129		28		108		490
2010		206		124		24		102		457
2011		206		135		26		100		467
2012		204		138		29		107		478
2013		201		145		30		104		480
2014		202		146		28		107		483
2015		207		142		30		101		480
2016		197		146		33		105		481
2017		210		151		23		111		495
2018		205		154		18		104		481
2019		193		155		19		111		478
2020		80		70		14		68		232
2021		87		65		17		91		260

Table 8.2a: Passengers on selected domestic routes, to/from Aberdeen airport, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Edinburgh	-	-	-	-	-	-	-	-	-	-	0.1
Glasgow	0.2	0.1	0.1	0.1	-	0.1	0.3	-	0.1	-	0.1
Inverness	-	-	-	-	-	-	0.1	0.1	0.2	0.2	0.1
Kirkwall	41.5	47.2	48.6	49.1	48.2	35.7	54.9	57.6	49.9	20.6	28.4
Scatsta	154.1	168.1	165.7	159.9	142.7	75.1	94.6	94.1	60.6	19.2	0
Stornoway	6.0	5.6	5.5	6.2	5.5	3.6	4.8	6	0	0	0
Sumburgh	69.1	75.2	115.3	150.7	143.7	107.4	155.5	140.7	116.1	51	77.8
Wick John O'Groats	14.8	14.6	13.9	14.4	12.8	5.7	6.9	7.8	5.3	0.5	0
Gatwick	177.8	233.9	173.2	161.8	163.2	143.7	156.4	150.1	10.5	0.1	51.8
Heathrow	652.5	663.8	712.2	776.9	726.7	592.7	622	675.8	692.3	203.1	244.4
London City	-	15.8	73.2	72.0	63.3	64.5	54.4	42.2	5	0	0
Luton	147.7	120	82.8	74.5	71.3	72.1	75.1	72.6	79.6	25.4	34.9
Belfast [note7]	18.9	21.5	30.2	37.5	40	43.3	42.8	41.9	38.7	6	11.1
Birmingham	83.0	87.3	96.8	125.1	115.8	129.6	131.1	112.6	113.1	17.8	17.3
Bristol	32.8	32.9	34.9	31.8	26.4	21.6	16.7	13.2	15.8	4.5	22.3
Cardiff Wales	10.5	14.1	13.2	12.9	10.6	5.6	8.4	6.8	0.6	0.8	0
Durham Tees valley	31.3	33.4	32.7	35	28.2	13.2	17.5	21.5	17.1	0	
East Midlands	18.9	19.8	18.4	16.7	15.5	5.4	-	-	0.1	0	
Exeter	22.4	4.8	-	-	-	-	0.1	-	0.1	0.1	2.4
Humberside	30.2	32.2	34.2	36.6	30.1	18.2	23.6	23.1	19.3	8.1	12.4
Leeds/Bradford	0.5	0.6	12.3	7.0	9.2	3.6	5.1	2.2	0.1	0	
Manchester	144.5	180.7	203.3	226.1	202.6	202.4	208.1	218.6	214	39.8	31.7
Newcastle	24.8	24.9	30.8	30.2	20.8	8.9	11.4	10.9	22.2	9.1	3.8
Newquay	-	-	-	-	-	-	-	-	-	-	9.7
Norwich	61.7	64.6	63.8	60.2	50.6	42.4	45.4	41.9	45.6	18.2	19.7
Southend	-	-	-	-	-	-	-	-	25.1	4.9	
Southampton	22.6	16.3	9.5	14.0	13.9	6.7	14.2	7.7	1.3	1.7	0.4
Teeside	-	-	-	-	-	-	-	-	6.2	6.2	9.3
Total these routes	1,766	1,877	1,971	2,099	1,941	1,602	1,749	1,747	1,539	437	578
Channel Islands	2.1	2.3	2.2	13.0	17.9	2.4	2.8	2.5	2.8	0	2.4
Isle of Man	-	-	-	-	-	-	-	-	0	0.2	

Table 8.2b: Passengers on selected domestic routes, to/from Edinburgh airport, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Glasgow	-	-	-	-	-	-	2.8	2.8	1.4	1.4	0.5
Inverness	-	-	-	-	-	0.1	0.2	-	0.4	-	0.1
Kirkwall	36.5	40.0	43.5	45.4	44.5	45.8	45.9	46.2	48.4	13.0	15.4
Prestwick	-	-	-	-	-	-	-	-	-	-	0.1
Stornoway	21.7	19.9	19.3	20.5	20.6	20.6	16.9	17.9	18.4	4.2	7.8
Sumburgh	35.6	36.9	39.9	45.0	44.8	43.5	47.1	47.6	44.8	11.7	19.3
Wick John O'Groats	9.1	9.6	11.4	11.7	11.1	11.6	11.1	9.3	7.4	1.4	-
Gatwick	669.1	696.8	693.7	690.4	672.9	700.1	737.3	740.9	731.8	202.7	195.8
Heathrow	1,271.5	1,255.0	1,355.9	1,472.8	1,383.9	1,053.4	1,179.8	1,198.8	1,196.9	329.4	382
London City	344.9	322.7	333.9	352.3	532.9	528.0	484.9	497.0	513.4	95.4	90.9
Luton	259.4	269.8	273.5	259.7	266.6	272.5	309.1	315.1	312.7	96.3	123.4
Stansted	390.4	346.4	326.6	360.3	622.2	836.9	720.3	732.0	618.6	100.2	106.9
Belfast [note7]	351.9	361.5	372.8	377.9	400.8	439.9	456.9	479.4	482.3	144.4	215.8
Birmingham	289.0	285.9	284.2	284.0	277.9	267.3	255.1	267.7	265.8	56.1	82.2
Bournemouth	-	0.2	0.1	-	0.3	0.1	-	0.1	-	-	11.8
Bristol	286.6	295.5	305.2	322.8	352.0	381.9	393.9	400.0	396.9	129.9	174.8
Cardiff Wales	83.6	77.7	77.0	57.6	69.2	94.3	99.4	102.1	111.4	16.8	6.9
City of Derry	-	-	-	-	-	-	-	13.4	77.0	24.8	-
East Midlands	109.8	72.7	86.7	92.7	95.3	93.7	92.9	93.2	72.1	10.8	-
Exeter	51.4	40.2	36.5	38.3	45.1	45.2	47.6	48.1	58.1	9.1	13
Leeds/Bradford	9.8	2.2	-	-	-	-	-	-	-	-	-
Liverpool	-	-	-	-	-	15.9	-	0.2	-	-	-
Manchester	119.6	108.3	118.5	109.3	114.1	102.3	117.4	117.0	116.3	14.0	-
Manston (Kent Int)	26.5	3.4	-	-	-	-	-	-	-	-	-
Newquay	13.7	9.9	4.5	2.3	2.4	2.7	5.0	4.4	4.0	-	8.8
Norwich	46.4	39.7	24.7	28.5	29.3	25.8	28.6	29.8	33.8	5.5	4
Southampton	203.6	204.5	207.6	203.2	194.1	198.5	208.1	183.2	182.7	28.9	35.1
Southend	-	-	39.1	23.7	-	-	0.7	0.1	0.1	-	-
Total these routes	4,630.1	4,498.8	4,654.6	4,798.4	5,180.0	5,180.1	5,261.0	5,346.3	5,294.7	1,296.0	1,494.6
Channel Islands	14.6	11.1	9.2	3.2	6.4	7.0	5.5	20.3	24.9	4.7	11.7
Isle of Man	11.6	10.8	4.2	0	0	0	3.5	6.2	7.9	1.8	3.7

Table 8.2c: Passengers on selected domestic routes, to/from Glasgow airport, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Barra	8.4	9.0	9.1	10.5	10.7	12.8	14.9	14.7	14.6	6.1	9.9
Benbecula	22.6	19.7	21.8	23.0	23.5	24.2	24.1	26.1	25.8	8.6	14.8
Campbeltown	9.2	8.6	9.3	9.3	8.2	8.4	8.6	8.4	7.9	2.0	2.7
Inverness	-	-	-	0.1	-	0.5	0.2	0.2	0.1	-	0.1
Islay	25.5	25.1	25.6	27.2	28.7	22.3	32.6	32.8	29.0	8.5	12.6
Kirkwall	15.3	15.1	17.6	17.3	17.4	16.0	19.6	22.5	20.2	5.3	7.5
Stornoway	55.1	55.6	57.5	61.9	62.4	55.4	75.0	75.9	75.8	26.1	38
Sumburgh	17.9	18.0	20.1	24.5	28.6	24.5	33.0	29.2	23.3	5.8	9.8
Tiree	7.8	7.9	7.6	8.0	8.7	8.3	11.3	11.7	11.6	4.9	8
Gatwick	565.8	607.4	606.3	613.3	612.5	608.6	618.7	620.4	641.6	175.3	194.4
Heathrow	820.9	828.5	870.0	871.0	907.9	893.8	909.1	911.2	865.0	271.7	369
London City	149.4	158.2	175.4	207.9	238.4	235.1	231.1	230.2	253.8	51.6	58.1
Luton	274.6	276.5	280.7	270.2	215.1	214.7	234.8	243.7	245.6	79.2	109
Stansted	342.8	331.6	308.7	304.2	533.3	652.4	527.1	432.3	278.5	82.1	108.8
Belfast [note7]	352.8	367.0	370.1	384.6	421.5	452.2	424.6	440.3	435.7	133.2	173.4
Birmingham	211.9	208.1	203.5	229.4	226.7	226.7	221.7	234.5	230.0	44.0	59.3
Bristol	222.2	239.7	257.4	245.3	267.2	297.3	307.0	312.1	322.1	99.1	140.9
Cardiff Wales	47.2	39.8	48.2	27.9	18.1	37.7	28.9	33.3	24.6	1.2	0.8
City of Derry	-	-	-	13.3	76.0	80.7	85.0	64.7	14.4	4.1	11.1
East Midlands	103.4	70.7	85.5	91.9	95.0	109.5	102.7	97.1	64.9	6.8	0.1
Exeter	24.4	25.6	23.8	20.7	3.1	32.8	38.8	39.9	34.3	3.2	8.3
Leeds/Bradford	13.2	11.9	10.0	9.8	8.3	7.0	7.0	-	-	-	0.1
Manchester	49.4	50.0	52.0	68.3	45.4	42.5	51.2	62.5	47.2	0.1	-
Newcastle	-	-	-	-	-	-	-	-	-	-	0.3
Newquay	0.9	3.6	1.8	-	-	2.3	3.1	2.0	3.8	-	6.8
Plymouth	13.6	-	-	-	-	-	-	-	-	-	-
Southampton	139.6	173.6	182.6	173.0	158.3	179.4	197.8	186.3	170.6	28.6	31.8
Southend	-	-	-	-	-	-	-	42.0	21.6	0.1	-
Teeside	-	-	-	-	-	-	-	-	-	-	0.2
Total these routes	3,493.9	3,551.2	3,644.6	3,712.6	4,015.0	4,245.1	4,207.9	4,174.0	3,862.0	1,047.6	1,375.6
Channel Islands	17.0	28.3	36.4	34.1	34.7	40.7	56.1	55.7	51.1	10.5	30.3
Isle of Man	11.0	11.1	4	7.5	9.9	8	5.5	2	0.1	0	0

Table 8.2d: Passengers on selected domestic routes, to/from Glasgow Prestwick airport, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Stansted	88.5	-	-	-	-	-	0.1	-	-	-	0.1
Belfast City	-	-	-	-	-	-	0.2	-	-	-	-
Birmingham	-	-	-	-	-	-	-	-	0.1	-	-
Bournemouth	-	-	-	-	-	-	-	-	-	-	-
Cardiff Wales	-	-	-	-	-	-	0.1	-	-	-	-
City of Derry	70.6	72.8	69.5	52.1	-	-	-	-	-	-	-
Total these routes	159.1	72.8	69.5	52.1	-	-	0.4	-	0.1	-	0.1
Channel Islands	-	-	-	-	-	-	-	-	-	-	-
Isle of Man	-	-	-	-	-	-	0.1	-	-	-	-

Table 8.2e: Passengers on selected domestic routes, to/from Inverness airport, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Benbecula	-	-	0.7	1.4	2.1	-	-	-	-	-	-
Kirkwall	21.7	16.8	19.2	19.1	19.9	19.2	23.7	22.6	21.6	4.3	7.3
Stornoway	36.4	36.2	32.9	29.1	27.1	31.2	29.2	27.6	29.8	10.1	14
Sumburgh	1.5	4.2	3.3	3.4	3.7	3.5	1.0	0.1	0.2	-	0.3
Gatwick	222.7	230.4	219.3	192.9	207.1	237.9	263.4	262.2	258.4	83.5	111
Heathrow	-	-	-	-	-	57.9	79.1	97.6	140.4	42.9	64
London City	-	-	-	7.6	4.9	-	-	-	-	-	-
Luton	99.6	88.8	91.8	89.6	93.5	133.9	136.4	147.2	146.6	35.8	65.8
Stansted	0.2	0.1	-	-	-	0.1	0.4	0.1	-	-	-
Belfast [note7]	21.5	23.6	23.3	27.2	29.2	30.3	33.2	36	32.9	4.6	13.2
Birmingham	30.3	33	34.8	41.2	41.4	42.5	44.1	45.1	39.7	4.6	10.3
Bristol	75.4	78.1	81.2	77.6	82.4	87.7	96.7	92.8	91	28.2	47.2
East Midlands Int	-	0	0	0	0	0	0	0.1	3.7	0.1	0
Manchester	49.2	51	55.8	70.5	84.5	68.2	65.6	56.7	50.4	10.2	11.2
Newquay	-	-	-	-	-	-	-	-	-	-	1.8
Southampton	2.1	1.8	0	0	0	0	0	0	0	-	-
Total these routes	560.6	564.0	562.3	559.6	595.8	712.4	772.8	788.1	814.7	224.3	346.1
Channel Islands	1.8	1.6	1.7	1.8	2.1	1.9	2	1.8	1.8	0	0.1
Isle of Man	-	0	0	0	0	0	0	0	0.1	0	0

Table 8.3a: International air passenger traffic to and from the main Scottish international airports (Aberdeen, Edinburgh, Glasgow, Glasgow Prestwick)

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Austria	28.2	28.3	28.6	29.9	29.0	79.6	89.7	95.2	81.5	30.1	7.9
Belgium	110.6	115.6	153.7	153.0	172.2	194.8	216.5	239.9	250.1	47.6	20.5
Bulgaria	45.6	46.8	46.1	39.3	39.3	49.6	73.6	91.1	101.8	29.6	18.5
Croatia [note8]	7.1	12.9	31.6	42.0	56.3	62.2	109.7	102.7	88.1	4.8	15.9
Cyprus	148.7	152.9	119.6	112.4	134.3	162.4	175.4	181.5	176.7	29.7	30.7
Czech Republic	47.9	48.0	89.6	79.0	96.3	97.9	124.6	181.4	181.5	45.9	19.4
Denmark	178.2	188.6	220.3	187.0	254.0	298.3	266.5	279.2	290.9	47.8	40.4
Estonia	29.1	-	-	-	0.2	0.1	-	6.6	35.1	10.4	2.9
Finland	37.4	32.1	3.7	4.5	4.8	32.1	39.9	54.9	68.3	6.6	16.2
France	787.5	808.3	806.7	727.2	725.7	861.7	909.6	987.5	923.9	216.2	111.2
Germany	682.0	698.7	761.2	823.5	852.6	1,009.8	1,127.6	1,196.8	1,159.5	192.0	105.1
Greece	163.7	212.9	193.0	270.3	258.6	277.2	335.2	370.1	359.8	66.4	60.1
Hungary	24.4	36.5	37.9	37.1	60.6	86.9	94.1	131.5	138.7	65.4	28.3
Irish Republic	852.8	816.6	843.9	950.8	1,102.3	1,239.0	1,296.6	1,313.5	1,354.4	286.0	272.8
Italy	342.3	384.3	396.9	375.4	398.7	584.9	684.2	753.2	804.4	174.3	66.5
Latvia	46.5	20.2	31.9	38.5	20.3	29.5	43.5	37.3	34.8	16.8	19.6
Lithuania	32.3	29.0	24.8	21.3	29.8	36.2	42.4	37.4	28.5	14.4	14.2
Luxembourg	-	0.2	0.1	0.1	0.0	0.5	0.8	0.1	35.5	9.5	0.0
Malta	71.2	57.5	61.5	67.1	74.8	84.8	96.3	114.7	104.9	15.0	20.7
Netherlands	1,135.0	1,223.3	1,244.6	1,323.5	1,353.4	1,368.7	1,409.3	1,438.7	1,490.0	411.2	323.0
Poland	326.9	341.3	431.4	355.7	489.7	589.8	625.2	611.8	614.0	282.7	161.2
Portugal (excl Madeira)	280.0	273.9	298.3	294.8	306.5	346.0	436.1	440.8	448.9	81.4	91.6
Portugal (Madeira)	23.1	22.8	21.3	29.3	53.4	55.7	52.5	36.0	35.5	13.2	13.9
Romania	-	-	-	0.4	1.9	58.2	70.8	44.5	56.5	39.4	30.7
Slovak Republic	44.2	33.6	32.1	23.1	23.6	30.9	39.3	38.0	37.1	12.0	5.7
Slovenia	0.9	-	-	0.3	-	0.4	1.1	0.6	-	-	0.0
Spain (excl Canary Isles)	1,726.8	1,746.8	1,929.4	1,874.3	1,987.3	2,351.0	2,818.9	2,769.0	2,651.8	334.8	402.2
Spain (Canary Islands)	838.3	816.6	849.5	934.1	933.1	1,145.0	1,336.2	1,268.3	1,207.0	307.7	270.9
Sweden	137.4	128.2	112.6	83.5	105.7	107.8	136.6	164.4	179.3	17.8	13.6
Total EU28 countries (Excl UK)	8,148.2	8,275.7	8,770.4	8,877.3	9,564.2	11,241.1	12,652.3	12,986.7	12,938.4	2,808.7	2,184.0
Total EU15 countries [note9]	7,323.5	7,497.1	7,863.9	8,061.0	8,537.2	9,952.0	11,156.2	11,407.7	11,340.7	2,242.6	1,816.0
Armenia	-	-	-	-	-	-	-	-	-	-	0.1
Azerbaijan	4.1	5.8	-	-	0.2	-	-	-	-	-	0.1
Barbados	7.6	6.0	5.2	6.4	7.3	5.1	7.8	8.1	6.7	4.2	1.5
Canada	112.4	117.8	106.1	112.3	148.4	166.6	168.0	182.0	166.8	9.0	1.0
Cape Verde Islands	13.4	22.0	0.2	-	-	3.3	20.8	16.0	-	-	-
China	-	-	-	-	-	-	-	19.3	29.2	0.7	-
Cuba	1.3	0.8	0.6	0.6	0.9	2.9	0.6	0.6	-	-	-
Dominican Republic	16.8	0.7	-	6.1	-	-	-	0.2	-	-	-
Egypt	72.9	66.3	67.0	46.8	44.9	-	3.6	8.1	4.7	-	0.2
Faroe Islands	0.9	0.6	1.5	1.4	8.6	11.0	12.7	15.5	15.2	1.6	3.3
Gibraltar	-	-	-	-	-	-	-	-	-	-	8.6
Greenland	8.7	-	0.2	-	-	-	-	-	-	-	-
Iceland	33.2	42.6	72.8	97.0	112.6	172.0	227.6	213.3	160.9	32.6	13.8
India	-	-	-	-	-	-	-	-	-	-	0.1
Israel	-	-	-	-	-	-	-	-	-	-	0.1
Jamaica	0.9	-	-	0.2	1.3	0.8	3.0	4.6	4.1	0.9	-
Kuwait	-	-	-	-	-	-	-	-	-	-	0.2
Mexico	35.3	33.2	30.5	29.2	37.1	38.7	39.5	48.3	45.3	-	-
Morocco	25.2	0.2	0.2	5.4	30.9	15.8	-	-	-	-	-
Norway	309.4	337.4	339.9	352.8	320.5	288.1	271.6	293.1	320.5	82.9	49.6
Pakistan	1.9	-	-	-	-	-	-	-	-	-	-
Qatar	-	-	-	54.0	115.5	134.0	133.3	140.7	168.0	40.9	26.9
Republic of Moldova	-	-	-	-	-	-	-	-	-	-	1.2
Republic of South Africa	-	-	-	-	-	-	-	-	-	-	0.1
Russia	-	0.7	0.8	-	0.1	0.1	-	1.0	0.3	-	0.1
Saudi Arabia	-	-	-	-	-	-	-	-	-	-	0.4
Switzerland	215.4	236.5	241.1	266.0	276.9	281.8	350.1	353.7	367.2	100.1	24.6
Tunisia	21.6	32.7	61.4	67.7	35.2	-	-	14.4	39.4	-	-
Turkey	328.0	316.0	351.7	404.0	425.7	319.1	257.3	369.4	441.8	111.7	41.8
Ukraine	-	-	-	-	-	-	-	-	-	-	0.2
United Arab Emirates	275.0	314.7	402.3	424.6	502.4	555.7	585.7	580.6	621.7	162.8	67.5
United States of America	411.3	367.7	367.0	446.8	489.1	524.8	676.0	681.5	569.6	35.5	0.1
Total non-EU countries	1,891.2	1,895.8	2,048.4	2,321.3	2,557.3	2,519.7	2,757.7	2,950.7	2,961.4	583.0	241.0
Total all countries [note10]	10,039.4	10,171.5	10,818.7	11,198.7	12,121.5	13,760.8	15,409.9	15,937.3	15,899.8	3,391.7	2,424.9

Table 8.3b: Scheduled international passenger traffic to/from the main Scottish international airports (Aberdeen, Edinburgh, Glasgow, Glasgow Prestwick)

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	Foreign airports served [note11]	Routes [note12]	Passengers on scheduled services (thousands)
1996	26	37	1678.3
1997	27	38	2030.2
1998	27	40	2229.9
1999	32	46	2621.6
2000	46	61	3063.0
2001	39	55	3499.0
2002	40	53	3603.4
2003	54	82	3982.2
2004	66	95	5161.6
2005	71	97	6279.2
2006	83	122	7141.3
2007	93	142	7938.3
2008	95	150	8153.4
2009	103	168	8054.5
2010	100	145	7390.8
2011	101	146	8172.6
2012	107	154	8396.7
2013	113	167	9240.5
2014	110	176	9824.0
2015	120	185	10805.1
2016	137	219	12605.2
2017	152	252	14244.5
2018	159	259	15155.6
2019	147	241	15134.0
2020	121	192	3263.6
2021	115	166	2344.7

Table 8.4: Passenger traffic on selected international routes, to and from Scotland's main airports (Aberdeen, Edinburgh, Glasgow, Glasgow Prestwick), 2021

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Country	Scheduled	Charter	Total
Armenia	0	130	130
Austria	7,549	317	7,866
Azerbaijan	0	88	88
Barbados	707	798	1,505
Belgium	20,268	267	20,535
Bosnia-Herzegovina	0	0	-
Bulgaria	18,439	66	18,505
Canada	998	0	998
China	0	0	-
Croatia	15,594	270	15,864
Cyprus	26,001	4685	30,686
Czech Republic	18,465	968	19,433
Denmark	34,580	5859	40,439
Egypt	0	160	160
Estonia	2,861	70	2,931
Faroe Islands	2,802	482	3,284
Finland	9,948	6251	16,199
France	110,169	1048	111,217
Germany	103,992	1156	105,148
Gibraltar	8,538	76	8,614
Greece	56,469	3647	60,116
Guyana	0	0	-
Hong Kong	0	0	-
Hungary	28,029	260	28,289
Iceland	12,907	862	13,769
India	0	119	119
Irish Republic	271,700	1078	272,778
Israel	0	98	98
Italy	65,142	1359	66,501
Ivory Coast	0	38	38
Jamaica	0	0	-
Kuwait	0	174	174
Latvia	19,399	248	19,647
Lithuania	14,248	0	14,248
Luxembourg	0	47	47
Malta	20,566	89	20,655
Netherlands	322,659	332	322,991
Nigeria	0	0	-
Norway	49,213	339	49,552
Oil rigs	0	321890	321,890
Poland	160,847	372	161,219
Portugal(excluding Madeira)	91,250	394	91,644
Portugal(Madeira)	13,864	0	13,864
Qatar	26,851	0	26,851
Republic of Moldova	0	1180	1,180
Republic of South Africa	0	80	80
Romania	30,669	59	30,728
Russia	0	64	64
Saudi Arabia	168	186	354
Slovak Republic	5,659	89	5,748
Spain	392,142	10018	402,160
Spain(Canary Islands)	239,672	31201	270,873
Sweden	12,569	1053	13,622
Switzerland	24,569	0	24,569
Turkey	37,801	3977	41,778
Ukraine	0	225	225
United Arab Emirates	67,415	107	67,522
USA	0	60	60

Total passenger traffic counted for these countries for Scotland's main airports

[note13]	2,202,365	396,784	2,599,149
Other international traffic at main Scottish airports [note13]	[not available]	[not available]	- 173,984
All international traffic for Scotland's main airports	[not available]	[not available]	2,425,165
International traffic at other Scottish airports	[not available]	[not available]	10,779
Total International traffic at all Scottish airports	[not available]	[not available]	2,435,944

Table 8.5: International airports with the largest numbers of passenger journeys for flights directly to and from Scotland's main airports (Aberdeen, Edinburgh, Glasgow, Glasgow Prestwick) , 2021

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Country	Scheduled	Charter	Total
Amsterdam	320,353	298	320,651
Dublin	255,785	670	256,455
Tenerife (Surreina Sofia)	128,979	19,082	148,061
Alicante	120,031	1770	121,801
Malaga	89,777	2171	91,948
Palma de Mallorca	66,972	4705	71,677
Paris (Charles de Gaulle)	69,819	0	69,819
Dubai	67,415	54	67,469
Frankfurt Main	61,763	523	62,286
Arrecife	53,245	8564	61,809

Table 8.6: Terminal passenger traffic by origin/destination, 2021

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Country	Other Scottish airports	Other UK airports [note14]	UK offshore	Eire	Europe	North America	Rest of world	Total
Aberdeen	106,371	473,603	321,890	4,190	171,235	-	38	1,077,327
Barra	9,954	-	-	-	-	-	-	9,954
Benbecula	20,346	-	-	-	-	-	-	20,346
Campbeltown	2,881	-	-	-	-	-	-	2,881
Dundee	-	19,201	-	9	13	-	-	19,223
Eday	296	-	-	-	-	-	-	296
Edinburgh	43,258	1,467,027	-	172,133	1,311,720	24	27,998	3,022,160
Fair Isle	1,442	-	-	-	-	-	-	1,442
Foula	858	-	-	-	-	-	-	858
Glasgow	103,923	1,302,672	-	96,455	494,059	1,034	68,865	2,067,008
Inverness	21,792	324,504	-	-	10,757	-	-	357,053
Islay	12,777	57	-	-	-	-	-	12,834
Kirkwall	82,113	-	76	-	-	-	-	82,189
Lerwick (Tingwall)	2,300	-	-	-	-	-	-	2,300
North Ronaldsay	5,023	-	-	-	-	-	-	5,023
Oban	187	-	-	-	-	-	-	187
Papa Stour	-	-	-	-	-	-	-	-
Papa Westray	3,950	-	-	-	-	-	-	3,950
Glasgow Prestwick	54	50	-	-	77,414	-	-	77,518
Sanday	2,550	-	-	-	-	-	-	2,550
Scatsta	-	-	-	-	-	-	-	-
Stornoway	65,325	-	-	-	-	-	-	65,325
Stronsay	2,611	-	-	-	-	-	-	2,611
Sumburgh	113,505	5,231	67,292	-	-	-	-	186,028
Tiree	8,218	172	-	-	-	-	-	8,390
Westray	2,782	-	-	-	-	-	-	2,782
Wick John O'Groats	-	-	-	-	-	-	-	-
Total	612,516	3,592,517	389,258	272,787	2,065,198	1,058	96,901	7,030,235

Table 8.7: Terminal air passengers by airport, international/domestic and type of service, 2021

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Country	Scheduled (International / UK Offshore)	Charter (International / UK Offshore)	Total (International / UK Offshore)	Scheduled (Domestic) [note15]	Charter (Domestic) [note15]	Total (Domestic) [note15]	Total (all passengers) [note16]
Aberdeen	162,073	335,492	497,565	543,116	34,958	578,074	1,075,639
Barra	-	-	-	9,954	-	9,954	9,954
Benbecula	-	-	-	20,320	-	20,320	20,320
Campbeltown	-	-	-	2,881	-	2,881	2,881
Dundee	-	94	94	19,155	409	19,564	19,658
Edinburgh	1,496,890	15,009	1,511,899	1,508,215	3,500	1,511,715	3,023,614
Glasgow	608,489	51,924	660,413	1,408,427	2,168	1,410,595	2,071,008
Glasgow Prestwick	77,268	508	77,776	31	-	31	77,807
Inverness	10,757	-	10,757	346,044	340	346,384	357,141
Islay	-	-	-	12,761	-	12,761	12,761
Kirkwall	-	76	76	75,123	578	75,701	75,777
Lerwick (Tingwall)	-	-	-	2,300	-	2,300	2,300
Scatsta	-	-	-	-	-	-	-
Stornoway	-	2	2	60,705	77	60,782	60,784
Sumburgh	-	67,294	67,294	76,518	38,508	115,026	182,320
Tiree	-	-	-	8,196	-	8,196	8,196
Wick John O'Groats	-	-	-	-	-	-	-
Total	2,355,477	470,399	2,825,876	4,093,746	80,538	4,174,284	7,000,160

Table 8.8a: Punctuality of flights at Edinburgh airport

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Matched (UK)	58,404	56,926	55,314	54,580	58,822	57,931	58,314	57,117	58,653	16,832	16,653
Unmatched - actual (UK) [note17]	106	82	83	71	71	20	-	2	-	-	-
Unmatched - planned (UK) [note18]	274	257	224	212	285	-	-	-	-	-	-
early to 15 mins late (UK) (proportion)	84	84	85	82	80	75	75	75	78	86	87
16 to 30 mins late (UK) (proportion)	8	8	7	9	10	11	11	10	9	5	5
31 to 60 mins late (UK) (proportion)	5	5	5	5	6	8	8	7	6	3	4
1 hr 1 min to 3 hrs late (UK) (proportion)	3	3	3	4	4	6	5	6	5	3	3
3hrs 1 min to 6 hrs late (UK) (proportion)	0	0	0	0	0	0	0	0	0	0	0
more than 6 hrs late (UK) (proportion)	0	0	0	0	0	0	0	0	0	0	0
Average delay (UK) (minutes) [note19]	9	9	9	10	12	15	14	14	12	7	7
Matched (UK and International)	99,823	97,645	98,670	96,292	102,038	110,276	116,771	118,725	121,258	37,496	33,800
Unmatched - actual (UK and International) [note17]	276	188	150	113	134	36	1	2	1	0	-
Unmatched - planned (UK and International) [note18]	552	312	275	260	394	-	-	-	-	-	-
early to 15 mins late (UK and International) (proportion)	83	84	84	82	78	73	73	73	76	86	86
16 to 30 mins late (UK and International) (proportion)	9	8	8	9	11	13	14	11	11	6	7
31 to 60 mins late (UK and International) (proportion)	5	5	4	5	6	8	9	8	7	3	4
1 hr 1 min to 3 hrs late (UK and International) (proportion)	3	3	3	3	4	5	5	5	4	2	2
3hr 1 min to 6 hrs late (UK and International) (proportion)	0	0	0	0	0	0	0	0	0	0	0
more than 6 hrs late (UK and International) (proportion)	0	0	0	0	0	0	0	0	0	0	0
Average delay (UK and International) (minutes) [note19]	10	9	9	9	12	15	15	15	13	7	7

Table 8.8b: Punctuality of flights at Glasgow airport

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Matched (UK)	46,214	47,010	46,137	47,175	50,524	51,293	52,683	49,193	46,319	16,391	19,218
Unmatched - actual (UK) [note17]	118	88	70	77	132	16	6	14	5	13	0
Unmatched - planned (UK) [note18]	305	240	205	229	247	-	-	-	-	-	-
early to 15 mins late (UK) (proportion)	85	85	84	83	77	77	77	75	78	84	85
16 to 30 mins late (UK) (proportion)	7	7	7	8	10	10	10	8	9	5	5
31 to 60 mins late (UK) (proportion)	4	4	5	5	7	7	7	6	6	3	4
1 hr 1 min to 3 hrs late (UK) (proportion)	3	3	3	3	5	5	5	6	5	3	3
3hrs 1 min to 6 hrs late (UK) (proportion)	0	0	0	0	1	0	1	1	0	0	0
more than 6 hrs late (UK) (proportion)	0	0	0	0	0	0	0	0	0	0	0
Average delay (UK) (minutes) [note19]	9	9	10	10	14	14	14	14	12	7	8
Matched (UK and International)	69,507	71,637	71,901	73,396	79,618	83,691	88,246	83,312	77,535	24,838	26,310
Unmatched - actual (UK and International) [note17]	176	160	136	152	238	41	6	16	9	13	2
Unmatched - planned (UK and International) [note18]	393	297	252	262	314	-	-	-	-	-	-
early to 15 mins late (UK and International) (proportion)	83	83	83	82	76	75	75	75	77	85	85
16 to 30 mins late (UK and International) (proportion)	8	8	8	9	11	11	12	10	10	5	6
31 to 60 mins late (UK and International) (proportion)	5	5	5	5	7	8	8	7	7	4	4
1 hr 1 min to 3 hrs late (UK and International) (proportion)	4	4	3	3	5	5	5	5	5	3	3
3hr 1 min to 6 hrs late (UK and International) (proportion)	1	1	1	0	1	0	1	1	0	0	0
more than 6 hrs late (UK and International) (proportion)	0	0	0	0	0	0	0	0	0	0	0
Average delay (UK and International) (minutes) [note19]	11	11	11	11	14	14	14	14	13	8	8

Table 8.9: Aircraft movements, by airport and type of movement, 2021

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]
 Source: Civil Aviation Authority (CAA) - Not National Statistics

Country	Air Transport	Positioning Flights	Local movements	Total commercial movements	Test and Training	Other flights by air transport operators					Business	Total non-commercial movements	Total [note 21]
						Aero Club	Private	Official	Military				
Aberdeen	51,030	3,341	182	54,553	3,056	2,653	2,412	-	11	111	190	8,433	62,986
Barra	1,064	2	-	1,066	10	-	-	59	-	12	-	81	1,147
Benbecula	2,591	220	6	2,817	-	6	-	56	-	52	-	114	2,931
Campbeltown	808	116	-	924	-	-	-	155	-	14	1	170	1,094
Dundee	1,125	189	247	1,561	1,453	109	19,811	400	2	50	570	22,395	23,956
Edinburgh	39,557	1,135	4	40,696	348	15	-	2,496	3	116	-	2,978	43,674
Glasgow	28,713	889	114	29,716	745	3,729	4,688	1	156	324	354	9,997	39,713
Glasgow Prestwick	2,100	591	-	2,691	2,076	-	6,121	2,119	-	4,119	-	14,435	17,126
Inverness	9,350	2,617	501	12,468	1,145	66	9,843	1,062	-	89	594	12,799	25,267
Islay	1,292	230	-	1,522	6	-	-	761	-	75	-	842	2,364
Kirkwall	9,419	661	2	10,082	330	282	7	406	-	-	7	1,032	11,114
Lerwick (Tingwall)	888	209	-	1,097	-	-	-	78	-	-	-	78	1,175
Scatsta	-	-	-	-	-	-	-	-	-	-	-	-	0
Stornoway	5,225	203	283	5,711	675	-	-	260	-	163	-	1,098	6,809
Sumburgh	12,444	1,253	340	14,037	793	1,755	-	82	-	32	-	2,662	16,699
Tiree	1,307	6	6	1,319	2	4	-	155	-	-	-	161	1,480
Wick John O'Groats	299	933	-	1,232	725	173	6	622	-	74	6	1,606	2,838
Total	167,212	12,595	1,685	181,492	11,364	8,792	42,888	8,712	172	5,231	1,722	78,881	260,373

Table 8.10: Air transport movements by airport, type of service and operator, 2021

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Country	UK operators	Overseas	Total UK operators	Overseas	Total (charter)	Air taxi movements	Total [note 21]	
	(scheduled)	operators (scheduled)	(scheduled)	operators (charter)				
Aberdeen	12,541	3,985	16,526	30,796	89	30,885	4,545	51,956
Barra	1,247	-	1,247	-	-	-	3	1,250
Benbecula	1,641	-	1,641	4	-	4	1,019	2,664
Campbeltown	917	-	917	-	-	-	110	1,027
Dundee	950	-	950	32	13	45	152	1,147
Edinburgh	23,733	15,390	39,123	262	72	334	465	39,922
Glasgow	22,680	4,401	27,081	434	137	571	1,784	29,436
Glasgow Prestwick	-	1,813	1,813	149	88	237	43	2,093
Inverness	5,114	274	5,388	455	5	460	3,545	9,393
Islay	1,258	-	1,258	-	-	0	236	1,494
Kirkwall	8,238	-	8,238	208	-	208	1,416	9,862
Lerwick (Tingwall)	729	-	729	-	-	-	159	888
Scatsta	-	-	-	-	-	0	-	0
Stornoway	3,215	-	3,215	12	1	13	2,083	5,311
Sumburgh	3,332	-	3,332	6,013	1	6,014	1,132	10,478
Tiree	1,264	-	1,264	-	-	-	127	1,391
Wick John O'Groats	2	-	2	-	-	0	295	297
Total	86,861	25,863	112,724	38,365	406	38,771	17,114	168,609

Table 8.11: Air transport movements by airport

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Country	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Aberdeen	99,452	104,227	106,755	112,537	106,755	86,735	85,727	84,674	83,614	50,575	51,956
Barra	1,183	1,319	881	888	881	1,322	1,397	1,392	1,367	1,049	1,250
Benbecula	3,912	3,958	3,286	3,013	3,286	3,194	3,211	3,369	3,245	2,252	2,664
Campbeltown	1,133	1,105	1,123	1,150	1,123	1,135	1,173	1,221	1,193	1,108	1,027
Dundee	3,033	2,872	1,543	1,407	1,543	1,651	1,392	1,429	1,436	820	1,147
Edinburgh	108,708	106,958	106,748	103,388	106,748	117,293	123,628	126,179	127,975	44,100	39,922
Glasgow	72,377	74,615	75,585	77,447	75,585	90,734	91,155	88,326	81,393	27,749	29,436
Glasgow Prestwick	10,017	8,166	8,623	6,659	8,623	4,698	5,076	4,869	4,637	2,006	2,093
Inverness	15,097	14,814	14,425	13,886	14,425	15,258	16,415	15,980	16,296	7,325	9,393
Islay	2,004	1,817	1,739	1,730	1,739	1,774	2,067	2,004	2,288	1,382	1,494
Kirkwall	12,599	12,400	12,951	12,935	12,951	12,927	13,488	13,335	12,819	8,821	9,862
Lerwick (Tingwall)	1,817	1,783	1,748	1,583	1,748	1,802	1,389	1,270	1,214	822	888
Scatsta	13,199	13,915	13,338	12,503	13,338	7,468	7,780	8,081	4,820	1,695	-
Stornoway	9,190	9,367	8,644	8,358	8,644	8,426	9,033	8,959	7,902	4,676	5,311
Sumburgh	9,156	10,963	13,606	14,677	13,606	17,534	16,881	11,627	13,795	7,581	10,478
Tiree	1,019	1,121	1,111	1,138	1,111	1,854	1,925	1,905	1,713	1,147	1,391
Unst	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats	2,416	2,660	4,276	2,885	4,276	2,147	2,119	1,944	1,799	549	297
Total [note 21]	366,312	372,060	376,382	376,184	376,382	375,952	383,856	376,564	367,486	163,657	168,609

Table 8.12: Total aircraft movements, by airport

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Country	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Aberdeen	108,862	115,013	118,219	124,282	118,219	96,156	97,007	91,279	91,248	59,250	62,986
Barra	1,258	1,403	966	988	966	1,345	1,412	1,439	1,389	970	1,147
Benbecula	4,366	4,478	3,708	3,504	3,708	3,648	3,420	3,650	3,484	2,367	2,931
Campbeltown	1,993	1,527	1,596	1,628	1,596	1,452	1,410	1,887	1,823	1,032	1,094
Dundee	36,815	40,926	40,427	35,730	40,427	36,730	38,096	39,965	43,354	19,011	23,956
Edinburgh	113,357	110,288	111,736	109,545	111,736	122,220	128,675	130,016	131,617	45,966	43,674
Glasgow	78,111	80,472	79,520	84,000	79,520	98,127	102,766	97,157	91,812	34,715	39,713
Glasgow Prestwick	28,546	25,670	24,305	25,643	24,305	25,714	24,897	24,904	24,463	14,085	17,126
Inverness	30,755	31,764	28,947	28,495	28,947	30,450	31,002	29,690	31,338	19,610	25,267
Islay	3,003	2,969	2,637	2,610	2,637	2,540	2,637	2,751	3,199	1,833	2,364
Kirkwall	14,131	13,980	14,403	14,420	14,403	14,539	14,754	14,771	14,247	9,498	11,114
Lerwick (Tingwall)	1,926	1,924	2,084	2,169	2,084	2,426	1,795	1,547	1,461	1,054	1,175
Scatsta	14,475	15,587	14,668	13,778	14,668	7,894	8,224	8,513	4,989	1,595	-
Stornoway	11,255	11,564	11,049	10,909	11,049	10,600	10,924	10,570	9,444	5,662	6,809
Sumburgh	12,228	14,045	16,771	18,171	16,771	21,129	22,347	16,628	18,056	10,839	16,699
Tiree	1,111	1,224	1,247	1,295	1,247	1,937	1,903	1,855	1,800	1,170	1,480
Unst	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats	4,734	5,474	7,787	5,711	7,787	4,427	3,827	4,058	4,064	3,022	2,838
Total [note21]	466,926	478,308	480,070	482,878	480,070	481,334	495,096	480,680	477,788	231,679	260,373

Table 8.13: Freight carried, by airport, tonnes

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Country	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Aberdeen	5,311	6,166	7,102	6,278	6,545	5,731	5,870	5,706	5,986	5,434	6,279
Barra [note23]	29	27	26	21	19	15	15	14	13	12	6
Benbecula [note23]	466	475	457	310	313	339	346	366	390	375	544
Campbeltown [note23]	1	-	1	-	-	-	-	-	-	-	-
Dundee	-	-	-	-	-	-	-	-	-	-	-
Edinburgh [note22]	19,332	19,115	18,624	19,369	19,322	20,369	20,659	20,316	19,410	17,322	18,815
Glasgow [note22]	2,430	9,497	11,837	15,411	13,193	12,952	15,935	15,466	12,822	6,601	5,436
Glasgow Prestwick	11,846	10,314	9,526	12,540	11,242	10,822	11,393	13,003	13,054	12,049	16,209
Inverness [note23]	1,833	2,601	2,524	2,507	2,507	2,584	2,536	2,827	2,946	3,191	3,726
Islay [note23]	287	284	273	276	288	303	308	347	364	397	231
Kirkwall [note23]	132	97	103	107	94	97	246	1,054	1,101	1,104	1,250
Lerwick (Tingwall)	-	-	-	-	-	-	-	-	-	-	-
Scatsia	808	873	849	788	702	456	490	449	275	-	-
Stornoway [note23]	1,659	1,704	1,752	1,200	1,173	1,153	1,271	1,330	1,294	1,364	1,523
Sumburgh [note23]	979	990	1,095	1,018	998	1,005	1,150	1,381	1,199	1,113	1,270
Tiree [note23]	49	57	55	52	44	53	44	50	60	52	55
Unst	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats [note23]	1	-	1	1	1	1	-	-	-	-	-
Total [note21]	45,162	52,200	54,225	59,878	56,441	55,880	60,263	62,308	58,914	49,013	55,343

Table 8.14: Characteristics of terminal passengers at selected airports, column percentages, 2018

Source: Civil Aviation Authority (CAA) - Not National Statistics

Airport	Aberdeen	Edinburgh	Glasgow	Inverness
International business passengers, UK residents	6.9	3.3	2.2	1.8
International business passengers, non-UK residents	6.2	2.8	2.0	1.2
International leisure passengers, UK residents	16.5	33.3	39.3	3.2
International leisure passengers, non-UK residents	4.9	22.8	12.3	5.0
Domestic business passengers, UK residents	30.6	14.6	17.4	25.7
Domestic business passengers, non-UK residents	3.6	0.8	0.4	0.9
Domestic leisure passengers, UK residents	27.8	18.1	22.7	54.9
Domestic leisure passengers, non-UK residents	3.4	4.4	3.5	7.4
Business passengers, all services	47	22	22	30
Leisure passengers, all services	53	79	78	71
UK residents, all services	82	69	82	86
Non-UK residents, all services	18	31	18	15
Total	100	100	100	100

Table 8.15: Mode of surface transport used to arrive at the airport, row percentages

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Airport, year	Bus or coach	Rail	Total bus and rail	Private car	Hire car	Taxi / minicab	Total car and taxi	Other modes	Total all modes [note24]
Aberdeen, 1975	13	0	13	50	7	28	85	3	101
Aberdeen, 1982	9	0	9	50	8	30	88	3	100
Aberdeen, 1990	6	0	6	49	8	36	93	1	100
Aberdeen, 1996	5	0	5	55	7	32	94	1	100
Aberdeen, 2001	4.7	0.0	4.7	49.2	5.2	38.8	93.2	2.1	100
Aberdeen, 2005	6.2	0.0	6.2	49.5	6.1	36.9	92.5	1.3	100
Aberdeen, 2009	5.7	3.3	9.0	48.1	3.9	36.6	88.6	2.4	100
Aberdeen, 2013	9.0	3.5	12.5	43.6	4.0	38.4	85.9	1.6	100
Aberdeen, 2018	11.9	0.0	11.9	44.8	4.2	12.5	61.4	26.6	100
Edinburgh, 1970	24	0	24	54	6	13	73	3	100
Edinburgh, 1975	22	0	22	55	8	14	77	1	100
Edinburgh, 1982	9	0	9	61	10	19	90	2	101
Edinburgh, 1990	7	0	7	56	10	25	91	1	99
Edinburgh, 1996	9	0	9	53	10	28	91	0	100
Edinburgh, 2001	18.4	0.0	18.4	46.8	6.3	28.1	81.2	0.4	100
Edinburgh, 2005	19.3	0.0	19.3	48.6	5.8	25.7	80.1	0.6	100
Edinburgh, 2009	26.9	2.6	29.5	43.2	5.3	21.3	69.9	0.6	100
Edinburgh, 2013	9.2	3.8	13.0	38.5	1.0	21.8	61.3	25.7	100
Edinburgh, 2018	7.2	5.1	12.3	30.2	3.7	18.6	52.5	35.2	100
Glasgow, 1970	24	0	24	54	4	16	74	2	100
Glasgow, 1975	16	0	16	60	4	19	83	1	100
Glasgow, 1982	8	0	8	70	4	17	91	1	100
Glasgow, 1990	8	0	8	62	7	22	91	2	101
Glasgow, 1996	7	0	7	61	7	23	91	1	99
Glasgow, 2001	8.3	0.0	8.3	60.1	4.9	26.0	91.0	0.7	100
Glasgow, 2005	10.7	0.0	10.7	57.6	4.4	26.4	88.4	0.9	100
Glasgow, 2009	11.6	3.1	14.7	51.6	4.0	27.0	82.5	2.8	100
Glasgow, 2013	14.1	4.2	18.3	50.4	0.7	25.7	76.7	5.0	100
Glasgow, 2018	11.4	2.4	13.8	49.0	2.9	29.3	81.2	4.9	100
Glasgow Prestwick, 2005	3.6	20.8	24.4	57.2	12.5	5.2	74.9	0.7	100
Glasgow Prestwick, 2009	11.0	26.7	37.7	44.8	5.5	9.8	60.2	2.1	100
Inverness, 1990	7	0	7	62	15	15	92	1	100
Inverness, 1996	6	0	6	57	17	17	91	3	100
Inverness, 2001	4.0	0.0	4.0	56.3	17.1	20.8	94.2	1.8	100
Inverness, 2005	4.9	0.0	4.9	60.5	17.9	14.4	92.8	2.3	100
Inverness, 2009	9.1	2.2	11.4	55.6	18.3	12.5	86.4	2.3	100
Inverness, 2013	17.1	3.3	20.4	49.6	8.5	11.8	69.9	9.7	100
Inverness, 2018	10.7	3.0	13.7	46.8	25.4	4.9	77.1	9.2	100

Table 8.16: Origins/destinations of terminating passengers at selected airports, thousands, 2018

Source: Civil Aviation Authority (CAA) - Not National Statistics

Airport	Aberdeen	Edinburgh	Glasgow	Inverness	Total
Borders	1	292	12	-	304
Central	4	748	368	-	1,120
Dumfries & Galloway	0	36	90	-	127
Fife	16	1,126	104	-	1,246
Grampian	2,161	223	137	165	2,686
Highlands & Islands	89	165	147	703	1,105
Lothian	13	9,116	274	-	9,403
Strathclyde	31	1,102	7,620	1	8,753
Tayside	73	1,074	296	0	1,443
Total all Scottish areas	2,388	13,883	9,048	870	26,189
England & Wales	43	167	63	0	274
All passengers [note25]	2,431	14,051	9,110	870	26,462



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2022

Water Transport

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I. Introduction

1.1 This chapter provides information about foreign and domestic freight traffic at Scottish ports and inland waterways by type of freight and country of origin and destination. It also includes statistics on passengers and vehicles carried on ferry routes operating in Scotland and routes between Scotland and Northern Ireland and Europe as well as some statistics on HM Coastguard search and rescue operations.

1.2 Port traffic statistics methodology changed in 2000, to comply with the requirements of a new EC Maritime Statistics Directive. This produced large changes in the figures for one-port and coastwise traffic, and in the split between domestic and foreign traffic, between 1999 and 2000. Details of the method and notes on the effect of the change are given in the water transport section of the user guide.

1.3 From 2015 DfT no longer publish a Scottish data for coastwise, one port and inland waterway traffic and we are unable to update tables 9.1, 9.9 and 9.11 as fully as we previously did.

Transport and travel habits in Scotland were profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020. However, with restrictions being lifted in 2021 travel patterns started to recover.

Key Points

- There were 58 million tonnes of freight handled by ports in Scotland in 2021.
- There was a total of 6.3 million passengers and 2.6 million vehicles carried on ferry routes within Scotland in 2021.
- There were 1.4 million passengers and 0.44 million vehicles carried between Scotland and Northern Ireland in 2021.

2. Main Points

Freight Tonnage

2.1 Exports through major (see section 9.16.3 page 278) Scottish ports rose from 61 million tonnes in 1997 to 68 million tonnes in 2002 before steadily falling to 26 million tonnes in 2021 (there has been a 22% fall in the last ten years) - eight ports

were counted as major ports in 1997 and 1998, there were nine in 1999 and 11 from 2000 onwards. Imports totalled 11 million tonnes, considerably less than the volume of exports. (*Table 9.2*)

2.2 Waterborne freight (both incoming and outgoing) passing through all ports decreased by 1.5% in 2020 to 58 million tonnes. This was 25% less than in 2010, continuing a steady fall. In 2021, the eleven major ports accounted for 94% of the total traffic through Scottish ports. Exports accounted for 48% of the total freight through major Scottish ports and domestic traffic accounted for 32%. Imports, and incoming domestic freight were much lower, together accounting for 32% of the total freight through major Scottish ports. (*Table 9.2*)

Ports and Destinations

2.3 Forth (20 million tonnes) and Clyde (8 million tonnes) accounted for the highest freight traffic in 2021. Forth traffic is 14% lower than 2020, and is 29% below 2011. Clyde's freight traffic has fluctuated between 2011 and 2021, falling overall from 13 million tonnes to 8 million tonnes in 2021. Again, as these figures are for the total volume of traffic, they are unaffected by the change in the method of compiling the statistics. (*Table 9.3*)

2.4 Bulk fuel accounted for 33 million tonnes (60%) of the total traffic through major Scottish ports in 2021. (*Table 9.4*)

2.5 Top ports for foreign traffic were: Forth (18.3 million tonnes); Clyde (6.3 million tonnes) and Sullom Voe (4.9 million tonnes). Clyde (5.6 million tonnes) and Forth (4.1 million tonnes) together accounted for almost all the imports from foreign traffic. Glensanda (2.8 million tonnes), Cairnryan (1.7 million tonnes), Aberdeen (1.4 million tonnes) and Loch Ryan (1.3 million tonnes), had most outward domestic traffic; Cairnryan (1.5 million tonnes) and Loch Ryan (1.4 million tonnes) were the main ports for inwards domestic traffic. (*Table 9.6b*)

2.6 The main types of traffic through the major ports in 2021 were crude oil (24 million tonnes), other dry bulk (8 million tonnes) and oil products (6 million tonnes). (*Table 9.7*)

2.7 In 2021 most exports were destined for Netherlands (8.5 million tonnes), Asia (5.5 million tonnes), Germany (3.5 million tonnes) and Belgium (2.6 million tonnes) while most imports arrived from the USA (2.2 million tonnes) and the Norway (2 million tonnes). (*Table 9.8*)

Passenger Services

Routes to Northern Ireland and Europe

2.8 In 2021, 1.4 million passengers were carried on ferry services between Scotland and Northern Ireland. There were 0.44 million vehicles carried between Scotland and Northern Ireland in 2021, a 76 per cent increase on 2020. Until its closure in 2018 the Rosyth to Zeebrugge freight route was the only ferry route between Scotland and Europe. (*Tables 9.13 (a) & (b)*)

Routes within Scotland

2.9 This section covers all routes within Scotland for which data is available, for example data is not available for Pentland Ferries. These statistics include routes within Scotland that are subsidised by Scottish Government, local authority ferry services and privately run services. More detail is available in the water transport section of the user guide.

2.10 There were 6.3 million passengers carried on routes within Scotland in 2021, a rise of 54 per cent compared to 2020 and 26 per cent below the recent peak in numbers in 2007. Caledonian MacBrayne carried 4 million of these passengers (63%) and Western Ferries carried a further 17 per cent on the Gourock-Dunoon route. (*Table 9.12a*)

2.11 There were 2.6 million vehicles carried on routes within Scotland in 2021, a 42 per cent increase on 2020. Of these vehicles, 51 per cent were carried by Caledonian MacBrayne and a further 21 per cent by Western Ferries on the Gourock-Dunoon route. (*Table 9.12b*)

Operators on subsidised routes within Scotland

2.12 Caledonian MacBrayne ferries carried 4 million passengers in 2021, 1.6 million (67%) more than in 2020. There were 1.3 million cars carried, (57%) more than 2020, and 85,000 commercial vehicles and buses, 21% more than 2020. (*Table 9.14a*)

2.13 Serco Northlink Ferries carried 230,000 passengers in 2021, a 88 per cent increase compared to 2020. There were 63,000 cars carried on these routes in 2021, 82% more than 2020. (*Table 9.14a*)

Local authority ferry services

2.14 Shetland Islands Council services carried 623,000 passengers in 2021, 33% more than 2020. There were 333,000 vehicles carried, a rise of 26% on 2020.

2.15 Orkney Ferries services carried 235,000 passengers in 2021, 38% more than in 2020. There were 81,000 vehicles carried on these routes, 23% more than the previous year. (*Table 9.14b*)

2.16 Ferries operated by Argyll and Bute Council carried 152,000 passengers in 2021. (*Table 9.14b and 9.16a*)

Ferry routes within and to/from Scotland

2.17 The busiest ferry route within Scotland in terms of passengers and vehicles carried is the service between Gourock and Dunoon, operated by Western Ferries, which carried 1.1 million passengers in 2021. There were 539,500 cars carried on this route and 26,700 commercial vehicles and buses in 2021. (*Table 9.16 and Figure 9.4 and 9.5*)

2.18 The second busiest Scottish ferry route over recent years in terms of passenger numbers has been the Cairnryan / Belfast route. This route carried 0.4 million passengers in 2021. (*Table 9.13a and Figure 9.4*)

2.19 The second busiest route in terms of cars carried was the Corran Ferry from Ardgour to Nether Lochaber operated by Highland Council with 190,000 carried in 2021. (*Table 9.16 and Figure 9.5*)

2.20 The busiest subsidised ferry routes are operated by Caledonian MacBrayne. The busiest route in terms of passengers in 2021 was Largs - Cumbrae, with 619,095 passengers. Largs - Cumbrae was also the busiest subsidised route for car traffic in 2021 with 175,469 car crossings, an increase of 40 per cent over the previous year. (*Table 9.15*)

2.21 The Road Equivalent Tariff (RET) scheme involves setting ferry fares on the basis of the cost of travelling an equivalent distance by road, more detail on RET can be found in the water transport section of the user guide. The West Coast routes where Road Equivalent Tariff (RET) has been rolled out carried 1,800,500 passengers in 2021 and 624,300 cars. The Clyde routes where Road Equivalent Tariff (RET) has been rolled out carried 2,149,100 passengers in 2021 and 635,200 cars. (*Table 9.15*)

Ferry Punctuality

2.22 The level of reliability (the number of timetabled sailings actually operated, see table footnote in table for more detail) for Caledonian MacBrayne lifeline ferry services was 98.9% in 2021-22 and the level of punctuality (against the published timetable) was 99.6%. For Northlink the level of lifeline ferry services that were both punctual and reliable was 100% for both the Aberdeen routes and the Pentland Firth in 2021-22. (*Table 9.17*)

Coastguard callouts

2.23 Overall there were 4,241 incidents in 2019, 63 less than the previous year. (*Table 9.18*)

Notes

This worksheet contains one table.

Note number	Note text
note 1	Covers all coastwise cargo lifted in Scotland, regardless of its destination.
note 2	Covers cargo lifted in Scotland for offshore installations and for dumping at sea. Includes coastwise traffic, One Port traffic and the Internal and Foreign components of Inland Waterway traffic. Excludes Coastwise and One Port components of Inland Waterway traffic to avoid double counting.
note 3	Major ports only. There were seven major ports in 1996; eight in 1997 and 1998; nine in 1999; and 11 from 2000 onwards.
note 4	Coastwise traffic, One Port traffic, the Internal component of Inland Waterway traffic, and Port exports. Excludes Coastwise and One Port components of Inland Waterway traffic to avoid double counting. DfT have now discontinued the publication of a number of tables in their publication. We are therefore no longer able to update most of this table.
note 5	This is the total of Coastwise traffic, One Port traffic and Inland Waterway traffic. No double counting exists as the Coastwise component of Inland Waterway traffic relates to the distance travelled on inland waterways, and Coastwise traffic relates to the distance travelled at sea.
note 6	Figures for tonne-kilometres are not available for exports (and, in any case, would not be relevant to Scottish transport statistics).
note 7	Covers all coastwise cargo discharged in Scotland, whether it was loaded in Scotland or elsewhere in the UK.
note 8	One port traffic covers cargoes from offshore installations and sea dredged aggregates unloaded in Scotland; figures from 2012 subject to revision.
note 9	Information about Inland Waterway traffic discharged in Scotland is not available from the statistics compiled by DfT.
note 10	Figures for tonne-kilometres are not available for imports (and, in any case, would not be relevant to Scottish transport statistics).
note 11	Stranraer port was closed from 20 November 2011 and operations were transferred to Loch Ryan port. Figures for 2012 may include some traffic from 2011 due to the transfer of operations from Stranraer. The increase in tonnage on the new Loch Ryan route compared to Stranraer is due to larger ships being used.
note 12	Other West Coast ports are: Troon; Ardriashaig; Corpach; Stormoway; Kyle of Lochalsh; Girvan; Kirkcubright; Port Askaig.
note 13	Includes Rosyth, Braefoot Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil.
note 14	Other East Coast ports are: Scrabster; Wick; Gills Bay; Buckie; Fraserburgh; Inverkeithing; Scalloway. From 1995 onwards, separate figures for bulk fuel and other are available for major ports only.
note 15	Cairnryan and Peterhead did become major ports (in terms of the statistical survey) in 1997, and 1999 respectively. Dundee and Stranraer became major ports in 2000.
note 16	With effect from 1995, traffic at smaller ports is estimated.
note 17	Includes road goods vehicles, unaccompanied trailers, and shipborne port to port trailers.
note 18	Includes also Caledonian Canal, lochs Fyne, Leven and Linnhe, Moray Firth, River Tay. From 2015 the totals do not include other waterways.
note 19	Cowal Ferries operated the Gourock-Dunoon route from October 2006 until June 2011 when Argyll Ferries took over operation and carry passengers only. It is not possible to split passenger figures for 2011 between the two operators.
note 20	P&O Scottish Ferries stopped operating these services on 30 September 2002. NorthLink Orkney & Shetland Ferries Ltd operated from 1 October 2002 until 6 July 2006; NorthLink Ferries Ltd operated from 6 July 2006 until 5 July 2012; Serco NorthLink Ferries operated from 5 July 2012 to date.
note 21	Only includes main routes listed in Table 9.16.
note 22	Brude Wait Cruises no longer operates due to retirement.
note 23	This service ceased to operate from May 2001.
note 24	No data is available for Pentland ferries.
note 25	Figures for 2020 and 2021 were affected by restrictions due to the COVID 19 pandemic.
note 26	The Stranraer - Belfast ferry service was replaced by the Cairnryan-Belfast route in November 2011.
note 27	The Troon - Larne ferry service was withdrawn in September 2015.
note 28	The Troon - Belfast ferry service was withdrawn in December 2004.
note 29	This service ceased in the second quarter of 2008. This service closed in April 2018. The service started in May 2002. The drop in passenger numbers in 2006 follows a reduction in the frequency of the service with effect from November 2005.
note 30	These are passenger numbers only as car and commercial vehicles are not recorded.
note 31	Records for Rosyth-Zeebrugge indicate a nil return for 2004. However, there are some 4,230 units attributed to an unknown port of load/unload. We believe some element of this value includes import/export vehicles for R-Z, although we are unable to estimate what proportion.
note 32	Figures include charter and contract carryings (see table 15).
note 33	This figure only covers the routes of Mallaig to the smaller isles since the freight is lifted by crane onto the vessels rather than transported by lorry onto the ferry.
note 34	Financial year beginning 1 April of year.
note 35	Gourock-Dunoon service transferred to CalMac Ferries in January 2019.
note 36	P&O Scottish Ferries stopped operating its services on 30 September 2002.
note 37	NorthLink Orkney & Shetland Ferries Ltd operated from 1 October 2002 until 6 July 2006; NorthLink Ferries Ltd operated from 6 July 2006 until 5 July 2012; Serco NorthLink Ferries operated from 5 July 2012 to date.
note 38	Only coaches and mini-buses are included under this heading. The number of vehicles are no longer available due to a change in the method of collecting the data.
note 39	Years prior to 2006 covered the period 1 October to 30 September. Figures for 2006 relate to a financial year beginning 1 April. Figures for 2007 onwards relate to an operating year from July to June.
note 40	The subsidy in 2018 has increased due to the change in Freight vessel charter arrangements.
note 41	The figures published previously for 2003 to 2005 were wrong. Corrected figures for 2003 and 2004 are not readily available.
note 42	In 2001 P&O's loose freight operations were taken over by a separate company called, Northwards, which did not provide the relevant information.
note 43	Figures include main routes only; there are smaller routes which are not included. Since 2008, no fares have been charged on two routes, the previous figures are therefore not comparable. Data for routes included in Table 16.
note 44	Passenger figures for the Corran Ferry are first included in 2013.
note 45	Seasonal carryings.
note 46	These figures are an aggregate of the Uig-Tarbert-Lochmaddy, Uig-Lochmaddy, Uig-Tarbert & Tarbert-Lochmaddy routes.
note 47	Berneray-Leverburgh replaced the Ottermish-Leverburgh service and started in 2002.
note 48	Ballycastle-Rathlin was operated by CalMac prior to April 2007.
note 49	This route was out of service between March 2003 and June 2003.
note 50	Cowal Ferries operated the Gourock-Dunoon route from October 2006 until June 2011 when Argyll Ferries took over operation and carry passengers only. It is not possible to split passenger figures for 2011 between the two operators.
note 51	The Aberdeen to Stromness route changed to Aberdeen to Kirkwall in October 2002 but the figures provided by the company for 2002 did not distinguish between the two.
note 52	Years prior to 2006 covered the period 1 October to 30 September. Figures for 2006 relate to a financial year beginning 1 April. Figures for 2007 onwards relate to an operating year from July to June.
note 53	Day charters and livestock specials are included in the figures for some routes.
note 54	Route commenced May 2013.
note 55	Between 2013 and 2015 route operated as pilot scheme on Tuesday and Saturday during winter timetable. Full service started Summer 2016.
note 56	CalMac took over the operation of this route from Strathclyde Partnership for Transport in 2020. The figures for 2020 covered the period 1 June 2020 to 31 December 2020.
note 57	Road Equivalent Tariff (RET) was introduced on these routes in October 2008.
note 58	Road Equivalent Tariff (RET) was introduced on these routes in October 2012.
note 59	Road Equivalent Tariff (RET) was introduced on these routes in October 2015.
note 60	In addition to the routes shown in this table, there are some other routes, which have less traffic, for which the number of passengers and vehicles are included in the totals for the operator which appear in table 14. The figures for cars also include commercial vehicles which are also counted separately.
note 61	Passenger numbers prior to 1999 are based on paying passengers, but from 1999 numbers are based on a head count. There were 793,600 paying passengers in 1999.
note 62	Figures for 2000 and 2001 are estimates.
note 63	As foot passengers carried on the Corran Ferry travel for free, exact numbers are not recorded.
note 64	However, an estimate of the number is included in the table.
note 65	Until 25 October 1999 this service carried pupils going to Lochaber High School. A bus service now operates to carry school pupils, which mainly accounts for the drop in passenger numbers from 1999 to 2000. Since 2006 this has carried pupils from Fort William who attend Ardnarmurchan High School.
note 66	Passenger numbers in 1999 are high because of special events such as the Tall ships race.
note 67	Figures relate to financial years which start in the specified calendar year (e.g. the 1998 figure is for 1998-99). Comparable figures prior to 1998-99 are not available, because before then the numbers of passengers were counted exclusive of ZoneCard ticket holders (and therefore passengers who had a ZoneCard were not counted). SPT no longer operates the Renfrew-Yoker ferry (Clydelink have run this service commercially since April 2010).
note 68	Since 2001 the Gourock-Kilcreggan route has been tendered by Strathclyde Passenger Transport (SPT), and operated under contract by Clyde Marine and more recently by Clydelink. The SPT changed its name to Strathclyde Partnership for Transport in April 2006. Figures relate to financial years which start in the specified calendar year (e.g. the "1998" figure is for 1998-99). It was a Caledonian MacBrayne route in previous years, so figures for 2000 and earlier years appear in table 9.14. Clydelink operated this service until 12/05/2018. Clyde Marine Services Ltd have continued to operate this service from 14/05/2018 to 30/05/2020. Calmac ferries Ltd took over the operation of the 2004 is the first full calendar year of the electronic ticketing system and the statistics quoted for the Cuan, Easdale and Aglin Services reflect the more accurate counting method.
note 69	Since 2008, there have been no fares charged on this route. This route is now Gutcher Hamarsness. From 2008 to 2011 there were no fares charged on this route. They were reintroduced in 2012.
note 70	Figures for Gutcher/Belmont to Hamarsness are included in these figures.
note 71	The Gairloch to Portree service operated by West Highland Seaways was withdrawn from 22 August 2004.
note 72	Separate figures for cars/buses and commercial vehicles are only available for some Orkney Ferries services for recent years. Prior to that, only the total number of vehicles carried is available.
note 73	The operator indicated that the figure provided for buses and commercial vehicles in 2002 may not be directly comparable with previous years. Figures for 2003 onwards are not comparable with earlier years.
note 74	Data for Pentland Ferries is not available.
note 75	Figures for passenger numbers on the Corran ferry service have not been included in the total for Highland council as the figures are new estimates and considered as data under development.
note 76	
note 77	
note 78	

Table 9.1c: Waterborne freight discharged in Scotland, by type of traffic, million tonnes

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Coastwise traffic - Liquid bulks [note9]	2.06	2.14	1.91	1.74	: available]	: available]	: available]	: available]	: available]	: available]	t available]
Coastwise traffic - Coal [note9]	0.08	0.01	0.02	-	: available]	: available]	: available]	: available]	: available]	: available]	t available]
Coastwise traffic - Other [note9]	3.83	4.28	3.98	4.06	: available]	: available]	: available]	: available]	: available]	: available]	t available]
Coastwise traffic - Total [note9]	5.97	6.43	5.91	5.79	4.62	: available]	: available]	: available]	: available]	: available]	t available]
One Port traffic - To rigs [note10]	2.86	3.89	2.23	2.07	: available]	: available]	: available]	: available]	: available]	: available]	t available]
One Port traffic - Sea dredged [note10]	-	-	-	-	: available]	: available]	: available]	: available]	: available]	: available]	t available]
One Port traffic - Total [note10]	2.86	3.89	2.23	2.07	: available]	: available]	: available]	: available]	: available]	: available]	t available]
Inland waterway traffic [note11]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	t available]
Port imports [note4] [note6]	14.22	16.25	16.50	16.55	13.48	9.49	10.65	11.46	11.93	8.98	10.75

Table 9.2: Foreign and domestic freight traffic at (major) Scottish ports, thousand tonnes

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Foreign - Imports	14,216	16,254	16,501	16,554	13,481	9,486	10,649	11,462	11,932	8,981	10,752
Foreign - Exports	33,358	32,060	31,583	30,842	30,259	32,974	30,886	33,330	33,435	29,917	26,068
Foreign - Total	47,573	48,313	48,084	47,396	43,740	42,458	41,538	44,792	45,367	38,899	36,820
Domestic - Inwards	7,999	9,447	7,160	7,053	6,281	6,643	6,343	6,268	6,639	6,071	6,454
Domestic - Outwards	18,378	15,072	12,673	13,167	16,531	14,308	15,467	10,909	11,155	10,477	11,270
Domestic - Total	26,379	24,519	19,833	20,219	22,813	20,950	21,811	17,178	17,794	16,549	17,725
Total - major ports only [note4]	73,952	72,832	67,917	67,615	66,552	63,409	63,952	61,969	63,160	55,447	54,544
Total - all ports	77,414	76,139	71,639	71,381	69,968	66,692	66,985	65,083	66,761	58,962	58,078

Table 9.3: Foreign and domestic traffic by port: inwards and outwards, thousand tonnes

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Port	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Stranraer - Inwards [note13]	543	-	-	-	-	-	-	-	-	-	-
Stranraer - Outwards [note13]	442	-	-	-	-	-	-	-	-	-	-
Stranraer - Total traffic [note13]	986	-	-	-	-	-	-	-	-	-	-
Loch Ryan - Inwards [note14] [note15]	-	943	898	1,022	1,076	1,166	1,155	1,263	1,367	1,358	1,399
Loch Ryan - Outwards [note14] [note15]	-	872	885	1,016	1,087	1,190	1,233	1,283	1,283	1,258	1,330
Loch Ryan - Total traffic [note14] [note15]	-	1,815	1,783	2,038	2,163	2,356	2,388	2,546	2,650	2,616	2,729
Cairnryan - Inwards	1,340	1,246	1,103	1,096	1,179	1,290	1,399	1,323	1,224	1,209	1,474
Cairnryan - Outwards	1,592	1,364	1,261	1,272	1,370	1,450	1,448	1,534	1,481	1,486	1,655
Cairnryan - Total traffic	2,932	2,610	2,365	2,368	2,548	2,740	2,848	2,857	2,705	2,695	3,129
Ayr - Inwards	212	205	347	284	217	256	209	215	235	214	214
Ayr - Outwards	190	99	123	71	63	50	31	55	104	67	67
Ayr - Total traffic	402	304	470	355	280	306	240	270	339	281	281
Clyde - Inwards	9,981	12,026	12,148	13,221	9,678	6,273	6,500	6,825	6,700	5,119	6,595
Clyde - Outwards	3,450	3,394	2,635	2,980	2,806	2,469	2,366	2,262	2,101	1,814	1,815
Clyde - Total traffic	13,431	15,421	14,783	16,201	12,484	8,742	8,865	9,087	8,801	6,933	8,410
Glensanda - Inwards	-	-	-	-	-	-	-	-	-	-	-
Glensanda - Outwards	6,060	5,541	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123
Glensanda - Total traffic	6,060	5,541	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123
Other West Coast - Inwards [note16]	347	337	284	337	271	303	320	307	488	413	463
Other West Coast - Outwards [note16]	362	342	369	466	386	243	243	247	458	380	367
Other West Coast - Total traffic [note16]	709	680	653	803	656	546	563	554	946	793	830
Orkneys - Inwards	186	200	180	182	195	204	210	210	205	194	250
Orkneys - Outwards	2,158	1,529	874	969	3,750	4,411	4,643	3,260	2,845	2,476	2,528
Orkneys - Total traffic	2,344	1,729	1,054	1,151	3,945	4,615	4,852	3,470	3,050	2,670	2,778
Lerwick - Inwards	344	407	495	437	410	359	325	276	279	364	303
Lerwick - Outwards	241	263	328	401	336	269	279	237	269	392	256
Lerwick - Total traffic	585	670	824	838	746	629	604	513	548	756	559
Sullom Voe - Inwards	748	2,196	201	1	6	-	-	-	-	2	2
Sullom Voe - Outwards	9,405	9,202	6,192	7,183	6,114	6,183	5,179	5,329	7,371	6,827	6,192
Sullom Voe - Total traffic	10,153	11,398	6,394	7,185	6,120	6,183	5,179	5,329	7,371	6,829	6,194
Cromarty Firth - Inwards	1,882	1,313	1,605	810	145	242	158	189	819	254	243
Cromarty Firth - Outwards	2,138	1,314	1,773	781	117	153	69	86	110	168	181
Cromarty Firth - Total traffic	4,020	2,628	3,378	1,591	262	395	227	275	929	421	424
Inverness - Inwards	437	368	409	321	394	510	421	522	460	403	586
Inverness - Outwards	162	154	155	154	172	154	144	150	185	169	181
Inverness - Total traffic	599	521	563	475	566	664	565	672	645	572	767
Peterhead - Inwards	541	584	589	768	950	695	842	732	713	582	637
Peterhead - Outwards	513	440	382	608	518	453	447	399	377	393	329
Peterhead - Total traffic	1,054	1,024	971	1,377	1,468	1,148	1,288	1,131	1,090	976	966
Aberdeen - Inwards	1,966	2,084	2,055	1,986	2,031	1,728	1,948	2,022	2,060	1,661	1,703
Aberdeen - Outwards	2,198	2,409	2,209	2,245	2,345	2,042	2,111	2,116	2,135	1,726	1,861
Aberdeen - Total traffic	4,165	4,493	4,264	4,231	4,376	3,770	4,058	4,138	4,195	3,387	3,563
Montrose - Inwards	359	336	417	452	387	362	348	402	362	322	356
Montrose - Outwards	129	182	171	150	106	142	96	132	172	237	233
Montrose - Total traffic	488	518	588	601	493	504	444	534	534	559	589
Dundee - Inwards	721	666	704	463	468	449	500	546	475	408	431
Dundee - Outwards	208	176	111	54	47	84	67	62	28	23	21
Dundee - Total traffic	929	842	815	517	515	534	566	608	503	430	452
Perth - Inwards	61	42	37	49	58	28	23	12	29	23	16
Perth - Outwards	13	19	23	12	5	5	9	-	-	-	-
Perth - Total traffic	74	62	60	61	63	33	31	12	29	23	16
Forth - Inwards [note17]	4,307	4,442	4,177	4,056	4,035	4,080	4,286	4,621	5,010	4,266	4,473
Forth - Outwards [note17]	23,571	20,890	22,188	20,552	23,039	23,359	23,258	21,966	20,211	18,766	15,304
Forth - Total traffic [note17]	27,878	25,332	26,365	24,608	27,074	27,439	27,544	26,587	25,221	23,032	19,777
Other East Coast - Inwards [note18]	302	289	326	348	345	377	344	318	323	275	269
Other East Coast - Outwards [note18]	303	263	239	284	268	224	240	241	235	255	223
Other East Coast - Total traffic [note18]	605	552	565	632	612	601	584	559	558	530	492
Scotland - Inwards	24,277	27,684	25,976	25,835	21,845	18,322	18,986	19,781	20,748	17,067	19,414
Scotland - Outwards	53,135	48,454	45,663	45,546	48,126	48,368	47,999	45,302	46,012	41,895	38,665
Scotland - Total traffic	77,414	76,139	71,639	71,381	69,968	66,692	66,985	65,083	66,761	58,962	58,078

Table 9.4: Foreign and domestic freight traffic by port: bulk fuel and all other traffic, thousand tonnes

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Port	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Stranraer - Bulk fuel [note13]	-	-	-	-	-	-	-	-	-	-	-
Stranraer - All other traffic [note13]	986	-	-	-	-	-	-	-	-	-	-
Loch Ryan - Bulk fuel [note14] [note15]	-	-	-	-	-	-	-	-	-	-	-
Loch Ryan - All other traffic [note14] [note15]	-	1,815	1,783	2,038	2,163	2,356	2,388	2,546	2,650	2,616	2,729
Cairnryan - Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
Cairnryan - All other traffic	2,932	2,610	2,364	2,368	2,548	2,740	2,848	2,857	2,705	2,695	3,129
Ayr - Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
Ayr - All other traffic	402	304	470	355	280	306	240	270	339	281	281
Clyde - Bulk fuel	11,464	13,547	12,877	14,090	10,332	6,522	6,918	7,096	7,212	5,592	6,862
Clyde - All other traffic	1,967	1,874	1,906	2,111	2,152	2,220	1,947	1,991	1,589	1,342	1,547
Glensanda - Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
Glensanda - All other traffic	6,060	5,541	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123
Other West Coast - Bulk fuel [note16]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	t available]
Other West Coast - All other traffic [note16]	709	680	653	803	656	546	563	554	946	793	830
Orkneys - Bulk fuel	2,096	1,487	825	918	3,689	4,348	4,585	3,194	2,778	2,414	2,475
Orkneys - All other traffic	248	242	229	233	256	267	267	276	273	256	303
Lerwick - Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
Lerwick - All other traffic	585	670	824	838	746	629	604	513	548	756	559
Sullom Voe - Bulk fuel	10,134	11,339	6,352	7,180	6,108	6,179	5,175	5,326	7,368	6,826	6,191
Sullom Voe - All other traffic	19	59	41	5	12	4	4	3	3	4	4
Cromarty Firth - Bulk fuel	3,821	2,410	3,181	1,339	87	207	63	24	20	23	26
Cromarty Firth - All other traffic	199	218	197	252	175	188	164	251	909	398	398
Inverness - Bulk fuel	: available]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	t available]
Inverness - All other traffic	599	521	563	475	566	664	565	672	645	572	767
Peterhead - Bulk fuel	260	282	305	236	330	443	456	471	411	382	387
Peterhead - All other traffic	794	742	667	1,141	1,138	705	832	660	678	593	579
Aberdeen - Bulk fuel	1,018	1,073	1,073	1,019	1,388	1,130	1,334	1,387	1,403	1,147	1,122
Aberdeen - All other traffic	3,147	3,420	3,190	3,212	2,988	2,640	2,724	2,751	2,792	2,239	2,441
Montrose - Bulk fuel	: available]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	t available]
Montrose - All other traffic	488	518	588	601	493	504	444	534	534	559	589
Dundee - Bulk fuel	560	457	378	169	149	137	127	137	122	73	95
Dundee - All other traffic	369	385	437	349	366	397	439	470	381	357	357
Perth - Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
Perth - All other traffic	74	62	60	61	63	33	31	12	29	23	16
Forth - Bulk fuel [note17]	23,208	21,028	22,039	19,982	23,081	22,999	23,336	22,653	20,205	18,526	15,585
Forth - All other traffic [note17]	4,670	4,304	4,326	4,626	3,993	4,440	4,208	3,934	5,016	4,506	4,192
Other East Coast - Bulk fuel [note18]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	: available]	t available]
Other East Coast - All other traffic [note18]	605	552	565	632	612	601	584	559	558	530	492
Major ports - Bulk fuel [note19]	52,561	51,623	47,030	44,933	45,164	41,965	41,994	40,288	39,519	34,984	32,743
Major ports - All other traffic	21,391	21,210	20,887	22,683	21,388	21,444	21,959	21,681	23,642	20,464	21,801
All traffic - major ports only	73,952	72,833	67,917	67,615	66,552	63,409	63,953	61,970	63,160	55,447	54,544
All traffic - all ports	77,414	76,140	71,639	71,381	69,968	66,692	66,985	65,083	66,761	58,962	58,078

Table 9.5: Foreign and domestic freight traffic by port and mode of appearance (major ports only), thousand tonnes

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Port	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Stranraer - Liquid bulk [note13] [note20]	-	-	-	-	-	-	-	-	-	-	-
Stranraer - Dry bulk [note13] [note20]	-	-	-	-	-	-	-	-	-	-	-
Stranraer - Container & roll on traffic [note13]	986	-	-	-	-	-	-	-	-	-	-
Stranraer - Other general cargo [note13] [note20]	-	-	-	-	-	-	-	-	-	-	-
Stranraer - All traffic [note13] [note20]	986	-	-	-	-	-	-	-	-	-	-
Loch Ryan - Liquid bulk [note14] [note15]	-	-	-	-	-	-	-	-	-	-	-
Loch Ryan - Dry bulk [note14] [note15]	-	-	-	-	-	-	-	-	-	-	-
Loch Ryan - Container & roll on traffic [note14]	-	1,815	1,783	2,038	2,163	2,356	2,388	2,546	2,650	2,616	2,729
Loch Ryan - Other general cargo [note14] [note15]	-	-	-	-	-	-	-	-	-	-	-
Loch Ryan - All traffic [note14] [note15]	-	1,815	1,783	2,038	2,163	2,356	2,388	2,546	2,650	2,616	2,729
Cairnryan - Liquid bulk [note20]	-	-	-	-	-	-	-	-	-	-	-
Cairnryan - Dry bulk [note20]	-	-	-	-	-	-	-	-	-	-	-
Cairnryan - Container & roll on traffic [note20]	2,932	2,610	2,364	2,368	2,548	2,737	2,847	2,857	2,705	2,695	3,129
Cairnryan - Other general cargo [note20]	-	-	1	-	-	3	-	-	-	-	-
Cairnryan - All traffic [note20]	2,632	2,610	2,365	2,368	2,548	2,740	2,847	2,857	2,705	2,695	3,129
Clyde - Liquid bulk	5,124	5,945	5,777	6,952	6,729	6,125	6,918	7,093	7,212	5,592	6,862
Clyde - Dry bulk	7,564	8,778	8,377	8,451	4,899	1,668	1,125	1,144	818	692	833
Clyde - Container & roll on traffic	599	588	499	576	634	651	599	641	596	533	575
Clyde - Other general cargo	144	109	130	221	223	298	223	209	174	116	139
Clyde - All traffic	13,431	15,421	14,783	16,201	12,484	8,742	8,865	9,087	8,801	6,933	8,410
Glensanda - Liquid bulk	-	-	-	-	-	-	-	-	-	-	-
Glensanda - Dry bulk	6,060	5,541	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123
Glensanda - Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Glensanda - Other general cargo	-	-	-	-	-	-	-	-	-	-	-
Glensanda - All traffic	6,060	5,541	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123
Orkney - Liquid bulk	2,095	1,486	824	918	3,688	4,348	4,585	3,194	2,778	2,413	2,474
Orkney - Dry bulk	25	15	11	12	16	9	9	15	9	14	55
Orkney - Container & roll on traffic	211	215	208	209	234	243	242	242	236	215	217
Orkney - Other general cargo	13	13	11	12	7	15	16	19	27	27	31
Orkney - All traffic	2,344	1,729	1,054	1,151	3,945	4,615	4,852	3,470	3,050	2,670	2,778
Sullom Voe - Liquid bulk	10,134	11,339	6,357	7,180	6,114	6,179	5,175	5,326	7,368	6,826	6,191
Sullom Voe - Dry bulk	12	57	13	-	5	4	3	3	3	3	4
Sullom Voe - Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Sullom Voe - Other general cargo	7	2	24	5	-	-	-	-	0.1	0.2	0.1
Sullom Voe - All traffic	10,153	11,398	6,394	7,185	6,120	6,183	5,179	5,329	7,371	6,829	6,194
Cromarty Firth - Liquid bulk	3,821	2,408	3,178	1,337	89	213	71	35	20	26	30
Cromarty Firth - Dry bulk	159	144	115	174	109	108	131	105	745	126	63
Cromarty Firth - Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Cromarty Firth - Other general cargo	41	76	85	80	64	74	24	135	164	269	332
Cromarty Firth - All traffic	4,020	2,628	3,378	1,591	262	395	227	275	929	421	424
Peterhead - Liquid bulk [note20]	390	386	364	536	735	535	560	606	590	516	522
Peterhead - Dry bulk [note20]	158	100	53	155	97	64	32	43	59	85	42
Peterhead - Container & roll on traffic [note20]	-	-	-	-	-	-	-	-	-	-	-
Peterhead - Other general cargo [note20]	506	538	554	686	635	549	696	483	441	374	402
Peterhead - All traffic [note20]	1,054	1,024	971	1,377	1,468	1,148	1,288	1,131	1,090	976	966
Aberdeen - Liquid bulk	1,922	2,059	1,987	1,986	2,298	2,188	2,131	2,095	2,204	1,752	1,706
Aberdeen - Dry bulk	606	439	474	487	455	367	405	519	498	344	463
Aberdeen - Container & roll on traffic	405	468	474	430	408	409	505	486	416	383	480
Aberdeen - Other general cargo	1,231	1,527	1,329	1,328	1,215	806	1,018	1,038	1,076	908	914
Aberdeen - All traffic	4,165	4,493	4,264	4,231	4,376	3,770	4,058	4,138	4,195	3,387	3,563
Dundee - Liquid bulk [note20]	571	467	379	183	157	147	145	180	156	109	133
Dundee - Dry bulk [note20]	277	294	369	259	310	304	330	354	285	275	284
Dundee - Container & roll on traffic [note20]	-	-	-	-	-	-	-	-	-	-	-
Dundee - Other general cargo [note20]	81	82	67	75	48	82	92	74	62	46	35
Dundee - All traffic [note20]	929	842	815	517	515	534	566	608	503	430	452
Forth - Liquid bulk [note17]	23,353	20,739	22,109	20,363	23,183	23,323	23,556	22,778	21,194	19,065	15,917
Forth - Dry bulk [note17]	1,392	1,283	1,125	1,056	958	963	979	1,138	1,362	1,317	1,356
Forth - Container & roll on traffic [note17]	2,666	2,798	2,858	2,834	2,643	2,792	2,737	2,538	2,432	2,158	2,184
Forth - Other general cargo [note17]	466	512	273	355	290	361	272	132	233	491	321
Forth - All traffic [note17]	27,878	25,332	26,365	24,608	27,074	27,439	27,544	26,587	25,221	23,032	19,777

Table 9.6a: Foreign and domestic freight traffic at the major ports by type of traffic, thousand tonnes, 2020

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Port	Foreign traffic - imports	Foreign traffic - exports	Foreign traffic - total	Domestic traffic - inwards	Domestic traffic - outwards	Domestic traffic - total	All traffic - total
Loch Ryan	-	-	-	1,358	1,258	2,616	2,616
Cairnryan	-	-	-	1,209	1,486	2,695	2,695
Clyde	4,401	1,003	5,405	718	811	1,529	6,933
Glensanda	-	3,467	3,467	-	1,991	1,991	5,458
Orkney	5	2,284	2,289	189	192	380	2,670
Sullom Voe	2	5,532	5,534	0	1,295	1,295	6,829
Cromarty Firth	172	13	185	82	154	236	421
Peterhead	20	48	68	563	345	908	976
Aberdeen	304	353	656	1,357	1,373	2,730	3,387
Dundee	364	21	384	44	2	46	430
Forth [note17]	3,714	17,196	20,910	552	1,570	2,122	23,032
All Major Ports	8,981	29,917	38,899	6,071	10,477	16,549	55,447

Table 9.6b: Foreign and domestic freight traffic at the major ports by type of traffic, thousand tonnes, 2021

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Port	Foreign traffic - imports	Foreign traffic - exports	Foreign traffic - total	Domestic traffic - inwards	Domestic traffic - outwards	Domestic traffic - total	All traffic - total
Loch Ryan	-	-	-	1,398	1,330	2,729	2,729
Cairnryan	-	-	-	1,474	1,655	3,129	3,129
Clyde	5,636	673	6,309	958	1,142	2,100	8,409
Glensanda	-	3,289	3,289	-	2,834	2,834	6,123
Orkney	2	2,343	2,345	247	186	433	2,778
Sullom Voe	0	4,938	4,938	2	1,254	1,257	6,194
Cromarty Firth	200	54	255	43	127	169	424
Peterhead	22	22	43	616	307	923	966
Aberdeen	489	469	957	1,214	1,392	2,606	3,563
Dundee	331	8	339	99	13	112	452
Forth [note17]	4,071	14,273	18,344	402	1,031	1,434	19,777
All Major Ports	10,752	26,068	36,820	6,454	11,270	17,725	54,544

Table 9.7: All traffic at the major ports by mode of appearance and commodity, thousand tonnes, 2021

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Commodity	Foreign traffic - imports	Foreign traffic - exports	Foreign traffic - total	Domestic traffic - inwards	Domestic traffic - outwards	Domestic traffic - total	All traffic - total
Liquid bulk - Liquefied gas	663	1,684	2,347	-	67	67	2,413
Liquid bulk - Crude oil	4,792	16,680	21,472	478	1,965	2,444	23,915
Liquid bulk - Oil products	1,754	1,641	3,396	1,441	1,576	3,017	6,413
Liquid bulk - Other liquid bulk products	464	81	545	117	431	548	1,093
Liquid bulk - All traffic	7,673	20,086	27,759	2,036	4,039	6,076	33,835
Dry bulk - Ores	217	495	712	-	106	106	818
Dry bulk - Coal	0	-	0	1	-	1	1
Dry bulk - Agricultural products (eg grain, soya, tapioca)	559	16	575	114	57	171	746
Dry bulk - Other dry bulk	889	3,354	4,242	541	2,873	3,414	7,656
Dry bulk - All traffic	1,664	3,865	5,529	655	3,037	3,692	9,221
Containers - 20' freight units	263	354	617	32	35	67	685
Containers - 40' freight units	395	987	1,382	38	119	157	1,540
Containers - Freight units >20' & <40'	42	100	142	1	-	1	142
Containers - Freight units >40'	203	243	446	4	30	34	481
Containers - All traffic	903	1,685	2,587	75	185	259	2,847
Roll-on/roll-off (self-propelled) - Road goods vehicles with or without accompanying trailers	0	0	0	1,500	1,602	3,103	3,103
Roll-on/roll-off (self-propelled) - Import/Export motor vehicles	0	0	0	3	4	8	8
Roll-on/roll-off (self-propelled) - All traffic	0	0	0	1,504	1,607	3,111	3,111
Roll-on/roll-off (non self-propelled) - Unaccompanied road goods trailers & semi-trailers	8	11	19	1,648	1,644	3,291	3,311
Roll-on/roll-off (non self-propelled) - Unaccompanied caravans and other road, agricultural and industrial vehicles	-	-	-	0	2	2	2
Roll-on/roll-off (non self-propelled) - Rail wagons, shipborne port to port trailers, and shipborne barges engaged in goods transport	5	6	11	18	14	32	43
Roll-on/roll-off (non self-propelled) - All traffic	14	17	31	1,666	1,660	3,325	3,356
Other general cargo - Forestry products	171	39	210	9	-	9	219
Other general cargo - Iron and steel products	68	196	264	10	3	13	277
Other general cargo - Other general cargo & containers <20'	259	180	439	500	740	1,239	1,678
Other general cargo - All traffic	498	415	913	519	743	1,262	2,174
Total traffic	10,752	26,068	36,820	6,454	11,270	17,724	54,544

Table 9.8: Major ports traffic by cargo category and country of loading or unloading, thousand tonnes, 2021

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]
Source: Department for Transport, Maritime Statistics

Country of loading or unloading	Liquid bulks - Inwards to UK	Liquid bulks - outwards from UK	Liquid bulks - Inwards total	Dry bulks - Inwards to UK	Dry bulks - outwards from UK	Dry bulks - total	Other general cargo - Inwards to UK	Other general cargo - outwards from UK	Other general cargo - total	Container traffic - Inwards to UK	Container traffic - outwards from UK	Container traffic - total	Ro-Ro traffic - Inwards to UK	Ro-Ro traffic - outwards from UK	Ro-Ro traffic - total	All traffic - Inwards to UK	All traffic - outwards from UK	All traffic - total
	Belgium	245	1,713	1,958	51	256	308	4	40	44	217	575	793	-	-	-	518	2,585	3,102
Bulgaria	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-	-	1
Cyprus	331	308	639	10	1	11	12	5	17	-	-	-	-	-	-	-	354	689
Denmark	15	-	15	-	-	-	-	-	-	-	-	-	-	-	-	-	15	15
Estonia	38	3	41	49	-	49	38	-	38	-	-	-	-	-	-	-	125	3
Finland	7	967	974	72	47	118	-	2	2	-	83	84	-	-	-	79	1,099	1,178
France	61	1,822	1,882	158	1,457	1,615	31	163	194	-	28	28	-	-	-	249	3,470	3,719
Germany	49	-	49	33	-	33	-	-	-	-	-	-	-	-	-	-	82	82
Greece	3	-	3	89	-	89	-	-	-	-	1	1	-	-	-	92	1	93
Ireland	5	524	529	-	-	-	-	-	-	1	-	1	-	-	-	6	524	530
Italy	8	-	8	88	11	99	28	1	29	-	-	-	-	-	-	124	12	136
Latvia	8	11	19	12	-	12	-	5	5	-	-	-	-	-	-	20	16	36
Lithuania	-	13	13	-	-	-	-	-	-	-	-	-	-	-	-	-	13	13
Malta	1,054	6,239	7,292	59	1,408	1,467	3	1	4	573	855	1,428	-	-	-	1,688	8,503	10,191
Netherlands	46	79	124	4	270	274	-	-	-	-	-	-	-	-	-	50	349	399
Poland	41	183	224	26	97	123	-	-	-	1	-	1	-	-	-	68	280	348
Portugal	-	-	-	16	-	16	-	1	1	-	-	-	-	-	-	16	-	16
Romania	-	-	-	19	-	19	-	-	-	-	-	-	-	-	-	19	-	19
Russia	8	947	956	517	299	817	35	38	73	81	57	138	-	-	-	841	1,342	1,983
Spain	164	179	344	4	1	5	35	-	35	-	-	-	-	-	-	204	181	384
Sweden	2,082	12,988	15,070	1,188	3,849	5,036	187	256	443	875	1,599	2,474	-	-	-	4,332	18,691	23,023
All European Union countries (as at 1 July 2013)																		
Azerbaijan	-	-	-	-	-	-	2	2	-	-	-	-	-	-	-	-	2	2
Egypt	10	282	292	-	-	-	-	-	-	-	-	-	-	-	-	10	282	292
Georgia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Iceland	15	-	15	5	-	5	-	30	30	-	-	-	-	-	-	21	30	51
Israel	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	1	-	1
Morocco	-	13	13	35	-	35	-	-	-	-	-	-	-	-	-	35	13	48
Norway	1,780	383	2,163	204	16	220	35	110	145	2	16	18	14	17	31	2,035	542	2,577
Russia	986	167	1,153	24	-	24	7	-	8	-	-	-	-	-	-	1,018	167	1,185
Tunisia	-	-	-	19	-	19	-	-	-	-	-	-	-	-	-	19	-	19
Turkey	-	14	14	4	-	4	66	1	67	3	-	3	-	-	-	73	15	88
Ukraine	-	-	-	133	-	133	-	-	-	-	-	-	-	-	-	134	-	134
All other Europe & Mediterranean	2,791	858	3,649	425	16	441	108	144	252	7	16	23	14	17	31	3,346	1,051	4,397
Angola	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cote D'Ivoire	-	-	-	5	-	5	-	-	-	-	-	-	-	-	-	5	-	5
Gabon	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	1	-	1
Kenya	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nigeria	541	-	541	-	-	-	5	5	-	-	-	-	-	-	-	541	5	546
South Africa	-	-	-	-	-	-	2	9	11	-	69	69	-	-	-	2	77	79
Africa (excluding Mediterranean)	541	-	541	5	-	5	3	14	17	-	69	69	-	-	-	549	82	632
Argentina	-	-	-	25	-	25	-	-	-	-	-	-	-	-	-	25	-	25
Brazil	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Canada	-	-	-	19	-	19	5	-	5	-	-	-	-	-	-	24	-	24
Colombia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mexico	-	-	-	-	-	-	5	-	5	-	-	-	-	-	-	5	-	5
Trinidad & Tobago	73	-	73	-	-	-	1	-	1	-	-	-	-	-	-	73	-	73
USA	2,186	701	2,887	-	-	-	7	-	7	-	-	-	-	-	-	2,194	701	2,894
Uruguay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
All America	2,258	701	2,959	44	-	44	18	-	18	1	-	1	-	-	-	2,321	701	3,022
Australia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bangladesh	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
China	-	3,014	3,014	-	-	-	122	-	122	3	-	3	-	-	-	125	3,014	3,139
India	-	282	282	-	-	-	-	-	-	2	1	3	-	-	-	2	283	285
Indonesia	-	-	-	-	-	-	6	-	6	-	-	-	-	-	-	6	-	6
Japan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jordan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Malaysia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pakistan	-	-	-	-	-	-	10	-	10	-	-	2	-	-	-	2	-	2
Saudi Arabia	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	10	-	10
Singapore	-	847	847	-	-	-	-	-	-	-	-	-	-	-	-	-	848	848
South Korea	-	1,386	1,386	-	-	-	6	-	6	-	-	-	-	-	-	6	1,386	1,392
Sri Lanka	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Taiwan	-	-	-	-	-	-	5	-	5	-	-	-	-	-	-	5	-	5
United Arab Emirates	-	-	-	-	-	-	30	-	30	-	-	-	-	-	-	30	-	30
Vietnam	-	-	-	3	-	3	3	-	3	-	-	-	-	-	-	6	-	6
All Asia and Australasia	-	5,528	5,528	3	-	3	181	1	183	7	1	8	-	-	-	191	5,530	5,722
Unspecified countries	-	12	12	-	-	-	-	-	-	12	-	12	-	-	-	12	12	24
All foreign countries	7,673	20,075	27,747	1,664	3,865	5,529	498	415	913	890	1,685	2,575	14	17	31	10,739	26,056	36,795
All domestic traffic	2,036	4,039	6,076	655	3,037	3,692	519	743	1,262	75	185	259	3,169	3,266	6,436	6,454	11,270	17,724
All foreign and domestic traffic	9,709	24,126	33,835	2,320	6,901	9,221	1,016	1,158	2,174	977	1,870	2,846	3,183	3,284	6,467	17,206	37,338	54,544

Table 9.10: Inland waterway freight traffic lifted and moved.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Port	2015										
	2011	2012	2013	2014	[note6]	2016	2017	2018	2019	2020	2021
Freight lifted, River Clyde (million tonnes)	2.56	2.25	1.88	1.8	1.91	1.93	1.68	1.48	1.08	1.04	1.50
Freight lifted, River Forth (million tonnes)	7.99	8.50	8.76	7.54	8.24	8.49	8.78	8.95	8.02	6.55	6.50
Freight lifted, all waterways (million tonnes) [note23]	10.70	10.79	10.65	9.41	10.14	10.42	10.46	10.43	9.09	7.59	8.00
Freight moved, River Clyde (million tonne-kilometres)	100	89	76	74	77	78	67	59	42	41	57
Freight moved, River Forth (million tonne-kilometres)	170	178	184	158	173	178	184	188	168	138	137
Freight moved, all waterways (million tonne-kilometres) [note2]	270	269	260	234	250	257	252	247	210	178	194

Table 9.12a: Total passengers carried by operator, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Ferry operators - Not National Statistics

Operator	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
										[note30]	[note30]
Caledonian MacBrayne	4,575	4,511	4,595	4,654	4,627	5,056	5,237	5,253	5,686	2,370	3,950
Cowal Ferries [note24]	-	-	-	-	-	-	-	-	-	-	-
Argyll Ferries Ltd [note24]	409	341	299	310	306	303	302	288	-	-	-
P&O Scottish Ferries	-	-	-	-	-	-	-	-	-	-	-
Serco Northlink [note25]	304	298	283	289	298	302	308	322	348	122	230
Orkney Ferries	338	336	328	320	315	329	331	339	336	170	235
Shetland Islands Council [note26]	615	811	777	762	742	775	776	764	777	467	623
Argyll & Bute Council	134	140	138	138	141	150	144	139	141	90	152
Highland Council [note27]	3	5	10	10	11	9	8	8	8	5	9
Strathclyde Partnership for Transport	58	53	57	54	54	56	41	43	41	1	-
Western Ferries	1,333	1,389	1,343	1,347	1,331	1,341	1,354	1,373	1,320	850	1,063
Bruce Watt Cruises [note28]	5	5	-	-	-	-	-	-	-	-	-
Cromarty Ferry Company	-	-	-	-	-	-	-	-	-	-	-
West Highland Seaways	-	-	-	-	-	-	-	-	-	-	-
Orkney Line (Previously Orcargo) [note29]	-	-	-	-	-	-	-	-	-	-	-
Total within Scotland	7,773	7,888	7,831	7,884	7,824	8,320	8,501	8,529	8,656	4,076	6,261
Scotland and Northern Ireland	1,858	1,809	1,831	1,794	1,729	1,753	1,753	1,750	1,771	850	1,391
Scotland and Europe	1	1	1	1	0	1	0	0	-	-	-
Total [note29]	9,631	9,698	9,662	9,679	9,554	10,073	10,255	10,279	10,427	4,926	7,652

Table 9.12b: Total vehicles carried by operator, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Ferry operators - Not National Statistics

Operator	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
										[note30]	[note30]
Caledonian MacBrayne	1,173	1,156	1,168	1,200	1,267	1,445	1,519	1,520	1,585	874	1,344
Cowal Ferries [note24]	65	27	0	0	0	0	0	0	0	0	0
Argyll Ferries Ltd [note24]	0	0	0	0	0	0	0	0	0	0	0
P&O Scottish Ferries	0	0	0	0	0	0	0	0	0	0	0
Serco Northlink [note25]	63	61	56	56	59	63	68	72	77	35	63
Orkney Ferries	87	87	84	84	85	87	89	94	94	66	81
Shetland Islands Council [note26]	297	392	377	366	367	387	413	375	382	264	333
Argyll & Bute Council	33	33	30	33	36	43	42	41	42	32	50
Highland Council [note27]	254	253	246	259	259	263	270	272	277	127	201
Western Ferries	616	646	616	628	635	642	659	671	663	465	566
Orkney Line (Previously Orcargo) [note29]	0	0	0	0	0	0	0	0	0	0	0
Total within Scotland	2,589	2,655	2,577	2,626	2,706	2,930	3,060	3,043	3,120	1,861	2,638
Scotland and Northern Ireland	479	412	354	408	398	408	413	405	415	252	444
Scotland and Europe	41	36	41	41	43	33	33	8	-	-	-
Total [note29]	3,109	3,104	2,973	3,075	3,148	3,371	3,506	3,456	3,534	2,113	3,082

Table 9.13a: Vehicle and passenger traffic between Scotland and Northern Ireland, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Route	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
										[note30]	[note30]
Cairnryan - Larne - Numbers of vehicles	153	126	117	121	119	135	136	132	123	58	110
Cairnryan - Larne - Numbers of passengers	631	524	501	492	472	536	551	521	467	242	396
Cairnryan - Belfast - Numbers of vehicles [note31]	49	239	187	237	243	273	276	273	291	194	334
Cairnryan - Belfast - Numbers of passengers [note31]	96	1,116	1,150	1,124	1,126	1,217	1,202	1,229	1,304	608	995
Campbeltown - Ballycastle - Numbers of vehicles [note32]	..	..							
Campbeltown - Ballycastle - Numbers of passengers [note32]	..	..							
Stranraer - Belfast - Numbers of vehicles [note31]	217	..	..	..	..	..	..	..	..	..	..
Stranraer - Belfast - Numbers of passengers [note31]	922	..	..	..	..	..	..	..	..	..	..
Stranraer - Larne - Numbers of vehicles	-	-									
Stranraer - Larne - Numbers of passengers	-	-									
Troon - Belfast - Numbers of vehicles [note33]	..	..	..	..	..	..	..	..	..	..	..
Troon - Belfast - Numbers of passengers [note33]	..	..	..	..	..	..	..	..	..	..	..
Troon - Larne - Numbers of vehicles [note32]	60	47	50	50	36	-	-	-	-	-	-
Troon - Larne - Numbers of passengers [note32]	208	169	180	178	131	-	-	-	-	-	-
Total - Numbers of vehicles	479	412	354	408	398	408	413	405	415	252	444
Total - Numbers of passengers	1,858	1,809	1,831	1,794	1,729	1,753	1,753	1,750	1,771	850	1,391

Table 9.13b: Vehicle and Passenger Traffic between Scotland and other EU countries, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Route	2011	2012	2013	2014	2015	2016	2017	2018
Rosyth - Zeebrugge - Numbers of passengers [note34]	0.56	0.71	0.69	0.67	0.48	0.72	0.41	0.05
Rosyth - Zeebrugge - Numbers of cars [note34]	0.003	0.013	0.001	0.002	0.006	0.004	0.041	0.001
Rosyth - Zeebrugge - Roads goods vehicles [note34]	0.50	0.48	0.55	0.45	0.41	0.49	0.30	0.041
Rosyth - Zeebrugge - Unaccompanied trailers [note34]	6	6	6	6	5	6	6	1.513
Rosyth - Zeebrugge - Import/export vehicles [note34]	14	11	13	14	16	6	5	1.521
Rosyth - Zeebrugge - Unaccompanied caravans, other road, agricultural and industrial vehicles [note34]	0.016	0.028	0.039	0.064	0.095	0.068	0.011	0.003
Rosyth - Zeebrugge - Rail wagons, shipborne port to port trailers and shipborne barges engaged in goods transport [note34]	21	19	21	21	22	20	21	4.916
Lerwick - Bergen - Numbers of passengers [note35]	-	-	-	-	-	-	-	-
Lerwick - Hanstholm - Numbers of passengers [note35]	-	-	-	-	-	-	-	-
Lerwick - Torshaven - Numbers of passengers [note35]	-	-	-	-	-	-	-	-
Total passengers - Numbers of passengers	0.56	0.71	0.69	0.67	0.48	0.72	0.41	0.05
Total vehicles	41	36	41	41	43	33	33	8

Table 9.14a: Shipping services, operators on subsidised route:

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]
Source: Ferry companies - Not National Statistics

Operator	Unit	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 [note30]	2021 [note30]
Caledonian MacBrayne	Cars carried (thousands)	1,062	1,046	1,064	1,096	1,169	1,356	1,428	1,429	1,494	804	1,259
Caledonian MacBrayne	Commercial vehicles and buses (thousands)	111	110	104	104	98	89	91	91	91	70	85
Caledonian MacBrayne	Vehicles (Cowal ferries) (thousands)	65	27									
Caledonian MacBrayne	Vehicles (Argyll ferries) (thousands)											
Caledonian MacBrayne	Passengers (Cowal ferries) (thousands)	4,575	4,511	4,595	4,654	4,627	5,056	5,237	5,253	5,686	2,370	3,950
Caledonian MacBrayne	Passengers (Argyll ferries) (thousands)	409.2	341.3	299.2	310.1	305.5	303.4	301.8	288	-	-	-
Caledonian MacBrayne	Loose freight (calendar year thousands tonnes) [note38]	3.0	3.0	3.0	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.5
Caledonian MacBrayne	Revenue from users (thousands pounds) [note37]	58,667	62,118	64,717	67,658	66,055	63,533	69,375	73,367	75,783	41,800	70,099
Caledonian MacBrayne	Subsidy (thousand pounds) [note39]	69,308	73,163	88,777	103,397	122,602	132,016	136,820	134,123	148,852	166,858	158,292
Caledonian MacBrayne	Cowal ferries (subsidy) (thousands pounds) [note39]	1,008										
Caledonian MacBrayne	Argyll Ferries (subsidy) (thousand pounds) [note39] [note40]	1,309	1,616	3,037	3,542	3,440	3,633	4,052	4,905	-	-	-
P&O Scottish Ferries [note41]	Cars carried (thousands)											
P&O Scottish Ferries [note41]	Commercial vehicles (thousands)											
P&O Scottish Ferries [note41]	Passengers (thousands)											
P&O Scottish Ferries [note41]	Loose freight [note 46]											
P&O Scottish Ferries [note41]	Revenue from users (thousand pounds)											
P&O Scottish Ferries [note41]	Subsidy (thousand pounds)											
Northlink Orkney & Shetland Ferries / Northlink Fer	Cars carried (thousands)	63	61	56	55	59	63	67	71	77	35	63
Northlink Orkney & Shetland Ferries / Northlink Fer	Commercial Vehicles (thousands) [note43]			0.4	0.5	0.4	0.4	0.6	0.5	0.5	0.016	0.031
Northlink Orkney & Shetland Ferries / Northlink Fer	Passengers (thousands)	304	298	283	289	298	302	308	322	348	122	230
Northlink Orkney & Shetland Ferries / Northlink Fer	Revenue from users (thousand pounds) [note44] [note45]	25,718	28,426	29,385	30,875	31,976	32,316	34,116	36,610	30,579	29,128	39,328
Northlink Orkney & Shetland Ferries / Northlink Fer	Subsidy (thousand pounds) [note44]	37,172	39,195	28,358	24,773	21,584	22,374	29,625	35,681	24,075	34,174	38,851
Total for these Shipping Services	Vehicles carried (thousands)	1,301	1,245	1,224	1,255	1,326	1,508	1,586	1,591	1,662	908	1,407
Total for these Shipping Services	Passengers (thousands)	5,288	5,150	5,177	5,253	5,230	5,661	5,846	5,863	6,034	2,492	4,179
Total for these Shipping Services	Loose freight (thousand tonnes) [note46]	4.8	4.9	4.7	2.2	2.2	2.3	2.3	2.0	1.8	2.0	2.0
Total for these Shipping Services	Revenue from users (thousand pounds)	86,935	93,366	96,710	101,146	100,713	98,604	106,194	113,019	109,286	72,916	111,875
Total for these Shipping Services	Subsidy (thousand pounds)	113,327	119,060	124,059	135,210	151,527	162,015	173,641	178,492	182,386	201,057	209,755

Table 9.14b: Shipping services, local authority operators

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]
 Source: Ferry companies - Not National Statistics

Operator	Unit	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
											[note30]	[note30]
Orkney Ferries	Vehicles carried (thousands)	87	87	84	84	85	87	89	94	94	66	81
Orkney Ferries	Passengers (thousands)	338	336	328	320	315	329	331	339	336	170	235
Orkney Ferries	Loose freight (thousand tonnes)	1.8	1.9	1.7	1.8	1.8	1.9	1.9	1.6	1.4	1.5	1.5
Orkney Ferries	Revenue from users (thousand pounds) [note39]	2,550	2,822	2,608	2,613	2,682	2,755	2,703	3,042	2,924	1,988	2,448
Orkney Ferries	Subsidy (thousand pounds) [note39]	6,847	6,702	6,924	7,040	7,341	7,625	7,196	8,688	9,459	10,025	12,612
Shetland Islands Council [note47]	Vehicles carried (thousands)	297	392	377	366	367	387	413	375	382	264	333
Shetland Islands Council [note47]	Passengers (thousands)	615	811.3	777.119	761.5	741.994	774.91	776.14	763.939	776.752	467.4	622.7
Highland Council	Vehicles carried (thousands)	254.449	252.8	246	259.2	258.6	262.5	270.1	272.2	276.856	126.9	201
Highland Council	Passengers (thousands) [note48]	3.0	5.1	10.3	10.0	11.2	8.9	8.4	8.3	8.1	5.0	9.0
Argyll and Bute Council	Vehicles carried (thousands)	33.4	32.8	29.85	32.9	35.9	43.2	41.8	40.5	41.7	31.85	50.2
Argyll and Bute Council	Passengers (thousands)	133.8	139.6	138.4	138.2	141.2	149.5	144.2	138.9	141.1	90.3	151.9
Total for Local Authority operators	Vehicles carried (thousands)	672	765	737	742	746	780	814	781	795	488	665
Total for Local Authority operators	Passengers (thousands)	1,090	1,292	1,254	1,230	1,210	1,263	1,260	1,250	1,262	733	1,019

Table 9.15: Passenger traffic on subsidised ferry services, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Ferry companies - Not National Statistics

Region	Route	Operator	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
												[note30]	[note30]
Clyde	Ardrossan-Brodick [note62]	CalMac	692.4	688.7	706.1	715.1	761.9	828.3	844.2	840.1	849.5	320.3	536.7
Clyde	Ardrossan-Campbeltown [note57] [note62]	CalMac	..	..	9.8	11.3	10.7	10.3	10.0	8.8	11.5	0	8.4
Clyde	Ballycastle-Rathlin [note52]	Rathlin Ferries	..	..	..	..	..	..	..	..	..	..	..
Clyde	Colintraive-Rhubodach [note62]	CalMac	228.0	217.1	222.1	214.5	209.4	232.0	216.2	201.9	199.2	116.4	165.3
Clyde	Gourock - Kilcreggan [note59]	CalMac	-	-	-	-	-	-	-	-	-	16.1	39.3
Clyde	Gourock-Dunoon [note24] [note53]	CalMac	..	..	..	..	..	..	..	..	..	..	..
Clyde	Gourock-Dunoon [note24]	Cowal Ferries	..	..	..	..	..	..	..	..	..	..	..
Clyde	Gourock-Dunoon [note24]	Argyll Ferries	409.2	341.3	299.2	310.1	305.5	303.4	301.8	287.9	299.1	104.9	131.6
Clyde	Largs-Cumbræ [note62]	CalMac	697.7	695.4	708.9	706.1	687.1	738.5	745.6	793.2	786.8	421.8	619.1
Clyde	Lochranza-Tarbet/Claonaig [note49] [note62]	CalMac	46.9	43.7	43.0	46.7	58.8	66.4	67.2	72	75.3	30.5	68.2
Clyde	Tarbert-Portavadie [note62]	CalMac	61.7	60.9	61.7	62.7	63.3	85.8	85.7	88.5	95.8	47.5	77.0
Clyde	Wemyss Bay-Rothesay [note62]	CalMac	711.5	690.1	676.9	674.1	631.7	675.7	713.9	724.5	727.1	332.2	503.5
Clyde	Total Clyde	[not applicable]	2,847.5	2,737.3	2,727.8	2,740.6	2,728.4	2,940.4	2,984.6	3,016.9	3,044.2	1,389.8	2,149.1
West Coast	Ardmhor (Barra)-Eriskay [note62]	CalMac	48.4	46.1	45.5	47.4	48.1	57.1	60.0	61.1	63.7	25.2	49.2
West Coast	Berneray-Leverburgh [note51] [note62]	CalMac	58.1	52.8	54.4	57.7	54.4	63.1	68.4	69.6	75.5	28.3	56.7
West Coast	Fionnphort-Iona [note62]	CalMac	221.7	213.5	224.2	223.9	215.4	243.2	250.3	229.5	243.4	56.6	133.9
West Coast	Fishnish-Lochaline [note62]	CalMac	117.1	110.7	108.8	110.9	109.7	105.1	103.4	112.3	116.9	58.2	110.9
West Coast	Gallanach - Kerrera	CalMac	..	..	..	..	..	..	..	..	..	27.9	55.4
West Coast	Kennacraig-Islay/C'say/Oban [note61]	CalMac	11.0	11.4	19.0	19.2	20.8	22.7	22.2	20.6	21.5	4.2	14.9
West Coast	Kennacraig-Islay [note61]	CalMac	174.1	178.4	180.7	189.8	194.8	203.2	214.3	223.8	231.5	86.5	147.3
West Coast	Mallaig-Eigg/Muck/Rum/Canna [note62]	CalMac	25.6	26.6	25.9	29.8	27.8	30.4	30.5	30	30.5	6.3	17.4
West Coast	Mallaig-Armadale [note62]	CalMac	220.8	217.3	237.4	239.4	247.6	250.8	285.5	283.4	305.4	52.6	121.4
West Coast	Mallaig-Lochboisdale [note59] [note62]	CalMac	-	-	0.4	1.2	1.0	22.8	27.6	21.2	29.2	8.9	20.5
West Coast	Oban-Coll/Tiree/Castlebay [note60]	CalMac	10.6	9.5	9.9	10.7	9.6	5.7	5.4	4.9	5.6	0.0	5.2
West Coast	Oban-Colonsay [note61]	CalMac	14.7	14.2	15.7	13.4	11.8	12.0	13.4	13.8	12.4	7.8	11.5
West Coast	Oban-Lismore [note62]	CalMac	20.1	20.1	20.3	19.7	19.9	24.3	26.0	25.4	25.2	16.2	22.2
West Coast	Oban-Castlebay- Lochboisdale [note60]	CalMac	61.6	59.3	58.2	57.7	55.8	43.3	47.2	53.4	49.1	18.4	42.4
West Coast	Oban-Coll/Tiree [note60]	CalMac	50.3	51.4	52.4	52.5	51.5	56.4	58.7	56.9	59.5	27.1	50.3
West Coast	Oban-Craignure [note62]	CalMac	543.7	549.4	553.4	572.0	555.2	644.8	670.3	634.6	652.3	238.2	391.3
West Coast	Otternish-Leverburgh [note51]	CalMac	..	..	..	..	..	..	..	..	..	..	..
West Coast	Raasay-Sconser [note62]	CalMac	53.6	56.5	57.6	57.4	60.3	70.7	82.0	83.8	88.2	37.9	72.5
West Coast	Tayinloan-Gigha [note61]	CalMac	57.9	56.1	58.4	64.1	59.8	63.8	68.0	72.3	74.2	39.9	70.1
West Coast	Tobermory-Kilchoan [note62]	CalMac	34.3	34.2	35.7	35.3	36.4	47.1	49.6	50.3	55.6	16.8	38.2
West Coast	Uig-Tarbert-Lochmaddy [note50] [note60]	CalMac	182.3	183.1	185.1	194.4	188.2	188.1	195.8	192.8	202.0	89.4	151.6
West Coast	Ullapool-Stornoway [note60]	CalMac	230.9	224.2	223.0	226.0	231.9	264.1	275.7	284.5	299.9	134.1	217.7
West Coast	Total West Coast	[not applicable]	2,136.9	2,114.8	2,165.9	2,222.5	2,200.0	2,418.7	2,554.3	2,524.2	2,641.8	980.6	1,800.5
North	Aberdeen - Kirkwall [note42] [note55] [note56]	Serco Northlink	36.6	35	34.2	32.3	34.1	32.9	33.5	35.0	36.8	12.4	24.2
North	Aberdeen - Lerwick [note42] [note56]	Serco Northlink	113.1	108	116.8	119.2	122.0	116.4	110.1	115.4	129.8	51.5	84.3
North	Aberdeen - Stromness [note42] [note55] [note56]	Serco Northlink	..	..	..	..	..	..	..	..	..	..	..
North	Lerwick - Kirkwall [note42] [note56]	Serco Northlink	16.0	16	16.3	16.3	15.8	17.1	17.5	18.8	19.2	4.9	13.1
North	Scrabster - Stromness [note42] [note56]	Serco Northlink	138.0	139	115.6	120.8	125.7	135.2	146.4	153.3	161.9	53.0	108.0
North	Total North	[not applicable]	303.7	298.0	282.9	288.6	297.6	301.5	307.5	322.5	347.6	121.8	229.5
All	Total	[not applicable]	5,288.1	5,150.0	5,176.6	5,251.7	5,226.0	5,660.6	5,846.4	5,863.6	6,033.7	2,492.2	4,179.1

Table 9.15(cont): Commercial vehicles and buses on subsidised ferry services, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Ferry companies - Not National Statistics

Region	Route	Operator	2011	2012	2013	2014	2015	2016	2017	2018	2019 [note30]	2020 [note30]	2021 [note30]
Clyde	Ardrossan-Brodick [note62]	CalMac	11.4	12.0	12.4	12.1	9.2	10.7	10.4	10.0	9.4	6.9	9.2
Clyde	Ardrossan-Campbeltown [note57] [note62]	CalMac	..	..	0.2	0.4	0.2	0.2	0.1	0.1	0.2	0.0	0.0
Clyde	Colintraive-Rhubodach [note62]	CalMac	15.0	14.1	12.9	12.4	11.6	9.2	8.2	8.5	8.6	6.8	7.5
Clyde	Gourock-Dunoon [note24] [note53]	CalMac	..	..	..	..	..	..	..	..	..	..	..
Clyde	Gourock-Dunoon [note24]	Cowal Ferries	1.5	..	..	..	..	..	..	..	..	..	..
Clyde	Gourock-Dunoon [note24]	Argyll Ferries	..	..	..	..	..	..	..	..	..	..	..
Clyde	Largs-Cumbrae [note62]	CalMac	5.4	5.6	6.8	6.2	6.5	4.2	4.2	4.4	4.1	4.6	4.7
Clyde	Lochnranza-Tarbet/Claonaig [note49] [note62]	CalMac	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.3	0.5
Clyde	Tarbert-Portavadie [note62]	CalMac	0.6	0.6	0.5	0.4	0.7	0.5	0.5	0.5	0.5	0.2	0.3
Clyde	Wemyss Bay-Rothesay [note62]	CalMac	14.1	14.2	13.2	13.7	11.9	8.9	9.5	9.2	9.2	6.8	8.5
Clyde	Other	[not applicable]	..	..	..	..	..	..	..	..	..	..	..
Clyde	Total Clyde	[not applicable]	48.5	47.1	46.3	45.6	40.5	34.1	33.3	33.2	32.5	25.6	30.8
West Coast	Ardmhor (Barra)-Eriskay [note62]	CalMac	1.3	1.4	1.2	1.3	1.3	1.3	2.0	2.1	2.1	0.9	0.8
West Coast	Berneray-Leverburgh [note51] [note62]	CalMac	2.2	2.0	1.9	1.3	1.8	1.1	1.4	1.4	1.5	1.2	1.6
West Coast	Fionnphort-Iona [note62]	CalMac	0.9	0.9	1.1	0.9	1.2	0.9	0.9	0.8	0.9	0.5	0.6
West Coast	Fishnish-Lochaline [note62]	CalMac	3.8	4.5	4.0	3.4	3.7	2.8	2.1	3.1	2.8	2.3	3.5
West Coast	Gallanach - Kerrera	CalMac	..	..	..	..	..	..	..	..	..	0.0	0.0
West Coast	Kennacraig-Islay/C'say/Oban [note61]	CalMac	0.6	0.6	0.6	0.6	0.8	0.9	0.8	0.6	0.6	0.2	0.5
West Coast	Kennacraig-Islay [note61]	CalMac	10.9	12.4	10.3	10.8	10.8	11.4	11.6	12.5	13	10.4	13.0
West Coast	Mallaig-Eigg/Muck/Rum/Canna [note62]	CalMac	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.1	0.2
West Coast	Mallaig-Armadale [note62]	CalMac	1.9	2.2	2.5	2.5	2.7	2.2	2.5	2.5	2.5	0.1	0.2
West Coast	Mallaig-Lochboisdale [note59] [note62]	CalMac	-	-	0.02	0.04	0.03	0.6	0.5	0.5	0.4	0.2	0.2
West Coast	Oban-Coll/Tiree/Castlebay [note60]	CalMac	0.3	0.2	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.0	0.2
West Coast	Oban-Colonsay [note61]	CalMac	0.3	0.4	0.3	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2
West Coast	Oban-Lismore [note62]	CalMac	0.6	0.6	0.5	0.5	0.6	0.5	0.7	0.7	0.6	0.2	0.4
West Coast	Oban-Castlebay- Lochboisdale [note60]	CalMac	1.3	1.3	1.3	1.4	1.3	1.1	1.2	1.4	1.1	0.9	1.0
West Coast	Oban-Coll/Tiree [note60]	CalMac	2.2	1.7	1.6	1.7	1.7	1.7	1.8	1.7	1.8	1.7	1.8
West Coast	Oban-Craignure [note62]	CalMac	11.3	12.2	10.9	10.7	10.6	9.3	9.7	8.9	8.9	5.6	7.3
West Coast	Otternish-Leverburgh [note51]	CalMac	..	..	..	..	..	..	..	..	..	..	..
West Coast	Raasay-Sconser [note62]	CalMac	1.1	1.3	1.0	0.5	0.6	0.7	1.0	0.5	0.7	0.6	0.6
West Coast	Tayinloan-Gigha [note61]	CalMac	1.4	1.4	1.3	1.1	1.2	1.1	1.2	1.2	1.3	1.2	1.5
West Coast	Tobermory-Kilchoan [note62]	CalMac	0.0	0.0	0.1	0.1	0.05	0.02	0.04	0.1	0.1	0.0	0.1
West Coast	Uig-Tarbert-Lochmaddy [note50] [note60]	CalMac	8.0	6.7	6.0	6.2	6.1	6.2	6.0	6.2	6.0	5.6	6.1
West Coast	Ullapool-Stornoway [note60]	CalMac	15.9	13.2	12.3	13.0	11.6	12.9	13.0	12.9	13.9	12.5	14.1
West Coast	Total West Coast	[not applicable]	64.2	63.4	57.6	56.8	56.8	55.4	57.0	57.7	58.8	44.4	53.9
North	Aberdeen - Kirkwall [note42] [note55] [note56]	Sercos Northlink	..	..	0.02	0.02	0.03	0.02	0.02	0.01	0.01	0	0
North	Aberdeen - Lerwick [note42] [note56]	Sercos Northlink	..	..	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.013	0.013
North	Aberdeen - Stromness [note42] [note55] [note56]	Sercos Northlink	..	..	..	..	..	..	..	..	..	..	..
North	Lerwick - Kirkwall [note42] [note56]	Sercos Northlink	..	..	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0	0
North	Scrabster - Stromness [note42] [note56]	Sercos Northlink	..	..	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.003	0.013
North	Total North	[not applicable]	0.0	0.0	0.4	0.45	0.43	0.43	0.56	0.51	0.53	0.016	0.031
All	Total	[not applicable]	112.8	110.5	104.3	102.9	97.7	89.9	90.9	91.4	91.8	70.0	84.7

Table 9.15b: Car traffic on subsidised ferry services, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Ferry companies - Not National Statistics

Region	Route	Operator	2011	2012	2013	2014	2015	2016	2017	2018	2020	2021	
											2019 [note30]	[note30]	
Clyde	Ardrossan-Brodick [note62]	CalMac	127.9	127.0	130.4	139.6	189.9	202.8	205.5	199.0	207.7	103.4	159.9
Clyde	Ardrossan-Campbeltown [note57] [note62]	CalMac	..	..	2.0	2.2	2.3	2.5	2.5	2.2	2.9	0.0	3
Clyde	Colintraive-Rhubodach [note62]	CalMac	80.9	76.4	75.5	74.6	83.7	95.2	91.6	84.7	86.6	56.9	77
Clyde	Gourock-Dunoon [note24] [note53]	CalMac	..	..	..	..	..	..	..	..	..	..	..
Clyde	Gourock-Dunoon [note24]	Cowal Ferries	25.8	..	..	..	..	..	..	..	..	..	..
Clyde	Gourock-Dunoon [note24]	Argyll Ferries	..	..	..	..	..	..	..	..	..	..	..
Clyde	Largs-Cumbræ [note62]	CalMac	136.0	134.1	134.9	135	138.2	161.3	169.9	174.1	178.9	125.7	175.5
Clyde	Lochranza-Tarbet/Claonaig [note49] [note62]	CalMac	14.7	14.0	13.9	14.9	20.8	23.9	24.2	25.5	27.5	12.2	26.8
Clyde	Tarbert-Portavadie [note62]	CalMac	19.7	19.0	18.5	18.5	17.9	25.5	26.6	28.8	30.2	18.4	27.8
Clyde	Wemyss Bay-Rothesay [note62]	CalMac	152.9	150.1	144.8	147.5	145.1	172.9	188.7	193.7	198.1	112.7	165.8
Clyde	Other	[not applicable]	..	..	..	..	..	..	..	..	..	..	..
Clyde	Total Clyde	[not applicable]	557.9	520.7	520.0	532.3	597.9	684.1	709.0	708.0	731.9	429.3	635.2
West Coast	Ardmhor (Barra)-Eriskay [note62]	CalMac	17.0	16.7	16.6	17.0	17.3	22.0	23.0	23.9	25.3	13.1	21.4
West Coast	Berneray-Leverburgh [note51] [note62]	CalMac	23.4	21.7	22.2	23.9	22.5	28.2	29.7	30.4	32.3	14.4	26.7
West Coast	Fionnphort-Iona [note62]	CalMac	5.6	6.1	6.7	6.7	6.7	8.3	8.8	9.1	9.2	6.8	8.2
West Coast	Fishnish-Lochaline [note62]	CalMac	46.2	43.7	43.4	44.6	45.1	42.7	42.9	45.5	46.7	28.4	51.8
West Coast	Gallanach - Kerrera	CalMac	..	..	..	..	..	..	..	..	..	1.5	2.1
West Coast	Kennacraig-Islay/C'say/Oban [note61]	CalMac	3.2	3.1	5.5	6.0	6.6	7.7	7.3	6.8	7.1	1.7	5.6
West Coast	Kennacraig-Islay [note61]	CalMac	56.0	57.3	61.8	65.8	66.8	69.7	76.4	79.5	81.6	36.4	60.8
West Coast	Mallaig-Eigg/Muck/Rum/Canna [note62]	CalMac	0.8	1.0	0.9	1.1	1.1	1.7	1.7	1.7	1.8	2.5	3.2
West Coast	Mallaig-Armadale [note62]	CalMac	52.4	50.3	52.4	53.1	54.9	61.8	70.0	67.8	75.8	19.8	42.3
West Coast	Mallaig-Lochboisdale [note59] [note62]	CalMac	-	-	0.1	0.4	0.4	8.3	11	8.3	11.5	4.2	8.6
West Coast	Oban-Coll/Tiree/Castlebay [note60]	CalMac	2.5	2.6	2.6	2.6	2.5	1.8	1.9	1.6	1.8	0.0	1.9
West Coast	Oban-Colonsay [note61]	CalMac	4.3	4.3	4.8	4.4	4.2	4.5	4.9	5.1	5	3.6	5.2
West Coast	Oban-Lismore [note62]	CalMac	2.7	3.1	3.1	3.4	3.8	5.8	6.7	6.7	6.7	5.7	7.9
West Coast	Oban-Castlebay- Lochboisdale [note60]	CalMac	19.3	18.6	17.9	18.4	18.0	15.7	17.1	20	18.3	8.8	17.0
West Coast	Oban-Coll/Tiree [note60]	CalMac	15.2	15.9	16.0	15.7	15.8	17.8	18.8	18	19.2	10.5	19.4
West Coast	Oban-Craignure [note62]	CalMac	108.9	105.8	109.9	112.6	115.4	162.3	168.1	164	169.7	84.3	127.8
West Coast	Otternish-Leverburgh [note51]	CalMac	..	..	..	..	..	..	..	..	..	..	..
West Coast	Raasay-Sconser [note62]	CalMac	19.0	19.8	20.1	19.2	20.3	25.2	29.2	29.9	31.3	17.7	28.5
West Coast	Tayinloan-Gigha [note61]	CalMac	12.7	12.7	14.3	15.8	15.7	17.5	19.5	20.7	22.9	15.0	23.2
West Coast	Tobermory-Kilchoan [note62]	CalMac	5.3	5.2	5.3	5.5	6.1	10.6	11.7	11.6	14.4	4.8	10.3
West Coast	Uig-Tarbert-Lochmaddy [note50] [note60]	CalMac	67.6	69.8	72.0	76.1	74.8	74.7	78.2	76.7	80.5	39.5	65.1
West Coast	Ullapool-Stornoway [note60]	CalMac	67.8	67.2	68.6	70.3	72.0	86.2	92.1	94.7	100.9	55.7	87.4
West Coast	Total West Coast	[not applicable]	530.0	524.8	544.3	562.6	570.0	672.5	719.0	722.0	762.0	374.3	624.3
North	Aberdeen - Kirkwall [note42] [note55] [note5]	Serco Northlink	5.0	4.6	4.8	4.2	4.5	4.5	4.6	5.1	5.6	2.5	3.7
North	Aberdeen - Lerwick[note42] [note56]	Serco Northlink	17.2	16.3	16.9	16.6	17.4	17.9	18.3	20.0	22.3	12.6	22.1
North	Aberdeen - Stromness [note42] [note55] [note5]	Serco Northlink	..	..	..	..	..	..	..	..	..	..	..
North	Lerwick - Kirkwall [note42] [note56]	Serco Northlink	2.4	2.3	2.2	2.4	2.5	2.7	3.2	3.1	3.3	1.4	2.7
North	Scrabster - Stromness [note42] [note56]	Serco Northlink	38.0	38	31.7	32.1	34.1	37.7	40.9	43.2	45.4	18.2	34.6
North	Total North	[not applicable]	62.6	61.2	55.6	55.3	58.5	62.8	67.0	71.5	76.6	34.6	63.0
All	Total	[not applicable]	1,150.5	1,106.7	1,119.9	1,150.2	1,226.4	1,419.4	1,495.0	1,501.5	1,570.5	838.2	1,322.5

Table 9.16a: Passenger traffic on other major ferry routes, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Ferry companies - Not National Statistics

Operator	Route	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
												[note30]	[note30]
Western Ferries [note64]	Gourock-Dunoon	1,313.8	1,332.7	1,389.3	1,342.7	1,347.2	1,331.1	1,341.0	1,353.7	1,372.7	1,320.1	849.7	1,063.3
Strathclyde Partnership for Transport	Renfrew - Yoker [note69]	-	-	-	-	-	-	-	-	-	-	-	-
Strathclyde Partnership for Transport	Gourock - Kilcreggan [note70]	63.5	57.7	52.6	57.0	54.4	53.6	55.5	41.2	42.9	41.0	1.3	-
Strathclyde Partnership for Transport	Total	63.5	57.7	52.6	57.0	54.4	53.6	55.5	41.2	42.9	41.0	1.3	-
Argyll & Bute Council	Appin-Lismore [note71]	38.2	33.4	37.3	44.4	40.2	39.1	45.7	44.0	41.4	40.6	22.7	38.4
Argyll & Bute Council	Islay - Jura	65.8	71.3	70.2	62.8	67.7	68.1	68.0	72.3	69.6	70.7	37.5	61.5
Argyll & Bute Council	Cuan-Luing [note65] [note71]	16.3	16.0	17.7	16.1	14.4	17.1	21.3	15.3	16.1	17.6	21.1	29.3
Argyll & Bute Council	Seil-Easdale [note71]	15.0	13.1	14.4	15.1	15.9	16.9	14.5	12.6	11.8	12.2	9.0	22.7
Argyll & Bute Council	Total	135.3	133.8	139.6	138.4	138.2	141.2	149.5	144.2	138.9	141.1	90.3	151.9
Highland Council	Ardgour-Nether Lochaber	-	-	-	560	566	557	572	580	590	598	320	450
Highland Council	(Corran Ferry) [note66]	-	-	-	-	-	-	-	-	-	-	-	-
Highland Council	Camusnagaul - Fort William [note67]	4.4	3.0	5.1	10.3	10.0	11.2	8.9	8.4	8.3	8.1	5.0	9.0
Highland Council	Total [note78]	4.4	3.0	5.1	10.3	10.0	11.2	8.9	8.4	8.3	8.1	5.0	9.0
West Highland Seaways [note74]	Gairloch (Wester Ross) - Portree (Skye)	-	-	-	-	-	-	-	-	-	-	-	-
Bruce Watt Cruises [note27]	Mallaig-Loch Nevis	3.0	4.9	4.6	-	-	-	-	-	-	-	-	-
Orkney Ferries [note63] [note75]	Houton - Lyness/Flotta	78.8	81.7	77.1	79.3	77.5	77.7	81.6	84.1	79.1	81.6	48.2	64.5
Orkney Ferries [note63] [note75]	Tingwall - Rousay/Egilsay/Wyre	58.8	58.4	56.3	58.8	54.8	55.0	53.6	57.5	60.3	58.1	30.8	40.2
Orkney Ferries [note63] [note75]	Kirkwall - Shapinsay	64.2	67.0	68.7	65	64.9	58.7	62.7	61.2	65.7	62.8	34.5	40.6
Orkney Ferries [note63] [note75]	Kirkwall - Westray/Stronsay	105.8	104.6	108.6	99.3	96.6	97.4	103.5	101.7	104.7	103.6	44.6	71.1
Orkney Ferries [note63] [note75]	Stromness-Hoy/Graemsay	23.1	26.2	24.9	26	26.5	26.4	27.8	26.9	29.1	29.5	12.0	18.9
Orkney Ferries [note63] [note75]	Total	330.7	337.8	335.6	328.4	320.3	315.2	329.2	331.4	338.9	335.6	170.2	235.3
Orkney Line (previously Orcargo)	Invergordon - Orkney [note27]	..	..	..	..	..	..	..	..	..	..	..	..
Shetland Islands Council [note63]	Laxo or Vidlin - Symbister	164	169	173.1	166.1	165.8	163.4	169.8	162.6	161.0	164.5	98.1	121
Shetland Islands Council [note63]	Toft - Ullsta	272.0	254.0	269.3	280.9	270.0	261.1	273.2	273.1	265.4	268.7	162.4	216
Shetland Islands Council [note63]	Bluemull [note73]	-	-	172.1	159.3	152.7	137.8	146.94	151.7	147.7	145.1	79.2	116
Shetland Islands Council [note63]	Lerwick - Bressay [note68]	189.0	192.0	196.8	170.9	173.0	170.7	176.3	181	181.4	190.8	123.2	162
Shetland Islands Council [note63]	Gutcher - Oddsta [note72]	-	-	-	-	-	-	-	-	-	-	-	-
Shetland Islands Council [note63]	Vidlin/Lerwick - Skerries	-	-	-	-	-	5.5	5.15	4.5	4.4	4.2	2.5	4
Shetland Islands Council [note63]	West Burrafirih - Papa Stour	-	-	-	-	-	3.0	2.81	2.6	2.7	3.0	2	3
Shetland Islands Council [note63]	Fair Isle - Grutness/Lerwick	-	-	-	-	-	0.5	0.71	0.64	1.4	0.5	-	-
Shetland Islands Council [note63]	Total	625.0	615.0	811.3	777.1	761.5	742.0	774.9	776.1	763.9	776.8	467.4	622.7
Cromarty Ferry Company	Cromarty-Nigg	-	-	-	-	-	-	-	-	-	-	-	-
All operators	Total all routes	2,475.6	2,484.9	2,738.1	2,653.9	2,631.6	2,594.3	2,659.0	2,655.0	2,665.6	2,622.7	1,583.9	2,082.2

Table 9.16b: Car traffic on other major ferry routes, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Ferry companies - Not National Statistics

Operator	Route	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
											[note30]	[note30]
Western Ferries [note64]	Gourock-Dunoon	577.9	605.5	578.5	590.0	599.6	608.0	621.8	634.3	632.7	438.5	539.5
Argyll & Bute Council	Islay - Jura	22.8	22.5	22.2	23.7	23.5	25.9	27.3	26.7	27.3	17.7	27.0
Argyll & Bute Council	Cuan-Luing [note65] [note71]	7.1	7.2	5.8	5.6	7.4	11.3	8.3	8.6	9.4	10.3	17.0
Argyll & Bute Council	Total	29.9	29.7	28.0	29.3	30.9	37.2	35.6	35.3	36.7	28.0	44.0
Highland Council	Ardgour-Nether Lochaber											
Highland Council	(Corran Ferry)	242.0	238.5	234.7	247.4	247.2	251.0	257.5	261.1	265.8	120	190
Highland Council	Total	242.0	238.5	234.7	247.4	247.2	251.0	257.5	261.1	265.8	120.0	190.0
Orkney Ferries [note63]	Houton - Lyness/Flotta	17.8	15.9	15.6	14.8	15.4	16.2	17.6	17.4	20.3	11.6	17.7
Orkney Ferries [note63]	Tingwall -	9.1	10.4	9.4	10.7	10.2	8.8	9.43	10.6	10.5	6.5	9.4
Orkney Ferries [note63]	Kirkwall - Shapinsay	7.2	8	7.8	8.1	8.0	7.9	8.2	8.5	8.8	5.7	7.4
Orkney Ferries [note63]	Kirkwall - Westray/Stronsay	21.3	20.8	19.5	20.4	21.1	22.7	22.5	22.9	23.4	12.1	16.5
Orkney Ferries [note63]	Total	55.5	55.1	52.3	54.0	54.7	55.6	57.7	59.4	63.0	35.9	51.0
Orkney Line (previously Orcargo)	Invergordon - Orkney 17	..	..							
Shetland Islands Council [note63]	Laxo or Vidlin - Symbister	78.0	77.9	77.8	75.6	78.7	81.9	81.9	76.0	79.3	57.4	69.3
Shetland Islands Council [note63]	Toft - Ulsta	134.0	130.6	138.1	126.9	139.6	147.3	150.6	136.4	139.4	91.6	118.5
Shetland Islands Council [note63]	Bluemull [note73]	-	88.8	78.3	73.9	78.2	84.5	85.3	77.8	75.1	46.4	64.5
Shetland Islands Council [note63]	Lerwick - Bressay	70.0	66.5	65.2	64.6	65.9	69.5	71.2	63.4	68.0	51.9	61.6
Shetland Islands Council [note63]	Gutcher - Oddsta [note72]	-	-	-	-	-	-	-	-	-	-	-
Shetland Islands Council [note63]	Vidlin/Lerwick - Skerries	-	-	-	-	2.7	2.5	2.3	2.0	1.8	1	1.8
Shetland Islands Council [note63]	West Burrarfirth - Papa Stour	-	-	-	-	1.3	1.3	1.1	1.2	1.2	1	1.3
Shetland Islands Council [note63]	Fair Isle - Grutness/Lerwick	-	-	-	-	0.2	0.2	0.1	0.1	0.1	-	-
Shetland Islands Council [note63]	Total	282.0	363.8	359.4	341.0	366.6	387.1	392.4	356.9	365.0	249.3	317.0
Cromarty Ferry Company	Cromarty-Nigg	-	-	-	-	-	-	-	-	-	-	-
All operators	Total all routes	1,187.2	1,292.6	1,252.9	1,261.7	1,299.0	1,338.9	1,365.1	1,347.0	1,363.2	871.7	1,141.5

Table 9.16c: Commercial vehicle and bus traffic on other major ferry routes, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Ferry companies - Not National Statistics

Operator	Route	2011	2012	2013	2014	2015	2016	2017	2018	2019 [note30]	2020	2021
											[note30]	[note30]
Western Ferries [note64]	Gourock-Dunoon	37.9	40.0	37.9	37.9	34.9	33.8	37.6	36.3	29.8	26.0	26.7
Argyll & Bute Council	Islay - Jura	3.2	2.8	1.6	3.3	4.4	5.7	5.8	4.7	4.5	3.4	4.7
Argyll & Bute Council	Cuan-Luing [note71]	0.3	0.3	0.3	0.3	0.6	0.3	0.4	0.5	0.5	0.5	1.5
Argyll & Bute Council	Total	3.5	3.1	1.9	3.6	5.0	6.0	6.2	5.2	5.0	3.9	6.2
Highland Council	Ardgour-Nether Lochaber											
Highland Council	(Corran Ferry) [note66]	12.5	14.3	11.3	11.8	11.4	11.5	12.6	11.1	11.0	6.9	11.0
Highland Council	Total [note78]	12.5	14.3	11.3	11.8	11.4	11.5	12.6	11.1	11.0	6.9	11.0
Orkney Ferries [note63]	Houton - Lyness/Flotta	6.0	7.4	8.5	9.0	9.0	9.4	9.9	10.7	9.4	9.8	8.4
Orkney Ferries [note63]	Tingwall -	6.8	4.9	4.9	4.5	4.8	4.7	4.6	5.3	4.7	4.5	3.6
Orkney Ferries [note63]	Kirkwall - Shapinsay	4.9	4.4	4.3	3.3	3.1	3.2	3.4	3.9	3.7	3.1	3.4
Orkney Ferries [note63]	Kirkwall - Westray/Stronsay	13.5	15.7	13.8	13.1	13.1	14.4	13.8	14.2	13.6	12.2	14.4
Orkney Ferries [note63]	Total	31.2	32.3	31.5	29.9	30.0	31.7	31.5	34.1	31.4	29.6	29.8
Orkney Line (previously Orcargo)	Invergordon - Orkney [note27]	..	..							
Shetland Islands Council [note63]	Laxo or Vidlin - Symbister	4.3	4.0	2.2	2.9	-	-	2.0	1.9	1.9	1.8	1.8
Shetland Islands Council [note63]	Toft - Ullsta	7.6	12.6	9.0	12	-	-	12.6	9.5	9.9	8.4	9.4
Shetland Islands Council [note63]	Gutcher - Belmont [note73]	-	7.2	3.9	6.4	-	-	3.7	4.1	3.8	2.8	3.0
Shetland Islands Council [note63]	Lerwick - Bressay [note68]	3.5	4.7	2.5	4	-	-	2.2	2.2	1.7	1.5	1.8
Shetland Islands Council [note63]	Gutcher - Oddsta [note72]	-	-	-	-	-	-	-	-	-	-	-
Shetland Islands Council [note63]	Total	15.4	28.5	17.6	25.3	0.0	0.0	20.5	17.7	17.4	14.5	16.0
Cromarty Ferry Company	Cromarty-Nigg	-	-	-	-	-	-	-	-	-	-	-
All operators	Total all routes	100.4	118.2	100.1	108.5	81.3	83.0	108.4	104.4	94.6	80.8	89.7

Table 9.17: Reliability and punctuality of lifeline ferry services

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Government - Not National Statistics

Operator	Measure	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
CalMac	Scheduled sailings (numbers)	131,209	131,334	133,477	134,665	133,391	135,680	135,076	144,770	163,878	119,988	157,105
CalMac	Reliability (percentage)	99.9	99.9	99.9	99.9	99.6	99.9	99.5	99.5	99.6	99.7	98.9
CalMac	Punctuality (percentage)	99.8	99.8	99.8	99.8	99.7	99.7	99.8	99.6	99.7	99.9	99.6
NorthLink	Scheduled sailings (numbers)	3,308	3,151	2,886	2,868	2,915	2,931	2,989	2,991	2,843	2,939	2,967
NorthLink	Punctuality - Aberdeen routes (percentage)	99.8	99.8	99.8	99.7	99.9	99.9	99.9	100	99.8	99.7	100
NorthLink	Punctuality - Pentland Firth (percentage)	99.1	99.5	92.1	100	99.5	100	99.9	100	99.9	100	100



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2022

Transport Finance

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I. Introduction

1.1 This chapter provides information on finance, such as expenditure on transport within Scottish Ministers' responsibility and on transport controlled by Local Authorities. It shows capital and current expenditure on motorways and trunk roads, Local Authority revenue and capital income and expenditure on roads and transport, government grants for the construction and improvement of harbour facilities, petrol and diesel prices and duties, and average weekly household expenditure on transport.

1.2 Almost all the figures in this chapter are expressed in what are referred to as current, out-turn or cash prices: no table gives constant price (i.e. deflated) figures.

Key points

- **Scottish Government (including Transport Scotland) spent £3,293 million on transport in 2021/22. Local Authorities spent £941 million in 2021/22.**
- **Personal spend on transport and travel accounted for 15% of household spending between 2019 and 2021.**
- **In 2022 petrol prices started at 144.9 pence per litre in January before rising to 155.5 pence in December. Diesel prices also rose in 2022 from 148.7 in January to 179.4 pence by December.**

2. Main Points

Motorways & Trunk Roads

2.1 The total of capital and current expenditure on motorways and trunk roads in 2021-22 was estimated at £673 million, £90 million (15%) more than the 2020/21 figure, with less expenditure on the Forth Replacement Crossing. Total expenditure

on transport within Scottish Ministers' responsibility in 2021-22 was budgeted at £3,293 million, £91 million (3%) more than in the previous year. (*Table 10.1*)

2.2 Expenditure on the management and maintenance of the trunk road network totalled £266m in 2020-21. The expenditure is split £31.1 on capitalised maintenance and £234.8m on routine and winter maintenance, network management and network strengthening. (These figures do not include spending on new construction). (*Table 10.2*)

Local Authorities

2.3 In 2021-22, net revenue expenditure on transport controlled by local authorities was £403 million. In cash terms, this was 12 per cent less than in 2020-21. Road maintenance (£209 million in 2021-22) accounted for 52% of the expenditure. The other main categories of expenditure in 2021-22 were:

- Contributions to passenger transport (excluding concessionary fares) - £113 million;
- Road lighting - £57 million;
- Network and traffic management (excluding school crossing patrols) - £32 million;

In 2021-22, the net costs for parking was £28 million, £30 million more than 2020-21. (*Table 10.1*)

2.4 The Local Authorities with the highest net revenue expenditure on roads and transport (excluding loan charges) in 2021-22 were: Highland, (£36.9 million), Fife (£32.4 million), Glasgow (£28.2 million), and South Lanarkshire (£26.6 million). (*Table 10.3*) The table also shows local authorities' figures for other types of expenditure in 2021/22:

- **Road maintenance/Winter maintenance** Fife had the highest expenditure on road maintenance (£13.1 million), followed by Edinburgh (£12.2 million). Highland spent the most on winter maintenance (£8.0 million).

- **Contributions to Public Transport** in terms of the total net revenue expenditure on 'local authority' and 'non LA' public transport, Highland (£10.8 million) made the largest contributions to passenger transport. Fife spent £9.8 million.
- **Road Lighting** Glasgow spent most on road lighting (£10.4 million), followed by North Lanarkshire (£4.3 million).
- **Parking** Edinburgh had the largest and only net income from parking (£21.8 million).

Gross Capital Expenditure

2.5 Gross capital account expenditure by councils and boards on local authority roads and transport totalled £539 million in 2021-22, 26% more than the previous year. Of this total £322 million was spent on roads and £115 million on other public transport. (*Table 10.5*)

2.6 The local authorities with the highest gross capital account expenditure on roads and transport in 2021-22 were: Edinburgh (£112.7 million), Aberdeenshire (£37.8 million) and Highland (£37.2 million). Highland spent the most on roads (£29.1 million) followed by Perth and Kinross (£27.2 million). (*Table 10.5*)

2.7 The **National Concessionary Travel** (NCT) bus scheme was introduced in April 2006 and is administered by Transport Scotland for Scotland as a whole. Previously local authorities administered their own schemes, therefore local expenditure on concessionary travel (and therefore overall totals of spend) shown in Table 10.3 will be greatly reduced from previous years, now only covering rail, subway, ferry and some taxi schemes. Further statistics on concessionary travel can be found in table 11.29.

Travel Costs

2.8 Between 2021 and 2022 the average price of unleaded petrol increased by 33.5 pence, and diesel increased by 42.7 pence per litre in Great Britain. In 2022,

petrol prices increased by 10.6 pence between January and December and diesel prices increased by 30.7 pence over the same period. Tax (duty plus VAT) represented 50% of the price for unleaded petrol and 47% of the price for diesel in Great Britain in 2022, lower than they were in 2010. (*Table 10.6*)

2.9 The UK Retail Prices Index (RPI) rose by 40% between 2012 and 2022. Most of the Transport components of the RPI increased more rapidly than this, and therefore rose in real terms. In cash terms, the costs of the maintenance of motor vehicles increased by 35%, and there was a 106% rise in the cost of vehicle tax and insurance. The cost of purchasing a motor vehicle also rose by 20% and the cost of petrol and oil rose by 23% in cash terms over the last ten years. As a result, motoring expenditure index fell by 5%, lower than the 40% increase in the RPI and therefore a real term fall between 2012 and 2022. Over the same period, fares and other travel costs rose by 61% in cash terms - rail fares by 35% and bus and coach fares by 65%, a decrease of 6% for rail fares and an increase 25% for bus and coach travel compared to general inflation. (*Table 10.7*)

2.10 Average weekly household expenditure in Scotland on transport and vehicles in 2019-21 was £71.10, representing 14.6% of total household expenditure. On average, £27.40 was spent on the purchase of vehicles, £26.10 on the operation of personal transport (including £17.40 on petrol, diesel and other motor oils) and £17.60 on transport services (such as bus and train fares). (*Table 10.8*)

Notes

This worksheet contains one table.

Note number Note text

note 1	Includes all costs related to the construction of Major Road Projects.
note 2	Includes all costs in relation to the reconstruction and overlay of road network. Figures for 2001/02 - 2007/08 have been moved to current expenditure to reflect changes in recording practices.
note 3	Includes all costs in relation to Roads and Bridges Network Strengthening and Minor Improvements that are not classed as Capitalised Maintenance. Figures for 2008-09 onwards have been amended to include money moved from capital to current expenditure to reflect changes to recording practices.
note 4	Includes subsidies for the Community Transport Association, piers, harbours, road safety, safer routes to schools and additional concessionary fares support to Local Authorities (prior to 2007).
note 5	The revenue account figures are reported on an accruals basis (i.e. reflected in the accounts of the period in which they take place).
note 6	Includes support for LA and non-LA transport undertakings.
note 7	SG took responsibility for these areas in 2001-02. In respect of rail services in Scotland for rail passenger services, and from 2006-07 it includes funding for Network Rail in Scotland (which was previously the British Waterways renamed Scottish Canals following split.responsibility of the Department for Transport).
note 8	Separate figures for each of these categories were not available prior to 2003 -04
note 9	The NCT schemes were introduced in April 2006. From April 2010 NCT electronic (Smartcards) required on-board Smartcard equipment. 2013/14 NCT schemes included £1.7m transitional aid via s38 of the Transport Scotland Act 2001. (NB 2012/13 spend included £13m transitional aid in total.)
note 10	From 2001-02 onwards these figures are on an accruals basis and for the years prior to 2001-02 are on a cash basis but do not include depreciation
note 11	From 2001-02 onwards administration costs are included within various services.
note 12	For the purpose of maintenance from 2001-02, the trunk road network was sub-divided into 4 operating units (see Notes)
note 13	These figures do not include costs for expenditure outside Operating Company control i.e.
note 14	The Forth Bridge Operating Contract commenced on 1 June 2015
note 15	Support services costs, such as IT, HR, Legal etc., are included under the relevant subservice The Scottish National Concessionary Travel bus scheme was introduced in April 2006 and administered by Transport Scotland, therefore local authority figures no longer cover bus travel but cover rail, subway, ferry and some taxi schemes. Further statistics on concessionary travel can be found in table 11.29.
note 16	Capital Expenditure is recorded on a accruals basis (not cash) and includes Capital Funded from Current Revenue.
note 17	DTI discontinued publishing the price of LRP from September 2005, due to the low volume of sales. June figures for 4 star Lead Replacement Petrol (LRP) are available in previous editions of STS.
note 18	From June 2001 Premium unleaded prices represent Ultra Low Sulphur Petrol (ULSP) which now accounts for virtually all Premium unleaded sold.
note 19	VAT is rebated to business. From 1 April 1991 it was 17.5%, 15% in 2009, 17.5% in 2010 and 20% from 2011.
note 20	Diesel-engined road vehicle fuel (derv).
note 21	From June 2000, the figures are for ultra low sulphur diesel (ULSD) which now accounts for virtually all diesel sold.
note 22	Note: Data for earlier years can be found on the DECC website http://www.decc.gov.uk/assets/decc/statistics/source/prices/qep411.xls
note 23	From June 2001 Premium unleaded prices represent Ultra Low Sulphur Petrol (ULSP) which now accounts for virtually all Premium unleaded sold.
note 24	Based on weighted data and including children's expenditure.
note 25	The figures in this column refer to the average expenditure over the three financial year periods to reduce the effect of the sampling errors
note 26	ONS have changed the reporting period from calendar years to financial years . Users should exercise caution when making comparisons with previous years.
note 27	

Table 10.1 Expenditure on transport within the Scottish Ministers' responsibility, and local government expenditure on Roads and Transport

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Expenditure on a and b above provided by Transport Scotland - Not National Statistics; Local Government figures are from Scottish Government LFR CR / CR Final and LFR 01

Type of expenditure	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Expenditure on transport within the Scottish Ministers' responsibility											
<i>£ million at outturn prices</i>											
Motorways and trunk roads [note 13]											
Capital [note 1]											
New construction and improvements [note 1]	45	47	101	76	184	320	184	158	145	107	113
Forth Replacement Crossing	152	242	193	232	217	114	74	17	12	4	1
Capital maintenance [note 2]	18	12	10	8	14	-	7	5	8	13	62
Total	215	301	304	316	415	434	265	180	165	124	176
Current											
Routine and winter maintenance etc	69	75	73	78	79	73	93	96	87	96	104
Network Strengthening and Improvements [note 3]	85	77	85	71	72	115	119	129	201	172	202
Other	-	32	21	18	18	18	33	53	60	61	62
Design, build, finance, operate payments	54	57	59	68	80	73	110	122	121	130	129
Total	208	241	238	235	249	279	355	400	469	459	497
Total capital and current (a)	423	542	542	551	664	713	620	580	634	583	673
Central Government support to transport industries											
Highlands and Islands Airports Ltd	27	23	21	34	38	25	29	28	39	62	84
Caledonian MacBrayne Ltd	68	74	86	107	123	134	131	142	134	144	147
Scottish Canals [note 7]	11	11	14	11	10	10	12	19	15	33	145
Rail Services in Scotland [note 7]	777	783	803	676	745	731	756	756	832	1406	1364
Northern Isles Ferries [note 8]	43	41	38	36	32	35	46	43	42	49	39
Bus Service Operators Grant [note 8]	61	62	50	51	53	53	51	52	52	51	51
Freight Facilities Grant [note 8]	2	1	1	1	1	1	1	1	1	1	0
Integrated Transport Fund [note 8]											
Major public transport projects	70	36	35	3	3	6	5	0	0	176	159
National Concessionary Travel schemes (including Smartcards) [note 9]	188	193	197	197	196	196	201	207	220	227	239
Other [note 4]	52	68	93	115	150	170	273	268	360	470	393
Total (b)	1,229	1,292	1,336	1,231	1,351	1,361	1,505	1,516	1,694	2,619	2,620
Total Ministers' resp. (sum of a and b)	1,652	1,834	1,878	1,782	2,015	2,074	2,125	2,096	2,328	3,202	3,293
Local government gross capital expenditure on Roads and Transport											
New construction and improvement	411	439	401	366	361	377	306	353	390	345	460
Other investment	46	39	25	40	43	84	85	90	57	34	54
Total Gross Capital Expenditure	457	478	426	406	404	461	391	443	447	379	514
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]											
Construction	4	5	14	5	6	3	3	3	0	1	1
Road maintenance (incl winter maintenance)	252	268	228	216	216	203	221	198	199	220	209
Road lighting	66	72	68	69	68	66	63	63	57	58	57
Parking	-26	-30	-29	-32	-35	-39	-41	-44	-45	3	-28
Network and traffic management (other than school crossing patrols)	40	44	45	43	44	36	31	33	28	33	32
Concessionary fares	6	7	8	8	8	7	7	6	6	5	6
Contributions to passenger transport	115	89	90	99	99	108	132	109	123	124	113
School crossing patrols	14	14	14	14	13	14	13	12	13	13	12
Total Net Revenue Expenditure	472	468	439	423	418	398	430	382	381	456	403

Table 10.2 Net expenditure on management and maintenance of motorways and trunk roads by Operating Companies [n
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Source: Transport Scotland

Operating company	Current Routine, Cyclical and Winter Maintenance and Network Management		
	Capital Maintenance	[note 13]	Total
	<i>£ thousand at outturn prices</i>		
North East Operating Company	2,906	50,275	53,181
North West Operating Company	8,663	74,598	83,261
South East Operating Company	13,075	35,964	49,039
South West Operating Company	6,437	63,181	69,618
Forth Bridges Operating Company [note 14]	2	10,772	10,774
Total	31,083	234,790	265,873

1. For the purpose of maintenance from 2001-02, the trunk road network was sub-divided into 4 operating units (see Notes)
2. These figures do not include costs for expenditure outside Operating Company control i.e. (Traffic Scotland Operations, PAG contract etc).
3. The Forth Bridge Operating Contract commenced on 1 June 2015

Table 10.3: Local government net revenue expenditure on Roads and Transport, excluding loan charges, in 2021-22 by subservice and local authority, £ thousands [note 15]
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
 Source: Scottish Government Local Financial Returns 2021-22, LFR 05

Local Authority	Construction	Winter maintenance	Structural, environmental and safety maintenance and routine repairs	Lighting	School crossing patrols	Other	Parking Services	Local Authority public transport	Non - Local Authority concessory fares [note 16]	Other non Local Authority public transport	Total
Aberdeen City	-	1,174	3,446	1,889	100	1,035	-	-	-	151	7,795
Aberdeenshire	-	5,531	2,243	1,630	373	1,177	19	-	113	7,317	18,403
Angus	-	2,755	7,011	718	-	-	139	-	-	2,361	12,984
Argyll & Bute	52	2,352	5,577	413	147	680	217	990	211	2,433	13,072
Clackmannanshire	579	323	621	441	34	51	19	-	85	380	2,533
Dumfries & Galloway	-	1,520	3,758	647	270	2,237	214	-	89	4,145	12,880
Dundee City	-	1,418	1,752	690	-	172	-10	-	59	1,666	5,403
East Ayrshire	-	898	3,203	2,128	205	1,439	-638	-	237	2,034	9,506
East Dunbartonshire	-	974	3,164	1,222	396	993	120	-	229	1,736	8,834
East Lothian	-	1,571	1,519	1,125	279	332	-154	-	3	1,141	5,816
East Renfrewshire	-	730	6,015	836	228	211	208	-	182	1,575	9,985
Edinburgh, City of	-	1,262	12,209	3,582	1,281	573	-21,798	-	610	5,814	3,533
Eilean Siar	-	1,446	1,454	372	12	30	64	578	-	2,817	6,773
Falkirk	-11	493	1,349	940	415	1,425	-142	-	66	2,271	6,806
Fife	42	3,861	13,082	3,743	312	1,474	-201	-	345	9,769	32,427
Glasgow City	-	1,526	9,783	10,401	3,164	989	-6,168	-	845	7,630	28,170
Highland	-	8,017	10,870	3,824	367	3,433	-497	372	82	10,389	36,857
Inverclyde	-	359	1,323	994	138	220	204	-	158	1,285	4,681
Midlothian	-	1,056	1,533	1,158	340	1,019	156	-	-20	737	5,979
Moray	-	1,814	2,262	515	-	993	-167	204	-	461	6,082
North Ayrshire	-	775	5,927	1,550	267	254	241	-	288	2,226	11,528
North Lanarkshire	-	3,443	7,096	4,304	1,097	1,603	-	-	597	5,683	23,823
Orkney Islands	-	1,238	2,480	164	30	399	114	4,789	80	3,213	12,507
Perth & Kinross	-	4,091	3,138	1,335	180	1,124	-541	-	65	3,081	12,473
Renfrewshire	33	1,644	2,872	1,886	1,015	1,454	250	333	-	3,367	12,854
Scottish Borders	39	3,993	5,878	1,140	129	618	246	-	7	2,281	14,331
Shetland Islands	-	1,341	3,339	386	14	583	16	5,635	1	3,814	15,129
South Ayrshire	-	599	4,714	1,172	128	595	-151	-	265	1,799	9,121
South Lanarkshire	211	5,570	3,486	4,037	839	6,214	367	-	604	5,213	26,541
Stirling	-	819	4,620	861	70	451	82	-	-	1,556	8,459
West Dunbartonshire	-	636	930	857	159	609	98	-	351	1,425	5,065
West Lothian	-	1,793	6,843	2,145	453	347	156	-	172	2,548	14,457
HITRANS	-	-	-	-	-	-	-	-	-	-42	-42
NESTRANS	-	-	-	-	-	-	-	-	-	-1,808	-1,808
SESTRAN	-	-	-	-	-	-	-	-	-	702	702
SWESTRANS	-	-	-	-	-	-	-	-	-	-	-
SPT	-	-	-	-	-	-	-	-	-	-1,164	-1,164
TACTRAN	-	-	-	-	-	-	-	-	-	-50	-50
ZetTrans	-	-	-	-	-	-	-	-	-163	295	132
Scotland	945	65,022	143,497	57,105	12,442	32,390	-27,537	12,901	5,561	100,251	402,577

Table 10.4: Service breakdown of local authorities' total expenditure on Roads and Transport to be met from capital resources in 2021-22, £ thousands [note 17]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Government Local Financial Returns 2021-22, LFR CR

Category of expenditure	Tangible Fixed Assets Acquisition of land, leases, existing buildings or works	Tangible Fixed Assets New construction, conversions and enhancement to existing buildings	Tangible Fixed Assets Vehicles, Plant, machinery and Equipment	Intangible Assets	Third Party Capital Projects Funded from Borrowing	Third Party Capital Projects Funded from Capital Grant	Total Expenditure to be met from Capital Resources
Roads	14,188	284,682	13,275	1,177	498	7,845	321,665
Network and Traffic Management	557	44,833	2,320	716	12	-	48,438
Bridges	301	41,630	140	-	-	924	42,995
Parking services	167	4,198	180	-	-	-	4,545
Rail	-	1,736	-	-	3,928	-	5,664
Other Public Transport	20	83,416	20,421	100	-	11,428	115,385
Total Roads and Transport	15,233	460,495	36,336	1,993	4,438	20,197	538,692

Table 10.5: Local government total expenditure on Roads and Transport to be met from capital resources in 2021-22 by subservice and local authority, £ thousands [note 17]
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
 Source: Scottish Government Local Financial Returns 2021-22, LFR CR

Authority	Network and Traffic				Rail	Other Public Transport	Total Roads and Transport
	Roads	Management	Bridges	Parking services			
Aberdeen City	25,175	90	-	-	-	-	25,265
Aberdeenshire	24,312	895	1,347	-	3,928	7,349	37,831
Angus	6,224	526	-	-	-	33	6,783
Argyll & Bute	14,040	-	363	160	-	521	15,084
Clackmannanshire	1,863	-	14	-	-	116	1,993
Dumfries & Galloway	7,516	78	830	124	-	578	9,126
Dundee City	5,895	167	1,108	11	41	-	7,222
East Ayrshire	7,868	1,916	175	1,766	-	-	11,725
East Dunbartonshire	3,308	590	299	-	-	20	4,217
East Lothian	9,077	38	22	64	2	-	9,203
East Renfrewshire	5,523	441	75	-	200	-	6,239
Edinburgh, City of	8,840	16,656	13,335	116	-	73,794	112,741
Eilean Siar	620	202	2,311	-	-	-	3,133
Falkirk	8,047	3,018	562	-	-	-	11,627
Fife	11,248	2,331	316	276	-	-	14,171
Glasgow City	19,860	6,321	61	230	-	-	26,472
Highland	29,149	3,212	3,390	248	-	1,234	37,233
Inverclyde	3,918	441	139	142	-	-	4,640
Midlothian	3,681	675	-	55	-	715	5,126
Moray	4,145	1,177	2,647	349	-	-	8,318
North Ayrshire	6,413	-	793	-	-	-	7,206
North Lanarkshire	23,251	1,478	1,462	277	-	548	27,016
Orkney Islands	1,642	-	3	84	-	290	2,019
Perth & Kinross	27,188	2,085	559	-	-	-	29,832
Renfrewshire	10,579	779	5,554	-	-	-	16,912
Scottish Borders	9,869	443	881	-	-	-	11,193
Shetland Islands	2,975	-	8	169	-	700	3,852
South Ayrshire	4,717	2,339	63	142	-	229	7,490
South Lanarkshire	17,098	1,121	2,369	270	1,493	3,276	25,627
Stirling	6,667	551	896	-	-	85	8,199
West Dunbartonshire	6,197	-	1,132	-	-	-	7,329
West Lothian	4,760	868	1,731	62	-	-	7,421
Tay Bridge	-	-	550	-	-	-	550
HITRANS	-	-	-	-	-	-	-
NESTRANS	-	-	-	-	-	-	-
SESTRAN	-	-	-	-	-	10	10
SWESTRANS	-	-	-	-	-	50	50
SPT	-	-	-	-	-	25,793	25,793
TACTRAN	-	-	-	-	-	-	-
ZetTrans	-	-	-	-	-	44	44
Scotland	321,665	48,438	42,995	4,545	5,664	115,385	538,692

Table 10.6a Petrol and diesel prices and duties per litre (year average), GB [note 18]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DECC - Not National Statistics

Type of fuel	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Unleaded Petrol [note 19]												
Price pence	133.3	135.4	134.1	127.5	111.1	108.8	117.6	125.2	124.9	113.9	131.3	164.7
<i>of which:</i>												
Duty	58.2	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	54.2
VAT [note 20]	22.2	22.6	22.4	21.3	18.5	18.1	19.6	20.9	20.8	19.0	21.9	27.5
All tax	80.4	80.5	80.3	79.2	76.5	76.1	77.5	78.8	78.8	76.9	79.8	81.7
<i>All tax as a % of price</i>	60	59	60	62	69	70	66	63	63	68	61	50
Diesel (derv) [note 21] [note 22]												
Price pence	138.7	141.8	140.4	133.5	114.9	110.1	120.1	130.0	131.5	119.1	134.9	177.7
<i>of which:</i>												
Duty	58.2	58.0	58.0	58.0	58.0	58.0	58.0	58.0	57.9	57.9	57.9	54.2
VAT [note 20]	23.1	23.6	23.4	22.2	19.1	18.4	20.0	21.7	21.9	19.9	22.5	29.6
All tax	81.3	81.6	81.4	80.2	77.1	76.3	78.0	79.6	79.9	77.8	80.4	83.8
<i>All tax as a % of price</i>	59	58	58	60	67	69	65	61	61	65	60	47

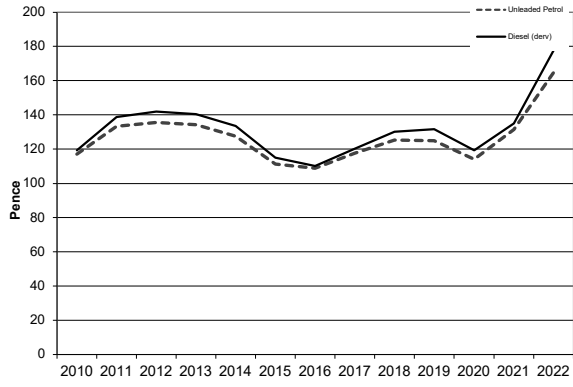
Table 10.6b Petrol and diesel prices per litre (year and month), GB [note 23] [note24]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: DECC - Not National Statistics

Type of fuel	January	February	March	April	May	June	July	August	September	October	November	December
Unleaded [note 19]												
2009	86.3	89.4	90.1	93.6	97.0	101.8	102.7	103.8	105.9	104.5	108.3	108.2
2010	111.5	111.6	115.5	119.8	121.2	117.7	117.2	116.2	114.6	117.2	118.7	121.6
2011	127.5	128.4	131.9	134.7	136.7	135.6	135.1	135.3	134.7	134.0	133.2	132.1
2012	132.9	134.6	137.7	141.7	137.7	131.6	131.1	134.1	139.1	138.1	134.5	131.6
2013	131.7	136.4	137.2	136.8	132.7	134.1	134.7	136.9	137.2	131.5	129.7	130.8
2014	130.2	129.0	128.6	128.8	129.3	129.7	131.1	129.3	128.5	126.8	122.5	116.2
2015	108.5	107.2	111.0	112.5	115.7	116.4	116.4	114.5	111.5	109.0	107.2	103.7
2016	101.7	101.4	101.7	106.4	108.4	111.0	111.7	109.0	111.2	113.6	115.9	114.1
2017	118.7	119.9	119.4	117.3	115.5	115.5	113.9	115.6	118.9	117.2	119.1	120.0
2018	121.2	121.4	119.1	120.6	124.7	127.9	127.6	128.6	130.8	130.9	128.6	121.0
2019	119.5	118.9	120.4	124.1	128.1	127.6	127.4	128.5	127.0	127.1	125.6	124.4
2020	127.1	123.6	120.2	109.0	104.8	105.8	111.2	112.8	113.2	113.2	112.5	114.0
2021	117.3	120.7	124.0	125.5	127.3	129.3	132.7	134.5	134.6	137.7	145.9	145.7
2022	144.9	147.0	161.9	161.7	165.2	183.1	188.8	173.9	167.4	163.1	164.4	155.5
Diesel												
2009	98.7	100.3	99.9	101.9	103.0	104.3	103.9	104.3	106.6	105.5	109.5	109.3
2010	113.3	113.4	116.2	121.0	122.8	120.1	119.7	118.7	117.2	120.6	122.5	125.8
2011	132.1	133.4	138.1	141.1	141.5	139.6	139.4	139.9	139.2	139.4	140.3	140.6
2012	141.3	142.6	145.0	147.8	144.0	137.4	136.6	139.4	144.0	143.0	141.1	139.7
2013	139.5	143.9	144.6	141.3	138.0	139.3	139.6	141.6	142.3	138.8	137.3	138.8
2014	138.1	136.7	136.0	135.9	136.1	135.4	136.0	133.6	133.1	131.1	127.2	122.4
2015	115.9	114.6	118.2	119.1	121.0	121.2	118.7	111.7	109.8	110.8	110.1	107.8
2016	102.5	101.0	102.4	106.9	109.1	111.9	112.7	110.7	113.2	115.6	118.4	117.2
2017	122.0	122.8	122.3	119.9	117.4	117.5	115.4	117.3	120.5	120.3	122.7	123.5
2018	124.6	124.7	122.8	124.2	128.3	131.9	131.8	132.5	134.5	136.6	137.1	131.0
2019	129.3	128.9	130.7	132.9	135.3	133.4	131.8	132.6	131.3	131.9	130.3	129.4
2020	132.6	127.8	124.1	115.8	111.6	111.9	116.6	117.7	118.0	117.9	117.0	118.7
2021	121.7	124.9	128.1	129.2	130.9	132.9	135.4	136.9	136.8	143.3	149.8	149.2
2022	148.7	151.1	171.4	175.7	179.6	190.2	197.4	185.0	182.2	182.6	188.7	179.4

Petrol and Diesel prices, year average GB



Petrol and Diesel prices, by month, 2017 to December 2022 GB

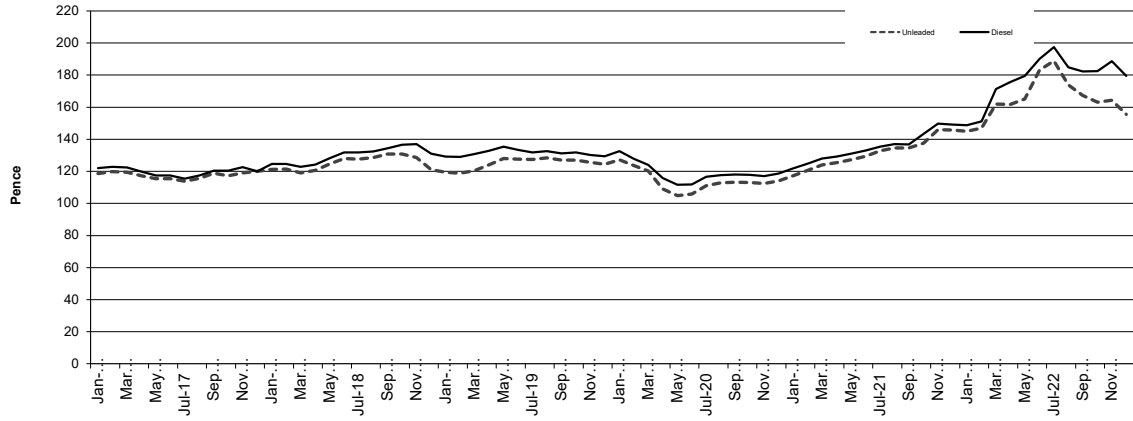


Table 10.7 Transport components of the Retail Prices Index, UK

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office for National Statistics

Transport expenditure	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Retail Prices Index (all items) Transport components of the RPI	235.2	242.7	250.1	256	258.5	263.1	272.5	281.6	288.8	293.1	305	340.3
Motoring expenditure	238.4	240.3	240.1	238.1	227.8	231.1	246.1	256.8	260.6	260.7	278.5	320.8
Purchase of motor vehicles	99.5	97.5	96.3	96.3	94.2	91.8	92.2	95	95.4	98.5	106.7	116.9
Maintenance of motor vehicles	374.2	381.1	390.4	400.8	408.2	415.1	426.4	441.6	454	466.4	481.3	515.6
Petrol and oil	391.4	399	395.1	376.1	326.4	317.4	343.7	368.3	369.9	337.1	384.1	491.4
Vehicle tax and Insurance	514.7	525.6	530.6	544	569.1	659.6	777.5	803.7	840.1	909.7	897.3	1081.4
Fares and other travel costs	308.5	323.2	332.8	344.1	363.5	372.3	385.5	398.1	416.7	422.4	454.6	520.4
Rail fares	333.8	349.8	364.5	376.7	384.6	385.6	396.4	408.6	425.1	434.6	446.4	471.0
Bus and Coach fares	344.4	363.1	372.4	378.9	391.4	406.6	464.5	486.5	498.5	534.1	580.1	599.9
Other travel costs	274.7	284.4	296.2	305.6	325.4	334.1	337.4	348.8	367.2	369.3	400.7	465.0
Retail Prices Index (all items)	96.9	100.0	103.0	105.5	106.5	108.4	112.3	116.0	119.0	120.8	125.7	140.2
<i>Transport components of the RPI:</i>												
Motoring expenditure	99.2	100.0	99.9	99.1	94.8	96.2	102.4	106.9	108.4	108.5	115.9	133.5
Purchase of motor vehicles	102.1	100.0	98.8	98.8	96.6	94.2	94.6	97.4	97.8	101.0	109.4	119.9
Maintenance of motor vehicles	98.2	100.0	102.4	105.2	107.1	108.9	111.9	115.9	119.1	122.4	126.3	135.3
Petrol and oil	98.1	100.0	99.0	94.3	81.8	79.5	86.1	92.3	92.7	84.5	96.3	123.2
Vehicle tax and Insurance	97.9	100.0	101.0	103.5	108.3	125.5	147.9	152.9	159.8	173.1	170.7	205.7
Fares and other travel costs	95.5	100.0	103.0	106.5	112.5	115.2	119.3	123.2	128.9	130.7	140.7	161.0
Rail fares	95.4	100.0	104.2	107.7	109.9	110.2	113.3	116.8	121.5	124.2	127.6	134.6
Bus and Coach fares	94.8	100.0	102.6	104.4	107.8	112.0	127.9	134.0	137.3	147.1	159.8	165.2
Other travel costs	96.6	100.0	104.1	107.5	114.4	117.5	118.6	122.6	129.1	129.9	140.9	163.5
Constant prices - Adjusted for general inflation using all items RPI												
Motoring expenditure	102.4	100.0	97.0	93.9	89.0	88.7	91.2	92.1	91.1	89.8	92.2	95.2
Purchase of motor vehicles	105.3	100.0	95.8	93.6	90.7	86.9	84.2	84.0	82.2	83.7	87.1	85.5
Maintenance of motor vehicles	101.3	100.0	99.4	99.7	100.6	100.5	99.7	99.9	100.1	101.3	100.5	96.5
Petrol and oil	101.2	100.0	96.1	89.4	76.8	73.4	76.7	79.6	77.9	70.0	76.6	87.8
Vehicle tax and Insurance	101.0	100.0	98.0	98.1	101.7	115.8	131.7	131.8	134.3	143.3	135.8	146.7
Fares and other travel costs	98.5	100.0	99.9	100.9	105.6	106.3	106.2	106.2	108.3	108.2	111.9	114.8
Rail fares	98.5	100.0	101.1	102.1	103.2	101.7	100.9	100.7	102.1	102.9	101.5	96.0
Bus and Coach fares	97.9	100.0	99.5	98.9	101.2	103.3	113.9	115.5	115.4	121.8	127.1	117.8
Other travel costs	99.7	100.0	101.1	101.9	107.4	108.4	105.7	105.7	108.5	107.5	112.1	116.6

Table 10.8 Average weekly household expenditure in Scotland on transport and vehicles (£) [note 25]
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Source: Office for National Statistics

	2001-02 to 2003-04 average [note 26]	2002-03 to 2004-05 average [note 26]	2003-04 to 2005-06 average [note 26]	2006-08	2007-09	2008-10	2009-11	2010-12	2011-13	2012-14	2014-16 [note 27]	2015-17 [note 27]	2016-18 [note 27]	2017-19 [note 27]	2018-20 [note 27]	2019-21 [note 27]
Transport expenditure																
Purchase of vehicles	22.3	23.00	23.70	24.30	24.10	23.10	19.90	18.20	21.00	26.20	28.60	26.20	23.50	24.00	27.00	27.40
Purchase of new cars and vans	9.70	10.70	11.40	8.80	8.70	7.40	5.70	6.10	8.70	12.50	13.90	12.40	8.90	9.10	10.60	10.10
Purchase of second hand cars or vans	12.20	11.90	11.90	14.90	14.70	15.00	13.70	11.80	11.80	12.70	13.40	12.40	13.60	14.10	15.60	16.60
Purchase of motorcycles and other vehicles	0.40	[0.50]	0.50	0.60	0.70	0.70	0.50	[0.30]	[0.50]	[1.00]	[1.40]	[1.30]	[1.10]	0.80	0.80	0.80
Operation of personal transport	20.80	21.30	23.00	27.20	27.30	27.80	27.80	30.00	32.30	33.30	30.30	27.90	27.00	28.80	28.50	26.10
Spares and accessories	1.90	2.00	1.80	1.80	1.80	2.00	1.60	1.70	1.90	2.20	2.10	2.10	2.10	2.50	2.20	1.90
Petrol, diesel and other motor oils	13.50	13.80	15.00	18.40	18.40	19.20	19.50	21.60	23.20	23.90	21.40	19.50	18.40	19.50	19.70	17.40
Repairs and servicing	4.00	4.20	4.70	5.20	5.30	5.10	5.20	5.20	5.50	5.30	5.10	4.60	4.60	4.60	4.60	5.00
Other motoring costs	1.40	1.40	1.50	1.90	1.80	1.50	1.50	1.50	1.70	1.90	1.60	1.70	1.80	2.20	2.00	1.80
Transport services	7.90	6.90	7.70	8.40	9.70	12.10	13.50	13.60	12.40	13.80	15.10	17.60	17.70	19.90	19.70	17.60
Rail and tube fares	1.20	1.10	1.30	1.80	2.00	2.20	2.00	2.10	2.20	2.40	2.60	2.70	2.80	2.90	2.8	2.10
Bus and coach fares	2.00	1.70	1.60	1.70	1.60	1.70	1.90	2.00	2.10	1.80	1.70	1.70	1.70	1.60	1.6	1.40
Combined fares	0.10	[0.10]	[0.10]	[0.20]	0.30	[0.30]	[0.20]	[0.10]	[0.00]	[0.10]	[0.10]	..	..	..	..	..
Other travel and transport	4.60	4.00	4.80	4.60	5.80	7.90	9.40	9.30	8.10	9.60	10.70	13.00	13.10	15.30	15.20	13.90
Total Transport Expenditure	50.90	51.20	54.40	59.90	61.10	63.00	61.20	61.80	65.80	73.30	74.00	71.70	68.20	72.80	75.30	71.10
Total Household Expenditure	370.30	380.20	393.80	432.80	438.70	447.20	440.60	437.30	449.00	474.40	481.70	492.30	492.20	508.20	512.40	485.40
Transport as % of total exp	13.7	13.5	13.8	13.8	13.9	14.1	13.9	14.1	14.7	15.5	15.4	14.6	13.9	14.3	14.7	14.6



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2022

**PERSONAL AND CROSS-
MODAL TRAVEL**

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I. Introduction

1.1 This chapter previously included information from the National Travel Survey (NTS). However, Scottish data are no longer collected in the NTS, estimates for Scotland from the NTS are available in previous editions of this publication. This chapter now focuses on estimates derived mainly from the Scottish Household Survey (SHS), findings from other sources are marked as such within the text.

1.2 The SHS is a sample survey and provide person-based cross-modal information, in contrast to most of the earlier chapters, which tend to be based on particular modes of transport. The SHS also includes a travel diary that asks respondents for information about the journeys they made on the previous day, including information on the duration, distance, purpose and mode of travel. More information and further tables covering transport findings from the Scottish Household Survey can be found in Transport and Travel in Scotland:

<http://bit.ly/2qbgypZ>

1.3 In this edition of STS we have also presented relevant information on travel behaviours collected from the 2011 census as previously published by the National Records of Scotland. More information about the sources used can be found in the Sources section on page 225.

Over the period that the 2020 Scottish Household Survey was being conducted (October 2020 and January – March 2021) people in Scotland were subject to restrictions on travel and daily activity.

Most notably, this included the ‘second lockdown’, which ran from 5 January 2021 to April 2021, and incorporated a legal requirement forbidding anyone from leaving their home except for essential purposes.

Some of the survey questions were last asked in 2019.

Key points

- **69% of people had travelled the previous day when asked as part of the 2021 Scottish Household Survey.**
- **Of the 313 million public transport journeys made in 2021, 81 per cent were by bus, 15 per cent were journeys by rail, air accounts for 2 per cent and ferries 2 per cent.**
- **Twenty seven per cent of journeys to work and 77 per cent of journeys to school are by public and active travel.**

2. Main Points

Trips

2.1 In the 2021 Scottish Household Survey 69% of people reported having travelled the previous day.

2.2 As in previous years, the car was the most popular mode of transport for journeys made in 2021, with 50% of journeys made as a car driver.

2.3 Sixteen per cent of adults used the bus at least once per week in 2021, whereas only 3% used the train. The gap was less for usage over the past month, with 29% using a bus compared to 26% for the train.

Distance travelled

2.4 In 2021, most journeys tended to be over short distances, with 19% of all journeys being under 1 km long and a further 25% between 1 and 3 km. The average (median) journey distance in 2020 was 3.8 km.

2.5 The average (median) walking journey was 1.1 km in length in 2021. Car journeys tended to be over greater distances, with a median car driver journey of 6.6 km.

2.6 In 2021, shopping (24%) and going to work (16%) were the most frequent journey purposes.

Duration travelled

2.7 In terms of time, most journeys in 2021 (66%) lasted for less than 20 minutes. Only 5% of journeys lasted more than an hour.

Car access

2.8 Adults in households with more cars were more likely to have travelled the previous day – in 2021, 56% of adults living in households with no cars normally available travelled the previous day, compared to 74% of adults with two or more cars.

Car driving by adults increased with an increase in car availability. Where no car was normally available, 2% of adults' journeys were as a driver of a car, compared to 52% where one car was available, and 62% where two or more cars were available.

2.9 Adults in households with no car access made a far higher proportion of their journeys by public and active travel in 2021. Where no cars were available there was a far higher proportion of journeys by foot: 56%, compared to 30% where one car was available and 22% where there were two or more cars. The proportion of trips by bus was also considerably higher for adults in households with no car: 18%, compared to 3% for those with one car and 2% for those with at least two cars.

Driving

2.10 The Scottish Household Survey (SHS) provides information about how often people aged 17 or over drive. In 2021, 36% of men, 32% of women and 34% of all people aged 17+ said that they drove every day. A further 36% stated they drove at least once a week (but not every day), 3% drove less frequently, 4% had a full driving licence but never drove, and 23% did not have a full driving licence. (*Table 11.10*)

2.12 The frequency of driving varied with age. In 2021, 42% of people aged 40 to 49 said they drove every day. As age rises this falls (to 15% for people aged 80 and over). The frequency of driving also varied with the annual net income of the household. Thirty nine percent of people aged 17+ living in households with an annual net income of £50,000 or more said they drove every day, compared with 21 percent of those living in households with an annual net income of up to £10,000. Over a quarter (29%) of people aged 17+ in large urban areas drove every day compared to 36% in 'remote rural' areas. (*Table 11.10*)

Walking

2.13 In 2021, 67% of adults made a journey of more than a quarter of a mile by foot to go somewhere in the last seven days – the second highest proportion seen in the last decade. Young adults (aged 16-19) were the most likely to have walked to go somewhere (74%), compared with 65% of those aged 50-59. Adults aged over 80 were the lowest at 42% (*Tables 11.11 & 11.13*)

2.14 In 2021, 74% of adults said that they had walked for pleasure or to keep fit at least once in the last seven days – the highest in recent times. There was some variation with age: the percentage was highest for those aged 30-39 (82%) and lowest for those aged 80 or above (80%). There was less variation with household income, although those with net annual incomes of over £30,000 were more likely than those with lower incomes. (*Tables 11.11 & 11.13*)

Travel to Work (SHS data)

2.16 The SHS shows that 40% of employed adults worked from home in 2021. Seventy six percent of self-employed people worked from home, though this is based on a relatively small sample size and therefore may be subject to larger confidence intervals than in previous years. (*Tables 11.17 & 11.21*)

2.17 Overall, the SHS found that the majority (71%) of employed adults who did not work from home travelled to work by car or van (as either the driver or as a passenger) in 2021. This percentage tended to increase with age (20-39: 69%, Over 40: around 72% to 76%), type of employment (64% of those who work part-time, compared to 72% for full-time) and annual net household income (rising to 75% of those in the £50,000+ band). (*Table 11.18*)

2.18 Other usual means of travel to work were: walking (12%); bus (7%); rail (4%); bicycle (4%) and other modes (2%). Use of such modes of transport also varied. For example: in general, the greater the income of the household, the less likely a person was to walk or use the bus to travel to work; the percentage who walked to work was highest in small remote towns (20%) and the percentage who commuted by bus was highest in large urban areas (11%). (*Tables 11.18 & 11.22*)

Travel To Work (non-SHS data)

2.19 Other data sources show a similar pattern to the Scottish Household Survey data and also enable comparison with the rest of Great Britain.

2.20 Labour Force Survey results suggest that, between 2011 and 2021, there has been little change in the percentage for whom a car or a van is the usual means of travel to work (68% in both 2011 and 2021). There was little change to walking which was 12% in 2011 and 14% in 2021. People who work at home are excluded from these figures. These figures are similar to the findings from the SHS shown in table 11.18. (*Table 11.14*)

2.21 There appears to have been little change in recent years in the average times taken to travel to work by the main modes of transport (in 2021: 22 minutes by car; 43 minutes by bus and 15 minutes by foot). (*Table 11.15 b*)

2.22 The Scottish Census 2011 showed 2.4 million people aged between 16 and 74 in employment, excluding full-time students. 11% of these worked mainly from home. Of the remaining 2.1 million people, 36% had a journey of under 5 km to work, 43% had a journey of between 5 km and 30 km to work and 8% travelled 30 km or more to work. The remaining 12% had no fixed place of work, worked offshore or worked outside the UK. (*Table 11.31*).

2.23 Information about travel to work has been collected in population censuses since 1966. Excluding those that worked at home, the percentage of the working population using cars to travel to work had increased from 21% in 1966 to 69% in 2011 and the percentage using buses had fallen from 43% in 1966 to 11% in 2011. There had also been a significant fall in the proportion of the working population who walk to work, from 24% in 1966 to 11% in 2011. (*Table 11.16*)

2.24 The 2011 Census showed that the distance of people's journey to work tended to vary with their access to cars or vans. Seventy-four per cent of people living in households with no car or van available had a commute of fewer than 10 km, compared with 60 per cent of those in households with one car or van available and 47 per cent of those in households with two or more cars or vans available. Conversely, the proportion of people who travelled 30 km or more to work was higher for people in households with two or more cars or vans available (10 per cent) than for those in households with one car or van available (7 per cent) or with no cars or vans available (4 per cent). (*Table 11.33*)

Travel to School

2.25 In 2021, 54% of children in full-time education at school usually walked to school, 19% usually went by bus, 22% by car or van, 2% cycled. There was little difference between the sexes, but varied greatly with age: 65% of primary school age pupils (those aged up to 11) usually walked to school compared with only 42% of those of secondary school age (those aged 12 and over); 25% of primary pupils went by car or van compared with only 18% of secondary pupils; and only 6% of primary pupils usually travelled by bus compared with 36% of those of secondary age. (*Table 11.19*)

2.26 Those usually travelling by car/van tended to rise with household income, to around 27% of pupils from households with an annual net income between £25,000 and £40,000, reflecting patterns seen elsewhere in this chapter e.g. travel to work and car use more generally. Walking to school was lowest (26%) in remote rural areas. The Sustrans Hands Up Scotland Survey shows similar findings. (*Tables 11.19, 11.23 & 11.23a*)

2.27 According to the 2011 Scottish Census, 88% of children aged between 4 and 11 travelled less than 5 km to school, including 72% who travelled less than 2 km. 51% of those aged over 18 travelled less than 5 km to their place of study. 430,000 people of any age travelled under 2 km to their place of study, with 73% of these people travelling by foot, 6% travelling by bus and 17% as a passenger in a car or van. Of the 428,000 people who travelled 2 km or more to their place of study, 31 per cent did so as a car driver or passenger, 43 per cent travelled by bus and 7 per cent travelled by train. (*Table 11.34 & 11.35*)

Travel Abroad

2.28 The International Passenger Survey (IPS) estimates provided for 2021 should be treated with caution as the numbers are much smaller than pre-coronavirus pandemic years, especially the first six months of the year, resulting in some cases with larger confidence intervals. According to the survey, Scottish residents made an estimated 965,000 visits abroad in 2021 with 932,000 visits (97%) being made by air. Edinburgh was the main airport used and accounted for about 482,000 visits (50% of all visits abroad), followed by Glasgow (234,000 or 24%), Aberdeen (23,000 or 2%). Around 23,000 visits abroad (2%) were made by sea. Figures for the Channel Tunnel were not available. (*Table 11.24*)

2.29 Around 53% of Scottish residents' visits abroad were made for holiday purposes. Of these, 202,000 (21%) were on a package holiday whilst the rest travelled independently. There were 334,000 (35%) visits abroad to visit friends or relatives and 79,000 visits abroad for business purposes (8%). (*Table 11.24*)

2.30 Forty seven per cent (449,000) of Scottish residents' visits abroad were made to EU countries and visits to other European areas totalled 5,000 (0.5%). Visits to Canada and the USA together totalled about 31,000 (3%). (*Table 11.25*)

2.31 The estimated number of visits abroad by Scottish residents rose from 4.2 million in 2004 to a peak of 4.8 million in 2008, a rise of 14%. There were then increases (apart from 2013) in the numbers each year from 2010 until 2019, an increase of 41%. Between 2005 and 2008 there was a decline in the number of package holidays, although since 2009 the trend has been upwards. Those travelling independently has generally increased as well. Other holidays increased by 14% between 2009 and 2019. There was also a large increase in the number of visits to friends and relatives over the same period, with numbers doubling between 2009 and 2018 and falling 23% between 2018 and 2019. Some of the apparent year-to-year changes may be due to sampling variability, however, the general trends reflect patterns described elsewhere in this publication. (*Table 11.26*)

Transport Model for Scotland

2.32 Information on travel between different parts of Scotland is available from the Transport Model for Scotland (TMfS). The base year of TMfS is 2018.

2.33 It is estimated that, on an average weekday in 2018, 6.35 million person-trips were made by car, bus or train across the boundaries of one or more of the zones which are within the area covered by the TMfS. Just over one third (35%) of these trips were within the Clydeplan region, 24% within SESplan region, 6% within TAYplan, and 9% within Aberdeen City & Shire. (*Table 11.27*)

2.34 Of the 6.35 million inter-zonal person trips per weekday it is estimated that 5.4 million were by car. These accounted for over four-fifths of the total, and the main features of the pattern of trips by car were similar to those described in the previous paragraph. There were also an estimated 900 thousand inter-zonal person-trips by bus or train per weekday. Two fifths of these were within Clydeplan, and just over a quarter were within SESplan. (*Table 11.27*)

2.35 There was an average of just over 4.6 million journeys per weekday by cars and goods vehicles, with each vehicle containing one or more people. One third were within Clydeplan, and just under a quarter were within SESplan. (*Table 11.27*)

Concessionary Travel

2.36 92 million passenger journeys were made under all types of concessionary fare schemes in 2021-22, 84% more than in 2020-21. Concessionary travel schemes have varied over the years: a national minimum standard of free off-peak local bus travel for elderly and disabled people in Scotland was introduced from 30 September 2002, the scheme was extended to men aged 60-64 from 1 April 2003. In 2006 this was superseded by the introduction of the National Concessionary Travel Scheme for the elderly and disabled which allowed free bus travel across Scotland. Including the young persons' scheme, concessionary bus travel accounted for 88 million passenger journeys in 2021-22, 96% of concessionary journeys by all modes of transport). (*Table 11.29*)

Traveline Scotland

2.37 In 2021 Traveline Scotland received 91,700 telephone calls which was 66% more than the previous year. Its Web site and smart phone app recorded 25 million hits in 2021, up 35% from the previous year. (*Table 11.30*).

Notes

This worksheet contains one table.

Note number Note text

note 1	The frequency of driving is shown only for those who hold a full driving licence
note 2	The number of days in the previous seven days on which the person made a trip of more than a quarter of a mile by foot for the specified purpose.
note 3	This question was asked in even years until 2016, but missed in 2018. Figures will be available in alternate years from 2019.
note 4	From April 2003, the questionnaire changed such that information on possession of driving licences and frequency of driving was no longer collected from the head of the household, or his/her spouse/partner, about all adults in the household, but instead from one randomly chosen adult member of the household about him or herself.
note 5	Question now asked in survey every other year. 2018 is the most recent data available.
note 6	This category includes jogging and walking a dog. Note: This table is no longer being updated. Henceforth, information about average times taken to travel to work will be given in Table 11.15 (b), which is on the basis that is used to produce such figures for DfT's "Regional Transport Statistics".
note 7	
note 8	Sample size for this cell is too small for reliable estimates. Some of the figures shown in table 11.15 (b) differ slightly from those in 11.15 (a) due to differing methodology used to extract. Results are weighted using population estimates to ensure they are representative of the population at large.
note 9	Data are for males and females in employment aged 16-99.
note 10	Maximum recorded value of usual travel to work time = 180 minutes.
note 11	The large fall between 2010 and 2011 is due to a small sample size with a small number of very extreme values that are very sensitive to change
note 12	Excluding those who worked at home in 1981, 1991 and 2001 (who were not identified separately in the 1966 and 1971 Census travel to work figures)
note 13	Less than half a per cent but greater than zero.
note 14	Includes 'none' in 1971
note 15	Includes 'none' in 1966; unspecified means of 'Public transport' in 1971, and 'not stated' in all years apart from 2001 (when there was no "not stated" category).
note 16	Those whose current situation was described as self-employed, employed full-time or employed part-time.
note 17	Including the Glasgow Underground
note 18	e.g. Edinburgh trams, motorcycle, lorry, taxi, ferry, etc.
note 19	Value suppressed as sample size contains fewer than 50 responses
note 20	Denotes cell value suppressed as based on fewer than 5 responses
note 21	For those in full time education at school. The Main method of transport is recorded if there is more than one method.
note 22	Including those who were said to travel by school bus, private bus, and a few who went by works bus.
note 23	Including the Glasgow Underground.
note 24	The main method of transport is recorded if the journey involves more than one method.
note 25	Including those who were said to travel by private bus, and a few who went by works bus.
note 26	All schools excluding nursery
note 27	These estimates are based on information from samples of passengers using the principal routes- see sections 3.14 and 4.4 of the text.
note 28	"Other UK ports" includes information collected from Rosyth in 2008 Q2 & Q3. There are minor differences between Tables 11.26, 11.27 and 11.28, due to totals being calculated by adding separately-rounded numbers.
note 29	Prestwick airport was removed from the sample in quarter 2 of 2016.
note 30	These estimates are based on information from samples of passengers using the principal routes: the International Passenger Survey does not provide any information about passengers using other routes (e.g. Rosyth) - see sections 11.2 (page 283) and 11.7 (page 288) of the notes and definitions. Prestwick airport was added to the International Passenger Survey sample in 2005, so there are no figures for it prior to then. Removed from the sample quarter 2 of 2016 The results for 2003 and earlier years differ from those published previously because ONS has revised the series retrospectively - for example, the EU/Other Europe breakdown now reflects the position following the enlargement of the EU in 2004.
note 31	
note 32	IPS changed the methodology for processing the imbalance within the survey data collection. Figures from 2009 have been revised and are not comparable with previous years. All travel movements between the 803 zones used to represent the UK. - see section 4.5 of the commentary. The number of shorter distance trips which travel within a model zone area is not known.
note 33	East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire
note 34	
note 35	City of Edinburgh, East Lothian, Midlothian, Fife (South), Scottish Borders and West Lothian
note 36	Dundee City, Angus, Perth & Kinross and Fife (North)
	This traffic and travel data was extracted from the Transport Model for Scotland 2018 (TMS18) (Base Year Version DL, Model Version TMS18 V1.0). The data reflects daily travel movements within a 2018 base year and represents the most recent data available from the Latis service TMS18 covers the whole of the Scottish Strategic Transport network. England is represented with much less detail. The data reflects 'inter-zonal trips', which includes all travel movements between the 803 zones used to represent the UK. The data does not include more local or short distance movements travelling wholly within model zones.
note 37	Figures include a degree of estimation (e.g. allowances for claims not yet been processed) and may incur some small revisions to previously published data.
note 38	The National Concessionary Travel bus scheme was introduced on 1st April 2006, which allows elderly and disabled free travel on all scheduled bus services in Scotland. This replaced any local schemes.
note 39	2001-02 & 2002-03 figures do not include Eilean Siar.
note 40	The Young People's Concessionary Travel Scheme started in 8 January 2007, aimed at 16 to 18 year olds (inclusive) and full time volunteers (aged under 26).
note 41	The Reimbursement Rate for the National Concessionary Travel bus scheme changed from 73.6% applicable 2006/07 to 2009/10, to 67% applicable 2010/11 to 2012/13, to 61% in 2013/14, to 58.1% in 2014/15, to 57.1% in 2015/16, to 56.9% in 2016/17 and 2017/18, to 56.8% in 2018/19, to 56.5% in 2019/20, to 55.9% in 2020/21.
note 42	A small charge was introduced for ferries in 2010.
note 43	Financial year end figures for 2019/20 impacted by the Covid-19 pandemic
note 44	Traveline Scotland went live for telephone calls on 3 January 2001. Its internet service became operational on 27 October 2002, and was formally launched on 16 December 2002, but statistics of its use are only available from the start of 2003.
note 45	The figures relate to the weeks which ended on Fridays which were in the specified calendar year - for example, the figures for "2003" cover the 52 weeks from the one ending on Friday 3 January 2003 to the week ending on Friday 26 December 2003, inclusive. Categorisation of unanswered calls no longer takes place.
note 46	Daily averages are calculated by dividing the total for all the weeks ending in the year by the number of days in those weeks (e.g. 52 x 7 = 364). Therefore, they may differ slightly from the result that would be obtained if one divided by the actual number of days in the year (365 or 366).
note 47	
note 48	Hits are the record of unique visits to the web site. The web site supplier changed on 1 January 2006 and the new supplier defined hits in a more robust way than the previous supplier so the figures for 2006 onwards are not on a like for like basis with previous years.
note 49	Total number of hits now includes visits to bus departure boards on the Traveline Scotland app Consists of 6,211.7 unique web visits and 1219.2 app departure board visits (thousands)
note 50	Unanswered calls figure has increased due to a massive surge in calls during March 2018 as a result of the "mini beast from the East" severe weather
note 51	Total number of hits for 2018 will be understated due to a server logging issue
note 52	The distance travelled is a calculation of the straight line between the postcode of place of residence and postcode of workplace.
note 53	
note 54	Includes no fixed place of work, working on an offshore installation and working outside the UK.
note 55	Percentages for distance to place of work do not include those working mainly from home
note 56	Excludes people who live in communal establishments - values for number of cars in a household were imputed where this was missing
note 57	Percentages based on a denominator of 50 respondents or fewer are not shown.
note 58	Due to changes in the survey in response to covid-19, 2020 data is not directly comparable with previous years, so there is a break in the time series between 2019 and 2020
note 59	This table was not updated for 2020 as the survey had been suspended. The estimates provided for 2021 should be treated with caution as the numbers are much smaller than pre-coronavirus pandemic years, especially the first six months of the year, resulting in some cases with larger confidence intervals. The data exclude Eurotunnel completely for 2021 and the Dover ferries until August 2021 as we were unable to interview at these sites.'
note 60	

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.10 Frequency of driving for people aged 17+: 2021 [note 1]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey

Types of driver	Every day	At least 3 times per week	Once or twice per week	At least 2 or 3 times per month	At least once per month	Less than once per month	Holds full licence, never drives	Total with a full driving licence	Doesn't have a full driving licence	Sample size (=100%)
All people aged 17+ in 2017:	33.9	23.4	12.5	1.6	0.6	1.1	4.4	77.5	22.5	8,990
by gender:										
Man	36	24	13	1	1	1	4	80	20	3,860
Womn	32	23	12	2	1	1	5	75	25	5,100
Identified in another way	[Note 57]	[Note 57]	[Note 57]	[Note 57]	[Note 57]	[Note 57]	[Note 57]	[Note 57]	[Note 57]	30
Refused	[Note 57]	[Note 57]	[Note 57]	[Note 57]	[Note 57]	[Note 57]	[Note 57]	[Note 57]	[Note 57]	-
by age:										
17-19	17	6	0	0	0	0	2	25	75	110
20-29	34	17	8	1	1	1	6	67	33	650
30-39	37	22	12	1	1	1	4	78	22	1,020
40-49	42	23	11	2	0	1	3	83	17	1,090
50-59	40	25	14	2	1	1	4	87	13	1,600
60-69	32	29	15	2	1	1	5	84	16	2,130
70-79	25	29	17	2	1	2	5	81	19	1,740
80+	15	24	17	2	0	2	7	67	33	650
by ethnicity:										
White Scottish	36	23	12	1	0	1	4	78	22	6,470
White other British	29	29	18	2	1	1	6	86	14	1,800
White Irish	24	22	15	4	0	1	5	71	29	70
White Polish	33	13	8	0	0	2	10	65	35	60
White other	25	14	8	3	0	3	7	60	40	360
Asian, Asian Scottish or Asian British										
All other ethnic groups combined	29	12	8	1	0	0	3	54	46	120
	25	22	5	1	1	1	3	58	42	110
by religion:										
None	33	24	12	2	1	1	5	77	23	4,510
Church of Scotland	36	26	13	1	0	2	4	82	18	2,150
Roman Catholic	36	19	11	1	0	1	5	73	27	1,020
Other Christian	36	25	14	2	1	1	4	82	18	1,120
Muslim	29	11	2	1	0	2	4	48	52	50
All other religions	26	15	14	1	1	3	5	65	35	130
by whether disabled:										
Disabled	22	19	13	2	1	1	7	64	36	2,550
Not disabled	38	25	13	1	1	1	4	82	18	6,390
by current situation:										
Self employed	50	21	11	1	1	1	5	90	10	460
Employed full - time	43	23	12	1	0	1	3	84	16	2,910
Employed part - time	36	28	8	1	0	1	4	78	22	840
Looking after the home or family	32	19	9	2	0	1	2	64	36	190
Permanently retired from work	25	29	17	2	1	1	5	81	19	3,800
Unemployed and seeking work	17	9	8	1	1	0	13	48	52	200
In further/higher education	22	12	6	1	1	1	6	50	50	180
Permanently sick or disabled	6	10	11	3	0	1	9	40	60	310
by annual net household income:										
up to £15,000	21	16	10	1	1	1	9	60	40	1,500
over £15,000 - £20,000	28	20	11	1	1	1	7	68	32	1,140
over £20,000 - £25,000	29	24	14	1	0	1	5	75	25	1,210
over £25,000 - £30,000	36	22	12	2	0	2	5	79	21	960
over £30,000 - £40,000	39	23	13	2	0	1	3	82	18	1,430
over £40,000 - £50,000	41	26	11	1	1	1	2	83	17	940
over £50,000 p.a.	39	28	15	2	0	1	2	88	12	1,590
by equivalised income:										
1 - lowest 20% of incomes	24	19	10	1	1	1	7	64	36	1,780
2	30	21	12	1	0	1	6	70	30	1,770
3	36	24	12	2	1	1	4	80	20	1,780
4	41	25	11	2	1	1	3	83	17	1,690
5 - highest 20% of incomes	38	28	16	2	0	1	3	89	11	1,750
by Scottish Index of Multiple Deprivation:										
1 (20 % most deprived)	29	16	8	1	0	1	7	61	39	1,170
2	32	20	11	2	0	1	5	73	27	1,530
3	36	24	13	1	1	1	4	80	20	1,970
4	38	26	14	2	1	1	3	85	15	2,220
5 (20% least deprived)	34	29	15	2	1	1	3	86	14	2,090
by urban/rural:										
Large urban areas	29	20	12	2	1	2	6	71	29	2,930
Other urban	37	22	13	1	0	1	4	78	22	2,660
Small accessible towns	39	27	12	2	0	1	3	85	15	850
Small remote towns	39	21	12	1	0	1	5	79	21	360
Accessible rural	39	31	13	2	0	1	2	88	12	1,200
Remote rural	36	30	14	2	1	1	3	86	14	990

Table 11.11 Frequency of Walking in the previous seven days (people aged 16+) 2021 [note 2] [note 3]
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
Source: Scottish Household Survey

Category	none as means of transport	1-2 days as means of transport	3-5 days as means of transport	6-7 days as means of transport	one or more days as means of transport	Sample size(=100%)	none just for pleasure or to keep fit	1-2 days just for pleasure or to keep fit	3-5 days just for pleasure or to keep fit	6-7 days just for pleasure or to keep fit	one or more days just for pleasure or to keep fit	Sample size(=100%) 2
All people in 2021:	32.8	24.4	26.7	16.0	67.2	8,990	25.7	22.1	26.0	26.1	74.3	8,970
by gender:												
Men	32	25	26	17	68	3,850	25	22	26	26	75	3,840
Women	34	24	28	15	66	5,100	26	22	26	26	74	5,090
Identified in another way	[Note 57]	[Note 57]	[Note 57]	[Note 57]	[Note 57]	30	[Note 57]	[Note 57]	[Note 57]	[Note 57]	[Note 57]	30
Refused	[Note 57]	[Note 57]	[Note 57]	[Note 57]	[Note 57]	-	[Note 57]	[Note 57]	[Note 57]	[Note 57]	[Note 57]	-
by age:												
16-19	29	18	33	20	71	150	30	25	25	21	70	150
20-29	26	29	26	18	74	650	25	28	25	22	75	640
30-39	27	28	30	15	73	1,020	18	25	32	25	82	1,020
40-49	29	27	27	16	71	1,090	25	23	25	27	75	1,090
50-59	35	23	25	18	65	1,590	24	20	26	30	76	1,590
60-69	36	23	27	14	64	2,120	26	19	25	30	74	2,110
70-79	40	20	25	14	60	1,730	32	18	25	25	68	1,730
80+	58	16	16	11	42	640	50	15	17	18	50	640
by ethnicity:												
White Scottish	33	24	26	16	67	6,480	27	22	25	26	73	6,470
White other British	34	25	26	15	66	1,800	23	21	28	29	77	1,790
White Irish	25	22	21	32	75	70	14	27	18	40	86	70
White Polish	30	19	36	14	70	60	18	21	38	23	82	60
White Other	23	26	29	22	77	360	22	27	27	25	78	360
Asian, Asian Scottish or Asian British	34	28	30	9	66	120	33	26	25	16	67	110
All other ethnic groups	38	20	28	14	62	110	33	19	32	16	67	110
by religion:												
None	30	25	27	18	70	4,520	24	22	27	27	76	4,500
Church of Scotland												
Roman Catholic	37	24	25	14	63	2,140	23	21	28	29	77	2,140
Other Christian	34	24	26	15	66	1,020	28	25	24	23	72	1,020
Muslim	37	24	26	12	63	1,120	27	24	25	24	73	1,120
All other religions	33	17	37	13	67	50	34	10	45	11	66	50
	30	25	29	16	70	130	27	22	23	28	73	130
by current situation:												
Self employed	31	20	28	21	69	460	20	23	27	31	80	460
Employed full time	29	28	27	16	71	2,900	21	25	27	27	79	2,900
Employed part time	26	24	35	15	74	830	21	20	30	29	79	830
Looking after the home/family	29	19	34	17	71	190	22	24	28	26	78	190
Permanently retired from work	41	21	24	14	59	3,780	31	17	24	28	69	3,770
Unemployed/seeking work	22	26	29	23	78	200	23	22	33	22	77	200
In further/higher education	28	29	29	14	72	190	33	29	23	15	67	190
Permanently sick or disabled	41	21	24	14	59	310	65	15	8	12	35	310
by disability status:												
Disabled	48	21	20	11	52	2,540	45	17	19	19	55	2,530
Not disabled	28	25	29	18	72	6,410	20	24	28	29	80	6,400
by annual net household income:												
up to £10,000 p.a.												
over £10,000 - £15,000	33	22	28	17	67	590	32	20	23	25	76	590
over £15,000 - £20,000	37	25	23	15	63	900	37	21	22	21	63	900
over £20,000 - £25,000	38	21	25	17	62	1,140	32	21	22	25	68	1,130
over £25,000 - £30,000	39	21	27	13	61	1,210	31	19	26	23	69	1,210
over £30,000 - £40,000	33	23	25	19	67	960	27	21	25	27	73	960
over £40,000 - £50,000	35	26	27	12	65	1,430	26	22	27	26	74	1,430
over £50,000 p.a.	30	28	26	16	70	940	21	25	27	26	79	940
	27	26	28	19	73	1,610	17	24	29	30	83	1,610
by equivalised income:												
1 - 20% lowest incomes	35	21	29	15	65	1,810	31	20	27	23	69	1,800
2	34	25	26	16	66	1,830	31	23	23	23	69	1,830
3	35	23	27	14	65	1,820	26	21	26	26	74	1,820
4	33	26	25	16	67	1,700	23	24	26	27	77	1,700
5- 20% highest incomes	28	26	27	18	72	1,830	19	22	28	30	81	1,830
by Scottish Index of Multiple Deprivation:												
1 (20% most deprived)	33	23	27	16	67	1,170	38	22	20	20	62	1,160
2	34	26	25	15	66	1,530	28	23	27	23	72	1,520
3	33	26	25	17	67	1,980	25	22	26	27	75	1,970
4	35	23	27	15	65	2,220	21	23	28	29	79	2,220
5 (20% least deprived)	29	25	29	17	71	2,090	18	22	29	30	82	2,090
by urban/rural classification:												
Large urban areas	27	24	30	19	73	2,930	26	23	25	25	74	2,920
Other urban	34	25	26	14	66	2,650	28	22	25	26	72	2,650
Small accessible towns	33	23	30	13	67	850	22	21	31	25	78	850
Small remote towns	26	34	22	17	74	360	28	23	25	25	72	360
Accessible rural	43	22	23	12	57	1,210	21	21	29	29	79	1,210
Remote rural	43	25	16	15	57	990	26	20	24	31	74	990
by frequency of driving [note 1]												
every day	38	23	23	16	62	2,880	21	23	25	30	79	2,890
at least three times a week	31	27	28	13	69	2,320	20	22	30	27	80	2,310
once or twice a week	32	28	27	13	68	1,300	24	22	29	25	76	1,300
less often	25	26	25	23	75	320	24	20	25	31	76	320
Never, but holds full driving licence	26	23	30	21	74	460	31	21	26	22	69	460

Table 11.12 Frequency of Driving for people aged 17+ [note 1] [note 4]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey

Frequency of driving	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
										[Note 58]	2021
Every Day	40.7	42.0	41.9	40.9	40.9	42.2	41.9	41.4	43.0	<i>column percentages</i>	
										21.0	33.9
Per Week:											
At least 3 times	13.3	13.1	13.3	13.9	14.5	14.3	14.7	15.3	15.0	20.0	23.4
Once or twice	6.2	6.0	5.6	5.9	5.9	6.0	6.1	6.0	6.4	24.0	12.5
Per Month:											
At least 2 or 3 times	0.9	0.8	1.0	0.9	0.8	1.0	1.0	1.0	0.9	4.0	1.6
At least once	0.4	0.3	0.5	0.7	0.5	0.5	0.5	0.4	0.4	1.0	0.6
Less than once	1.7	1.7	1.6	1.8	1.4	1.6	1.3	1.3	1.1	2.0	1.1
Holds full driving licence, never drives	4.1	4.5	4.5	4.3	4.0	3.4	4.0	4.2	4.4	6.0	4.4
Total with a full driving licence	67.3	68.3	68.4	68.5	68.0	69.0	69.5	69.5	71.2	79.0	77.5
Doesn't have a full driving licence	32.7	31.7	31.6	31.5	32.0	31.0	30.5	30.5	28.8	21.0	22.5
Sample size (=100%)	12,801	9,828	9,838	9,720	9,340	9,570	9,760	9,650	9,720	2,770	8,990

Table 11.13 Frequency of Walking in the previous seven days (people aged 16+) [note 2] [note 5]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey

Number of days	2005	2006	2007	2008	2009	2010	2011	2012	2014	2016	2019	2021
As means of transport												
											<i>column percentages</i>	
None	46	46	48	48	41	38	37	34	33	31	34	33
1-2 days	15	16	18	17	18	19	19	20	19	19	18	24
3-5 days	22	21	20	22	22	24	24	23	26	26	27	27
6-7 days	17	17	14	14	19	19	20	23	22	23	22	16
1+ days	54	54	52	53	59	62	63	66	67	69	67	67
Sample size (=100%)	6,992	7,111	6,116	6,197	6,137	6,178	6,381	9,841	9,735	9,580	9,610	8,990
Just for pleasure or to keep fit [note 6]												
None	54	53	53	55	52	49	46	45	42	39	38	26
1-2 days	17	17	18	18	19	18	19	19	20	20	19	22
3-5 days	14	14	14	13	13	17	17	17	18	20	19	26
6-7 days	15	16	16	14	16	17	19	19	20	21	24	26
1+ days	46	47	47	45	48	51	54	55	58	61	62	74
Sample size (=100%)	6,993	7,111	6,121	6,209	6,119	6,136	6,372	9,805	9,687	9,580	9,610	8,990

Table 11.15(a) Usual time taken to travel to usual place of work (in Autumn) [Note 7]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Statistics Great Britain

Type of vehicle	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Car, van, minibus, works van	22	22	22	22	23	20	23	20	22	21
Bicycle	14	14	15	15	18	15	14	16	15	16
Bus, coach, private bus	31	33	32	32	32	33	34	33	32	32
Rail (inc Underground)	58	42	55	53	52	47	46	48	46	49
Walk	11	12	12	12	12	11	12	12	12	13
Other (inc taxi)	34	33	45	33	47	42	46	25	36	40
All	22	23	23	23	24	22	24	21	23	22

minutes

Table 11.15(b) Usual time taken to travel to usual place of work (in Autumn) [note 9] [note 10] [note 11]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Oct-Dec, Office for National Statistics (ONS) Labour Force Survey.

Type of vehicle	2011 [note 10]	2012 [note 10]	2013 [note 10]	2014 [note 10]	2015 [note 10]	2016 [note 10]	2017 [note 10]	2018 [note 10]	2019 [note 10]	2020 [note 10]	2021 [note 10]
Car	23	24	25	24	24	25	24	25	25	23	22
Motorcycle	[note 8]	[note 8]	[note 8]	[note 8]	[note 8]	[note 8]	[note 8]	[note 8]	[note 8]	[note 8]	[note 8]
Bicycle	20	18	22	23	22	26	20	22	23	22	24
Bus/coach	35	39	37	38	37	37	39	35	36	44	43
Rail	51	59	56	49	51	50	54	51	50	53	51
Walk	13	15	14	14	14	16	13	16	15	17	15
Other [note 12]	47	89	77	74	98	49	79	63	51	60	56
All	25	26	27	26	27	26	27	26	26	26	24

Table 11.16 Usual means of travel to work [Note 13] (in Spring)

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Census travel to work figures

Year	Train (including underground)	Bus	Car	Motorcycle	Pedal cycle	Foot [Note 15]	Other [Note 16] (e.g. taxi)	Total of these percentage
1966		4	43	21	1	2	24	5 100
1971		3	35	29 [Note 14]		2	24	6 100
1981		3	25	46	1	1	20	3 100
1991		3	18	59	1	1	15	3 100
2001		4	12	68 [Note 14]		2	12	2 100
2011		5	11	69 [Note 14]		2	11	2 100

Table 11.17 Employed [Note 17] adults (16+) - place of work: 2021 [Note 58]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey

Employment type	Works from home	Does not	Sample size (=100%)
		work from home	
		<i>row percentages</i>	
All employed adults	40	60	4,210
Self - employed	76	24	460
Employed full - time	38	62	2,910
Employed part - time	28	72	840

Figure 11.3: Travel to work a) 2011 and b) 2021

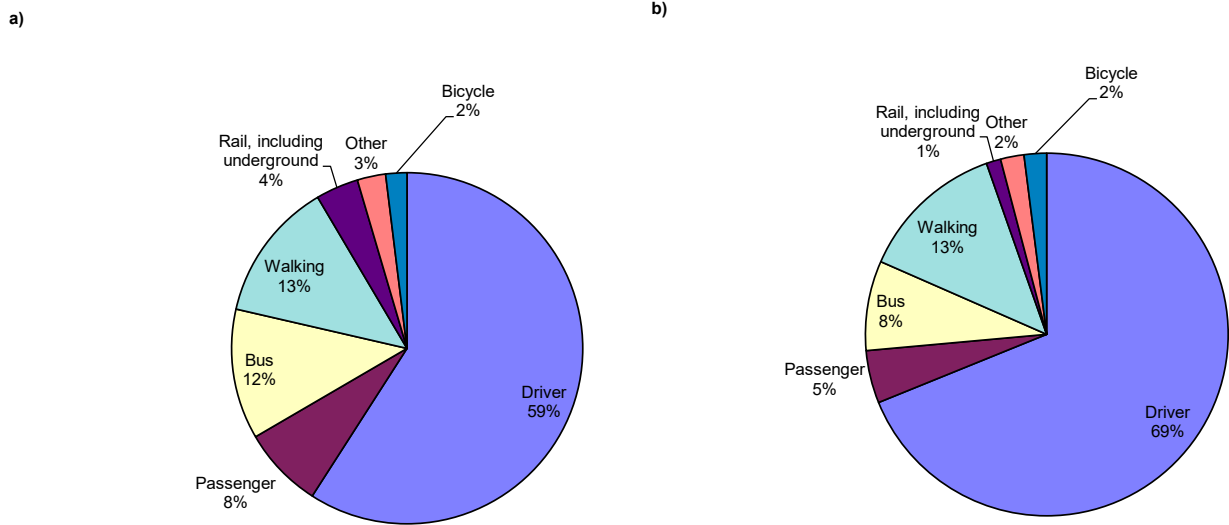
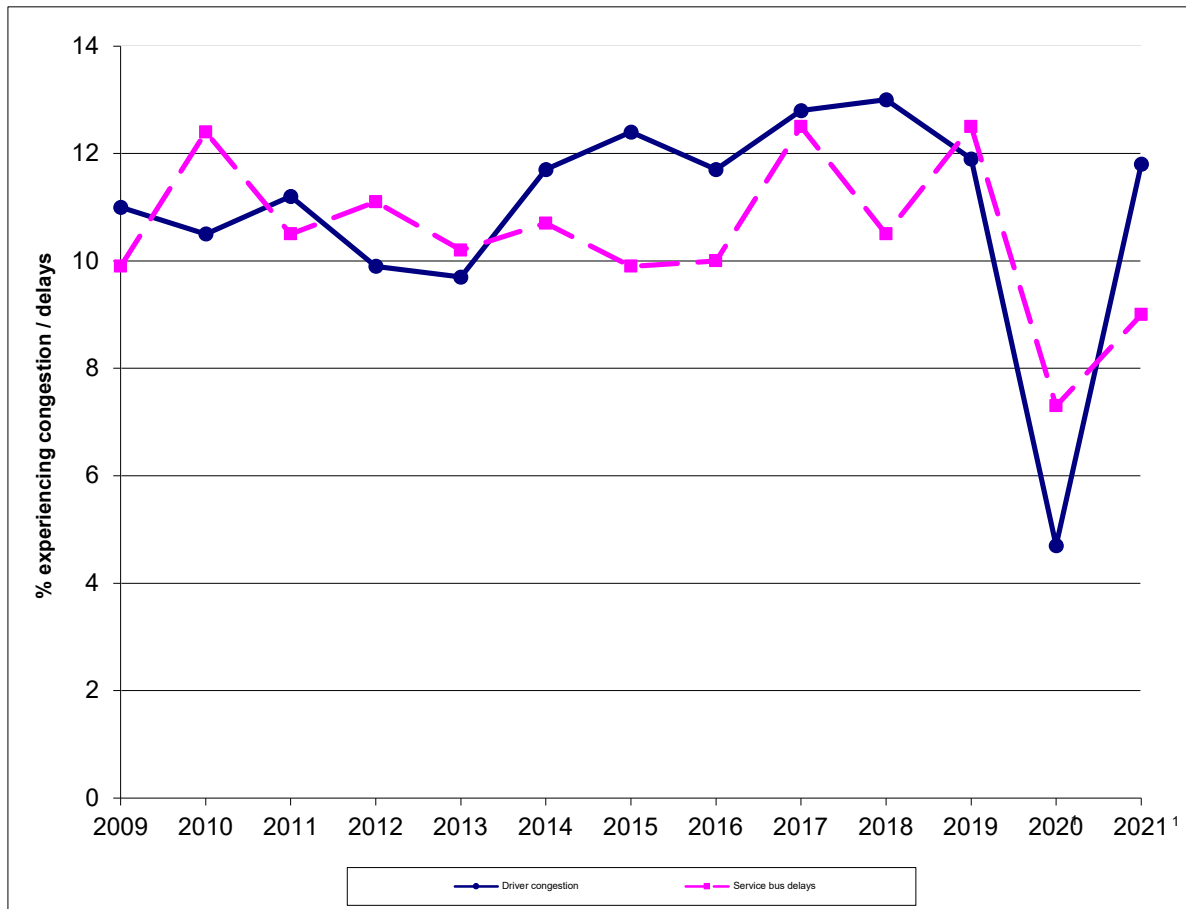


Figure 11.4: Driver experience of congestion and bus passenger experience of delays 2009-2021



Note: The Scottish Household Survey Travel Diary asks car drivers whether their journey was delayed by congestion. Those making bus journeys are asked whether their journey was delayed and there is a separate question asking the reason. The data on reason for delay is included in the SHS Travel Diary publication.

1. For drivers 3 years data are combined, whereas in previous years just one year's data was given. There was little change over the years, and combining gives fewer suppressed values.

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Table 11.18 Employed [Note 17] adults (16+) not working from home - usual method of travel to work: 2021

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey

Category	Walking	Driver	Car or van passenger	All	Bicycle	Bus	Rail [Note 18]	Other [Note 19]	Sample size (=100%)	% Public / Active (Former National Indicator)
All people aged 16+:	12.1	68.0	2.9	70.9	4.3	6.8	4.1	1.9	2,490	row percentages 27.3
By gender:										
Men	11	69	2	71	5	6	5	2	1,080	27
Women	14	67	4	71	3	7	3	2	1,400	27
Identified in another way	[Note 20]	[Note 20]	[Note 20]	[Note 20]	[Note 20]	[Note 20]	[Note 20]	[Note 20]	10	[Note 20]
Refused	[Note 20]	[Note 20]	[Note 20]	[Note 20]	[Note 20]	[Note 20]	[Note 20]	[Note 20]	-	[Note 20]
by age:										
16 - 19	[Note 20]	[Note 20]	[Note 20]	[Note 20]	[Note 20]	[Note 20]	[Note 20]	[Note 20]	20	[Note 20]
20 - 29	14	66	2	69	4	7	5	1	310	30
30 - 39	12	67	2	69	6	8	4	1	500	30
40 - 49	10	70	3	72	6	5	4	1	540	26
50 - 59	11	70	4	73	3	6	3	4	710	23
60 and over	11	71	5	76	2	8	1	1	410	23
by whether disabled:										
Disabled	13	65	5	70	3	8	4	2	390	28
Not disabled	12	69	3	71	5	7	4	2	2,090	27
by current situation:										
Self employed	10	80	2	82	0	4	2	2	100	17
Employed full time	10	69	3	72	5	6	4	2	1,800	26
Employed part time	19	61	3	64	4	9	4	1	580	35
by annual net household income:										
up to £15,000 p.a.	22	46	7	53	5	18	3	0	180	47
over £15,000 - £20,000	14	63	4	67	1	11	6	1	250	32
over £20,000 - £25,000	11	67	4	71	4	10	3	2	300	27
over £25,000 - £30,000	11	71	2	74	4	7	4	1	250	25
over £30,000 - £40,000	13	69	3	72	3	8	2	2	470	26
over £40,000 - £50,000	11	70	3	73	7	3	4	2	370	25
over £50,000 - £60,000	10	74	1	75	4	6	5	1	290	24
over £60,000 p.a.	11	70	2	72	6	1	6	4	370	24
by equivalised income:										
1 - 20% lowest incomes	18	57	2	60	4	13	3	1	250	39
2	15	60	5	66	3	10	4	2	410	33
3	11	71	2	73	3	9	2	1	550	26
4	10	71	3	73	5	5	5	2	630	24
5- 20% highest incomes	11	71	3	74	5	3	6	2	660	24
by Scottish Index of Multiple Deprivation:										
1 (20 % most deprived)	9	63	5	68	3	12	5	1	370	30
2	15	61	5	66	4	9	5	1	470	33
3	13	73	2	75	3	4	3	2	530	23
4	11	72	1	73	5	6	3	2	620	25
5 (20% least deprived)	12	70	2	71	6	3	5	2	510	26
by urban/rural classification:										
Large urban areas	15	57	3	60	7	11	5	1	840	39
Other urban	11	71	4	76	3	4	5	2	720	22
Small accessible towns	9	76	2	79	2	5	2	3	240	18
Small remote towns	20	74	1	75	3	0	0	2	120	23
Accessible rural	8	82	2	84	2	3	2	2	300	14
Remote rural	13	76	1	77	3	4	2	2	260	21
by number of cars:										
none	34	2	6	8	11	32	11	3	300	89
one	14	66	3	69	6	5	4	2	1,210	29
two +	5	86	2	87	1	2	2	2	980	11
Household type										
Single adult	13	60	3	63	6	11	5	2	620	35
Small adult	12	64	4	68	6	8	6	1	570	31
Single parent	13	72	3	75	1	5	5	1	120	24
Small family	10	72	2	74	5	5	6	1	420	25
Large family	18	69	2	71	4	5	2	1	140	28
Large adult	10	74	3	77	2	6	1	4	250	20
Older smaller	13	71	4	75	2	7	1	1	370	23

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.19 Usual main method of travel to school [Note 22]: 2021

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey

Category	Walking	Car or Van	Bicycle	School Bus [Note 23]	Service Bus	All buses	Rail [Note 24]	Other [Note 19]	Sample size
									(=100%)
<i>row percentages</i>									
All children in full-time education, 2007	54.4	22.0	1.9	15.6	3.8	19.4	1.0	1.3	1,380
By gender:									
Man/Boy	65	25	3	17	4	21	1	2	700
Woman/Girl	42	18	1	14	4	18	1	0	670
Identified in another way	[Note 21]	[Note 21]	[Note 21]	[Note 21]	[Note 21]	[Note 21]	[Note 21]	[Note 21]	10
Refused	[Note 21]	[Note 21]	[Note 21]	[Note 21]	[Note 21]	[Note 21]	[Note 21]	[Note 21]	-
by age:									
4 to 11	65	25	3	5	1	6	1	0	730
12 to 18	42	18	1	28	8	36	2	2	650
by annual net household income:									
up to £20,000	58	12	1	21	7	28	1	1	140
£20,000 - £30,000	54	21	1	14	7	21	0	3	230
£30,000 - £40,000	51	27	3	13	3	16	0	2	220
£40,000 - £50,000	53	24	2	18	2	19	0	1	220
£50,000 - £60,000	63	20	4	10	1	11	1	1	200
over £60,000 p.a.	51	24	1	18	3	21	3	0	340
by equivalised income:									
1 (20% lowest incomes)	53	17	2	18	7	25	1	2	240
2	51	26	1	15	4	19	0	3	300
3	61	21	2	13	3	15	0	0	280
4	56	20	2	19	1	20	1	1	300
5 (20% highest incomes)	51	29	2	13	2	15	3	0	240
by Scottish Index of Multiple Deprivation:									
1 (20% most deprived)	58	19	2	11	7	18	0	2	169
2	57	22	1	12	6	18	1	1	229
3	43	23	4	24	2	26	2	1	270
4	52	20	1	21	3	25	1	1	355
5 (20% least deprived)	62	26	2	9	1	9	1	0	355
by urban/rural classification:									
Large urban areas	60	23	2	7	7	14	0	2	420
Other urban	58	25	3	8	3	11	1	1	430
Accessible small towns	58	17	3	21	1	22	1	0	130
Remote small towns	64	20	0	15	0	15	0	0	50
Accessible rural	42	17	1	33	3	36	1	2	210
Remote rural	26	20	0	50	2	52	2	0	150
by number of cars:									
None	70	1	2	12	11	23	1	3	120
One	57	23	2	11	5	16	0	1	550
Two +	49	26	1	20	1	21	1	1	710
Household type:									
Single parent	62	23	1	9	4	13	0	1	220
Small family	58	21	2	14	3	17	1	1	680
Large family	48	24	3	19	4	23	0	2	340
Large adult	39	20	1	27	10	37	4	0	110

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.21 Employed [Note 17] adults (16+) - place of work

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey

Employment status	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
										[Note 58]	2021
											<i>column percentages</i>
Works from home	10.6	13.2	13.3	13.1	14.1	14.5	14.2	16.0	16.1	52.6	39.7
Does not work from home	89.4	86.8	86.7	86.8	85.9	85.5	85.8	84.0	83.9	47.4	60.3
All employed adults	100	100	100	100	100	100	100	100	100	100	100
Sample size (100%)	6,189	4,734	4,848	4,810	4,670	4,720	4,820	4,720	4,890	1,330	4,210

Table 11.22 Employed [Note 25] adults (16+) not working from home - usual method of travel to work
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
 Source: Scottish Household Survey

Method of travel	2011	2012	2013	2014	2015	2016	2017	2018	2020		2021
									2019 [Note 58]	<i>column percentages</i>	
Walking	12.9	13.6	12.9	12.9	13.6	12.3	12.0	11.8	12.0	11.9	12.1
Car or van											
Driver	59.1	61.4	60.6	61.6	60.3	61.7	62.3	62.9	63.1	67.4	68
Passenger	7.5	6.0	5.6	6.0	5.6	6.3	5.4	4.8	5.1	4.6	2.9
All	66.6	67.3	66.2	67.6	65.9	68.0	67.7	67.7	68.2	72	70.9
Bicycle	2.0	2.0	2.5	2.6	2.2	2.6	3.0	2.8	2.7	2.2	4.3
Bus	12.0	10.1	11.3	10.2	11.2	10.4	9.8	10.1	9.6	7.8	6.8
Rail [Note 24]	3.9	4.3	4.0	4.2	4.4	5.2	5.1	5.5	5.4	3.1	4.1
Other [Note 19]	2.6	2.6	3.1	2.5	2.7	2.4	2.4	2.2	2.1	2.9	1.9
<i>Sample size (100%)</i>	5,508	4,103	4,157	4,130	3,950	3,970	4,070	3,910	4,050	1,230	2,490

Table 11.23 Usual main method of travel to school [Note 22]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey

Method of travel	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
										[Note 58]	2021
										<i>column percentages</i>	
Walking	50.6	51.4	51.7	51.2	48.8	51.8	51.5	52.3	51.8	47.7	54.4
Car or van	23.4	24.1	24.4	24.5	25.8	25.6	25.5	24.2	25.1	26.1	22
Bicycle	1.4	0.8	1.2	1.7	1.2	1.4	0.9	1.9	1.9	2.1	1.9
Bus											
School [Note 26]	15.1	14.9	14.5	14.5	15.3	12.9	14.2	13.9	14.3	16.7	15.6
Service	6.6	6.2	5.4	5.8	5.7	6.4	5.6	5.1	5.0	4.0	3.8
All	21.7	21.1	19.9	20.3	20.9	19.3	19.8	19.0	19.3	20.7	19.4
Rail [Note 24]	0.7	0.4	0.6	0.7	1.1	0.5	0.5	0.7	0.3	1.3	1
Other [Note 19]	2.2	2.2	2.2	1.7	2.1	1.5	1.7	2.0	1.7	2	1.3
<i>Sample size (100%)</i>	2,715	1,923	1,975	1,980	1,880	1,890	1,830	1,720	1,920	420	1,380

Table 11.23a Usual main method of travel to school - Hands Up Scotland Survey [Note 27]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Hands Up Scotland Survey - Not National Statistics

Method of travel	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
										<i>column percentages</i>	
Walk	45.9	45.1	44.1	44.2	43.3	42.8	42.3	42.5	41.0	44.8	43.6
Cycle	3.0	2.9	3.5	3.4	3.5	3.6	3.7	3.8	4.1	3.8	4.0
Scooter/Skate	1.0	1.6	2.8	2.8	2.9	2.9	2.8	2.4	2.7	2.6	2.7
Park & Stride	7.5	7.8	7.5	7.8	7.8	9.3	9.7	9.8	10.2	9.9	9.9
Driven	22.4	22.2	21.4	21.9	22.4	22.3	22.8	23.1	23.8	22.8	23.2
Bus	18.2	18.2	18.8	17.7	17.9	16.6	16.5	16.2	16.0	14.1	14.5
Taxi	1.6	1.7	1.6	1.6	1.7	1.8	1.6	1.7	1.7	1.5	1.5
Other	0.3	0.5	0.4	0.5	0.4	0.6	0.5	0.5	0.6	0.4	0.6
<i>Sample size (100%)</i>	<i>427,104</i>	<i>457,488</i>	<i>467,397</i>	<i>487,147</i>	<i>480,161</i>	<i>458,145</i>	<i>473,160</i>	<i>468,537</i>	<i>472,617</i>	<i>405,917</i>	<i>418,147</i>

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.24 Scottish residents' visits abroad by means of leaving the UK [Note 60] and purpose of visit, 2021

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Office for National Statistics

Means of leaving the UK	Package Holiday	Other Holiday	Business	Visiting Friends or Relatives	Miscellaneous and Other Purposes	Total all visits
						<i>thousands</i>
Air						
Edinburgh	95	162	27	179	19	482
Glasgow	72	88	12	56	6	234
Prestwick [Note 31]						0
Aberdeen	3	5	14	1	1	23
Total Edinburgh, Glasgow, Prestwick & Aberdeen	169	255	53	236	25	738
Heathrow	Not available	Not available	Not available	Not available	Not available	Not available
Gatwick	Not available	Not available	Not available	Not available	Not available	Not available
Stanstead	Not available	Not available	Not available	Not available	Not available	Not available
Manchester	Not available	Not available	Not available	Not available	Not available	Not available
Newcastle	Not available	Not available	Not available	Not available	Not available	Not available
Birmingham	Not available	Not available	Not available	Not available	Not available	Not available
Other UK Airports	Not available	Not available	Not available	Not available	Not available	Not available
Total Air	200	306	73	318	35	932
Channel Tunnel	Not available	Not available	Not available	Not available	Not available	Not available
Sea						
English Channel Ports	Not available	Not available	Not available	Not available	Not available	Not available
English East Coast Ports	Not available	Not available	Not available	Not available	Not available	Not available
Other UK Ports [Note 29]	Not available	Not available	Not available	Not available	Not available	Not available
Total Sea	Not available	Not available	Not available	Not available	Not available	23
Total All Means of Leaving the UK	202	314	79	334	36	965

Table 11.25 Scottish residents' visits abroad by means of leaving the UK [Note 28] [Note 60] and area visited, 2021

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Office for National Statistics

Means of leaving the UK	EU	Other Europe	Canada and USA	Australia and New Zealand	Asia	Rest of the world	Total
							<i>thousands</i>
Air							
Edinburgh	254	2	9	2	10	205	482
Glasgow	78		2	3	29	121	234
Prestwick [Note 30]							0
Aberdeen	14				1	9	23
Total	345	2	11	5	40	335	738
Heathrow	available]	t available]	lot available]	Not available]	available]	available]	available]
Gatwick	available]	t available]	lot available]	Not available]	available]	available]	available]
Stanstead	available]	t available]	lot available]	Not available]	available]	available]	available]
Manchester	available]	t available]	lot available]	Not available]	available]	available]	available]
Newcastle	available]	t available]	lot available]	Not available]	available]	available]	available]
Birmingham	available]	t available]	lot available]	Not available]	available]	available]	available]
Other UK Airports	available]	t available]	lot available]	Not available]	available]	available]	available]
Total Air	421	4	31	8	61	407	932
Channel Tunnel	available]	t available]	lot available]	Not available]	available]	available]	available]
Sea							
English Channel Ports	available]	t available]	lot available]	Not available]	available]	available]	available]
English East Coast Ports	available]	t available]	lot available]	Not available]	available]	available]	available]
Other UK Ports[Note 29]	available]	t available]	lot available]	Not available]	available]	available]	available]
Total Sea	available]	t available]	lot available]	Not available]	available]	available]	23
Total All Means of Leaving the UK	449	5	31	8	61	411	965

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.26 Scottish residents' visits abroad, by means of leaving the UK [Note 31] [Note 32] purpose of visit, and area visited

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office for National Statistics

Means of leaving the UK and purpose of visit	1995	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 [Note 59]	2021 [Note 60]
All visits abroad by Scots	2,535	4,042	4,098	4,137	4,096	4,499	4,572	4,754	5,135	5,540	5,807	[Not availab]	<i>thousands</i> 965
by means of leaving the UK													
Air Total	2,132	3,740	3,845	3,925	3,868	4,222	4,343	4,525	4,881	5,284	5,544	[Not availab]	932
Edinburgh	177	1,156	1,261	1,238	1,357	1,431	1,579	1,828	2,206	2,514	2,678	[Not availab]	482
Glasgow	1,145	1,137	1,159	1,234	1,016	1,247	1,289	1,399	1,558	1,596	1,624	[Not availab]	234
Prestwick [Note 30]	..	441	445	393	411	348	285	33	0	0	0	[Not availab]	0
Aberdeen	..	206	220	256	256	303	294	308	314	295	259	[Not availab]	23
Total these airports	1,322	2,940	3,085	3,121	3,040	3,328	3,448	3,568	4,078	4,405	4,561	[Not availab]	738
Heathrow	366	116	103	111	103	83	81	87	61	101	108	[Not availab]	[Not available]
Gatwick	128	148	177	227	155	171	212	203	179	149	135	[Not availab]	[Not available]
Stanstead	9	57	46	45	32	38	63	81	59	40	79	[Not availab]	[Not available]
Manchester	162	138	133	141	173	231	200	183	172	246	227	[Not availab]	[Not available]
Newcastle	..	122	86	94	83	94	71	91	85	125	104	[Not availab]	[Not available]
Birmingham	..	21	15	18	21	28	24	19	21	23	18	[Not availab]	[Not available]
Other UK Airports	145	198	200	168	261	247	245	292	225	195	312	[Not availab]	[Not available]
Channel Tunnel	25	97	73	80	75	80	82	72	95	71	89	[Not availab]	[Not available]
Sea Total	378	205	181	133	154	197	147	157	159	185	174	[Not availab]	23
English Channel Ports	310	130	120	84	117	126	88	78	66	88	105	[Not availab]	[Not available]
English East Coast Ports	68	42	54	44	33	67	57	73	64	76	65	[Not availab]	[Not available]
Other UK Ports	0	33	6	5	4	4	2	6	28	20	3	[Not availab]	[Not available]
by purpose of visit													
Package holiday	1,306	1,265	1,205	1,281	1,205	1,391	1,506	1,562	1,650	1,729	2,247	[Not availab]	202
Other holiday	640	1,493	1,484	1,469	1,513	1,644	1,613	1,553	1,655	1,804	1,742	[Not availab]	314
Business	286	501	547	492	464	540	487	493	513	504	505	[Not availab]	79
Visit friends / relatives	215	701	791	786	834	844	895	1,081	1,265	1,451	1,205	[Not availab]	334
Misc. and other	87	81	71	110	80	79	71	64	51	52	108	[Not availab]	36
by area visited													
EU	1,993	1,741	1,854	1,904	1,874	2,009	1,968	2,124	2,400	2,562	2,756	[Not availab]	449
Other Europe	11	6	16	6	16	12	4	11	18	6	27	[Not availab]	5
North America	322	389	327	342	315	374	367	458	423	494	429	[Not availab]	31
Australia & New Zealand	21	55	75	61	69	83	94	68	94	97	115	[Not availab]	8
Asia	48	222	178	181	212	262	190	258	288	382	392	[Not availab]	61
Rest of the World	139	1,628	1,648	1,642	1,612	1,759	1,950	1,836	1,911	1,999	2,088	[Not availab]	411
by means of leaving the UK and main purposes of visits													
Edinburgh, Glasgow, Prestwick & Aberdeen													
Package holiday	866	918	897	1,023	903	1,051	1,184	1,244	1,390	1,394	1,896	[Not availab]	169
Other holiday	276	1,049	1,084	1,054	1,105	1,169	1,165	1,108	1,203	1,320	1,224	[Not availab]	255
Business	75	337	407	365	300	374	359	352	401	397	400	[Not availab]	53
Visit friends / relatives	92	580	648	629	683	682	713	828	1,054	1,256	970	[Not availab]	236
Other UK airport													
Package holiday	280	1,159	1,121	1,246	1,148	1,328	1,449	1,502	1,601	1,696	2,191	[Not availab]	200
Other holiday	237	1,374	1,370	1,360	1,405	1,502	1,506	1,473	1,536	1,643	1,604	[Not availab]	306
Business	167	442	522	469	437	504	465	450	479	470	481	[Not availab]	73
Visit friends / relatives	100	686	765	757	806	817	857	1,040	1,219	1,429	1,167	[Not availab]	318
Sea or Channel Tunnel													
Package holiday	161	89	73	23	50	58	44	53	34	33	32	[Not availab]	[Not available]
Other holiday	128	85	74	69	63	99	64	58	66	116	95	[Not availab]	[Not available]
Business	44	18	14	15	18	13	13	15	21	19	17	[Not availab]	[Not available]
Visit friends / relatives	23	12	16	18	14	20	24	29	35	14	23	[Not availab]	[Not available]
by main purposes of visit and area visited													
Package holiday													
EU	1,135	360	398	380	347	433	419	468	559	525	850	[Not availab]	47
Elsewhere	171	904	807	901	858	959	1,087	1,094	1,091	1,204	1,396	[Not availab]	155
Other holiday													
EU	465	634	651	709	727	790	734	725	854	951	893	[Not availab]	127
Elsewhere	175	859	833	760	786	854	879	827	800	853	850	[Not availab]	187
Business													
EU	212	316	334	304	300	328	275	305	286	339	323	[Not availab]	51
Elsewhere	74	185	213	188	164	212	212	188	226	165	183	[Not availab]	29
Visit friends / relatives													
EU	106	380	428	449	457	415	513	582	676	735	628	[Not availab]	202
Elsewhere	109	321	363	337	377	429	382	499	589	716	577	[Not availab]	132

PERSONAL AND CROSS - MODAL TRAVEL

Table 11.27a Transport Model for Scotland: inter-zonal [Note 33] trips made on an average weekday - within Scotland: circa 2018 [Note 37]

Source: Transport Scotland (Transport Model for Scotland:18) - Not National Statistics

People: by car, bus or train

Origin	Destination									Total <i>thousands</i>
	Clydeplan [Note 34]	SESplan [Note 35]	TAYplan [Note 36]	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	Rest of UK	
Clydeplan [Note 34]	2,199	54	5	2	3	55	42	17	10	2,388
SESplan[Note 35]	62	1,497	35	2	2	3	46	4	18	1,671
TAYplan [Note 36]	5	33	402	9	0	0	7	2	1	461
Aberdeen City & Shire	2	3	12	541	0	0	1	8	1	569
Dumfries & Galloway	3	2	0	0	116	3	0	0	5	130
Ayrshire	58	3	1	0	3	297	1	1	1	365
Stirling, Falkirk & Clacks	43	40	7	1	0	1	241	1	1	336
Elsewhere in Scotland	18	4	2	9	0	1	1	353	2	392
Rest of UK	8	18	1	1	6	1	1	2	0	39
Total	2,401	1,654	465	566	130	361	342	390	41	6,350

Table 11.27b Transport Model for Scotland: inter-zonal [Note 33] trips made on an average weekday - within Scotland: circa 2018 [Note 37]

Source: Transport Scotland (Transport Model for Scotland:18) - Not National Statistics

(b) People: by car

Origin	Destination									Total <i>thousands</i>
	Clydeplan [Note 34]	SESplan [Note 35]	TAYplan [Note 36]	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	Rest of UK	
Clydeplan [Note 34]	1,830	43	4	1	3	46	38	14	5	1,985
SESplan[Note 35]	51	1,243	32	2	2	2	41	3	10	1,385
TAYplan [Note 36]	4	30	358	9	0	0	7	2	1	411
Aberdeen City & Shire	2	2	11	497	0	0	1	7	1	521
Dumfries & Galloway	3	2	0	0	106	3	0	0	5	120
Ayrshire	50	2	1	0	3	265	1	1	1	323
Stirling, Falkirk & Clacks	39	35	6	1	0	1	216	1	1	300
Elsewhere in Scotland	16	3	2	9	0	1	1	328	2	361
Rest of UK	4	10	1	1	5	0	1	2	0	24
Total	1,999	1,370	415	519	119	319	305	359	25	5,429

Table 11.27c Transport Model for Scotland: inter-zonal [Note 33] trips made on an average weekday - within Scotland: circa 2018 [Note 37]
 Source: Transport Scotland (Transport Model for Scotland:18) - Not National Statistics

(c) People: by bus or train

Origin	Clydeplan [Note 34]	SESplan [Note 35]	TAYplan [Note 36]	Destination						Total
				Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	Rest of UK	
Clydeplan [Note 34]	369	12	1	0	0	9	5	3	4	<i>thousands</i> 404
SESplan[Note 35]	12	254	4	1	0	1	5	1	9	286
TAYplan [Note 36]	1	3	44	1	0	0	0	0	0	50
Aberdeen City & Shire	0	1	1	44	0	0	0	1	0	48
Dumfries & Galloway	0	0	0	0	9	0	0	0	1	11
Ayrshire	8	1	0	0	0	32	0	0	0	42
Stirling, Falkirk & Clacks	4	5	0	0	0	0	25	0	0	36
Elsewhere in Scotland	3	1	0	1	0	0	0	26	0	31
Rest of UK	4	8	0	0	1	0	0	0	0	15
Total	402	285	50	48	11	42	36	31	16	921

Table 11.27d Transport Model for Scotland: inter-zonal [Note 33] trips made on an average weekday - within Scotland: circa 2018 [Note 37]

Source: Transport Scotland (Transport Model for Scotland:18) - Not National Statistics

(d) Vehicle trips: cars and goods vehicles only

Origin	Destination									Total <i>thousands</i>
	Clydeplan [Note 34]	SESplan [Note 35]	TAYplan [Note 36]	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	Rest of UK	
Clydeplan [Note 34]	1,562	47	4	2	3	52	34	12	7	1,723
SESplan[Note 35]	50	1,124	27	2	2	4	37	3	11	1,261
TAYplan [Note 36]	5	26	277	8	0	0	6	2	1	325
Aberdeen City & Shire	3	3	10	403	0	0	0	8	1	428
Dumfries & Galloway	3	2	0	0	97	3	0	0	5	111
Ayrshire	44	3	1	0	2	228	1	1	1	281
Stirling, Falkirk & Clacks	36	33	5	0	0	2	217	1	1	295
Elsewhere in Scotland	13	2	2	8	0	1	1	249	2	279
Rest of UK	6	11	1	1	5	1	1	2	0	28
Total	1,721	1,253	328	423	111	291	298	278	29	4,731

Table 11.29 Passenger journeys made under concessionary fare schemes

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Scotland & Strathclyde Partnership for Transport - Not National Statistics

Type of concessionary journey	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20 ⁷	2020-2021	2021-2022
(a) all journeys made under concessionary fare schemes [Note 38]											
Strathclyde Concessionary Travel scheme											
Buses [Note 39]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rail	3.37	3.19	3.17	3.37	3.36	3.42	3.51	3.52	3.52	0.57	1.81
Underground	0.71	0.70	0.77	0.82	0.81	0.72	0.85	0.91	0.90	0.2	0.51
Ferries	0.63	0.65	0.64	0.67	0.65	0.68	0.65	0.67	0.67	0.24	0.50
Taxis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Others	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.71	4.54	4.58	4.86	4.82	4.82	5.01	5.10	5.09	1.01	2.82
Other concessionary fare schemes³											
Buses [Note 39] [Note 41] [Note 42] (i.e. the National schemes)	149.68	146.28	148.64	148.27	146.52	145.62	142.33	145.12	140.7	48.65	88.19
Rail	0.88	1.04	1.46	2.13	2.31	2.34	1.93	1.87	1.85	0.17	0.70
Underground	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ferries [Note 43]	0.05	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.02	0.04
Taxis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Others	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	150.61	147.38	150.16	150.46	148.89	148.02	144.32	147.05	142.61	48.84	88.93
All concessionary fare schemes [Note 40]											
Buses [Note 39] [Note 41] [Note 42]	149.68	146.28	148.64	148.27	146.52	145.62	142.33	145.12	140.70	48.65	88.19
Rail	4.25	4.23	4.63	5.50	5.67	5.76	5.44	5.39	5.37	0.74	2.51
Underground	0.71	0.70	0.77	0.82	0.81	0.72	0.85	0.91	0.90	0.20	0.51
Ferries	0.68	0.71	0.70	0.73	0.71	0.74	0.71	0.73	0.73	0.26	0.54
Taxis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Others	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	155.32	151.92	154.74	155.32	153.71	152.84	149.33	152.15	147.70	49.85	91.75
(b) of which : journeys which were made free of charge to the traveller¹											
Strathclyde Concessionary Travel scheme											
Buses [Note 39]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ferries [Note 43]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other concessionary fare schemes											
Buses [Note 39] [Note 41] [Note 42] (i.e. the National schemes)	148.09	144.54	146.87	146.75	145.31	144.71	141.75	144.63	140.4	48.6	88.1
Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ferries	0.05	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.05	0.02	0.04
Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	148.14	144.60	146.93	146.81	145.37	144.77	141.81	144.69	140.45	48.62	88.14
All concessionary fare schemes											
Buses [Note 39] [Note 41] [Note 42]	148.09	144.54	146.87	146.75	145.31	144.71	141.75	144.63	140.40	48.60	88.10
Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ferries	0.05	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.05	0.02	0.04
Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	148.14	144.60	146.93	146.81	145.37	144.77	141.81	144.69	140.45	48.62	88.14

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.30 Traveline Scotland: telephone calls and web site hits [Note 45]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, I

Source: Transport Scotland - Not National Statistics

Calls answered	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Weeks included in year [Note 46]											
Telephone calls	52	52	52	52	52	52	52	52	52	53	52
Web site	52	52	52	52	52	52	52	52	52	52	52
											<i>thousands</i>
Calls answered	503.9	399.8	331.7	286.7	219.9	214.1	166.0	157.0	106.1	54.05	89.7
Calls unanswered											
Ring tone, no reply [Note 47]	0.4	0.7	-	-	-	-	-	-	-	-	-
Engaged tone [Note 47]	0.0	0.0	-	-	-	-	-	-	-	-	-
Other [Note 47]	0.3	2.5	-	-	-	-	-	-	-	-	-
Total unanswered [Note 51]	0.7	3.2	6.5	8.5	2.6	10.0	13.0	26.0	2	1.2	2
Total number of calls	507.1	403.0	338.2	295.2	222.5	224.1	179.0	183.0	108.1	55.2	91.7
											<i>percentages</i>
Percentage answered	99.4	99.2	98.1	97.1	98.8	95.5	92.7	85.8	98.1	97.9	97.8
											<i>numbers</i>
Daily average answered [Note 48]	1,384	1,098	911	788	604	588	456	431	291	146	246
											<i>seconds</i>
Answered calls: av. duration	161.5	178.3	180.0	182.0	190	195	205	184	179	182	175
											<i>thousands</i>
Total number of hits [Note 49] [Note 50] [Note 52]	7,430.9	10,166.9	11,532.4	12,636.1	20,080.9	29,000.0	35,069.4	33,152.8	31,838.6	18,779.8	25,325.2
											<i>numbers</i>
Daily average hits [Note 48]	20,415	27,931	31,682	34,715	55,167	79,670	96,345	91,079	87,469	51,593	69,575

Table 11.31 Employed adults (16-74) distance to place of work: 2011 [Note 53] [Note 55]
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
 Source: Scottish Census 2011, National Records of Scotland

All Adults	Work mainly at or from home	Excluding those working mainly from home									Total Number (=100%)
		Less than 2km	2 km to less than 5 km	5 km to less than 10 km	10 km to less than 20 km	20 km to less than 30 km	30 km to less than 40 km	40 km to less than 60 km	60 km and over	Other [Note 54]	
All	10.8	14.7	21.6	19.2	17.0	7.2	3.3	2.5	2.3	12.3	2,400,925

row percentages

Table 11.32 Employed adults (16-74) mode of transport to place of work: 2011 [Note 53][Note 54] [Note 55]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Census 2011, National Records of Scotland

All Adults	Work mainly at or from home	Undergr ound, metro, light rail or tram	Excluding those working mainly from home							Bicycle	On foot	Other	Total Number (=100%)
			Train	Bus, minibus or coach	Taxi or minicab	Driver, car or van	Passeng er, car or van	Motorcyc le, scooter or moped					
All	10.8	0.3	4.2	11.2	0.7	62.8	6.5	0.3	1.6	11.1	1.3	2,400,925	

row percentages

Table 11.33 Employed adults (16-74) distance to place of work by car/van availability: 2011 [Note 53][Note 54] [Note 55] [Note 56]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Census 2011, National Records of Scotland

Excluding those working mainly from home									
All Adults	Work mainly at or from home	Less than 2km	2 km to less than 5 km	5 km to less than 10 km	10 km to less than 20 km	20 km to less than 30 km	30 km and over	Other	Total Number (=100%) ³
All	10.7	14.6	21.6	19.3	17.0	7.3	8.0	12.3	2,390,595
							<i>row percentages</i>		
Number of cars or vans available for private use:									
None	10.8	24.8	30.9	17.9	9.4	3.0	3.6	10.5	314,494
One	10.0	16.4	23.7	19.7	15.9	6.2	6.7	11.4	932,787
Two or more	11.1	10.2	17.3	19.3	20.1	9.3	10.3	13.5	1,143,314

Table 11.34 All people aged 4 and over studying, distance to place of study by age: 2011 [Note 53] [Note 55]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Census 2011, National Records of Scotland

All Adults	Study mainly at or from home	Excluding those studying mainly from home									Total Number (=100%)
		Less than 2km	2 km to less than 5 km	5 km to less than 10 km	10 km to less than 20 km	20 km to less than 30 km	30 km to less than 40 km	40 km to less than 60 km	60 km and over	Other	
All	12.4	49.3	23.4	11.7	7.5	2.7	1.4	1.2	1.0	1.7	996,282
									<i>row percentages</i>		
By age:											
4 to 11	11.8	72.3	15.9	6.3	2.9	0.9	0.4	0.4	0.4	0.4	386,410
12 to 15	11.1	42.0	32.0	13.6	8.0	2.0	0.8	0.5	0.6	0.4	241,975
16 to 17	10.7	34.2	30.6	15.8	10.9	3.8	1.6	1.2	1.1	0.7	101,169
18 and over	15.2	27.6	23.5	16.4	12.4	5.8	3.5	3.0	2.3	5.2	266,728

Table 11.35 All people aged 4 and over studying, mode of transport to place of study by distance: 2011 [Note 53] [Note 55]
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
 Source: Scottish Census 2011, National Records of Scotland

Excluding those studying mainly from home

By distance	Study mainly at or from home	Train, underground, metro, light rail or tram	Bus, minibus or coach	Driver, car or van	Passenger, car or van	Bicycle	On foot	Other	Total Number (=100%)
All	12.4	3.7	24.6	5.3	19.1	1.2	44.7	1.5	996,282
Less than 2km	[Not applicable]	0.3	6.2	0.8	17.3	1.2	73.3	0.8	429,936
2km to less than 5km	[Not applicable]	2.6	40.9	4.6	26.2	1.6	22.2	1.8	203,907
5km to less than 10km	[Not applicable]	6.1	52.1	9.4	20.2	0.8	9.0	2.4	102,246
10km to less than 20km	[Not applicable]	11.5	46.2	14.7	16.4	0.3	8.3	2.6	65,101
20km to less than 30km	[Not applicable]	17.9	35.7	20.5	14.5	0.3	8.9	2.1	23,802
30km to less than 40km	[Not applicable]	25.5	29.7	20.9	11.6	0.4	10.1	1.8	12,406
40km to less than 60km	[Not applicable]	23.3	27.7	22.8	10.7	0.5	13.3	1.8	10,174
60km and over	[Not applicable]	14.1	25.2	15.6	10.7	1.6	30.7	2.1	10,245
Other	[Not applicable]	4.5	21.0	16.5	5.1	3.2	46.1	3.7	14,536

Figure 11.1 Calls to Traveline Scotland in 2021

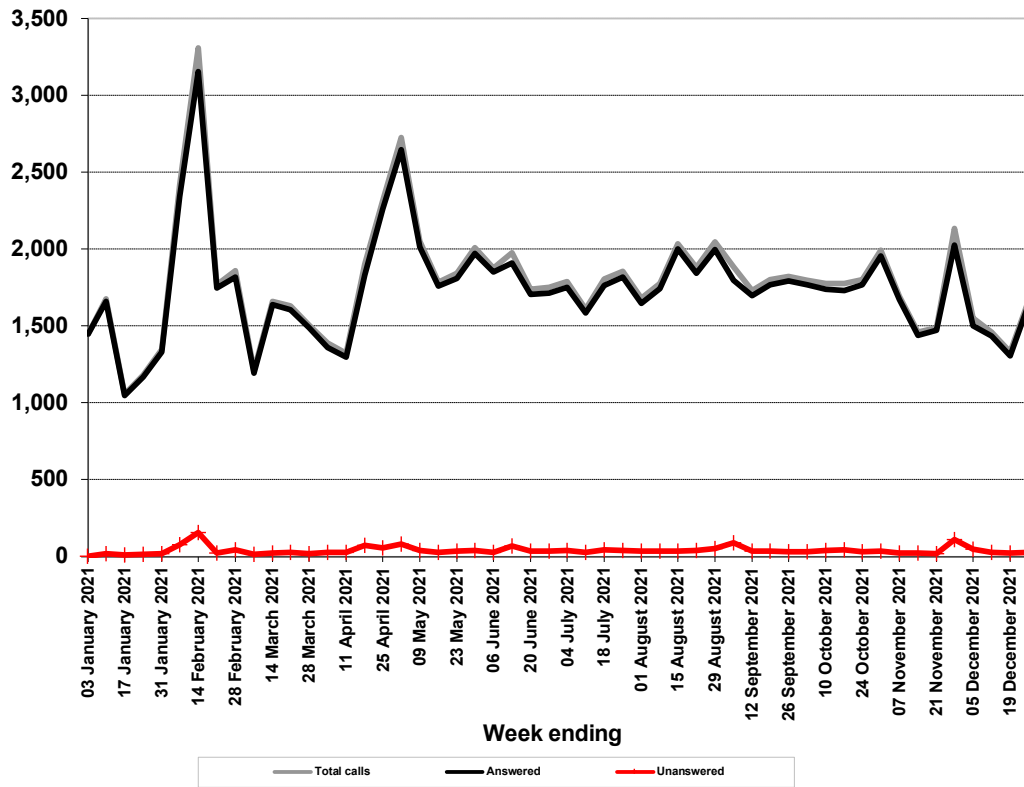
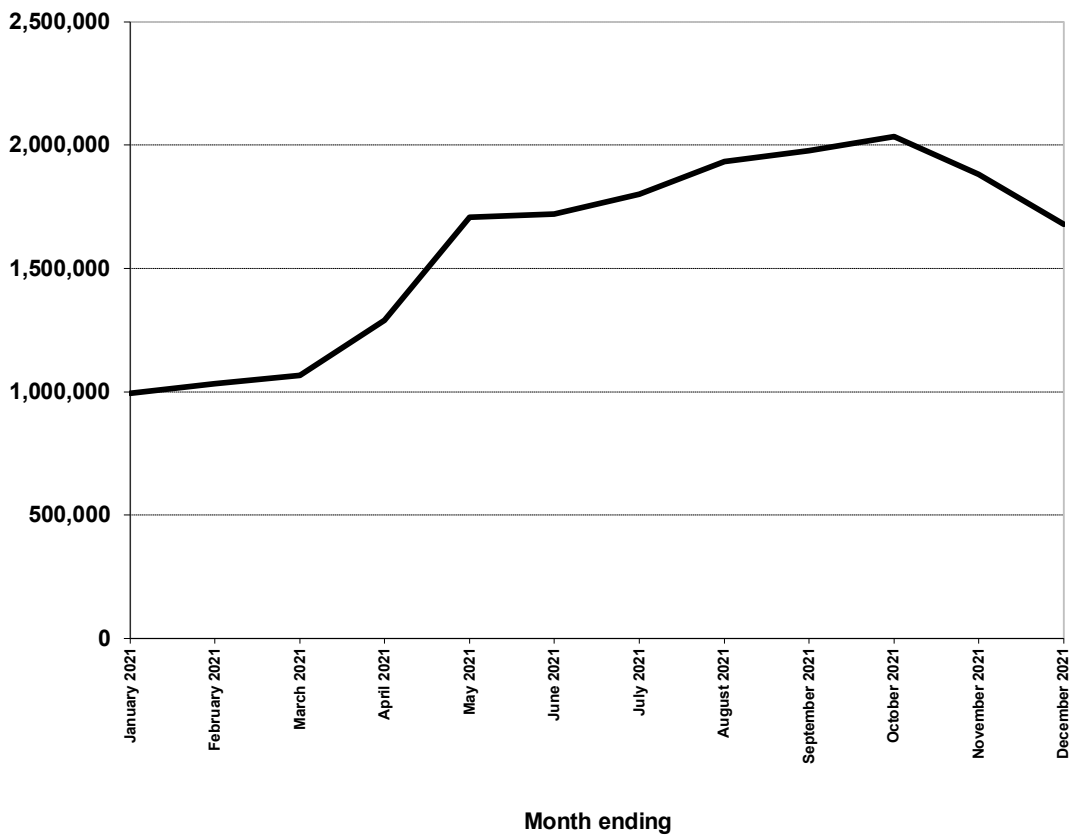


Figure 11.2 Traveline Scotland - Web & App hits in 2021





**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2022

International Comparisons

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I. Introduction

1.1 This chapter compares some statistics for Scotland with the 27 EU member countries over a mixture of years. Due to the increased EU membership over the years overall comparisons with EU-14 and EU-27 countries are made.

1.2 Due to definitional variations across countries comparisons may not be exact (see Sections 3, 4 & 5), especially where noticeable difference exist between the UK figure and the *UK/GB calculated on the same basis* as the figure for Scotland.

1.4 In some cases, the EU countries' figures do not all relate to the same year. (See the International comparisons section of the user guide). Because of such differences, the commentary in Section 2 generally does not reference the year. General trends will tend to be similar over recent years and so the impact of this should be minimal.

Key Points

- **Scotland has less road and rail network by area compared to the EU average.**
- **Scotland has both lower car use and car ownership than the EU average**
- **The proportion of freight carried by road is lower than in the rest of the EU due to the higher proportion carried by pipeline in Scotland.**

2. Main points

Population

2.1 Scotland has a low population: only nine of the EU-27 (Ireland, Croatia, Lithuania, Slovenia, Latvia, Estonia, Cyprus, Luxembourg and Malta) have fewer people. Scotland also has a low population density (70 people per square kilometre)

compared with the overall EU average (EU-15: 123; EU-28: 115). Only six of the EU-28 countries (Bulgaria, Estonia, Finland, Lithuania, Latvia and Sweden) have a lower population density than Scotland.

Road Network

2.2 For its area, Scotland has a short Motorway network (6.1 km of Motorway per thousand square kilometres), well below the overall EU figure (EU-15: 20.5; EU-28: 17.4). Five of the EU-28 countries (Poland, Sweden, Romania, Estonia and Finland) have a lower figure than Scotland. This does not include Latvia and Malta which have no motorway.

2.3 The total length of the Scottish road network relative to the area of the country is 11 per cent below the EU-28 average when 'other roads' and unclassified roads in Scotland are excluded (Scotland: 378 km of road per thousand square kilometres; EU-15: 436; EU-28: 425).

2.4 Scotland has a short rail network for its area (35.4 km of route per thousand square kilometres) compared with the overall EU figure (EU-15: 46.3; EU-28: 48.4). Nine of the 28 EU countries (Estonia, Finland, Greece, Ireland, Latvia, Lithuania, Portugal, Spain and Sweden) have a lower value than Scotland. This does not include Cyprus and Malta which do not have a railway network.

Vehicles per Population

2.5 Scotland has few cars for the size of its population (468 per thousand population) compared with the EU as a whole (EU-15: 553; EU-28: 545). Nine of the EU-28 countries have lower figures than Scotland.

2.6 Scotland also has few goods vehicles relative to the size of its population (65 per thousand population) compared with the overall EU average (EU-15: 79; EU-28: 79). Of the EU-28, eleven countries have lower figures.

2.7 The number of new vehicle registrations in Scotland was relatively high (32 per thousand population), higher than the EU-27 average – four of the EU-28 countries had higher rates (Denmark, Belgium, Germany, and Luxembourg).

Distances travelled

2.8 Walking, cycling and motorcycles are excluded from the calculation of these modal shares, for consistency with the figures in the relevant table of the EU publication. That table shows just four modes (passenger cars, buses/coaches, railways and tram/metro) and gives their shares of the total for those four modes. Passenger cars account for a slightly lower percentage of the total travel by those four modes in Scotland (85.7%) than the EU as a whole (EU-14 86.7%; EU-27: 86.2%).

Air travel

2.9 Relative to the size of its population, Scotland had less international air passengers to or from the EU-27 countries (0.53 per head of the population, not counting internal UK traffic) than the overall EU figure (EU-14 0.47; EU-27: 0.69).

Road Fatalities

2.10 Scotland's number of road deaths per million population is well below the overall EU average (Scotland: 26; EU-14: 27; EU-27: 55). Of the EU-27 countries, only Malta and Sweden had a lower figures.

Freight

2.11 For freight transport, road has a low modal share in Scotland (60.1%) compared with the overall EU figure (EU-14: 73.4%; EU-27: 75.0%). The modal share of pipelines (30.2%) was higher than in any EU country. The modal shares of

rail and inland waterways in Scotland are both below the overall figures for the EU-28.

Table Comparisons

- Rates (per thousand population or per thousand square km) are based on the countries' areas and populations presented in *EU Energy and Transport in Figures*. As figures are rounded to a few decimal places, results won't be as precise as they using exact figures. Therefore figures should be regarded as broad indicators;
- Country figures may not be on *exactly* the basis due to the availability of data. There is plenty of scope for differences in interpretation or definition (e.g. should the surface area of inland lochs and lakes be included when calculating a country's area?);
- Scotland figures may differ from those elsewhere in *Scottish Transport Statistics* in order to provide Scottish figures on the same basis as the GB or UK figures given in the final two columns.
- GB and UK figures are on the same basis as the figures for Scotland. The closer that these figures are to the UK (or GB) figures from *EU Energy and Transport in Figures* (columns to the left of the EU-14 and EU-27), the closer that the Scottish basis is to the EU countries.
- Many of the Scotland figures are derived from GB-wide surveys conducted by the Department for Transport and UK figures may not be as readily available. As Northern Ireland may account for a small percentage of a UK figure, there is likely to be little difference between figures for GB and UK, particularly for rates.
- Some of the Scotland, GB and/or UK figures appear with more significant digits than the figures for the EU countries, increasing the precision of the rates.

Table 12.1 International comparisons

			EU countries																		
			from EU Energy and Transport in Figures (2017 edition)																		
Year of data (most countries)	Other year/issues (some countries)	EU publication table	Scottish figure (same or a similar basis) (#)	Austria	Belgium	Bulgaria	Cyprus	Czech Republic	Germany	Denmark	Estonia	Greece (+)	Spain	Finland	France	Croatia	Hungary	Ireland	Italy	Lithuania	
				SCOT	AT	BE	BG	CY	CZ	DE	DK	EE	EL	ES	FI	FR	HR	HU	IE	IT	LT
General data																					
Population (at 1 Jan)																					
million	2021	1.1	5.48	8.9	11.6	6.9	0.9	10.7	83.2	5.8	1.3	10.7	47.4	5.5	67.7	4.0	9.7	5.0	59.2	2.8	
Area																					
'000 sq km		1.1	78.0	83.9	30.7	111.0	9.3	78.9	357.6	42.9	45.3	131.7	506.0	338.4	638.5	56.6	93.0	69.9	302.1	65.3	
Population density (at 1 Jan)																					
people per sq km	2021	calc'd	70	106	378	62	97	136	233	135	29	81	94	16	106	71	104	72	196	43	
Infrastructure and vehicles																					
Motorways																					
km	2020	2.5.1	476	1,749	1,763	806	257	1,298	13,192	1,354	199	2,145	15,722	933	11,660	1,310	1,774	995	6,977	400	
km per '000 sq km	2020	calc'd	6.1	20.8	57.4	7.3	27.6	16.5	36.9	31.6	4.4	16.3	31.1	2.8	18.3	23.1	19.1	14.2	23.1	6.1	
All roads (@)																					
'000 km	2020	2.5.2	29.5	36.3	16.3	7.7	8.1	55.8	229.8	74.8	16.6	42.3	165.6	26.9	399.9	17.9	31.9	18.4	166.0	21.6	
km per '000 sq km	2020	calc'd	378	432	532	69	872	707	643	1,745	367	321	327	80	626	316	342	264	549	331	
Railways																					
km	2020	2.5.3	2,744	3,598	3,160	2,871	-	3,217	20,942	886	138	731	10,182	3,349	16,900	970	3,183	53	12,113	152	
km per '000 sq km	2020	calc'd	35.2	42.9	102.9	25.9	-	40.8	58.6	20.7	3.0	5.6	20.1	9.9	26.5	17.1	34.2	0.8	40.1	2.3	
Passenger cars																					
million	2020	2.6.2	2.52	5.09	5.89	2.87	0.58	6.05	48.25	2.72	0.81	5.49	24.72	3.63	38.35	1.75	3.92	2.23	39.72	1.57	
per 1,000 pop'n	2020	calc'd	475	572	508	415	642	565	580	470	622	513	521	661	566	437	404	447	671	559	
Powered two wheelers (\$)																					
thousands	2020	2.6.5	73	884	719	206	40	1,680	4,662	196	61	1,638	5,628	636	3,058	159	195	45	9,631	61	
Goods vehicles																					
thousands	2020	2.6.4	351	532	963	461	116	732	3,629	419	135	1,374	5,266	669	6,505	202	616	378	4,417	143	
per 1,000 pop'n	2020	calc'd	66	60	83	67	129	68	44	72	104	128	111	122	96	51	63	76	75	51	
New registrations of passenger cars																					
thousands	2020	2.6.6	178	249	431	27	10	203	2,918	198	19	81	851	96	1,650	36	128	88	1,382	40	
per 1,000 pop'n	2020	calc'd	32	28	37	4	11	19	35	34	15	8	18	18	24	9	13	18	23	14	
Passenger transport &																					
Distance travelled (kilometres per person per year)																					
Passenger cars	2020	2.3.4 * &	8,557	8,926	9,379	8,305	8,031	7,622	10,869	10,767	10,638	9,819	7,286	12,106	11,749	6,225	6,859	11,974	12,134	11,239	
Powered two-wheeler	2002	prev. **	55	198	100	n/a	n/a	n/a	217	144	n/a	2,013	334	171	201	n/a	n/a	93	1,188	n/a	
Buses and coaches	2020	2.3.5 * &	651	929	770	725	990	876	409	781	1,172	1,242	444	1,231	550	512	1,272	1,485	969	549	
Tram / metro	2020	2.3.6 * &	0	828	82	99	0	351	141	50	63	102	109	102	98	97	189	24	70	0	
Railways (excl. t/m)	2020	2.3.7 * &	778	829	651	161	0	619	695	677	198	60	255	510	880	110	497	168	373	85	
Cycling	2001	prev. **	56	136	322	n/a	n/a	n/a	291	936	n/a	76	20	251	75	n/a	n/a	184	154	n/a	
Walking	2001	prev. **	288	419	380	n/a	n/a	n/a	372	431	n/a	389	368	386	404	n/a	n/a	368	410	n/a	
Total these modes		calc'd	10,385	12,266	11,683	9,289	9,020	9,469	12,993	13,785	12,070	13,700	8,816	14,757	13,957	6,944	8,817	14,296	15,298	11,872	

Table 12.1 International comparisons

																Scotland/ GB/ UK figures (#)		
Year of data (most countries)	Other year/issues (some countries)	EU publication table	Scottish figure (same or a similar basis) (#)	Luxembourg	Latvia	Malta (+)	Netherlands	Poland	Portugal	Romania	Sweden	Slovenia	Slovak Republic	EU-27	EU-14	Scotland	GB (same basis)	UK (same basis)
			SCOT	LU	LV	MT	NL	PL	PT	RO	SE	SI	SK	EU-27	EU-14	SCOT	GB	UK
General data																		
Population (at 1 Jan)																		
million	2021	1.1	5.48	0.6	1.9	0.5	17.5	37.8	10.3	19.2	10.4	2.1	5.5	343.8	447.1	5.48	65.08	66.98
Area																		
'000 sq km		1.1	78.0	2.6	64.6	0.3	37.4	311.9	92.2	238.4	447.4	20.3	49.0	3,081.30	4225.2	78.0	229.0	243.8
Population density (at 1 Jan)																		
people per sq km	2021	calc'd	70	231	29	1667	468	121	112	81	23	103	112	112	106	70	284	275
Infrastructure and vehicles																		
Motorways																		
km	2020	2.5.1	476	165	-	-	2,789	1,712	3,065	920	2,179	616	521	74,502	64,688	476	3,735	3,850
km per '000 sq km	2020	calc'd	6.1	63.5	-	-	74.6	5.5	33.2	3.9	4.9	30.4	10.6	24.2	15.3	6.1	16.3	15.8
All roads (@)																		
'000 km	2020	Excluding Other roads (U roads)	2.5.2	29.5	7.1	0.5	13.3	173.1	14.3	53.0	156.5	38.6	18.1	1,813	1,363	29.5	81.5	91.6
km per '000 sq km	2020		calc'd	378	1,113	110	1,733	355	155	222	350	1,903	369	588	323	378	356	376
Railways																		
km	2020	2.5.3	2,744	262	251	-	2,310	11,902	1,696	4,034	8,184	610	1,585	113,279	84,366	2,758	15,935	16,275
km per '000 sq km	2020	calc'd	35.2	100.8	3.9	-	61.8	38.2	18.4	16.9	18.3	30.0	32.3	36.8	20.0	35.4	69.6	66.7
Passenger cars																		
million	2020	2.6.2	2.52	0.43	0.74	0.31	8.79	25.11	5.57	7.27	4.94	1.17	2.44	250.41	195.83	2.52	31.70	32.70
per 1,000 pop'n	2020	calc'd	475	722	389	617	502	664	540	379	475	557	444	728	438	475	487	488
Powered two wheelers (\$)																		
thousands	2020 02 & '04	2.6.5	73	32	64	32	1,993	3,069	162	162	713	140	154	36,021	29,997	73	1,274	1,297.8
Goods vehicles																		
thousands	2020	2.6.4	351	49	92	52	1,104	3,999	1,396	1,142	680	118	327	35,516	27,379	351	4,706	4,858
per 1,000 pop'n	2020	calc'd	66	81	49	104	63	106	135	59	65	56	59	103	61	66	72	73
New registrations of passenger cars																		
thousands	2020	2.6.6	178	45	14	5	356	429	145	126	292	40	76	9,936	8,783	178	1,318	1,340
per 1,000 pop'n	2020	calc'd	32	75	7	9	20	11	14	7	28	19	14	29	20	32	20	20
Passenger transport &																		
Distance travelled (kilometres per person per year)																		
Passenger cars	2020	2.3.4 * &	8,557	13,039	8,073	5,508	8,476	6,438	9,540	5,692	11,197	13,413	5,251	9,669	13,857	8,557	8,684	
Powered two-wheeler	2002	prev. **	55	130	n/a	n/a	55	n/a	754	n/a	111	n/a	n/a	n/a	405	55	58	
Buses and coaches	2020	2.3.5 * &	651	1,327	723	748	140	508	382	968	871	952	686	656	826	651	565	
Tram / metro	2020	2.3.6 * &	0	51	38	0	26	69	65	178	163	0	31	120	56	0	117	
Railways (excl. t/m)	2020	2.3.7 * &	778	428	216	0	526	331	249	192	787	161	391	508	747	778	779	
Cycling	2001	prev. **	56	23	n/a	n/a	848	n/a	29	n/a	271	n/a	n/a	n/a	186	56	67	
Walking	2001	prev. **	288	457	n/a	n/a	377	n/a	342	n/a	383	n/a	n/a	n/a	382	288	286	
Total these modes		calc'd	10,385	15,456	9,050	6,256	10,449	7,346	11,360	7,030	13,783	14,526	6,358	10,953	16,458	10,385	10,557	

Table 12.1 International comparisons

Year of data (most countries)	Other year/issues (some countries)	EU publication table	Scottish figure (same or a similar basis) (#)	EU countries from EU Energy and Transport in Figures (2017 edition)																
				Austria	Belgium	Bulgaria	Cyprus	Czech Republic	Germany	Denmark	Estonia	Greece (+)	Spain	Finland	France	Croatia	Hungary	Ireland	Italy	Lithuania
			SCOT	AT	BE	BG	CY	CZ	DE	DK	EE	EL	ES	FI	FR	HR	HU	IE	IT	LT
Modal shares & (% of total pass-kms for specified modes)																				
Passenger cars	2020	2.3.3 (^)	85.7	73.9	84.3	88.2	87.5	77.7	88.7	87.0	86.7	86.0	88.6	86.3	86.0	87.4	77.0	86.1	85.3	94.2
Bus and coach	2020	2.3.3	6.5	9.4	8.0	8.7	12.5	10.6	3.7	6.8	10.9	12.4	6.2	9.2	5.1	9.0	15.0	12.3	10.1	5.1
Railways (excl. t/m)	2020	2.3.3	7.8	8.4	6.8	1.9	-	7.5	6.3	5.9	1.8	0.6	3.6	3.8	8.1	1.9	5.8	1.4	3.9	0.8
Tram / metro	2020	2.3.3	0.0	8.4	0.9	1.2	-	4.2	1.3	0.4	0.6	1.0	1.5	0.8	0.9	1.7	2.2	0.2	0.7	0.0
Total pass km these	2020	As distance travelled calc'd	9,986	11,512	10,881	9,289	9,020	9,469	12,113	12,274	12,070	11,222	8,094	13,949	13,276	6,944	8,817	13,651	13,546	11,872
International air passenger traffic between EU countries (arrivals plus departures)																				
million	2020	2.4.1***	2.81	5.94	6.49	2.52	1.24	2.22	34.51	5.54	0.64	13.34	42.44	3.69	31.66	1.44	2.40	4.08	30.05	0.96
per head of pop'n	2020	calc'd	0.53	0.67	0.56	0.36	1.38	0.21	0.41	0.95	0.49	1.25	0.90	0.67	0.47	0.36	0.25	0.82	0.51	0.34
Road fatalities																				
number	2020	2.7.1	141	344	499	463	48	518	2,719	163	59	584	1,370	223	2,538	237	460	146	2,395	175
per million pop'n	2020	calc'd	26	39	43	67	53	48	33	28	45	55	29	41	37	59	47	29	40	63
Freight transport: modal shares (Thousand million tonne-kms)																				
Road	2020	2.2.4c	11.6	26	34	33	1	56	305	15	4	25	242	30	170	12	32	11	133	55
Rail	2020	2.2.5	1.6	20.5	6.7	4.5	-	15.3	109.2	2.5	1.7	0.6	8.9	10.1	31.6	3.3	11.6	0.1	20.8	15.9
Inland waterway	2020	2.2.6	0.3	1.6	7	6.3	-	0	46	-	-	-	-	0.1	7.0	0.903	2.0	-	0.1	-
Pipeline	2020	2.2.7	5.8	7.7	1.6	0.6	-	1.7	16.7	1.0	-	0.0	7.8	-	9.5	1.6	2.4	-	9.1	0.2
Total these modes	2020	calc'd	19.3	55.7	50.1	43.9	1	73.1	476.8	18.2	6	25.8	258.9	40	217.8	18.1	48.2	12	163.2	71.4
Freight transport: modal shares (% of total tonne-kms)																				
Road	2020	2.2.4c *	60.1	46.5	68.6	74.2	100.0	76.7	63.9	80.9	71.6	97.6	93.6	74.4	77.9	67.7	66.9	99.1	81.6	77.4
Rail	2020	2.2.5 *	8.4	36.8	13.4	10.3	-	20.9	22.9	13.8	28.4	2.3	3.4	25.3	14.5	18.2	24.1	0.9	12.7	22.3
Inland waterway	2020	2.2.6 *	1.3	2.9	14.7	14.3	-	0.0	9.7	-	-	-	-	0.3	3.2	5.0	4.1	-	0.1	-
Pipeline	2020	2.2.7 *	30.2	13.8	3.2	1.3	-	2.3	3.5	5.4	-	0.1	3.0	-	4.4	9.1	4.9	-	5.5	0.3

(#) (+) (@) (\$) (^) (*) (**) (***) (&) - see footnotes

Table 12.1 International comparisons

Year of data (most countries)	Other year/issues (some countries)	EU publication table	Scottish figure (same or a similar basis) (#)	Luxembourg	Latvia	Malta (+)	Netherlands	Poland	Portugal	Romania	Sweden	Slovenia	Slovak Republic	EU-27	EU-14	Scotland/ GB/ UK figures (#)		
																SCOT	LU	LV	MT	NL	PL	PT	RO	SE	SI	SK	EU-27	EU-14	SCOT	GB	UK
Modal shares & (% of total pass-kms for specified modes)																		
Passenger cars	2020	2.3.3 (^)	85.7	86.2	88.8	86.1	89.7	86.7	92.4	79.6	82.7	91.2	80.7	86.2	86.7	85.7	85.6	
Bus and coach	2020	2.3.3	6.5	10.1	8.3	13.9	2.1	7.5	4.2	14.8	8.3	7.5	11.9	7.1	6.3	6.5	5.6	
Railways (excl. t/m)	2020	2.3.3	7.8	3.3	2.5	-	7.8	4.9	2.7	2.9	7.5	1.3	6.8	5.5	5.7	7.8	7.7	
Tram / metro	2020	2.3.3	0.0	0.4	0.4	-	0.4	1.0	0.7	2.7	1.5	-	0.5	1.3	1.2	0.0	1.2	
Total pass km these	2020	As distance travelled calc'd	9,986	14,795	9,050	6,256	9,169	7,346	10,235	7,030	13,019	14,526	6,358	10,953	15,485	9,986	10,145	
International air passenger traffic between EU countries (arrivals plu million)																		
	2020	2.4.1***	2.81	1.20	1.24	1.24	12.32	7.54	11.32	4.55	6.75	0.21	0.16	235.69	209.33	2.81		40.43
per head of pop'n	2020	calc'd	0.53	2.00	0.65	2.49	0.70	0.20	1.10	0.24	0.65	0.10	0.03	0.69	0.47	0.53		0.60
Road fatalities																		
number	2020	2.7.1	141	26	139	11	515	2,491	536	1,644	204	80	247	18,834	12,262	141	1,460	1,516
per million pop'n	2020	calc'd	26	43	73	22	29	66	52	86	20	38	45	55	27	26	22	#REF!
Freight transport: modal shares (Thousand million tonne-kms)																		
Road	2020	2.2.4c	11.6	6	14	0	67	355	24	55	43	23	32	1,803	1,132	11.6	136.4	
Rail	2020	2.2.5	1.6	0.2	8.0	-	6.7	51.1	2.3	12.3	22.1	4.7	6.9	377	242	1.6	available]	
Inland waterway	2020	2.2.6	0.3	0	-	-	45	0.1	-	13.6	0	-	0.8	132	108	0.3	0.1	
Pipeline	2020	2.2.7	5.8	-	0.5	-	5.2	20.4	0.3	1.1	-	-	4.4	92	59	5.8	4.4	
Total these modes	2020	calc'd	19.3	7	22.2	0	124.3	426.5	26.9	82.0	65	27	43.7	2,404	1,541	19.3	140.9	
Freight transport: modal shares (% of total tonne-kms)																		
Road	2020	2.2.4c *	60.1	93.9	61.7	100.0	54.1	83.2	90.3	67.1	66.1	82.8	72.3	75.0	73.4	60.1	96.8	
Rail	2020	2.2.5 *	8.4	3.0	36.0	-	5.4	12.0	8.6	15.0	33.8	17.2	15.8	15.7	15.7	8.4	[Not available]	
Inland waterway	2020	2.2.6 *	1.3	3.1	-	-	36.3	0.0	-	16.6	0.1	-	1.9	5.5	7.0	1.3	0.1	
Pipeline	2020	2.2.7 *	30.2	-	2.3	-	4.2	4.8	1.2	1.3	-	-	10.0	3.8	3.8	30.2	3.1	

(#) (+) (@) (\$) (^) (*) (**) (***) (&) - see footnotes

- (#) These are the nearest available figures for Scotland, and comparable figures for GB or UK as a whole - information on sources is given in the text. These may be on a different basis from other countries.
- (+) All roads data relates to the end of 2005, except for motorway estimate.
- (@) The definitions of road types vary from country to country. Some countries' figures may include the lengths of some roads which do not have a hard surface.
- (\$) The notes on the sources of the statistics explain why there appears to be a large inconsistency between the EU publication's figure for the UK and the (DfT) figure for GB.
- (^) UK figure is for GB only.
- (*) Calculated from the figures in that table, which gives the total number of passenger/tonne-kilometres for the country as a whole (in 100/1000 millions).
- (&) National Travel Survey data is only collected for England now. Figures for Scotland and GB are for the last time they were available in 2012.
- (**) As shown in (or as calculated from figures in) a previous edition - the 2012 edition does not provide any figures for powered two-wheelers, cycling or walking.
- (***) Data calculated by adding together the total number of journeys across each row in Table 2.4.1
- n/a or 0 In general, n/a is used where a figure is not available, and 0 is used where a figure is nil. However, n/a may be treated as if it were 0 for the purpose of some calculations.



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2022

Transport Environment

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1. Introduction

1.1 This chapter provides information about the impact of transport on certain aspects of the environment with a focus on greenhouse gas emissions and air quality. Statistics include atmospheric pollutants and emissions of greenhouse gases by types of transport as well as details of emissions levels of road vehicles. Data from other chapters within Scottish Transport Statistics are referred to in the analysis.

Key points

- In 2020 (the most recent year available), transport (including international shipping and aviation) accounted for 26% of Scotland's greenhouse gas emissions under the definition set out in the Climate Change Scotland Act.
- Road transport made up 66% of transport greenhouse gas emissions.
- Through September of 2020 there were 6,545 Ultra Low Emission Vehicles registered in Scotland for the first time – 80% up on the corresponding period in 2019.
- In 2020, transport accounted for 58% of emissions of oxides of nitrogen, 17% of particulate matter PM₁₀ and 21% of particulate matter PM_{2.5}. As at 31 August 2022, there were 38 active Air Quality Management Areas related to these pollutants.

2 Main Points

Air pollutant emissions

2.1 The main pollutants of current concern in Scotland are:

- Nitrogen oxides (NO_x);
- Particulate matter (PM₁₀ and PM_{2.5});
- Sulphur dioxide (SO₂);
- Non-methane volatile organic compounds (NMVOCs);
- Ground-level ozone (O₃); and
- Ammonia (NH₃).

2.2 Of these pollutants, transport is a significant contributor to emissions of oxides of nitrogen and particulate matter. Transport is also linked to ground level ozone, which is a secondary pollutant produced by chemical reactions involving oxides of nitrogen.

2.3 Historically, transport was also a major contributor to emissions of lead and non-methane volatile organic compounds (NMVOCs). The significant decline in lead emissions (98% since 1990) has been mainly driven by the progressive phasing out of leaded petrol. The lead content of petrol was reduced from around 0.34 g/l to

0.143 g/l in 1986. From 1987, sales of unleaded petrol increased, particularly as a result of the increased use of cars fitted with three-way catalysts. Leaded petrol was phased out from general sale at the end of 1999. For NMVOCs, transport sector emissions declined significantly during the 1990s due to the increased use of catalytic converters and fuel switching from petrol to diesel cars. (Chart 13.1a – note that the jump observed in 2005 is due to a revision of the figures for 2005 onwards, as detailed in the notes and definitions section 13.3.6).

2.4 Emissions of nitrogen oxides (NO_x) were estimated to be 82kt in 2020 of which transport accounted for 58%. Since 1990, transport emissions have declined by 68%. Transport emissions have declined due to a number of reasons including the requirement for new petrol cars to be fitted with three-way catalysts since 1989 and, in more recent years, “Euro standards” for new cars have driven a reduction in emissions, although studies show that the diesel Euro 5 cars have not performed as well as expected. Since 2008, there has been a general reduction in the emissions from passenger cars, mainly driven by improvement in catalyst repair rates. In 2020, diesel cars and light goods vehicles (LGVs) accounted for 26% of NO_x emissions from transport compared with less than 2% in 1990 (Table 13.1a).

2.5 Emissions of PM₁₀ were estimated to be 11kt in 2020, of which transport accounted for 17%. Since 1990, transport emissions have declined by 73%. For particulate matter, the main source of transport emissions is non-exhaust emissions from tyre and brake wear and road abrasion. In 2020, these accounted for 60% of PM₁₀ emissions from transport compared with 14% in 1990. Since 1990, exhaust emissions from road transport have decreased by 89% due to the penetration of new vehicles meeting tighter PM₁₀ emission regulations (“Euro standards” for diesel vehicles were first introduced in 1992). Over the same period emissions from shipping fell by 87% (Table 13.1a).

2.6 Emissions of PM_{2.5} were estimated to be 6kt in 2020 of which transport accounted for 21%. Trends in emissions of PM_{2.5} from transport follow a similar pattern to those for PM₁₀. PM_{2.5} accounts for all road transport exhaust PM₁₀ emissions and most of such emissions from shipping but only around 54% of PM₁₀ emissions due to road abrasion and tyre and brake wear.

2.7 There has been a notable difference in the changes observed for NO₂, PM₁₀ and PM_{2.5} for 2019 to 2020 compared to the earlier year-to-year changes. From 2011-2019 the annual decreases for all three pollutants have been below ten percent. By contrast the decreases from 2019 to 2020 were 19 percent for NO₂, 24 percent for PM₁₀ and 26 percent for PM_{2.5}. This is likely to have been strongly influenced by the reduction in vehicle use during the restrictions which were in place during 2020 due to the Covid-19 pandemic.

Air quality

2.8 Concentrations of air pollutants are sampled at automatic monitoring sites and the information is held in the “Scottish Air Quality Database” on the “Air Quality in Scotland” website (<http://www.scottishairquality.co.uk/>). The data section of the “Air Quality in Scotland” website provides detailed information on all sites while the publication section of the website includes reports showing trends. Table 13.b in this publication shows concentrations of nitrogen dioxide, ozone and PM10 at a mixture of urban and rural monitoring sites with long time series. Air quality is monitored against standards set as air quality objectives (see environment section of the user guide).

Nitrogen dioxide (NO₂)

2.9 For many of the selected monitoring sites, nitrogen dioxide concentrations show a downward trend. In 2021, two of the 7 selected operational sites that recorded nitrogen dioxide concentrations with a data capture rate of over 75% had the lowest concentrations recorded over the period 2011-2021. In 2021, 73 sites in Scotland recorded nitrogen dioxide concentrations with a data capture rate of over 75%, of which 62 were roadside or kerbside locations. One of these 73 sites had concentrations in excess of the air quality strategy objective of 40 µg/m³ as an annual mean (Table 13.1b).

Ozone (O₃)

2.10 Though transport emissions contribute to ozone formation, levels of ozone are generally higher in rural areas due to the long-range transportation of primary pollutants from urban sources. In addition, ozone reacts with nitric oxide, which is more abundant in urban areas due to traffic emissions, to form nitrogen dioxide; therefore ozone levels are usually lower in urban areas. While at the selected monitoring sites there has been some indication of a downward trend in the number of occurrences of maximum daily concentrations exceeding 100 µg/m³, this has since levelled off. There appears to be no clear trend in average annual concentrations. In 2021, all of the 8 sites in Scotland recording ozone with a data capture rate of over 75% met the air quality objective of no more than 10 occurrences of the maximum daily concentrations exceeding 100 µg/m³ (Table 13.1b)

Particulate matter (PM₁₀)

2.11 PM₁₀ concentrations show a general downward trend at the selected sites. In 2021, of the 66 sites in Scotland recording PM₁₀ with a data capture rate over 75%,

no sites had concentrations greater than the air quality objective of 18 $\mu\text{g}/\text{m}^3$ as an annual mean. No site exceeded the air quality objective set as 7 occurrences of a daily mean above 50 $\mu\text{g}/\text{m}^3$. (Table 13.1b)

Air Quality Management Areas

2.12 Whenever it appears that one or more of the air quality objectives is unlikely to be met by the required date, the local authority concerned must declare an Air Quality Management Area (AQMA) covering the area of concern. The authority must then prepare and implement an action plan outlining how it intends to tackle the issues identified. Table 13.1c summarises active AQMAs and the pollutants of concern. As at 31 August 2022, there were 38 active AQMAs, all but one of which related to either NO₂ or PM₁₀, or both.

Greenhouse gases

2.13 In 2020, Transport (*including* international aviation and shipping) accounted for 10 million tonnes of carbon dioxide equivalent (MtCO_{2e}). This represents 25.9% of total net greenhouse gas emissions allocated to Scotland in the *Greenhouse Gas Inventories*, 5% lower than 2019. Total net emissions from *all* sources decreased by 12% between 2019 and 2020 falling from 45.4 MtCO_{2e} to 40.0 MtCO_{2e}, with transport total emissions having decreased from 14.0 MtCO_{2e} to 10.3 MtCO_{2e}, a fall of 26%. Within Transport emissions, Road Transportation accounted for approximately 70.4% of the transport total. Heavy Goods Vehicles and Light Goods Vehicles were the other significant contributors to transport emissions accounting for 14.7% and 13.5%, respectively. International Aviation and Shipping contributed roughly 7.8% and domestic aviation 3.4% of transport's total emissions. The contribution from domestic shipping, 17.2%. It should be noted that these estimates use a methodology designed to produce internationally-comparable figures so apparent year-to-year fluctuations could be due in part to limitations in or changes to the underlying data or calculations. See *Table 13.2* for more detail and emissions from earlier years and the user guide for more detail on the methodology used.

2.14 Figure 13.2 shows transport emissions over time, by mode. Estimated car emissions have fallen by 37% since 2006. Traffic levels (vehicle km) have increased slightly over the last few years so the reduction in emissions seen will be due to the introduction of more fuel efficient vehicles as well as other more fuel efficient driving, particularly in the business fleet. More detail on car emissions is set out from paragraph 2.16 of this chapter while more details on traffic volumes by mode can be found in chapter 5 of STS. Details of personal modal choice can be found in chapter 11.

2.15 The *Greenhouse Gas Inventories* report the emissions of the six gases that are listed under the Kyoto Protocol. In the case of transport, the quantities of gases involved are relatively small except for carbon dioxide, which accounts for about 99 per cent of transport's total. (*Table 13.3*).

2.16 Table 13.4 presents some comparisons between the UK as a whole and Scotland. Overall, Scotland's transport emissions account for 8% of the UK total. At 16% Scottish bus emissions are above a proportionate share of the UK total, while domestic aviation, at 16%, is also above that benchmark.

2.17 Estimates of carbon dioxide emissions per passenger-km for different modes of transport are available only for GB/UK as a whole. The lowest emitting modes of land transport per passenger-km are coaches at 27 gCO₂e; and light rail and tram at 29 gCO₂e. Both diesel and petrol cars are the highest emitters per passenger-kilometre and account for 170-171 grams of CO₂ per passenger kilometre (*Table 13.5*). The basis of these estimates is described in the environment section of the user guide.

Car emissions

2.18 Newly registered cars are becoming more fuel efficient and thus generally emit fewer emissions per kilometre. Figure 13.3 shows the steady downward trend in average CO₂ emissions for newly registered cars in Scotland. Average CO₂ emissions in Scotland for new car registrations has fallen by 10 per cent over the last ten years. However, since a low of 120 for CO₂ in 2016 there has been a steady rise to 128.9 in 2020. (*Table 13.6a*)

2.19 The proportion of newly registered cars with emissions of 140g/km or lower has increased from 58 per cent in 2010 to 64 per cent in 2020. Cars with emissions of over 200g/km have decreased from 4.2 per cent of new cars to 4 per cent. These changes are at least in part the result of changes to vehicle excise duty bandings made by the UK Government in recent years.

Ultra low emission vehicles (ULEV)

2.20 The number of ultra-low emission vehicles registered in Scotland for the first time so far in 2021 is 91% up on the corresponding figure in 2020 (January – September). Almost all of these sales have been supported by Plug-in-Grant scheme for cars and vans. At the end of Q3 2021 there are 38,634 ULEVs registered in Scotland (*Table 13.7 and 13.8*)

Registrations by type of vehicle

2.21 The overwhelming majority (98 per cent) of vehicles licensed for use on the roads in Scotland are still powered by either petrol or diesel. Historically petrol powered vehicles have been outsold by diesel vehicles although in recent years petrol vehicles have been outselling diesel. Overall though there are more petrol vehicles on the road than diesel ones. While 30 per cent of all diesel vehicles are body types other than cars only 6 per cent of petrol vehicles were not cars. (*Table 13.9 and 13.10*)

Electric Vehicle (EV) charge points

Electric Vehicle (EV) charge points

2.22 The shift to electric vehicles is an important part of responding to the climate emergency and improving air quality in our towns and cities. To help incentivise this shift, we have invested over £65 million in ChargePlace Scotland, Scotland's public charging network, which now has more than 2,400 publicly available charge points. Scotland is leading the way on electric vehicle charging infrastructure. The latest figures show that Scottish electric vehicle drivers benefit from over 60 public charge points per one hundred thousand people, compared to 53 in England (regional totals and London excluded), just under 40 in Wales and less than 20 in Northern Ireland.

2.23 A map showing the locations of the charging points in Scotland is available here <https://chargeplacescotland.org/cpmap/> (*Table 13.11*)

Table 13.1a Emissions of air pollutants by type of transport allocated to Scotland¹

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
	<i>thousand tonnes of pollutant</i>										
Oxides of nitrogen (NOx)											
Road transport	33.9	31.8	30.7	29.7	28.8	27.7	26.6	26.0	24.6	23.6	16.6
of which:											
Buses and coaches	4.1	3.6	3.2	3.1	2.7	2.3	1.8	1.7	1.2	1.2	1.1
Passenger cars	13.8	13.2	12.9	12.6	12.6	12.4	12.2	11.9	11.8	11.4	7.5
of which:											
Diesel	8.7	9.0	9.5	10.0	10.3	10.5	10.5	10.5	10.5	10.1	6.6
Petrol	5.1	4.2	3.4	2.7	2.2	1.9	1.6	1.4	1.3	1.3	0.9
HGVs	10.5	9.3	8.3	7.1	5.9	4.7	3.6	2.8	2.4	2.0	2.2
Light goods vehicles	5.5	5.7	6.1	6.8	7.5	8.3	8.9	9.5	9.1	8.9	5.7
of which:											
Diesel	5.3	5.6	6.0	6.7	7.5	8.2	8.9	9.5	9.1	8.9	5.6
Petrol	0.2	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Mopeds and motorcycles	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Vehicles fuelled by Natural Gas ⁷	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Railways	1.3	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.2	0.8
Aviation	0.9	1.0	1.0	1.0	1.0	1.1	1.0	1.1	1.1	1.0	0.3
Shipping ⁶	27.2	24.0	23.5	22.1	22.8	22.6	22.7	25.1	21.7	20.6	29.1
Other transport	2.5	2.4	2.2	2.0	1.7	1.4	1.3	1.3	1.3	1.4	1.1
Total Transport	65.8	60.6	58.6	56.2	55.8	54.1	53.0	54.8	50.1	47.8	47.9
Non-transport emissions	72.5	62.0	62.7	59.9	56.3	53.7	43.2	40.9	39.7	36.7	34.1
Emissions from all sources	138.3	122.6	121.3	116.1	112.0	107.8	96.2	95.8	89.8	84.5	82.0
Transport % of all NOx emissions	48%	49%	48%	48%	50%	50%	55%	57%	56%	57%	58%
Particulate matter (PM₁₀)											
Road transport ²	2.24	2.08	2.00	1.92	1.85	1.79	1.74	1.75	1.70	1.69	1.38
of which:											
exhaust emissions											
Buses and coaches	0.06	0.05	0.04	0.04	0.03	0.03	0.02	0.02	0.01	0.01	0.01
Passenger cars	0.45	0.38	0.36	0.33	0.29	0.28	0.25	0.23	0.22	0.21	0.12
from:											
HGVs	0.17	0.15	0.13	0.11	0.09	0.08	0.06	0.04	0.04	0.03	0.03
Light goods vehicles	0.36	0.31	0.28	0.24	0.21	0.18	0.16	0.14	0.12	0.10	0.05
Mopeds and motorcycles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vehicles fuelled by Natural Gas ⁷	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road abrasion	0.42	0.42	0.42	0.42	0.43	0.43	0.44	0.45	0.45	0.46	0.36
Tyre and brake wear	0.78	0.77	0.77	0.77	0.79	0.80	0.81	0.87	0.86	0.87	0.79
Railways	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03
Aviation ³	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Shipping ^{4,6}	1.12	0.89	0.82	0.73	0.71	0.69	0.72	0.73	0.71	0.69	0.48
Other transport ⁵	0.10	0.09	0.08	0.07	0.06	0.05	0.04	0.03	0.03	0.03	0.02
Total Transport	3.51	3.12	2.96	2.77	2.67	2.58	2.55	2.57	2.50	2.46	1.92
Non-transport emissions	13.87	12.42	11.75	12.17	11.84	11.40	11.61	11.97	11.77	11.76	9.43
Emissions from all sources	17.38	15.54	14.71	14.93	14.51	13.98	14.16	14.54	14.27	14.22	11.34
Transport % of all PM₁₀ emissions	20%	20%	20%	19%	18%	18%	18%	18%	18%	17%	17%
Particulate matter (PM_{2.5})											
Road transport ²	1.70	1.54	1.47	1.38	1.30	1.24	1.18	1.15	1.11	1.09	0.85
of which:											
exhaust emissions											
Buses and coaches	0.06	0.05	0.04	0.04	0.03	0.03	0.02	0.02	0.01	0.01	0.01
Passenger cars	0.45	0.38	0.36	0.33	0.29	0.28	0.25	0.23	0.22	0.21	0.12
from:											
HGVs	0.17	0.15	0.13	0.11	0.09	0.08	0.06	0.04	0.04	0.03	0.03
Light goods vehicles	0.36	0.31	0.28	0.24	0.21	0.18	0.16	0.14	0.12	0.10	0.05
Mopeds and motorcycles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vehicles fuelled by Natural Gas ⁷	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Road abrasion	0.23	0.23	0.23	0.23	0.23	0.23	0.24	0.25	0.24	0.25	0.19
Tyre and brake wear	0.43	0.43	0.42	0.43	0.44	0.44	0.45	0.48	0.48	0.48	0.43
Railways	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.02
Aviation ³	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00
Shipping ^{4,6}	1.06	0.85	0.78	0.69	0.68	0.66	0.68	0.70	0.68	0.66	0.46
Other transport ⁵	0.10	0.09	0.08	0.07	0.06	0.04	0.04	0.03	0.03	0.03	0.02
Total Transport	2.90	2.53	2.37	2.19	2.08	1.99	1.94	1.93	1.87	1.82	1.36
Non-transport emissions	8.0	7.1	7.1	7.1	6.7	6.7	6.7	6.6	6.8	6.7	5.0
Emissions from all sources	10.9	9.6	9.5	9.3	8.8	8.7	8.6	8.6	8.6	8.6	6.4
Transport % of all PM_{2.5} emissions	27%	26%	25%	24%	24%	23%	23%	23%	22%	21%	21%

Source: National Atmospheric Emissions Inventory - Not National Statistics

- From the Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 2005 - 2020.
Emissions are available annually only with effect from 1998. The figures in this table are updated annually using the most recent data to reflect changes to the methodology used. Emissions for 1990-2004 are taken from:
[Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 1990 - 2018](#).
- The Road Transport emissions database uses emission factors (g/km) for different types of vehicles, which depend on the fuel type (petrol or diesel) and are influenced by the drive cycle or average speeds on the different types of roads; traffic activity for each DA region, including distance and average speed travelled by each type of vehicle on each type of road; DA-specific fleet data on petrol/diesel car mix, car engine size and fleet composition (including age).
The sum of emissions across all parts of the UK equates to the total for the UK inventory where that total is normalised using fuel sales data of petrol and DERV.
- Only take-off and landing emissions are reported.
- Includes emissions from coastal shipping, shipping between Scotland and the Overseas Territories, fishing vessels, marine engines, personal watercraft, inland goods-carrying vehicles, motorboats and sail boats with auxiliary engines.
- Includes military aviation and naval vessels, aircraft support vehicles and railways stationary combustion.
- Data have been revised due to changes in methodology - see paragraphs 13.3.3 and 13.3.6 in notes and definitions.
- This emissions category was included for the first time in the 2005-2020 report.

Table 13.1b Atmospheric concentrations of selected pollutants^(c, a) recorded at Air Quality Monitoring Stations

Air Quality monitoring station ¹	Type of monitoring station	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Nitrogen dioxide²		<i>micrograms per cubic metre</i>										
Aberdeen Errol Place	Urban background	23	21	*	22	23	21	22	20	17	14	*
Aberdeen Union Street	Roadside	44	53	48	47	46	43	40	38	36	24	25
Bishopbriggs, Kirkintilloch Road	Roadside	*	30	31	29	27	29	27	27	26	20	*
Dumfries, A780	Roadside	32	33	30	30	30	31	30	30	31	22	22
Dundee Lochee Road	Roadside	*	53	52	46	48	45	44	43	43	31	32
Dundee Union Street	Kerbside	36	32	31	29	28	10	..	..	..	..	..
Eskdalemuir	Rural	3	3	3	2	2	2	2	2	2	2	..
Edinburgh Gorgie Road	Roadside	37	39	38	34	32	33	30	28	27	18	18
Edinburgh St Leonards	Urban background	25	24	22	*	*	20	20	18	21	14	14
Glasgow Centre, St Enoch's Square	Urban centre	34	*	..	..	..	..	..	..	..	..	*
Glasgow Kerbside, Hope Street	Kerbside	72	72	67	68	60	65	59	61	56	36	..
Glasgow Byres Road	Roadside	*	39	44	*	38	38	37	34	35	23	26
Glasgow City Chambers	Urban background	*	..	..	..	..	..	..	..	..	..	..
Inverness, Telford Street	Roadside	27	29	21	21	*	24	20	18	17	13	14
Perth High Street	Roadside	27	26	22	22	22	23	22	21	25	15	*
Ozone³		<i>micrograms per cubic metre</i>										
Edinburgh St Leonards	Urban background	40	49	49	*	45	45	46	51	48	55	53
Eskdalemuir	Rural	53	51	60	58	57	54	57	58	60	58	*
Strath Vaich	Rural	64	67	70	69	70	68	68	66	68	65	67
		<i>Number of daily maximums (measured as an 8-hour running mean) exceeding 100ug/m3</i>										
Edinburgh St Leonards	Urban background	0	4	2	*	3	3	2	13	5	5	0
Eskdalemuir	Rural	10	7	14	7	9	8	3	16	16	2	*
Strath Vaich	Rural	14	12	23	17	10	10	6	12	26	1	5
Particulates (PM₁₀)⁴		<i>micrograms per cubic metre</i>										
Aberdeen Errol Place	Urban background	14	12	13	15	12	12	11	14	14	9	*
Aberdeen Union Street	Roadside	22	21	20	18	*	13	13	15	11	*	*
Bishopbriggs, Kirkintilloch Road	Roadside	17	15	*	*	*	15	16	17	12	10	10
Dundee Broughty Ferry	Roadside	16	14	16	15	13	12	11	12	14	9	10
Dundee Union Street	Kerbside	19	16	15	16	17	..	..	..	..	..	..
Edinburgh Queen Street	Roadside	16	16	17	17	15	*	..	..	..	..	..
Edinburgh St Leonards	Urban background	15	*	14	*	10	11	10	11	11	8	9
Glasgow Byres Road	Roadside	*	13	*	*	10	12	13	14	15	11	6
Glasgow Waulkmillglen Reservoir	Rural	12	11	12	*	11	*	11	9	9	7	4
Glasgow Kerbside, Hope Street	Kerbside	*	*	23	..	..	..	..	..	..	..	..
Glasgow Centre, St Enoch's Square	Urban centre	17	*	..	..	..	..	..	..	..	..	..
Inverness, Telford Street	Roadside	12	11	12	11	9	9	..	..	9	8	9
Perth High Street	Roadside	19	15	16	14	13	13	13	..	..	..	..
Particulates (PM_{2.5})⁵		<i>micrograms per cubic metre</i>										
Aberdeen Errol Place	Urban background	8	9	9	10	8	5	6	7	7	5	*
Aberdeen Union Street	Roadside	..	..	..	*	11	7	7	8	7	*	*
Auchencorth Moss	Rural	4	4	..	7	3	3	5	5	4	3	4
Edinburgh St Leonards	Urban background	12	..	8	..	6	6	7	6	6	4	5
Glasgow Kerbside, Hope Street	Kerbside	22	20	16	..	..	..	..	..	..	..	..
Glasgow Centre, St Enoch's Square	Urban centre	10	..	..	..	..	..	..	..	..	..	..
Glasgow High Street	Roadside	..	..	..	..	8	8	7	7	6	5	6
Glasgow Townhead	Urban background	..	..	..	7	7	7	8	7	7	5	5
Grangemouth	Urban industrial	11	11	..	8	9	6	6	7	8	6	5

Source: Scottish Government - Not National Statistics

1. The sites chosen are a mixture of urban and rural site types with long time series
2. Annual mean concentration of atmospheric nitrogen dioxide.
3. Annual mean ground level ozone concentration.
4. Annual mean atmospheric PM₁₀ concentration.
5. Annual mean atmospheric PM_{2.5} concentration.

(*) Since 2003, results where data capture is less than 75% are not shown.

(..) Site not in operation for given year

(a) those to which transport is understood to contribute significantly - see text.

Table 13.1c Number of active Air Quality Management Areas by pollutant and local authority, as at 15 October 2022

Local authority	Pollutant(s)				All pollutants
	Nitrogen dioxide (NO ₂) only	Particulate Matter (PM ₁₀) only	Both NO ₂ and PM ₁₀	Sulphur dioxide	
Aberdeen City Council	-	-	3	-	3
City of Edinburgh Council	5	1	-	-	6
Dundee City Council	-	-	1	-	1
East Dunbartonshire Council	-	-	2	-	2
East Lothian Council	1	-	-	-	1
Falkirk Council	1	-	1	1	3
Fife Council	-	-	2	-	2
Glasgow City Council	-	-	2	-	2
Highland Council	1	-	-	-	1
North Lanarkshire Council	-	6	-	-	6
Perth & Kinross Council	-	-	2	-	2
Renfrewshire Council	2	-	1	-	3
South Lanarkshire Council	1	2	-	-	3
West Lothian Council	-	1	2	-	3
Scotland	11	10	16	1	38

Source: Scottish Air Quality website - Not National Statistics

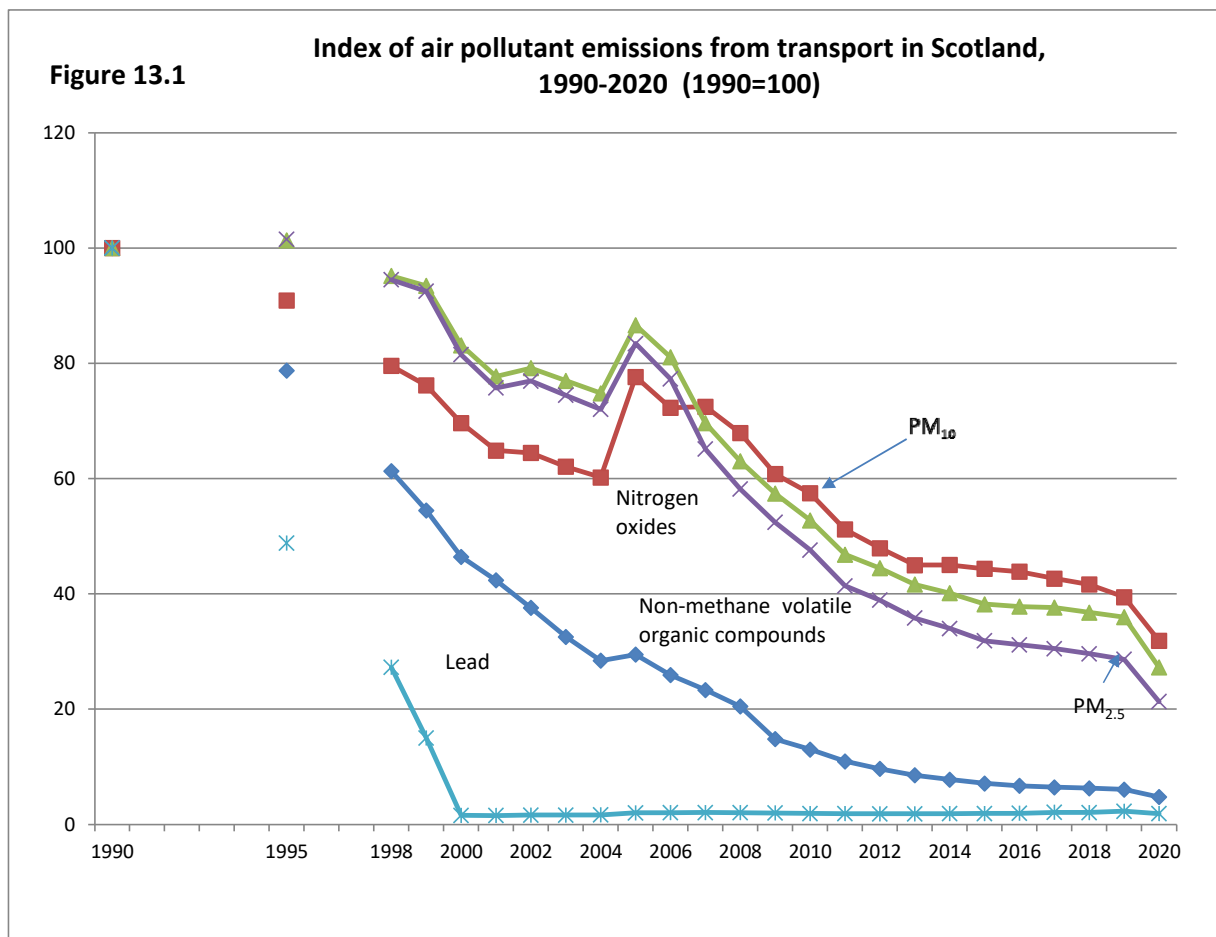


Table 13.2 Emissions of greenhouse gases by type of transport allocated to Scotland (MtCO₂e)

Year	1990	1995	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Buses & coaches	0.59	0.60	0.60	0.59	0.55	0.55	0.57	0.58	0.53	0.54	0.57	0.52	0.53	0.54	0.50	0.48	0.49	0.48	0.48	0.46	0.45	0.46	0.39	0.43	0.33
Passenger cars	5.75	5.79	5.99	6.07	6.04	6.03	6.24	6.16	6.21	6.20	6.26	6.29	6.12	5.95	5.71	5.60	5.59	5.46	5.47	5.46	5.55	5.64	5.52	5.37	3.94
Heavy Goods Vehicles	1.86	1.81	1.83	1.79	1.74	1.72	1.73	1.80	1.85	1.91	1.96	2.01	1.89	1.76	1.79	1.72	1.74	1.73	1.71	1.74	1.81	1.86	1.82	1.74	1.52
Light Goods Vehicles	0.93	1.00	1.14	1.14	1.10	1.09	1.12	1.15	1.18	1.22	1.27	1.33	1.27	1.26	1.28	1.28	1.29	1.31	1.37	1.44	1.56	1.67	1.64	1.57	1.39
Mopeds & motorcycles	0.04	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02
Other road ²	0.02	0.02	0.02	0.02	0.02	0.03	0.04	0.05	0.05	0.06	0.06	0.07	0.07	0.06	0.06	0.06	0.06	0.06	0.06	0.05	0.05	0.05	0.06	0.07	0.07
Road Transportation Total¹	9.16	9.25	9.61	9.63	9.50	9.46	9.74	9.79	9.86	9.97	10.13	10.30	9.92	9.60	9.42	9.20	9.20	9.10	9.13	9.22	9.45	9.72	9.46	9.21	7.28
Railways	0.12	0.13	0.14	0.14	0.14	0.15	0.15	0.15	0.15	0.15	0.16	0.17	0.17	0.17	0.17	0.16	0.17	0.17	0.17	0.17	0.17	0.17	0.16	0.16	0.12
International Aviation and Shipping ³	1.32	1.46	1.77	1.60	1.44	1.57	1.40	1.34	1.52	1.62	1.70	1.75	1.79	1.64	1.44	1.57	1.47	1.54	1.66	1.73	1.82	1.93	1.90	1.91	0.81
Domestic Aviation ³	0.85	0.74	0.82	0.85	0.85	0.88	0.91	0.93	0.94	1.00	1.03	1.03	0.95	0.84	0.78	0.77	0.74	0.75	0.72	0.70	0.65	0.69	0.66	0.63	0.35
Domestic Shipping and Maritime ³	3.43	4.26	4.21	4.26	3.84	3.54	3.74	3.51	3.32	3.24	2.92	3.02	2.82	2.70	2.54	2.16	1.94	1.79	1.86	1.98	2.06	1.97	2.06	2.04	1.78
Total transport	14.90	15.84	16.55	16.48	15.77	15.59	15.95	15.71	15.80	15.99	15.94	16.26	15.65	14.95	14.35	13.86	13.52	13.35	13.54	13.79	14.15	14.47	14.23	13.95	10.34
Non-transport net emissions	66.66	64.46	64.21	61.41	63.85	62.75	58.28	58.62	55.99	54.07	56.21	51.72	49.81	46.25	49.54	42.90	43.48	41.71	37.92	37.06	32.07	30.80	32.22	31.45	29.62
Net emissions all sources⁴	81.56	80.30	80.76	77.89	79.63	78.34	74.23	74.33	71.79	70.06	72.16	67.99	65.46	61.20	63.90	56.75	57.00	55.06	51.45	50.85	46.22	45.26	46.45	45.40	39.95
Total net emissions attributed to transport (%)⁴	18.27	19.73	20.49	21.16	19.81	19.90	21.48	21.14	22.01	22.82	22.10	23.92	23.90	24.43	22.46	24.41	23.72	24.25	26.31	27.13	30.60	31.96	30.64	30.73	25.87

Source: National Atmospheric Emissions Inventory; Greenhouse Gas Inventories for England, Scotland, Wales & Northern Ireland 1990-2019, some headings are own aggregations - Not National Statistics

https://naei.beis.gov.uk/reports/transport/report_id=1000

1. The method used to estimate carbon dioxide (CO₂) emissions from road transport is based on vehicle kilometre travelled data constrained so that the sum of emissions across all parts of the UK equates to the total for the UK inventory. That total is derived from fuel sales data of petrol and diesel within the UK as specified in the reporting guidelines of the Intergovernmental Panel on Climate Change. Further detail can be found in Section 3.1 of the report and in Annex 2.
 2. Other road includes used as part of an additive for certain categories of diesel engine, LPG use and road vehicle engines.
 3. Includes various additional emissions associated with both shipping and aviation such as support vehicles at airports or marine engines on ships.
 4. Net emissions take account of removals of carbon dioxide due to carbon sinks.

Table 13.3 Emissions of greenhouse gases by Transport allocated to Scotland^{1,2} (MtCO₂e)

Year	1990	1995	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Non-IAS Emissions																									
Carbon dioxide (CO ₂)	13.320	14.091	14.521	14.625	14.087	13.802	14.320	14.160	14.082	14.173	14.064	14.338	13.709	13.174	12.778	12.168	11.928	11.689	11.753	11.941	12.198	12.403	12.196	11.913	9.423
Methane (CH ₄)	0.101	0.080	0.065	0.060	0.054	0.048	0.044	0.039	0.035	0.032	0.030	0.027	0.024	0.018	0.016	0.014	0.012	0.011	0.010	0.009	0.008	0.009	0.008	0.008	0.006
Nitrous Oxide (N ₂ O)	0.154	0.208	0.195	0.197	0.189	0.179	0.180	0.170	0.162	0.156	0.146	0.144	0.123	0.116	0.114	0.110	0.109	0.110	0.114	0.117	0.121	0.125	0.125	0.123	0.100
Total transport greenhouse gases (Excluding International Aviation and Shipping)	13.585	14.376	14.781	14.881	14.330	14.029	14.544	14.369	14.280	14.361	14.240	14.509	13.857	13.308	12.908	12.289	12.050	11.810	11.876	12.067	12.328	12.537	12.330	12.043	9.529
IAS Emissions																									
Carbon dioxide (CO ₂)	1.299	1.446	1.744	1.579	1.428	1.547	1.388	1.327	1.500	1.607	1.685	1.735	1.770	1.625	1.429	1.550	1.458	1.528	1.642	1.709	1.798	1.910	1.884	1.888	0.798
Methane (CH ₄)	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Nitrous Oxide (N ₂ O)	0.016	0.017	0.020	0.018	0.016	0.018	0.016	0.014	0.016	0.017	0.018	0.018	0.020	0.018	0.015	0.017	0.015	0.016	0.017	0.018	0.019	0.019	0.019	0.019	0.009
Total greenhouse gases from International Aviation and Shipping	1.315	1.464	1.765	1.597	1.444	1.565	1.404	1.341	1.517	1.625	1.704	1.754	1.790	1.643	1.444	1.567	1.474	1.544	1.660	1.727	1.817	1.930	1.903	1.908	0.806
All transport greenhouse gases	14.900	15.840	16.547	16.478	15.774	15.594	15.948	15.711	15.797	15.986	15.944	16.264	15.646	14.951	14.352	13.856	13.524	13.354	13.536	13.793	14.145	14.467	14.233	13.951	10.336

Source: Scottish Greenhouse Gas Statistics 2020 - Not National Statistics

Supporting documents - Scottish Greenhouse Gas Statistics 2020 - gov.scot (www.gov.scot)

1. The footnotes to Table 5 to also apply to this table, including revision of the figures, though note that emissions of methane and nitrous oxide from road transport are estimated using vehicle kilometre data.
 2. The figures for greenhouse gas emissions are expressed in terms of their Global Warming Potential in tonnes of carbon dioxide equivalent. To convert from tonnes of carbon dioxide equivalent to tonnes of other gases multiply by the following factors: GWP methane = 25, GWP nitrous oxide = 298.

Table 13.4 Comparison of transport greenhouse gas emissions from Scotland and UK as a whole (MtCO₂e)

	Scottish Baseline (1990)	UK Baseline (1990)	Scottish Emissions (2019)	UK Emissions (2019)	Scottish Emissions (2020)	UK Emissions (2020)	Scottish Emissions as % of UK Emissions (2019)	Change in Scottish Emissions (2018-2019)	Change in UK Emissions (2018-2019)	Change in Scottish Emissions (1990-2019)	Change in UK Emissions (1990-2019)
Buses & coaches	0.59	5.20	0.43	3.10	0.32	2.10	16%	-30%	-45%	-77%	-148%
Passenger cars	5.75	71.91	5.37	68.88	3.94	51.77	8%	-36%	-33%	-46%	-39%
Heavy Goods Vehicles	1.86	21.15	1.74	19.68	1.52	18.59	8%	-14%	-6%	-22%	-14%
Light Goods Vehicles	0.93	11.39	1.57	17.74	1.39	15.97	9%	-13%	-11%	33%	29%
Mopeds & motorcycles	0.04	0.77	0.03	0.53	0.02	0.43	6%	-33%	-23%	-61%	-78%
Other Road	0.02	0.17	0.07	0.74	0.07	0.69	9%	-4%	-8%	69%	75%
Road Transportation Total	9.19	110.59	9.21	110.67	7.28	89.55	8%	-27%	-24%	-26%	-23%
Emissions by Road Type											
Urban	3.50	50.45	3.28	42.50	2.63	34.55	8%	-25%	-23%	-33%	-46%
Rural	4.60	41.64	4.09	43.60	3.21	35.01	9%	-28%	-25%	-44%	-19%
Motorway	1.05	18.15	1.76	23.67	1.37	19.18	7%	-28%	-23%	24%	5%
Railways	0.12	1.96	0.16	1.85	0.12	1.44	9%	-31%	-28%	3%	-36%
International Aviation and Shipping ¹	1.32	23.67	1.91	44.16	0.81	20.53	4%	-137%	-115%	-64%	-15%
Domestic Aviation ²	0.85	5.65	0.63	3.17	0.35	2.15	16%	-80%	-47%	-143%	-162%
Domestic Shipping and Maritime ³	3.43	9.93	2.04	6.60	1.78	5.65	31%	-15%	-17%	-93%	-76%
Total transport (excl International Aviation and Shipping)	13.59	128.13	12.04	122.30	9.53	98.80	10%	-26%	-24%	-43%	-30%
Total transport (incl International Aviation and Shipping)	14.91	151.80	13.95	166.45	10.34	119.33	9%	-35%	-39%	-44%	-27%

Source: National Atmospheric Emissions Inventory; Greenhouse Gas Inventories for England, Scotland, Wales & Northern Ireland 1990-2019, some headings are own aggregations - Not National Statistics

https://naei.beis.gov.uk/reports/transport/report_id=1000

1. Includes aircraft engine emissions
 2. Includes military aircraft and aircraft support vehicles
 3. Includes lubricant for marine engines

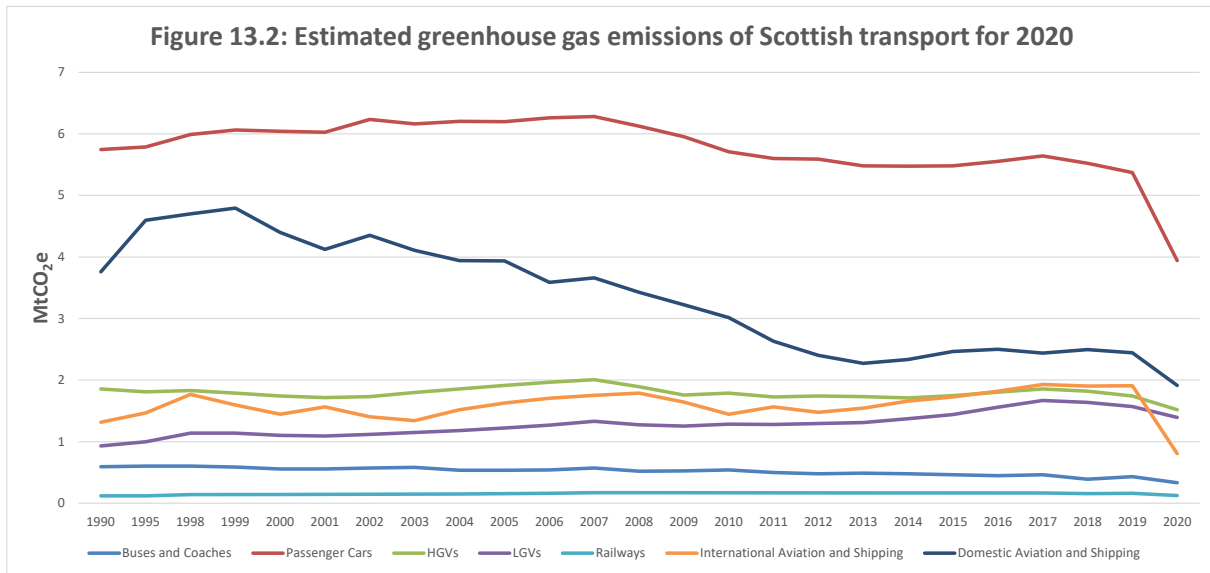


Table 13.5 UK Carbon Dioxide equivalent emissions 2022¹

Mode of Transport	gCO ₂ e per passenger kilometre
Petrol cars ²	170
Diesel cars ²	171
Hybrid ²	120
Petrol motorbike	114
	g CO ₂ e per passenger km
Bus	97
Coach	27
National rail	35
Light rail and tram	29
Ferry	113
Domestic flights ^{3,4}	130
Short haul international ^{3,4}	81
Long haul international ^{3,4}	102

1. Source

https://naei.beis.gov.uk/reports/reports?section_id=3

<https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2022>

All figures are estimated using data for GB/UK as a whole so do not specifically relate to Scotland.

2. The long haul estimate is based on a flight length from the Guidelines of of 6482 km, short haul 1108km and domestic 463km.

3. Aviation emissions calculations not inclusive of radiative forcing.

Table 13.6a: Cars registered for the first time by CO2 emission band, Scotland

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
	<i>thousands</i>										
Up to 100 g/km	4.6	13.0	25.6	36.2	39.1	36.4	32.3	22.9	17.4	17.0	19.3
101 - 110 g/km	15.3	17.3	23.5	34.8	46.9	52.6	43.6	32.6	24.1	8.2	6.8
111 - 120 g/km	28.1	31.6	43.1	48.2	41.2	48.3	47.4	44.6	37.9	16.1	21.3
121 - 130 g/km	28.5	39.4	39.7	36.5	33.3	32.1	29.8	29.3	33.6	21.8	23.9
131 - 140 g/km	31.4	30.5	26.3	23.8	23.7	20.1	21.1	20.0	18.4	18.4	19.9
141 - 150 g/km	20.3	18.9	17.0	13.8	12.7	12.5	11.3	13.3	16.2	14.2	13.7
151 - 165 g/km	18.1	14.1	14.1	15.3	13.2	10.1	9.2	12.3	15.8	12.8	12.8
166 - 175 g/km	6.1	5.7	6.4	4.4	4.1	3.5	3.2	4.3	5.3	4.9	7.8
176 - 185 g/km	5.4	3.5	2.5	2.6	3.0	2.2	2.2	3.2	3.0	4.6	3.5
186 - 200 g/km	4.6	3.9	2.8	2.9	1.3	1.0	1.5	1.9	1.6	3.8	2.6
201 - 225 g/km	1.8	1.5	1.5	1.8	1.6	1.5	0.8	1.3	2.4	2.1	2.4
226 - 255 g/km	2.3	1.8	1.4	1.0	0.6	0.4	0.3	0.4	0.7	2.0	2.1
Over 255 g/km	0.6	0.5	0.5	0.5	0.4	0.6	0.5	0.6	0.7	1.0	1.1
Not known	0.5	0.7	0.7	0.6	0.7	0.8	0.7	0.8	0.8	0.8	1.4
Total	167.8	182.5	205.2	222.4	221.8	222.1	204.0	187.5	177.7	127.7	138.4
Avg CO₂	138.2	133.2	128.4	124.4	121.4	120.0	120.2	123.6	126.5	128.9	124.7
	<i>Column Percentages</i>										
Up to 100 g/km	2.7	7.1	12.5	16.3	17.6	16.4	15.8	12.2	9.8	13.3	13.9
101 - 110 g/km	9.1	9.5	11.4	15.7	21.2	23.7	21.4	17.4	13.5	6.4	4.9
111 - 120 g/km	16.8	17.3	21.0	21.7	18.6	21.7	23.2	23.8	21.3	12.6	15.4
121 - 130 g/km	17.0	21.6	19.4	16.4	15.0	14.5	14.6	15.6	18.9	17.0	17.3
131 - 140 g/km	18.7	16.7	12.8	10.7	10.7	9.1	10.4	10.6	10.3	14.4	14.4
141 - 150 g/km	12.1	10.4	8.3	6.2	5.7	5.6	5.6	7.1	9.1	11.1	9.9
151 - 165 g/km	10.8	7.8	6.9	6.9	5.9	4.6	4.5	6.5	8.9	10.0	9.2
166 - 175 g/km	3.6	3.1	3.1	2.0	1.8	1.6	1.5	2.3	3.0	3.9	5.6
176 - 185 g/km	3.2	1.9	1.2	1.2	1.3	1.0	1.1	1.7	1.7	3.6	2.5
186 - 200 g/km	2.8	2.1	1.4	1.3	0.6	0.4	0.7	1.0	0.9	3.0	1.9
201 - 225 g/km	1.1	0.8	0.7	0.8	0.7	0.7	0.4	0.7	1.3	1.7	1.7
226 - 255 g/km	1.4	1.0	0.7	0.4	0.3	0.2	0.2	0.2	0.4	1.5	1.5
Over 255 g/km	0.3	0.2	0.3	0.2	0.2	0.3	0.3	0.3	0.4	0.8	0.8
Not known	0.3	0.4	0.4	0.3	0.3	0.4	0.3	0.4	0.5	0.6	1.0
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: DVLA/DVADfT - GB figures published as DfT table VEH0256

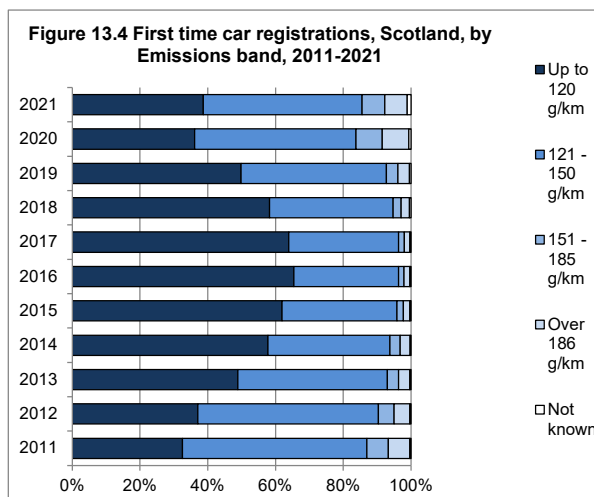
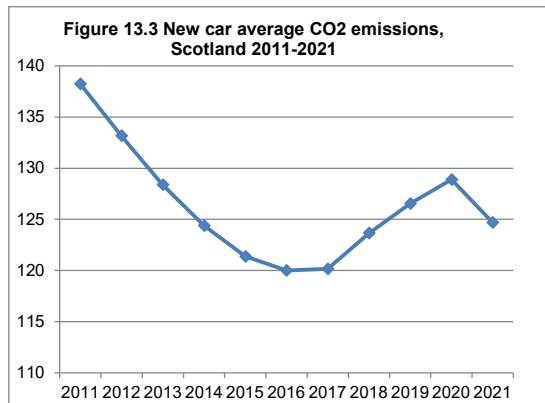


Table 13.6b: Licensed cars by CO2 emission band, Scotland

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
	<i>thousands</i>										
Up to 100 g/km	8.8	22.0	49.2	89.5	133.2	176.5	213.1	236.5	249.0	256.7	266.8
101 - 110 g/km	47.9	67.0	94.1	130.8	176.7	229.2	276.2	309.9	333.8	335.2	331.1
111 - 120 g/km	127.2	158.2	198.5	243.3	279.5	317.8	355.2	391.0	424.8	430.0	436.7
121 - 130 g/km	130.5	170.2	210.9	243.2	267.3	287.8	305.1	324.8	351.6	364.3	375.5
131 - 140 g/km	303.0	321.0	332.6	337.8	335.6	330.6	324.7	319.3	315.9	314.4	313.5
141 - 150 g/km	288.6	293.0	290.9	282.0	265.6	250.9	235.5	223.2	218.3	217.4	215.5
151 - 165 g/km	413.7	401.8	382.5	362.5	336.3	310.6	284.5	262.7	250.3	241.9	231.5
166 - 175 g/km	176.6	172.2	164.0	153.0	139.7	126.5	114.2	103.8	96.5	91.7	91.0
176 - 185 g/km	129.2	124.6	116.3	107.7	97.8	88.0	79.0	72.0	66.2	64.2	61.6
186- 200 g/km	128.6	124.1	116.4	108.3	96.9	86.2	76.7	68.1	60.6	57.3	54.0
201 - 225 g/km	104.7	100.1	93.9	87.6	79.7	72.5	65.0	58.2	53.3	49.7	46.9
226 - 255 g/km	60.3	58.6	55.8	52.2	47.2	42.4	37.8	33.6	30.3	28.9	28.1
Over 255 g/km	48.9	46.7	44.2	41.5	37.9	34.8	31.8	29.2	26.8	25.1	23.8
Not known	296.3	225.5	169.9	130.1	100.9	79.2	63.6	53.5	47.2	43.2	42.1
Total	2,264.4	2,285.1	2,319.2	2,369.3	2,394.2	2,433.1	2,462.4	2,486.0	2,524.5	2,519.8	2,518.2
Avg CO₂	160.2	157.4	153.9	150.1	146.2	142.4	139.1	136.5	134.5	133.3	132.1
	<i>Column Percentages</i>										
Up to 100 g/km	0.4	1.0	2.1	3.8	5.6	7.3	8.7	9.5	9.9	10.2	10.6
101 - 110 g/km	2.1	2.9	4.1	5.5	7.4	9.4	11.2	12.5	13.2	13.3	13.1
111 - 120 g/km	5.6	6.9	8.6	10.3	11.7	13.1	14.4	15.7	16.8	17.1	17.3
121 - 130 g/km	5.8	7.4	9.1	10.3	11.2	11.8	12.4	13.1	13.9	14.5	14.9
131 - 140 g/km	13.4	14.0	14.3	14.3	14.0	13.6	13.2	12.8	12.5	12.5	12.5
141 - 150 g/km	12.7	12.8	12.5	11.9	11.1	10.3	9.6	9.0	8.6	8.6	8.6
151 - 165 g/km	18.3	17.6	16.5	15.3	14.0	12.8	11.6	10.6	9.9	9.6	9.2
166 - 175 g/km	7.8	7.5	7.1	6.5	5.8	5.2	4.6	4.2	3.8	3.6	3.6
176- 185 g/km	5.7	5.5	5.0	4.5	4.1	3.6	3.2	2.9	2.6	2.5	2.4
186- 200 g/km	5.7	5.4	5.0	4.6	4.0	3.5	3.1	2.7	2.4	2.3	2.1
201 - 225 g/km	4.6	4.4	4.0	3.7	3.3	3.0	2.6	2.3	2.1	2.0	1.9
226 - 255 g/km	2.7	2.6	2.4	2.2	2.0	1.7	1.5	1.4	1.2	1.1	1.1
Over 255 g/km	2.2	2.0	1.9	1.8	1.6	1.4	1.3	1.2	1.1	1.0	0.9
Not known	13.1	9.9	7.3	5.5	4.2	3.3	2.6	2.2	1.9	1.7	1.7
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: DVLA/DVADfT - GB figures published as DfT table VEH0206

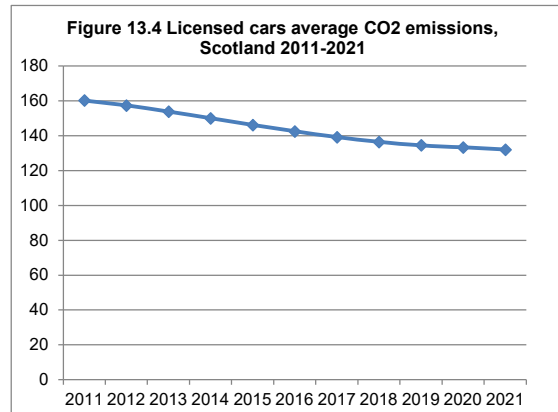


Table 13.7: Ultra-low emission vehicles (ULEV)¹ registered for the first time, Scotland, quarterly: January 2015 to March 2022
Note: This table is no longer updated until a new methodology is introduced that covers the plug-in grant status for all body types.

Vehicles

Year	Month	PIG Eligible Cars ^{2,3}		Non PIG Eligible Plug-in Cars ^{2,3}	Non Plug-in Quadricycles	All Cars	PIG Eligible Motorcycle and tricycles ^{2,4}	Non PIG Eligible Motorcycle and tricycles ^{2,4}	All Motorcycle and tricycles ^{2,4}	PIG Eligible Light Goods Vehicles ²	Non PIG Eligible Plug-in Light Goods Vehicles ²	Non Plug-in Light Goods Vehicles	All Light Goods Vehicles	Heavy Goods Vehicles	Buses and coaches	Other vehicles	Total
		Category 1	Category 2/3														
2015	Jan-Mar	172	173	20	-	8	373	-	2	2	28	1	29	-	-	5	409
2015	Apr-Jun	151	168	18	-	6	319	-	1	1	15	2	17	-	-	1	338
2015	Jul-Sep	123	145	11	1	1	281	-	1	1	14	2	16	-	-	-	299
2015	Oct-Dec	188	151	2	-	3	344	-	1	1	6	2	8	-	-	-	353
2016	Jan-Mar	198	237	13	4	1	453	-	3	3	26	-	26	1	-	-	485
2016	Apr-Jun	131	132	8	21	-	292	-	3	3	20	-	20	-	-	-	316
2016	Jul-Sep	162	202	9	14	1	388	-	2	2	12	-	12	1	-	-	403
2016	Oct-Dec	145	128	12	19	-	304	-	3	3	10	2	12	-	-	-	319
2017	Jan-Mar	347	279	14	26	-	666	-	1	1	23	1	24	-	-	-	691
2017	Apr-Jun	248	228	14	29	1	520	-	5	5	22	1	23	-	-	-	549
2017	Jul-Sep	254	415	26	26	-	721	2	8	10	14	1	15	-	-	-	752
2017	Oct-Dec	150	338	12	30	-	530	2	3	5	11	1	12	-	-	-	550
2018	Jan-Mar	276	502	22	24	-	824	-	1	1	17	2	19	-	-	-	845
2018	Apr-Jun	283	544	62	5	1	895	3	5	8	21	-	21	-	-	-	927
2018	Jul-Sep	294	447	51	2	-	794	5	6	11	22	-	22	-	-	-	835
2018	Oct-Dec	276	62	538	-	1	877	2	7	9	21	-	21	-	-	-	922
2019	Jan-Mar	526	-	569	-	-	1,095	3	7	10	40	3	43	-	-	-	1,172
2019	Apr-Jun	431	-	458	-	-	889	6	10	16	48	1	49	2	-	-	971
2019	Jul-Sep	870	-	539	-	-	1,409	13	2	15	41	4	45	-	-	-	1,491
2019	Oct-Dec	792	-	520	-	-	1,312	13	7	20	66	-	66	-	-	-	1,432
2020	Jan-Mar	1,022	-	553	1	-	1,576	5	13	18	75	-	75	-	-	-	1,687
2020	Apr-Jun	518	-	253	-	-	771	12	1	13	28	2	30	-	-	-	816
2020	Jul-Sep	2,094	-	1,793	-	-	3,887	29	3	32	103	1	104	-	-	-	4,042
2020	Oct-Dec	2,277	-	2,059	-	-	4,336	29	7	36	50	-	50	2	16	5	4,445
2021	Jan-Mar	[Not available] ⁵	-	[Not available] ⁵	-	-	3,827	22	4	26	117	3	120	1	3	10	3,987
2021	Apr-Jun	2,094	-	1,793	-	-	3,887	29	3	32	103	1	104	-	-	-	4,042
2021	Jul-Sep	2,277	-	2,059	-	-	4,336	29	7	36	50	-	50	2	16	5	4,445
2021	Oct-Dec	[Not available] ⁵	-	[Not available] ⁵	-	-	4,977	48	11	59	186	6	192	1	85	5	5,319
2022	Jan-Mar	[Not available] ⁵	-	[Not available] ⁵	-	-	5,125	[Not available] ⁵	[Not available] ⁵	57	[Not available] ⁵	[Not available] ⁵	128	-	104	5	5,419
2013	Whole year	144	47	4	-	1	196	-	-	9	3	-	12	-	-	-	214
2014	Whole year	533	279	23	-	3	838	3	1	4	42	5	47	-	-	-	900
2015	Whole year	614	637	51	1	14	1,317	-	5	5	63	7	70	-	-	-	1,399
2016	Whole year	636	699	42	58	2	1,437	-	11	11	88	2	70	2	-	-	1,523
2017	Whole year	999	1,260	66	111	2	2,437	4	17	21	70	4	74	-	-	-	2,542
2018	Whole year	1,129	1,555	673	31	2	3,900	10	19	29	81	2	83	-	-	-	3,529
2019	Whole year	2,619	-	2,086	-	-	4,705	35	26	61	195	8	203	2	3	92	5,066
2020	Whole year	5,911	-	4,658	1	-	10,570	75	24	99	256	3	259	2	24	36	10,990
2021	Whole year	[Not available] ⁵	-	[Not available] ⁵	1	-	16,964	184	31	215	545	24	569	6	129	17	17,900

Source: DVLA/DfT
 1. Ultra low emission vehicles (ULEVs) are vehicles that are reported to emit less than 75g of carbon dioxide (CO2) from the tailpipe for every kilometre travelled. In practice, the term typically refers to battery electric, plug-in hybrid electric and fuel cell electric vehicles. These figures are subject to minor revision between quarterly publications when individual vehicles are reviewed against the criteria. See Notes and Definitions for more information on how reported emissions are calculated.
 2. Plug-in grant eligibility is applied to all vehicles of eligible models at the date of latest table update. Therefore earlier data in the series may be changed retrospectively as models are added to the eligible list. In addition, if a vehicle becomes ineligible for the plug-in grant, it will remain in this list for historical comparison. For more details, see: <https://www.gov.uk/plug-in-car-van-grants/eligibility>
 3. Changes to the Plug-in Car Grant came into effect on 21 October 2018 and 12 March 2020. Vehicles registered for the first time on or after these dates are categorised using the new eligibility criteria. There may be some cars that were purchased with a plug-in car grant but were registered for the first time after this date. For more information about the changes, see: <https://www.gov.uk/government/news/plug-in-car-grant-changes-to-grant-level-november-2018> [Upcoming changes to the plug-in car grant.](https://www.gov.uk/government/news/plug-in-vehicle-grants-update-following-todays-budget)
 4. Some powerful electric bikes have to be registered as mopeds and will be included here. For more details, see: <https://www.gov.uk/electric-bike-rules>
 5. Changes to the Plug-in Car Grant came into effect on 18 March 2021, which impacted the eligibility of car models at the vehicle trim level. As a result, the plug-in car grant eligible models cannot be robustly estimated from the current data source from 2021 Q1 onwards. For more information about the changes, see: <https://www.gov.uk/government/news/plug-in-car-van-and-truck-grant-to-be-targeted-at-more-affordable-models-to-allow-more-people-to-make-the-switch>

Table 13.8: Ultra-low emission vehicles (ULEV)¹ licensed at the end of year, Scotland, quarterly: 2012 q1 to 2022 q1
Note: This table is no longer updated until a new methodology is introduced that covers the plug-in grant status for all body types.

Vehicles

Quarter	Category 1	PIG Eligible Cars ^{2,3}		Non PIG Eligible Plug-in Cars ^{2,3}	Non Plug-in Quadricycles	All Cars	PIG Eligible Motorcycle and tricycles ^{2,4}	Non PIG Eligible Motorcycle and tricycles ^{2,4}	All Motorcycle and tricycles ^{2,4}	PIG Eligible Light Goods Vehicles ²	Non PIG Eligible Plug-in Light Goods Vehicles ²	Non Plug-in Light Goods Vehicles	All Light Goods Vehicles	Heavy Goods Vehicles	Buses and coaches	Other vehicles	Total
		Category 1	Category 2/3														
2012 Q1	97	-	61	-	1	159	-	66	66	1	117	-	118	8	2	72	425
2012 Q2	119	12	63	-	14	208	-	66	66	6	119	-	125	9	2	82	492
2012 Q3	136	31	63	-	15	245	-	59	59	31	122	-	153	9	2	78	546
2012 Q4	168	39	64	-	16	287	-	51	51	42	121	-	163	9	3	75	588
2013 Q1	187	55	63	-	16	321	-	46	46	48	121	-	169	8	3	75	622
2013 Q2	246	68	62	-	16	392	-	46	46	48	125	-	173	7	3	78	699
2013 Q3	290	74	66	-	16	445	-	45	45	55	120	-	175	8	4	78	755
2013 Q4	330	85	66	-	16	497	-	43	43	58	119	-	177	8	4	80	809
2014 Q1	437	104	65	-	16	622	-	41	41	41	70	119	189	7	4	82	945
2014 Q2	555	152	65	-	15	787	3	38	41	80	120	-	200	8	5	81	1,122
2014 Q3	702	273	73	-	17	1,065	3	31	34	89	120	-	209	9	12	82	1,411
2014 Q4	862	363	83	-	18	1,326	3	28	31	96	126	-	222	9	13	84	1,685
2015 Q1	1,024	541	101	-	27	1,693	3	30	33	113	126	-	239	9	21	82	2,077
2015 Q2	1,149	716	111	-	29	2,005	3	29	32	133	116	-	249	9	22	79	2,396
2015 Q3	1,262	861	100	1	29	2,283	4	26	30	150	109	-	259	8	21	78	2,679
2015 Q4	1,451	1,060	102	1	32	2,646	4	28	32	152	118	-	270	8	21	78	3,055
2016 Q1	1,633	1,334	107	5	36	3,115	4	29	33	176	115	-	291	9	21	76	3,545
2016 Q2	1,768	1,512	116	26	36	3,458	4	33	37	202	114	-	316	9	21	77	3,918
2016 Q3	1,961	1,761	121	40	36	3,919	4	37	41	219	113	-	332	10	21	69	4,392
2016 Q4	2,125	1,931	127	58	37	4,278	4	31	35	229	114	-	343	9	22	65	4,752
2017 Q1	2,419	2,220	144	81	33	4,897	4	30	34	256	117	-	373	8	23	65	5,400
2017 Q2	2,670	2,479	161	114	33	5,457	4	35	39	272	114	-	386	9	23	65	5,979
2017 Q3	3,002	2,899	171	137	28	6,237	3	43	46	289	113	-	402	9	28	67	6,789
2017 Q4	3,245	3,237	177	168	25	6,852	5	39	44	292	113	-	405	9	28	67	7,405
2018 Q1	3,562	3,752	194	190	23	7,721	6	38	44	318	115	-	433	9	27	68	8,302
2018 Q2	3,810	4,335	255	192	26	8,618	12	42	54	362	107	-	443	8	27	67	9,217
2018 Q3	4,241	4,869	287	189	27	9,613	15	48	63	362	106	-	468	8	28	75	10,255
2018 Q4	4,520	5,008	314	189	30	10,561	17	51	68	383	104	-	487	9	29	91	11,245
2019 Q1	5,024	5,003	1,368	184	30	11,607	19	54	73	416	103	-	519	9	26	111	12,345
2019 Q2	5,414	5,003	1,835	178	29	12,459	25	60	85	468	95	-	563	10	26	123	13,266
2019 Q3	6,238	5,001	2,376	176	30	13,821	39	55	94	496	100	-	596	10	30	136	14,687
2019 Q4	7,020	5,001	2,910	165	28	15,124	55	59	114	563	100	-	663	10	30	169	16,110
2020 Q1	8,114	5,021	3,455	167	30	16,787	61	70	131	632	100	-	732	9	31	183	17,873
2020 Q2	8,428	4,890	3,678	157	28	17,181	69	70	139	647	98	-	745	8	27	177	18,277
2020 Q3	10,412	4,758	5,509	147	29	20,855	96	76	172	745	90	-	835	8	31	194	22,095
2020 Q4	12,685	4,466	7,526	144	29	24,850	119	85	204	785	89	-	874	9	51	201	26,189
2021 Q1	[Not available] ⁵	4,437	[Not available] ⁵	152	26	28,639	141	88	229	892	91	-	983	15	60	209	30,135
2021 Q2	[Not available] ⁵	4,415	[Not available] ⁵	158	24	32,486	181	89	270	1,017	104	-	1,121	20	63	210	34,170
2021 Q3	[Not available] ⁵	4,302	[Not available] ⁵	161	24	36,755	241	89	330	1,105	106	-	1,211	20	95	223	38,634
2021 Q4	[Not available] ⁵																

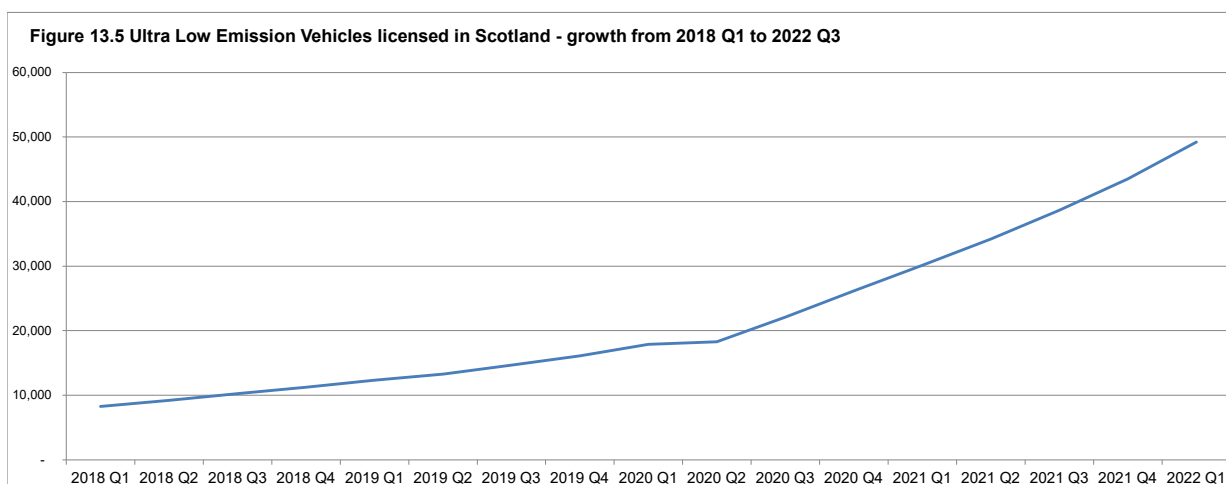


Table 13.9: Number of new registrations by body type and propulsion type in Scotland during 2021 (Thousands)

Body type	Propulsion type											Grand Total <i>thousand</i>	
	Diesel	Electric diesel	Electric ity	Fuel cells	Gas	Gas bi-fuel	Gas-diesel	Hybrid electric	New fuel technology	Petrol	Petrol/gas		Steam
Agricultural	2.4	-	-	-	-	-	-	-	-	0.9	-	-	3.4
Buses & coaches	0.4	-	0.1	-	-	-	-	-	-	-	-	-	0.5
Cars	16.2	2.9	10.8	-	-	0.2	-	25.6	-	82.7	-	-	138.4
Goods - heavy	3.5	-	-	-	-	-	-	-	-	-	-	-	3.5
Goods - light	24.6	-	0.6	-	-	-	-	-	-	0.4	-	-	25.6
Motorcycles, mopeds & scooters	-	-	0.2	-	-	-	-	-	-	6.8	-	-	7.1
Others ¹	2.1	-	0.3	-	-	-	-	-	-	0.1	-	-	2.5
Special Purpose	-	-	-	-	-	-	-	-	-	-	-	-	-
Taxis	0.2	-	-	-	-	-	-	-	-	-	-	-	0.2
Tricycles	-	-	-	-	-	-	-	-	-	0.1	-	-	0.1
Grand Total	49.5	2.9	12.0	-	-	0.2	-	25.6	-	91.1	-	-	181.4

Source: DVLA/DfT

c. Value has been suppressed to avoid disclosing personal information.

- denotes fewer than 50.

1. Includes Invalid Vehicle (Mobility scooters), Lift Trucks, Tel Material Handlers, Hydraulic Excavator, Rear Digger, Ambulance, Fire Engine, Street Cleansing, Roller and Loading Shovel. Pure Electric 'others' are Invalid vehicles or Lift Trucks.

Table 13.10: Number of licensed vehicles by body type and propulsion type in Scotland as at 31 December 2021 (Thousands)

Body type	Propulsion type											Grand total <i>thousand</i>	
	Diesel	Electric diesel	Electric ity	Fuel cells	Gas	Gas bi-fuel	Gas-diesel	Hybrid electric	New fuel technology	Petrol	Petrol/gas		Steam
Agricultural	51.4	-	-	-	-	-	-	-	-	6.2	-	-	57.7
Buses & coaches	12.8	-	0.2	-	-	-	-	-	-	0.1	-	-	13.1
Cars	970.6	5.2	24.2	-	-	0.7	-	71.9	-	1,445.2	0.4	-	2,518.2
Goods - heavy	36.2	-	-	-	0.1	-	-	-	-	0.1	-	-	36.3
Goods - light	322.6	-	1.3	-	-	0.2	-	0.1	-	6.9	0.1	-	331.2
Motorcycles, mopeds & scooters	-	-	0.4	-	-	-	-	-	-	75.8	-	-	76.2
Not recorded	0.2	-	-	-	-	-	-	-	-	0.1	-	-	0.3
Others ¹	20.2	-	4.7	-	0.1	-	-	-	-	1.0	-	-	26.2
Special purpose	0.2	-	-	-	-	-	-	-	-	-	-	-	0.3
Taxis	2.8	-	-	-	-	0.1	-	0.2	-	-	-	-	3.1
Tricycles	-	-	-	-	-	-	-	-	-	1.0	-	-	1.0
Grand Total	1,417.1	5.2	30.9	-	0.2	1.0	-	72.1	-	1,536.4	0.5	0.1	3,063.6

Source: DVLA/DfT

c. Value has been suppressed to avoid disclosing personal information.

- denotes fewer than 50.

1. Includes Invalid Vehicle (Mobility scooters), Lift Trucks, Tel Material Handlers, Hydraulic Excavator, Rear Digger, Ambulance, Fire Engine, Street Cleansing, Roller and Loading Shovel. Pure Electric 'others' are Invalid vehicles or Lift Trucks.

Table 13.11 – ChargePlace Scotland: Utilisation data for CPS Network January - December 2022

Local Authority	2022		CP Units as at Dec 22
	Charging Sessions	Total kWh	Total
Aberdeen Council	24,577	517,495	69
Aberdeenshire Council	37,580	760,866	97
Angus Council	37,999	825,660	64
Argyll and Bute Council	19,759	376,700	66
Clackmannanshire Council	29,687	691,422	32
Comhairle nan Eilean Siar Council	8,453	175,298	36
Dumfries and Galloway Council	28,815	681,020	141
Dundee City Council	70,729	1,189,923	118
East Ayrshire Council	114,606	2,573,243	71
East Dunbartonshire Council	46,498	697,587	21
East Lothian Council	61,950	1,297,878	111
East Renfrewshire Council	25,245	472,745	16
Edinburgh City Council	75,785	1,472,635	149
Falkirk Council	48,931	1,059,559	67
Fife Council	35,075	822,306	96
Glasgow City Council	179,815	3,480,012	214
Highland Council	78,702	1,731,741	165
Inverclyde Council	13,561	250,290	25
Midlothian Council	15,735	289,637	39
Moray Council	20,002	454,214	43
North Ayrshire Council	22,260	511,663	42
North Lanarkshire Council	217,709	4,949,183	120
Orkney Island Council	7,005	116,149	34
Perth and Kinross Council	113,709	2,453,525	72
Renfrewshire Council	91,828	1,698,058	85
Scottish Borders Council	26,123	464,408	50
Shetland Council	17,100	328,033	28
South Ayrshire Council	74,722	1,589,548	44
South Lanarkshire Council	243,363	5,634,785	137
Stirling Council	142,734	3,089,556	119
West Dunbartonshire Council	19,950	357,514	28
West Lothian Council	79,946	1,985,135	49
Totals	2,029,953	42,997,788	2,448

Notes:

- ChargePlace Scotland (CPS) (www.chargeplacescotland.org) is the national network of publicly available Electric Vehicle charge points, funded by the Scottish Government.
- Data is sourced from the ChargePlace Scotland back-office system. Usage data is based on valid charging sessions recorded by the back-office. A valid charging event is considered to be over 1 kWh drawn and whereby the session was longer than 120 seconds.
- The kWh Drawn is the total energy provided during a charging event. If energy is transferred at a constant rate over a period of time, the total energy transferred in kilowatt hours is equal to the power in kilowatts multiplied by the time in hours.



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2022

Notes and Definitions

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User guide - Road Transport Vehicles

Notes and definitions

Motor Vehicles

There are three types of classification of motor vehicles:

- Taxation Group: based on the level of tax placed on a motor vehicle according to its vehicle type (e.g. Private & light goods, Public transport, Goods etc);
- Body Type: based on the look of a vehicle (e.g. cars).
- Method of propulsion: based on type of fuel used.
-

Private and Light Goods Vehicles

The bulk of this group consists of private cars (whether owned by individuals or companies) and vans and light goods vehicles (goods vehicles which do not exceed 3,500 kgs gross weight). The group also contains a number of other types of vehicle including private buses and coaches.

Motorcycles

No distinction is made between motorcycles, scooters and mopeds for taxation purposes, and therefore motorcycles includes all two wheeled vehicles.

Public Transport

All vehicles classified for taxation in class 34 - Bus (introduced 1 July 1995). These are vehicles used for public conveyance, with more than 8 seats. Prior to 1 July 1995 public transport vehicles were taxed in class 35 Hackney, used similarly for public transportation but with no lower limit on seating capacity. Buses and coaches not licensed for public conveyance, and operated and used privately, are excluded and are classified for excise licensing with private and light goods. Taxis and private hire cars are now included in the private and light goods group.

Goods Vehicles

The totals for this group (goods vehicles which exceed 3,500 kgs gross weight) for the earlier years include the now-discontinued formerly separate Farmers Goods, General Goods and some vehicles which before 1 July 1995 were taxed in a specialised taxation class but which now fall into the Goods Vehicle class groups, which were shown separately in some of the previous editions of *Scottish Transport Statistics*. Goods vehicles that are used un-laden, privately or for driver training purposes are licensed in the Private HGV taxation class.

Crown and Exempt Vehicles

The 'exempt' vehicles include a number of distinct sub-groups and classes, of which the most important are: 'Emergency vehicles', 'Disabled driver and disabled passenger carrying vehicles', 'All vehicles, except buses and goods vehicles used commercially if they were constructed before 1 January 1973', and 'Personal export and direct export vehicles', and vehicles formerly in the 'Special Concessions' class

i.e. agricultural tractors, combine harvesters, and mowing machines, electric vehicles, gritting vehicles and snow ploughs, and steam powered vehicles.

Special Vehicles

This group consists of vehicles over 3,500 kgs which do not pay Vehicle Excise Duty as heavy goods vehicles nor qualify for taxation in the special concessionary group. Vehicles in this group include road rollers, work trucks, digging machines and mobile cranes.

Average ages of vehicles

With effect from the estimates for 2008, the Department for Transport [DfT] improved its method of estimating the age of the vehicle fleet. The estimated ages are slightly higher than previously, although the pattern from year to year is unchanged.

Goods vehicles licensed by operator size

To operate a goods vehicle (over 3,500 kgs gross weight) in GB (England, Scotland and Wales) in connection with a trade or business or for hire or reward you need to hold a goods vehicle operator's license. The aims of operator licensing are basically road safety and fair competition. All operators undertake to keep their vehicles in a fit and serviceable condition and to ensure their drivers meet the statutory requirements regarding drivers' hours and records legislation. Operator licensing is the responsibility of the Traffic Commissioners. Each is responsible for a Traffic Area, of which there are 8 in GB. Where an operator has an operating centre(s) (i.e. the place(s) where vehicles are normally kept) in a Traffic Area, a license must be held in that Traffic Area. Some of the larger operators will have more than one license. Some operators have licenses with no vehicles specified, relying solely on short term hire instead.

Reported CO2 emissions

The reported CO2 emissions for a car in the UK are determined using a laboratory test. The test changed from the New European Driving Cycle (NEDC) to the Worldwide harmonised Light vehicles Test Procedure (WLTP) in late 2018, although the WLTP figure was translated into an equivalent NEDC (e-NEDC) figure to maintain consistency in the transition period. The figure reported when first registering the car moved from e-NEDC to WLTP from April 2020 onwards, which caused a discontinuity in the reported emissions trend shown here. This topic is complex and care should be taken when considering recent figures – see <https://www.gov.uk/government/publications/vehicles-statistics-guidance>

Driving tests

The theory test was introduced on 1 July 1996, therefore full year figures are available from 1997. A person who has passed the theory test must sit the practical test within two years. If the person fails the practical during this period then he/she can re-sit the practical without having to take the theory test again.

Households with cars available for private use

In the Scottish Household Survey (SHS), the term car is used *only* for cars: vans are **not** included in the analysis. The interviewer asks whether any cars are normally available for private use by members of the household. Cars normally kept or owned by someone outside the household are excluded, but company cars available for private use are included.

Household types

The following categories are used in the analysis of the SHS results:

- A **single pensioner** household consists of just one adult of pensionable age (60+ for women, and 65+ for men) and no children
- A **single parent** household contains an adult of any age and one or more children.
- A **single adult** household consists of an adult of non-pensionable age and no children.
- An **older smaller** household contains *either* (a) an adult of non-pensionable age and an adult of pensionable age and *no* children *or* (b) two adults of pensionable age and *no* children.
- A **large adult** household has three or more adults and *no* children.
- A **small adult** household contains two adults of non-pensionable age and *no* children.
- A **large family** household consists of *either* (a) two adults and three or more children *or* (b) three or more adults and one or more children.
- **Small family** households consist of two adults and one or two children.

Annual net household income

The *net* income (i.e. after taxation and other deductions) which is brought into the household by the highest income householder and/or his/her spouse or partner, if there is one. It includes any contributions to the household finances made by other members of the household (e.g. dig money). In the case of households for which any of the main components of income were not known (for example, because of refusal to answer a question), the SHS contractors imputed the missing amounts, using information that was obtained from other households that appeared similar.

SHS urban / rural classification

The urban / rural classification shown in some tables was developed for use in analysing the results of the SHS. It is based on settlement size, and (for the less-populated areas) the estimated time that would be taken to drive to a settlement with a population of 10,000 or more. Each postcode in Scotland was classed as either urban or non-urban, then clumps of adjacent urban postcodes, which together contained more than a certain total number of addresses, were grouped together to form settlements. Six categories were then defined:

- **Large urban areas** - settlements with populations of 125,000 or more. These are around - but not the same as - Aberdeen, Dundee, Edinburgh and Glasgow. This category may (a) include areas outwith the boundaries of these four cities, in cases where a settlement extends into a neighbouring local authority, and (b) exclude some non-urban areas within the boundaries of these four cities.
- **Other urban areas** - other settlements of population 10,000 or more.
- **Accessible small towns** - settlements of between 3,000 and 9,999 people, which are within 30 minutes' drive of a settlement of 10,000+ people.
- **Remote small towns** - settlements of between 3,000 and 9,999 people, which are *not* within 30 minutes' drive of a settlement of 10,000+ people.
- **Accessible rural areas** - settlements of fewer than 3,000 people, which are within 30 minutes' drive of a settlement of 10,000+ people.
- **Remote rural areas** - settlements of fewer than 3,000 people, which are *not* within 30 minutes' drive of a settlement of 10,000+ people.

Motor Vehicle Offences

Offences classified as motor vehicle offences in the classification of crimes and offences used for police recorded crime statistics. Certain crimes related to motor vehicles, namely causing death by dangerous driving, causing death by careless driving while under the influence of drink or drugs and reckless driving at common law, are excluded primarily because information on these crimes is not collected on the same basis as other motor vehicle offences. In 2019-20, the police recorded 37 crimes of causing death by dangerous driving, 15 crimes of causing death by careless driving, 2 crimes of an illegal driver being involved in a fatal accident and 1 crime of causing death by careless driving when under the influence of drink or drugs. There were no crimes of reckless driving at common law recorded in 2019-20. In 2018-19, there were 9 convictions where the main offence was causing death by dangerous driving, all of which resulted in a custodial sentence. There were 21 convictions where the main offence was causing death by careless driving, of which 14 resulted in a community sentence, 6 resulted in fines and 1 resulted in a custodial sentence. There was also 1 conviction for causing death by careless driving while under the influence of drink or drugs, which resulted in a custodial sentence. There were no proceedings in 2018-19 with reckless driving at common law as the main offence.

However, the statistics dealing with recorded crime and court proceedings are not directly comparable as a person may be proceeded against for more than one crime involving more than one victim and there is the possibility that the crime recorded by the police may be altered in the course of judicial proceedings. Also a crime may be recorded by the police in one year and court proceedings concluded in a subsequent year.

Sources

Numbers of vehicles

The source of this information is the Vehicle Information Database (VID) held by the Department for Transport (DfT). The results conform to the same definitions as earlier vehicle censuses, but, for technical reasons, are considered slightly more reliable than earlier estimates. Some vehicles have complicated licensing histories, that may include incidents such as cheques failing to clear, changes of taxation status, late payments, and one or more valid or invalid refund claims. The VID undertakes a more detailed examination of licensing history than earlier vehicle census analyses and is therefore able to provide better estimates of licensed stock. The figures include all vehicles which pay tax and certain vehicles which are exempt. The exempt vehicles are described in section 1.6. The figures exclude vehicles registered by the armed forces, or as personal or direct export and trade licences issued to manufacturers, repairers of and dealers in motor vehicles. In 2010 [DfT revised stock figures from 2006 to 2009](#).

Number of Vehicles: Taxation class changes in the period covered by the tables

In 1995 there were major reforms of the vehicle taxation system. The bulk of the changes came into operation on 1 July 1995, but some additional changes were introduced on 29 November 1995. The intention was to remove many of the complications in the existing taxation structure, using a strategy to link Vehicle Excise Duty (VED) rates for many directly to the rate for the private and light goods group (PLG), or the basic minimum rate for heavy goods vehicles (HGVs). One measure to help achieve this was the creation of three umbrella taxation groups:

- An emergency vehicles group - exempt from VED
- A special concessionary group, including agricultural machines, snow ploughs, gritting vehicles, electric vehicles and, later, steam powered vehicles, paying VED at one quarter of the annual PLG rate
- A special vehicles group, limited to vehicles over 3500 kgs, including mobile cranes, works trucks, digging machines, showmen's vehicles, etc, paying VED at a rate equivalent to the basic minimum rate for HGVs.

From 1 April 2001, vehicles licensed in the special concessionary group were exempted from the payment of VED.

In addition, the goods vehicle taxation system was itself considerably simplified by the abolition of separate goods vehicle classes for farmers and showmen. All remaining goods vehicle taxation classes were also abolished and vehicles in those groups transferred to an appropriate tax class. At the same time, the basis for calculation of excise duty for goods vehicles was amended to revenue weight. Revenue weight means either confirmed maximum gross weight as determined by plating and testing regulations, or design weight for vehicles not subject to plating and testing (formerly known as Restricted HGVs).

The process also included further simplifications and tidying arrangements. These included cases in which vehicles not over 3,500 kgs gross weight were removed into the private and light goods taxation class rather than remaining in specialised taxation classes and groups, and the re-allocation of some tax classes into more appropriate groups. One key change of a similar type was to abolish the separate taxation of public transport vehicles with eight seats or fewer, and tax all such vehicles in the PLG class. From start of July 1995 bigger public transport vehicles were taxed in a new bus taxation class. The changes were completed by the introduction in the November 1995 budget of a new exempt class for vehicles over 25 years of age previously in the private and light goods or motorcycle groups. In 1998 the exemption for vehicles over 25 years of age was replaced with one applying to all vehicles, except buses and goods vehicles used commercially if they were constructed before 1 January 1973.

In general, the process of implementing these changes was gradual, and vehicles were allowed to remain in their current class until a new tax disk was required, whereupon they were transferred into other groups and classes as appropriate. Since tax disks may run for up to a year, some vehicles remained legitimately taxed in abolished groups at the end of 1995. That process was effectively complete by the end of 1996, but users of taxation and stock statistics for 1995 and later years should take special care to ensure they are aware of the changes and the methods by which vehicles were re-allocated to other groups.

Heavy Goods Vehicles

There is a large increase in the over 38 tonnes category, and a large decrease in the 32.1 to 38 tonnes category, between 1998 and 1999, and continuing in later years. This is due primarily to legislation which came into effect in 2001 allowing 6-axled lorries to run at up to 44 tonnes. This has led to many lorries 'up-plating' i.e. the lorries do not necessarily physically change, but are simply taxed differently so that they may carry greater loads.

A further reform to the tax class structure for vehicles weighing up to 3,500kg was announced in 1998. In 1999 a two banded system based on engine size was introduced for the PLG class. In March 2001 four new tax classes were introduced. The Petrol Car, Diesel Car and Alternative Fuel Car taxation classes were introduced for passenger vehicles weighing up to 3,500kg registered on or after 1 March 2001. The Light Goods Vehicles tax class was introduced for goods vehicles weighing up to 3,500kg registered on or after 1 March 2001.

Numbers of vehicles: Analysis by local government areas

Until 1995 the DVLA used the postcode of the registered keeper (of the vehicle) to allocate vehicles to local government regions. With the 1996 re-organisation of local authorities in Scotland, local government area analyses required major revisions. This was achieved by use of the most recently available postcode directory, which, when used in conjunction with the Vehicle Information Database, allowed vehicle stocks to be estimated for the new local authorities.

Numbers of new registrations of vehicles

The numbers of new registrations of vehicles of various taxation class types have been obtained by DfT from DVLA. In recent years, changes to taxation classes and

local government reorganisation have affected the DVLA computer system used to produce these figures, and it can no longer provide the numbers of new registrations for each taxation class for Scotland. Scottish figures appearing here are estimated by DfT, using post town area data, and are subject to a small margin of error.

Taxis licensed

These figures are based on an annual survey conducted by the Scottish Government and represent the taxi fleet size/driver numbers at the time of replying to the survey.

Goods vehicles operators by licence type and number of vehicles specified on the licence

These figures were produced from information taken from the Traffic Commissioners administrative records.

Most popular car sold

These figures are supplied by Society of Motor Manufacturers and Traders (SMMT). They are based on postcode location derived from form V55 which is completed by the car dealer. The figures do not include sales from non SMMT dealers, such as overseas dealers.

MOT tests

These figures are supplied by VOSA (Vehicle Operator Services Agency) and are based on test results data entered electronically at each privately operated Vehicle Testing Station in Scotland.

Driving test receipts

Figures for both driving licence theory and practical tests are obtained from the Driving Standards Agency (DSA).

Scottish Household Survey

The Scottish Household Survey is a large household level survey run in Scotland. Data is collected on a range of topics including transport and travel. The survey also includes a Travel Diary component. This data is used to analyse travel patterns and choices.

Numbers of Blue Badges

The Scottish Government requested details from Local Authorities on the number of badges awarded under the EU Blue Badge scheme. Blue badges are valid for up to 3 years from the date of issue. Totals (shown in Table 1.21) will include all valid badges on issue in the specified year.

The Blue Badge Improvement Service (BBIS), a central database for all blue badges on issue, was introduced on 1 January 2012. Data accuracy for the total number of blue badges on issue has improved as all blue badges are recorded on BBIS.

Motor Vehicle Offences

The statistical return from which the figures on recorded motor vehicle offences in this publication are taken is a simple count of the numbers of crimes and offences, for each local authority, which the police have recorded and cleared up. Returns of

quarterly data are submitted by Police Scotland and are used to produce a national total. Data from other police forces, such as the British Transport Police, are not included. Each quarterly submission of data to the Scottish Government contains revisions (such as the re-designation of incidents found on investigation not to be criminal) back to quarter 1 of the same financial year. However, amendments which arise after the end of the year are not incorporated.

Most motor vehicle offences are discovered and recorded as a result of police activity rather than by being reported to the police by the public. Hence the numbers of such offences recorded are mainly determined by the level of enforcement or police deployment.

The figures included in the Motor vehicle offences group do not include stationary motor vehicle offences dealt with by the issue of a fixed penalty ticket. However, offences dealt with under the vehicle defect rectification scheme and offences for which the procurator fiscal offers a fixed penalty are included in the figures. In addition to this, moving traffic offences which are the subject of a police conditional offer of a fixed penalty are also included, e.g. speeding, traffic directions offences.

Certain motor vehicle offences are not always recorded in cases where police forces are unable to clear-up the offence (e.g. speeding offences where the driver is untraceable). Clear-up rates for motor vehicle offences in these circumstances are artificial. Thus, clear-up rates for the Motor vehicle offences group are not included.

The number of Vehicle Excise Licence Offences recorded decreased from 3,792 in 2017-18 to 176 in 2018-19. This was largely due to standardisation of practice across Police Scotland divisions in November 2017, whereby the Driver and Vehicle Licensing Agency (rather than the police) took primacy in dealing with these offences. There was a small increase in this crime from 2018-19 to 2019-20 (17 crimes).

Further information

Within Scottish Transport Statistics:

- Chapter 2 – Bus and coach travel,
- Chapter 5 – Road Traffic (including congestion)
- Chapter 11 – Personal and Cross modal travel
- Chapter 13 – Environment and Emissions

Other Transport Scotland Publications:

[Transport and Travel in Scotland](#) – includes more detailed analysis of SHS data, in particular:

- Table 20 – Frequency of driving

SHS Local Authority Results, publishes as part of Transport and Travel in Scotland – provide breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

- Table 4 – Car access by Local Authority
- Table 5 – Frequency of driving by Local Authority

Further information on motor vehicle licensing statistics can be found in the DfT publications [Transport Statistics Great Britain](#), and [Vehicle Licensing Statistics](#).

Further information on motor vehicle offences recorded by the Police is available in the Scottish Government's [Criminal Proceedings in Scottish Courts](#).

[Eurostat](#) collate vehicle registration statistics for EU member states.

User guide – Bus and Coach Travel

Notes and definitions

Local bus service

One which is available to the general public, where passengers pay separate fares and travel a radial distance no greater than 15 miles (24 kms) from the point of boarding.

Other services

Include contract, private hire, express journeys, excursions and tours which are not registered as local services.

Passenger journeys (boardings)

Statistics are compiled on the basis that each boarding of a vehicle counts as one passenger journey. Therefore, each trip made by a passenger on one vehicle on one route counts as a separate journey. Return tickets therefore count as two passenger journeys. The numbers of passenger journeys using season tickets or travel passes are largely based on button presses by the driver or scaling factors applied to ticket machine data by the operator. Figures from 2004-05 include any adjustments applied by operators to allow for driver under-counting, but where this is not done no adjustment is made by DfT.

Vehicle kilometres

Estimates are for live (in service) mileage and exclude empty running of buses (e.g. between garage and terminus), driver instruction and vehicle testing.

Local bus fare indices

Information about the size of each fares change is supplied by a representative sample of around 100 operators. Indices are obtained by averaging the reported

changes using weights based on receipts from passengers (excluding concessionary fare reimbursement from local authorities). In theory, therefore, the index measures the change in the average charge to the fare-paying passenger. The implementation of free concessionary fares is, though, included once, in the quarter within which it was introduced.

Commercial services

Those that run without direct financial support from a local transport authority. They are still eligible for central Government subsidy in the form of the Bus Service Operators Grant (BSOG) (formerly known as the fuel duty rebate) and (where applicable) for concessionary fare reimbursement.

Subsidised services

Those considered socially necessary and run under contract to local transport authorities with some direct subsidy. They include a few services subsidised without competitive tendering, under Section 91 of the Transport Act 1985 ('de minimis' arrangements) in England and Wales or in accordance with the duty of best value in Scotland.

Concessionary fare reimbursement

A National Concessionary Travel schemes for groups such as elderly people and disabled people was rolled out in early 2006. Prior to that local authorities ran their own schemes. Bus operators are reimbursed for revenue lost as a result of their participation in the schemes, after taking into account a portion of the income from the extra travel generated, i.e. it is supposed to be profit-neutral. Journeys made under these schemes can be found in Table 11.29. These schemes should not be confused with the reductions offered to children, for example, by many operators on commercial grounds.

Staff employed

Platform staff comprise drivers, conductors and any other on-vehicle staff; **maintenance staff** include all employees engaged on cleaning, repair, service or maintenance of vehicles, while **other staff** include administrative staff. There may be some duplication of functions, particularly amongst the smaller operators.

Walking time to nearest bus stop

The Scottish Household Survey (SHS) interviewer asks how long it would take him/her to walk to the nearest bus stop (or place where one could get a bus).

Frequency of bus service

The SHS interviewer asks about the frequency of service at the nearest bus stop (or place one could get on a bus). If the householder says that the frequency of service varies, the interviewer asks for the week-day off-peak frequency.

SHS urban / rural classification

The urban / rural classification shown in some tables was developed for use in analysing the results of the SHS. It is based on settlement size, and (for the less-populated areas) the estimated time that would be taken to drive to a settlement with a population of 10,000 or more. Each postcode in Scotland was classed as either

urban or non-urban, then clumps of adjacent urban postcodes, which together contained more than a certain total number of addresses, were grouped together to form settlements. Six categories were then defined:

- **Large urban areas** - settlements with populations of 125,000 or more. These are around - but not the same as - Aberdeen, Dundee, Edinburgh and Glasgow. This category may (a) include areas outwith the boundaries of these four cities, in cases where a settlement extends into a neighbouring local authority, and (b) exclude some non-urban areas within the boundaries of these four cities.
- **Other urban areas** - other settlements of population 10,000 or more.
- **Accessible small towns** - settlements of between 3,000 and 9,999 people, which are within 30 minutes' drive of a settlement of 10,000+ people.
- **Remote small towns** - settlements of between 3,000 and 9,999 people, which are *not* within 30 minutes' drive of a settlement of 10,000+ people.
- **Accessible rural areas** - settlements of fewer than 3,000 people, which are within 30 minutes' drive of a settlement of 10,000+ people.
- **Remote rural areas** - settlements of fewer than 3,000 people, which are *not* within 30 minutes' drive of a settlement of 10,000+ people.

Sources

DfT survey of Public Service Vehicle Operators

The basis for most of the statistics in this chapter is the annual returns which a sample of Public Service Vehicle operators makes to the Department for Transport (DfT).

The sample includes all operators who are licensed with 21 or more licence discs (which normally, but not always, equate to the number of vehicles), plus a random sample of smaller operators. Until 2010-11, the sample included both local and other operators, but from 2011-12 only local operators have been surveyed. Local operators are identified from the list of operators who receive BSOG and other sources. Sampling is stratified and based upon the size of the operator's fleet (in terms of the number of licence discs), though some operators are selected with certainty where this is necessary to ensure sufficient coverage in each geographical area.

Proxy data are generated for all local operators, and imputation is used for data which are missing either because the operator was not sampled or did not respond. Imputation is based either on previous returns from the operator or using other methods such as using other data the operator has supplied.

The figures for Scotland are primarily based on returns for operators with an address in Scotland, even though some operators may do work in England and vice versa. However, important information relating to local operators (mainly passenger boardings, vehicle kilometres and passenger receipts) is obtained at local authority

level and so these estimates will exclude data relating to England, even though other variables such as staff numbers are all allocated to just one of an operator's local authorities – the one with the highest number of passenger boardings. (NB: a large group, such as Stagecoach, is not treated as a single operator: there will be a separate statistical return for each of its subsidiary companies.)

In September 2006, DfT revised the passenger numbers for each year from 1985/86 onwards in order to adjust for driver under-recording of the numbers of passengers who did not pay cash (e.g. those using season tickets, concessionary fare passes, return halves of tickets etc). A further survey showed that the allowance was not affected by the introduction of free concessionary fares.

In October 2012, the DfT revised passenger numbers, vehicle kms and passenger revenue relating to 2004-05 onwards. Although previous figures are presented these are not strictly comparable with the later years. The methodology used by DfT means that figures back to 2004-05 are subject to minor revisions each year (for example as new data is used to improve imputation of previous year's figures) though the broad trends shown are rarely affected.

Scottish Government and Transport Scotland finance data

This data is taken from Local Authority Finance returns and Transport Scotland finance records relating to grant payments and the administration of the National Concessionary Travel scheme.

In Summer 2011, Transport Scotland reviewed the Government Support for bus figures published in Bus and Coach Statistics 2011. This led to a revision of the figures to exclude support for non-bus transport. Figures have been revised back to 2006-07 when the National Concessionary Travel Scheme was introduced.

Transport Scotland National Concessionary Travel scheme data

Transport Scotland is responsible for reimbursing bus operators for carrying passengers under the National Concessionary Travel scheme. The application process for an NCT pass is managed by a third party contractor but summary numbers are provided to Transport Scotland which have been used to populate the card holder numbers used in this chapter.

Scottish Household Survey

The Scottish Household Survey is a large household level survey run in Scotland. Data is collected on a range of topics including transport and travel. The survey also includes a Travel Diary component. This data is used to analyse travel patterns and choices.

Further information

Within Scottish Transport Statistics:

- Chapter 1 – Road vehicles,
- Chapter 5 – Road Traffic (including congestion)
- Chapter 6 – Road casualties
- Chapter 11 – Personal Travel chapter (including travel to work)

Other Transport Scotland Publications:

[Transport and Travel in Scotland](#) – includes more detailed analysis of SHS data, in particular:

- Table 4 – satisfaction with public transport
- Table 5 – concessionary pass possession
- Table 21 – Park and ride
- Table 28 – Frequency of bus and train use
- Tables 29 and 30 – Views on local buses and trains

- Tables 31 and 32 – Concessionary pass use

Scottish Household Survey Travel Diary, published as part of Transport and Travel in Scotland – includes detailed tables using the Travel Diary dataset, in particular:

- Table 2 – journeys by mode of transport
- Table 2a – journey distance by mode of transport
- Table 2b – stages by mode of transport
- Table 4a – mode of transport by journey distance
- Table 5a – distance summary statistics by mode of transport

SHS Local Authority Results, published as part of Transport and Travel in Scotland – provide breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

- Table 1 - Travel to work by mode of transport
- Table 2 - Travel to school by mode of transport
- Table 11 - Frequency of bus and train use
- Table 12 – Convenience of public transport
- Table 13 – Satisfaction with public transport
- Table 14a – Views on bus services
- Table 15 – Concessionary pass use
- Table 16 – journeys by mode of transport

The Department for Transport produces a number of related publications, including:

- [Road traffic statistics](#)
- [Vehicles statistics](#)
- [Bus statistics](#)

Other sources:

Office of the Traffic Commissioner – [Traffic Commissioners' Annual report](#)

Confederation of Passenger Transport – [Cost Index](#)

User guide – Road freight

Notes and definitions

Origin and destination

These refer to the origins and destinations of the trips that were recorded in the surveys. These are *not* necessarily the ultimate origins and destinations of the goods (a trip on a surveyed vehicle may represent only one stage in the journey of a consignment: goods may have been trans-shipped on a number of occasions). Individual origins and destinations are standardised by the Department for Transport to NUTS3 regions (an EU wide geography based on existing local administrative boundaries), with all published outputs based on these regions.

Entering Scotland and leaving Scotland

Trips with a destination in Scotland and an origin outwith Scotland are classed as 'entering Scotland', whilst trips with an origin in Scotland and a destination outwith Scotland are classed as 'leaving Scotland' - where a trip is defined as a vehicle moving from an origin to a destination to either load and/or unload goods.

Remaining in Scotland

Goods for which both the origin and the destination of the trip are within Scotland.

Length of haul

Tonne kilometres moved divided by tonnes lifted. This information relates to individual vehicle trips, and not to the total distance that the goods may have travelled.

Goods lifted

The total weight of goods carried, measured in tonnes.

Goods moved

The weight of the goods carried multiplied by the distance hauled, measured in tonne kilometres.

Groupage

When, for mixed consignments, no single commodity makes up 75% or more of the consignment weight.

Road Freight Intensity Index

This indicates how the volume of road freight (measured in tonne-kilometres) has been changing relative to the Scottish economy as a whole. The road freight intensity index is an index of the ratio of (i) the index of road freight tonne-kilometres moved by UK HGVs on journeys originating in Scotland to (ii) the index of Scottish

Gross Domestic Product (measured in terms of the Gross Value Added for all industries).

Road freight data revisions

Road freight data from 2011 to 2016 have been revised since the DfT publication *Road Freight Statistics: 2016*. Revisions on the domestic road freight series were made after a review of part of the methodology used to produce these estimates, where more information can be found [here](#). There were also slight revisions on the international road freight series after corrections were made to the number of roll-on roll-off vehicles reported, where more information can be found [here](#).

Sources

Statistics of freight lifted and moved by road were provided by the Department for Transport, (DfT) from three sample surveys.

Continuing Survey of Roads Goods Transport Great Britain (CSRG T GB)

Information about domestic road freight activity by GB registered HGVs is obtained from the DfT's Continuing Survey of Roads Goods Transport Great Britain (CSRG T GB). This collects details of the journeys that were made by a sample of heavy goods vehicles (HGVs: vehicles with a gross vehicle weight (weight of vehicle plus carrying capacity) of 3.5 tonnes or more).

Each week, a stratified sample of HGVs are randomly selected from the Driver and Vehicle Licensing Authority (DVLA) licensing records. The sample is stratified by region and type and weight of vehicle, in order that the sample surveyed is representative of the population of HGVs in GB. A questionnaire is sent to each selected vehicle's registered keeper, asking for information about the vehicle, and about every trip that it made in a sample week. The sample weeks are spread evenly across the year.

The origins and destinations are reported in the survey as the names of towns, or postcodes (where known). DfT standardises these origins/destinations to NUTS3 regions (an EU wide geography based on existing local administrative boundaries) using a computerised gazetteer, and validates these origins and destinations against other metrics such as the lengths of the routes between these places. These NUTS3 regions are then aggregated to the appropriate Region or Island Area for each Scottish origin and destination. DfT did not record origins and destinations in terms of the new Council areas before 2004. Following the completion of local government reorganisation across Britain, DfT has coded to NUTS3 regions that are used to produce statistics for the European Union. There are 23 of these areas in Scotland.

The results of the survey are grossed-up to produce estimates which represent the total road freight activity during the year, by all GB registered HGVs. This is done quarterly, in two stages. First, the sample vehicles' results are grossed up to the whole HGV population using the ratio of the average number of HGVs in each

stratum (from DVLA licensing records) to the achieved sample for each stratum. The average number of HGVs in each stratum is calculated as the average of the numbers at the start and the end of the quarter). Then the results are multiplied by 13, to raise the activity in the sampled week to an estimate for the whole of the quarter.

As with any sample based statistics there will be a degree of sample error. The annual sample for Scottish vehicles is too small for detailed yearly analysis of the estimates, and so the table which shows the estimated flows of freight to and from the former Regions of Scotland was produced by combining the results from several years' surveys.

International Road Haulage Survey (IRHS)

Statistics on international road freight activity are derived from DfT's International Road Haulage Survey (IRHS) which covers a sample of GB-registered heavy goods vehicles (HGVs with a gross vehicle weight (weight of vehicle plus carrying capacity) of 3.5 tonnes or more). Work by foreign-registered vehicles, and the transport of goods in unaccompanied trailers, is not within the scope of the survey. Other EU countries are responsible for monitoring the international movements of their own vehicles.

The survey covers trips using roll-on/roll-off ferries and the Channel Tunnel to serve origins and destinations located outside of the UK, where the driver accompanies the vehicle throughout the journey. Trailers, when unaccompanied on a ferry crossing, are treated as domestic traffic when hauled to or from a UK port. If the trailer is subsequently picked up by a foreign vehicle, that leg of the journey will be recorded in the statistics of the country in which the vehicle is registered. These statistics therefore exclude traffic which is carried in unaccompanied trailers, or in foreign-registered vehicles.

GB hauliers with an International Operators Licence are asked to provide details of all international trips by its HGVs across a predetermined set of sample periods. Details of each trip are required, in those cases where a vehicle starts two (or more) international trips within the specified period.

The results of the survey – combined with international legs from the CSRGT NI survey - are grossed-up to produce estimates which represent the total road international freight activity by UK-registered HGVs during the year as a whole. The results are grossed to the total number of UK HGVs leaving the country collected by the Department for Transport's Roll-on Roll-off (Ro-Ro) survey, stratified by groups of ports.

Continuing Survey of Roads Goods Transport Northern Ireland (CSRGT NI)

Information about domestic **and** international road freight activity by HGVs registered in Northern Ireland is obtained from the Continuing Survey of Roads Goods Transport Northern Ireland (CSRGT NI).

Due to the unique situation in relation to Northern Ireland and the Republic of Ireland, there is a higher prevalence for HGVs in Northern Ireland to perform international work (predominantly in the Republic of Ireland). As such the CSRGT is administered through a separate survey for NI registered vehicles, which records international activity as well as domestic activity.

Results from the CSRGT NI are grossed in the same way as the CSRGT GB described above. Domestic and international journey totals are added to the CSRGT GB and the IRHS respectively to produce estimates of domestic and international activity by UK-registered vehicles.

Other Sources

Gross Domestic Product: The index used is an updated version of the index of Gross Value Added for all industries, published in Table 1.1 of *Scottish Economic Statistics 2008*.

Sources for data on rail, air and water freight can be found in the relevant chapters in this publication. Rail (Chapter 7), air (Chapter 8), water (Chapter 9), and international comparisons. (Chapter 12)

Further information

Within Scottish Transport Statistics, further information on freight can be found in:

- Chapter 7 – Rail,
- Chapter 8 – Aviation
- Chapter 9 – Water
- Chapter 12 – International comparisons.

The Department for Transport produces a number of related publications:

- [Maritime and shipping statistics](#)

Civil Aviation Authority:

- [UK Airlines – Annual Operating and Traffic Statistics](#)

Office of Rail and Road:

- [Freight Rail Usage and Performance](#)

User guide – Road network

Notes and definitions

Trunk road network

The trunk road network is the responsibility of Scottish Ministers, and comprises all motorways and some of the main A roads (local councils are responsible for non-trunk roads). The Government's view, when it reviewed the trunk road network in 1994, was that the trunk road network should:

- provide the road user with a coherent and continuous system of routes which serve destinations of importance to industry, commerce, agriculture and tourism;
- define nationally important routes which will be developed in line with strategic national transport demands; and
- ensure that those roads which are of predominately local importance are managed locally.

On 1 April 1996, local government was reorganised, and the 32 present Councils replaced the former Regions, Districts and Island Areas. At the same time, changes were made to the trunk road network: about 580 km of former non-trunk roads became trunk roads, and over 340 km of former trunk roads ceased to be trunk roads.

Major roads

Motorways and A roads.

Changes in road lengths

Where there has been a change to the use of a Geographical Information System (GIS) as the basis of the road lengths figures, they may differ significantly from those for the previous year: see section 4.8.4. In 2012 the Trunk road figures were recalculated to include A road slip roads which had been excluded from the totals in previous publications. The time series has been updated to include this data resulting in an increase of 3-4% in Trunk road length and an increase in overall road length of 0.2%. The methodology for calculating the trunk road totals from the database has also changed resulting in some small changes to road lengths from those previously published.

Operating Units

Since 2001-02, the management and maintenance of the trunk road network has been performed by 4 Operating Companies (South West, North East, South East & North West). Details of the areas covered by these Units can be found in the Annex.

Trunk road constructed, resurfaced

Figures up to 1995/96 (which appeared in previous editions) were estimates based on the area that was treated, and an assumed standard lane width of 3.5 metres. From 1996/97 actual figures are produced from the **Transport Scotland Trunk Roads Network Management**.

Local authority road network condition

The statutory performance indicator for the condition of the local authority road network is defined as the percentage of the road network, derived from a combination of established condition parameters measured at network level, which should be considered for maintenance treatment, i.e. have reached a condition where more detailed monitoring or investigation is required to establish if and when remedial measures are required.

In 2007-08, the indicator changed from the former Scottish SPI, which included data on longitudinal profile, rutting and texture, to the new UK Standard Road Condition Indicator (RCI), which in addition includes data on carriageway cracking and takes account of the severity of each defect and its relative importance to road users. Further information about the collection of RCI data can be found at:

<http://www.ukroadsliaisongroup.org/en/asset-condition/road-condition-information/data-collection/scanner/SCANNER-Road-Condition-Index.cfm>

Information on the condition of local authority roads is collected in the Scottish Road Maintenance Condition Survey, which is co-ordinated by the Society of Chief Officers of Transportation in Scotland (SCOTS), on behalf of Scottish Local Authorities. The survey is described briefly in section 4.9.4. As with any survey, the nature of the methods used could lead to apparent minor year-to-year variations.

Where previously, a breach of any single parameter threshold would result in a 10 m-section being classified as amber or red; from 2007/08 onwards the new RCI each defect is assigned a score, dependent on its severity and relative importance, and the summation of the individual parameter scores is used to define the section category.

In order to present its results graphically and on maps, the following colour coding has been adopted:

- Green - a score less than 40 – the road is considered to be in an acceptable condition;
- Amber - a score of 40 or greater but less than 100 - further investigation should be taken to establish if treatment is required;
- Red - a score of 100 or greater - the road has deteriorated to the point at which repairs are likely to be required to prolong its future life.

The performance indicator covers the amber and red categories, taken together. It represents the percentage of the road network for which some kind of maintenance *may* be required. It does not take account of the difference in the costs of the treatments which may be required to restore the carriageway to an acceptable standard. The indicator does not currently cover edge deterioration, although it is the intention, subject to further research, to include this.

SCOTS notes that, when examining the results for individual local authorities, it is important to remember that local road networks vary in character, carry different volumes of traffic and serve widely disparate communities. In SCOTS' view, authorities should not be judged on the absolute values of their amber or red proportions in any given year, but on their performance to improve the condition of their road networks.

Sources

Road lengths

Information on road lengths is mainly obtained from annual returns made to the Transport Scotland by Councils and by the trunk road management operators. (The figures for motorways are now prepared by Transport Scotland using a GIS - see section 4.8.3). These returns provide the total lengths of the roads for which the Council or trunk road management operator is responsible. The road lengths are categorised in a number of ways (e.g. by class of road, by type of road and by speed limit).

Because the returns provide only the total lengths of roads of various types (they do not provide any information about any individual roads) they can contain errors which cannot be detected, and, even in cases where an error is suspected, it may not be possible to determine how the figures should be corrected. There are a few cases of apparently unusual changes in the figures between one year and the next, which may be due to errors in the statistical returns (for example, it appears that the figures for dual carriageways may have been affected by the double-counting of some lengths of dual carriageway in some years).

Some councils now calculate their road lengths using GIS, which should reduce the number of errors in the longer term. However, changing to a GIS as the source of the statistics can cause a discontinuity in the figures. They will no longer be affected by any errors inherent in the old method of estimation. There may also be changes in the basis of the figures - for example, in the way in which the lengths of roads at roundabouts are counted. Different methods can give different results: for example, the straight-line distance across a roundabout will differ from the distance around the roundabout; or just half the distance around might be used (to represent the average distance which is travelled on the roundabout).

The effect of a change to a GIS as the source of the data can be seen using the figures for motorways for 2000, which were prepared by the then Scottish Executive using a GIS. The figures for each local authority area (which were published in Table 5.2 of *Scottish Transport Statistics no. 20 / 2001 edition*) could differ from the figures

reported by the trunk road management operators for 1999 (which were published in the previous edition), even in local authority areas where there were no changes to the motorway network between April 1999 and April 2000. The then Scottish Executive derived its figures using particular ways of counting the road lengths for (eg) slip roads and roundabouts. The precise basis of the figures which were reported for earlier years is not known.

The change to the use of a GIS was also the reason why the length of unclassified roads reported by Falkirk Council increased from 400 km in 1999 to 572 km in 2000. In such a case, it must be assumed that the figures produced by the use of the new system are more reliable than those which had been provided previously.

Trunk road network - residual life

The physical condition of Motorways and trunk roads is monitored by annual condition surveys which are undertaken for Transport Scotland by specialist contractors. The surveys are designed to provide information about the structural, surface and safety condition of the road surface (which are referred to as pavements by the engineers). Road condition data is measured by a slow moving vehicle that tests the structural strength by pushing a weight onto the road and measuring how much it deflects. This is then analysed to assess how much life is left in the road pavement. A road network cannot be kept in perfect condition: there will always be some wear and tear, and it is most economic to replace a worn out carriageway at the end of its useful life. When there is no life (which is counted in the residual life <0 column in Table 4.5), the road requires close monitoring to ensure its overall condition does not deteriorate significantly before it is replaced. The data from the surveys is processed annually in a Pavement Management system so as to identify objectively performance and to target the available funds on those areas of greatest need.

The base network includes most motorways and dual carriageway trunk roads. The surveyed network also includes some single carriageway trunk roads. The surveyed network figures are on a cumulative basis – for example, the figure for 2002-03 represents the combination of the condition in 2002-03 of the roads which were surveyed in 2002-03, the condition in 2001-02 of the roads which were surveyed most recently in 2001-02, and so on. Therefore, the surveyed network figures do not represent the current position in each of the specified years: there may have been some improvement or deterioration in the condition of some of the roads since they were surveyed in earlier years. In addition, as the coverage of the surveyed network expands, it includes further roads, whose condition may differ significantly from that of the roads that were already in the surveyed network. Therefore, some of the

apparent changes in the figures between years may be due to the expansion of the surveyed network.

Local authority road network condition - the Scottish Road Maintenance Condition Survey

The Scottish Road Maintenance Condition Survey, which is organised by the Society of Chief Officers of Transportation in Scotland (SCOTS) on behalf of Local Authorities, is carried out by a specialist contractor using vehicles accredited annually by the TRL. TRL also undertakes quality assurance checks throughout the year. The vehicles are equipped with lasers and high resolution cameras, to collect data for processing by computer and currently record:-

- The road geometry (gradient and shape);
- Variations in the longitudinal profile (evenness of ride along the road);
- Transverse profile variance (deformation across the road);
- Wheel track rutting / deformation in the wheel path ;
- The presence of cracking within the carriageway;
- Texture (roughness of the surface of the road);
- The extent of edge deterioration (due to over-riding or lack of lateral support).

As indicated previously in section 4.7, the construction of the Scottish road performance indicator was changed in 2007-08 to the new UK Standard Road Condition Indicator (RCI), with each ten metre stretch of road being assigned to one of three categories (Green, Amber or Red) depending on the overall defect score.

The survey currently aims to cover all local authority A roads in both directions every two years, all B and C roads in both directions every four years, and a 10% sample of unclassified roads in one direction each year. In order to minimise the effect of sampling errors on the result, the RCI for unclassified roads is calculated from four years data, as agreed with Audit Scotland and is in effect a rolling four-year indicator. While the survey machines have been calibrated and shown to provide consistent results, variations can occur due to minor differences in machine settings or in the path followed by the survey vehicle (which may well be dictated by, for example, the presence of other vehicles on particular parts of the road).

The SRMCS survey started in the 2002-03 financial year, when it covered all A roads in all local authorities plus a sample of the B, C and unclassified roads in *some* local authority areas. 2003-04 was the first year for which the survey covers a sample of all road categories in all local authority areas, and is therefore the first year for which results can be produced for Scotland as a whole.

Further information

Within Scottish Transport Statistics:

- Chapter 5 – Road traffic
- Chapter 12 – International comparisons.

The Department for Transport produces a number of related publications:

- [Road traffic statistics](#)

Eurostat:

- [Total length of motorways](#)

User guide – Road traffic

Notes and definitions

Department for Transport traffic estimates

The methods that have been used to estimate the volume of traffic on major roads (Motorways and A roads) in Scotland have changed over the years. Section 5.1 describes the method which the Department for Transport (DfT) used to produce the estimates for 1993 onwards. The method used prior to this is explained in the Road Traffic chapter of earlier versions of this publication. Estimates of the volume of traffic on minor roads (B roads, C roads and unclassified roads) in Scotland that are suitable for publication are only available from 1993. Section 5.6 describes the methods used.

Please note that the DfT traffic estimates provide only a rough indication of the likely volume of traffic on the roads in each local authority area, and that the DfT traffic estimates for individual Council areas are not National Statistics. DfT provides the estimates that it produces for individual local authority areas as being the best that it can produce from the limited amount of data available to it - rough indications of the likely volumes of traffic on roads in each Council area, for use with caution as no better estimates are available. Therefore:

- it is not possible for DfT to quantify the possible margins of error around the estimates for individual local authority areas;
- they are not classed as National Statistics;
- more detailed breakdowns of the estimates for individual Council areas are not published.

DfT's methodology for estimating traffic volumes distinguishes between Motorways, urban roads (i.e. roads, other than Motorways, which are in urban areas) and rural roads (i.e. roads, other than Motorways, which are in rural areas). It defines an urban road as a road (other than a Motorway) that lies within the boundaries of an urban area which had a population of 10,000 or more in 2001 (using the Population Census boundaries for settlements); a rural road as located in an area with a smaller

population. However, there are exceptions. DfT adjusted the urban/rural classification of stretches of major road which are on the outskirts of urban areas, in some cases where it was not possible to break them at a junction with another major or minor road. E.g. a stretch of road which is part of a trunk road bypass will usually be classified by DfT as rural (even the part of it which runs through an urban area) whereas a relatively short road between two urban areas that are close to each other will normally be classified by DfT as urban (even the stretch which is in a rural area). DfT's estimate these adjustments to have a small impact on the overall traffic estimates.

DfT's urban / rural classification of roads differs from the built-up / non-built-up classification of roads, used for the DfT traffic estimates prior to 2003. The built-up / non-built-up classification was based on speed limits, with roads with a speed limit of 40 mph or less being classed as built-up; those with a higher speed limit being non-built-up. For example, a dual carriageway with a 50 mph speed limit in an urban area is counted as an urban road on the basis of its location, but as a non-built-up road on the basis of its speed limit. In contrast, a road with a 40 mph speed limit in a small town (population under 10,000) is classed as a rural road on the basis of its location, but as a built-up road on the basis of its speed limit. While most roads in urban areas have speed limits of 40 mph or less (so are built-up), there are many roads in small towns and villages in rural areas which also have speed limits of 40 mph or less (so are also built-up). Therefore, urban / rural traffic figures are not comparable to built-up / non-built-up traffic figures: the two could differ noticeably for some local authority areas. It will not be possible to quantify this, because each set of DfT's estimates were produced using only one of the two classifications, so there is no table which cross-tabulates the traffic estimates by both urban / rural and built-up / non-built-up. Also urban boundaries tend to change slowly over time, whilst there has been a trend for more roads in rural areas to be assigned speed limits of 40 mph or less. So, a time series for traffic on urban roads may show a different trend from a time series for built-up roads.

On 1st April 1996, local government was reorganised, and the 32 present Councils replaced the former Regions, Districts and Island Areas. At the same time, changes were made to the trunk road network: some former non-trunk roads became trunk roads, and some former trunk roads ceased to be trunk roads. Section 4.3 of the 2002 edition described how this affected the traffic estimates produced by DfT's previous methodology, and caused discontinuities in the series of figures for traffic volumes on major roads. DfT's traffic estimates are no longer affected by such discontinuities, because they count major roads on the basis of their trunk road status at a recent date, rather than on the basis of their trunk road status in the year in question. As a result, there is no discontinuity in the figures between 1995 and 1996. The new estimation method which DfT introduced in 2003 also removed some other discontinuities from the figures (again, details of these were given in previous editions).

Traffic flows at selected sites

The average daily traffic flows at Automated Traffic Classifier Sites are total past the point figures: traffic is counted in both directions. The estimated traffic flows are based on 7-day averages which include both weekdays and weekends. On

occasion, the ATCS counters are not in operation for enough of the month to provide a reliable estimate: in these cases, .. is used to indicate that no estimate is available.

Traffic on specific trunk road routes: average time lost

Table 5.8 in previous editions of STS provided estimates of the time lost by traffic on particular routes. Due to a number of reasons including major changes to the network which would have required a substantial rework to the methodology, this table is no longer being updated.

Estimated consumption of petrol and diesel

The estimates for the consumption of petrol and diesel of road traffic relate to the areas in which the vehicles travelled rather than where the fuel was purchased or the locations of the registered keepers of the vehicles.

Sources

Method of estimating major road traffic volumes for 1993 onwards

Estimates of traffic volumes on major roads (Motorways and A roads) in Scotland by road type, vehicle type, and area within Scotland are produced by DfT in conjunction with the Transport Scotland Trunk Road Network Management (formerly Scottish Executive Trunk Roads Network Management Division) (TRNM).

The method of estimation has two main stages. First, traffic flows (which represent the numbers of vehicles flowing past particular points in a specified period) are estimated for each of the approximately 2,100 (in 2006) individual road links on Motorway and A roads in Scotland. (A link is normally a section of road between two major intersections). The estimates of the traffic flows on these road links are then combined with information about the lengths of the links, to derive total traffic volume estimates (measured in millions of vehicle kilometres) for major roads by road type, vehicle type and Council area. The type of a road is determined by its class (Motorway or A road), by whether or not it is a trunk road (trunk roads are those roads for whose upkeep Scottish Ministers are responsible), and by whether it is in an urban area or a rural area (see Section 3.1). The steps involved in each of these stages are described in subsequent paragraphs.

The estimates of traffic flows for the individual major road links for each year are derived by a methodology which involves the use of two different types of traffic counts: link and core:

- The road link traffic counts are taken manually, for 12 hours in one day, on a rotating basis (on average about once every four years), at each of the approximately 2,100 (in 2006) road links covering nearly all of the major road network in Scotland. These counts take place in neutral weeks during late March, April, May, June, September and October (the aim is to avoid counting, for example, during school holidays, and so to obtain counts which are representative of the level of traffic on each link). Traditionally, roughly one sixth of all the road links on the major road network were counted each year in Scotland, but the proportion counted each year has risen, and was about 22% in 2005 (compared with around 30% in England and Wales). At one time, the aim was to count each Scottish site once every six years.

However, in 1999, the counting schedule was changed in order to improve the accuracy of the estimates: now, the more important links in Scotland should be counted more often, and the less important should be counted less often. Up to and including 2002, about 300 or so counts were taken each year. However, following a study of possible ways of improving the road traffic estimates for Scotland, the then Scottish Executive (SE) increased the number of counts (in 2006, there were about 480 or so per year). These 12 hours in one day counts must be scaled up to estimate the total flow of traffic for the year as a whole, and in order to reflect changes in traffic levels in the years after each count was taken. The core counters provide the information that is used in the scaling.

- The core counters are automatic traffic classifiers, which are located at selected sites on major roads through Great Britain. These operate, on the whole, continuously: 24 hours per day, throughout the year, and provide information about traffic flows classified by category of vehicle according to their length and number of axles. The locations of the core counters, taken together, cover a good cross-section of types of road. There are around 150 core sites on major roads (including motorways) in Great Britain, of which about 25 are in Scotland.

For the purpose of combining the data from the manual counts and the automatic counters, DfT allocates each road link, and each core counter, to one of 22 groupings of road type. These were based on a detailed analysis of the results from all the individual automatic counter sites, and take into account traffic flow levels, (GB) regional groupings, and the road's category, which is a combination of its class (e.g. Motorway, A road, etc) and its urban/rural classification. The groupings range from lightly-trafficked roads in holiday areas, such as Devon and Cornwall, to major roads in Central London. There are no groupings which consist solely of Scottish roads, because there are not enough core counters on roads in Scotland which are in the same category, and have similar levels of traffic flow, to form any separate Scottish groupings.

The estimated traffic flows for each major road link for the latest year are then derived by a series of calculations of which the following provides only a broad outline. The core traffic counters are used to derive two sets of factors, which are then applied to each of the 2,100 (in 2006) link counts:

- Expansion Factors for road type and vehicle type are used to scale the single day 12 hour link counts to provide estimated traffic flows for the whole year in which the counts were taken.
- Growth Factors for each road and vehicle type are used to scale estimated traffic flows in the previous year forward to the latest year, for those links which were not counted in the latest year.

DfT estimates the total traffic volume (in vehicle-kilometres) on each major road link by multiplying together the estimated traffic flow for the link and the length of the link. DfT obtains the length of each major road link, and identifies the Council(s) in which it is located, using a Geographic Information System (GIS). When a link lies completely within the area of one Council, its estimated traffic volume is counted

wholly against that Council. In a case where a link crosses a boundary between Councils, it is split (for the purposes of the calculations) at the boundary into two separate links. Similar calculations are performed for each new link: the length within the relevant local authority (which DfT obtains from the GIS) is multiplied by the average traffic flow calculated for the original link (regardless of the Council area in which the traffic count was taken - because the original link was a section of road between major intersections, the traffic flow should not vary much along its length).

DfT compared its estimates for some motorway and trunk road links with the information that was available from the volumetric automatic traffic counters which are operated on motorway and trunk road links by TRNM, the Highways Agency in England and the Welsh Assembly Government in Wales. In general, there was a much closer correlation between the two sets of data than for the estimates which DfT had made in 2002 and earlier years. DfT noted that its estimates were slightly lower, and thought that there might be a number of reasons for this (e.g. the manual counters might miss some vehicles, the fact that the DfT core counters cannot be positioned on the most congested roads, etc). DfT therefore adjusted its expansion factors in order to eliminate the apparent slight bias in its overall estimates. DfT did not attempt to make its estimate for each individual link agree exactly with the total from any volumetric counter on that link because, for example, the volumetric counters on some links did not provide information for the whole of the year.

These calculations produce estimates of traffic volumes for each road link (or part of a road link) which is within the area of each Council. The estimated traffic volume for each Council is then obtained by adding up the estimates for the relevant links (or parts of links), and the estimates for Scotland as a whole are then produced by adding up the estimates for each Council. As indicated earlier, DfT produced the figures for trunk roads by counting each major road link on the basis of its trunk road status at a recent date.

DfT's estimates of the total volume of traffic on major roads in each local authority area are based on 12 hours in one day manual counts at an average of under 10 (up to 2002: under 15 for 2003 onwards) sites on major roads per Council per year - so they are clearly not based on much data. And, because the manual traffic counts are taken on a rotating census basis, there may be several years between successive counts at a particular site: in which time, there could be large changes in the volume of traffic there. The estimates therefore provide only a broad indication of the likely volume of traffic on major roads in each Council area. DfT notes that there could be some large percentage errors in its traffic estimates for the major roads in some local authority areas. Therefore, DfT's estimates for individual Council areas are not classed as National Statistics.

Method used to estimate traffic on minor roads for 1993 onwards

Estimates of traffic volumes on minor roads (B roads, C roads and unclassified roads) in Scotland by road type and vehicle type are produced by DfT in conjunction with TRNM.

The method used differs from that used for the major roads, because far fewer data are available for minor roads: up to and including 2002, only 200 or so 12 hours on

one day manual traffic counts per year were taken at Scottish minor road sites. In each of the years up to 1997, a fresh sample of sites was picked by, in effect, taking a series of random points on a map, looking within a circle with a specified radius around each point, and identifying which (if any) minor road was nearest to the selected point. The number of other minor roads within the circle was used, at a later stage, when the results were grossed-up to produce the overall traffic estimates. This method of sampling was suitable for the production of results for GB as a whole, but not for Scotland: the kinds of minor roads in the Scottish sample could vary greatly from one year to the next, and, as a result, the Scottish component of the GB estimates was not sufficiently reliable to be published in its own right.

Over the years, a list of all the minor road sites that had been chosen in this way built up, and became the basis for selecting a panel sample of minor road sites to be counted in 1998 and later years. Taking the counts at the same sites each year should produce a better estimate of the year to year percentage change in the volume of traffic on minor roads. The sample was picked from a list of all the sites at which traffic counts had been taken between 1992 and 1997. Disproportionate stratified sampling was used, with a higher sampling fraction for roads which had had a greater volume of traffic, as this should produce more accurate results than a simple random sample of minor road sites. Sites with average flows of fewer than 200 vehicles per day were excluded altogether. Some of the sites chosen for the panel for 1998 were found to be unsuitable, and were replaced by substitute sites in the panel for 1999. There was little change in the composition of the panel of sites until 2003, when, following a study of possible ways of improving the traffic estimates for Scotland, SE increased the number of minor road traffic counts in Scotland to about 320 or so per year.

As with the major road traffic counts, the minor road 12 hour traffic counts must be expanded to estimate the flows for a whole day, and a whole year. This is done using expansion factors calculated from information recorded by a set of core automatic traffic classifiers located on a sample of roughly 40 minor roads across GB, of which about 5 are in Scotland.

The data from the GB-wide core automatic traffic classifiers were used to calculate growth and expansion factors for minor roads outwith London (with separate sets of factors for urban and rural roads of each class). There are too few core classifiers in Scotland for there to be any separate Scottish groupings.

The number of manual counts per year at minor road sites across Scotland represent an average per local authority area per year of only 6-7 (up to 2002) and only 10 (2003 onwards) - clearly, too few to be the basis for reliable estimates of minor road traffic for individual local authority areas calculated solely from the data collected in each year. DfT had therefore to estimate the volume of traffic on minor roads in individual local authority areas in other ways. DfT started by producing estimates of the volume of traffic on minor roads in each local authority area in 1999 (as that is the new base year for its panel of minor road manual traffic count sites). The information base for these estimates was widened to include manual counts taken in other years by uprating them to 1999 using the growth factors produced from the core counters. DfT used different methods for B roads and for other minor roads (C roads and unclassified roads).

B roads: DfT looked at the location and traffic levels of all the B road manual traffic count sites, including ones counted in the past that were not included in the panel sample, identified gaps in coverage and initiated extra counts where necessary. Using its knowledge of the variation in B road traffic by type of location, and the length of B roads in each area, DfT produced estimates of B road traffic for each local authority area.

C and unclassified roads: Estimating traffic on other minor roads was more difficult, and had to be done in another way. First, DfT estimated the average levels of traffic flow on each type of these roads across GB (e.g. urban C roads, etc), using the information from the minor road manual counts and core counters. Second, DfT compared the average levels of traffic flow on the non-trunk A roads in each local authority area with the GB average traffic flows for such roads. Third, DfT made the assumption that an area which has non-trunk A road flows that are above the GB averages will also have minor road flows that are proportionately greater than the corresponding GB averages, and that an area whose non-trunk A road flows are below the GB averages will have proportionately lower flows on its minor roads. DfT then estimated the flows for each type of minor road in a local authority by applying to the GB average flows for each type of minor road the relevant ratios (of its non-trunk A road flows to the corresponding GB averages). The resulting estimates were multiplied by the length of minor road of each type in that local authority to give the estimated minor road traffic volumes for the area. This produced what DfT considered to be sensible results for many local authorities. However, there were some areas for which DfT felt the results were odd in relation to those for nearby areas or similar areas. For these local authority areas, DfT undertook a more detailed study. This involved looking at the minor road traffic count data for different parts of the local authority, deriving a traffic intensity value for each part, and comparing the results with the traffic intensities of other local authorities for which DfT was confident about the minor road traffic estimates, in order to produce what DfT considered to be more credible estimates for some parts of the local authority. The resulting estimates were then added together to produce totals for the local authority as a whole, and the results for all the local authorities in Scotland were then added together to produce minor road totals for each area and for Scotland as a whole.

DfT used its estimates for 1999 as the basis for the estimates for earlier years and for later years. The minor road traffic volumes for the years prior to 1999 were estimated by applying year to year change factors, which were calculated from the information produced by the panel survey. The estimates for 2000 to 2003, inclusive, were produced by applying year to year change factors which were derived from the data collected by the GB-wide core automatic traffic classifiers. The methodology was changed for the production of the estimates for 2004, when the overall percentage changes in minor road traffic volumes between 2003 and 2004 were calculated using information, from the panel survey, about the percentage changes in traffic flow levels at each of the sites for which comparable results were available from the manual counts taken in the two years. In all cases, the estimates also took account of information about changes in the length of the minor road network.

Given the assumptions that DfT has to make, and the fact that its estimates of the total volume of traffic on minor roads in each local authority area are based on 12

hours in one day manual counts at an average of 6-7 (up to 2002: about 10 for 2003 onwards) sites on minor roads per Council per year, it is clear that these estimates can only provide a broad indication of the likely volume of traffic on minor roads in each local authority area. That is why figures for individual minor road types are not published for local authority area: only the total volume of minor road traffic for each area appears in Table 5.4, with no breakdown by type of minor road within local authority. DfT notes that there could be some large percentage errors in its traffic estimates for the minor roads in some local authority areas. Therefore, DfT's estimates for individual Council areas are not classed as National Statistics.

1993 is the first year for which there are estimates of the volume of traffic on minor roads for individual local authority areas, and also is the first year for which there are estimates for Scotland as a whole. There are no reliable estimates of the total volume of minor road traffic in Scotland for 1992 or any earlier year.

Average time lost by traffic on specific trunk road routes

Table 5.8 in previous editions of STS provided estimates of the time lost by traffic on particular routes. Due to a number of reasons including major changes to the network which would have required a substantial rework to the methodology, this table is no longer being updated.

Scottish Household Survey

The Scottish Household Survey is a large household level survey run in Scotland. Data is collected on a range of topics including transport and travel. The survey also includes a Travel Diary component. This data is used to analyse travel patterns and choices.

Estimated consumption of petrol and diesel

The figures for the petrol and diesel consumption of road traffic are estimated by AEA Energy & Environment, which was commissioned to do this by the Department of Energy and Climate Change. AEA produce the estimates using a range of data, including: (a) information from equipment, located alongside many A roads, which monitors the levels of various substances emitted by vehicles; (b) average fuel consumption factors (expressed in terms of grams of fuel per kilometre driven) for different classes of vehicles; (c) the Department for Transport's information about the traffic flows on each link of the major road network; and (d) the DfT's estimates of the total volume of road traffic on minor roads. AEA estimate the consumption of petrol and diesel separately for each type of vehicle for each Council area, producing more detailed estimates than appear in Table 5.10.

Further information

Within Scottish Transport Statistics, further information can be found in:

- Chapter 1 – Road vehicles,
- Chapter 4 – Road network
- Chapter 6 – Road casualties
- Chapter 11 – Personal Travel chapter (including travel to work)

- Chapter 13 – Environment and Emissions

Other Transport Scotland Publications:

[Transport and Travel in Scotland](#) – includes more detailed analysis of SHS data, in particular:

- Table 8 – Effects of traffic congestion
- Table 5 – concessionary pass possession
- Table 21 – Park and ride
- Table 28 – Frequency of bus and train use
- Tables 29 and 30 – Views on local buses and trains
- Tables 31 and 32 – Concessionary pass use

Scottish Household Survey Travel Diary, published as part of Transport and Travel in Scotland – includes detailed tables using the Travel Diary dataset, in particular:

- Table 2 – journeys by mode of transport
- Table 2a – journey distance by mode of transport
- Table 4a – mode of transport by journey distance
- Table 5a – distance summary statistics by mode of transport

SHS Local Authority Results, published as part of Transport and Travel in Scotland – provide breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

- Table 6 – Congestion delays
- Table 16 – Proportion of journeys by mode of transport
- Table 18 – Travel day
- Table 19 and 20 – Distance travelled

The Department for Transport produces a number of related publications:

- [Road traffic statistics](#)
- [Road traffic statistics interactive website](#)
- [Vehicles statistics](#)

User guide – Injury road accidents

Notes and definitions

Fatal injury

An injury which causes death fewer than 30 days after the accident;

Fatal accident

An accident in which at least one person is fatally injured;

Serious injury

An injury which does not cause death fewer than 30 days after the accident, and which is in one (or more) of the following categories:

- an injury for which a person is detained in hospital as an in-patient
- *or* any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment
- *or* any injury causing death 30 or more days after the accident;

Serious accident

An accident in which at least one person is seriously injured, but no-one suffers a fatal injury;

Slight injury

An injury which is neither fatal nor serious – for example, a sprain, bruise, or cut which is not judged to be severe, or slight shock requiring roadside attention;

Slight accident

An accident in which at least one person suffers slight injuries, but no-one is seriously injured, or fatally injured.

It follows that whether some injuries are classified as serious or as slight could depend upon hospitals' admission policies, or upon other administrative practices, and therefore changes in the numbers of injuries of these two types could result from changes in admissions policies or other administrative practices.

Built-up roads

Accidents which occur on built-up roads are those which occur on roads which have speed limits of up to and including 40 miles per hour (ignoring temporary speed limits on roads for which the normal speed limit is over 40 mph). Therefore, an accident on a motorway in an urban area would not be counted as occurring on a built-up road, because the speed limit on the motorway is 70 mph. An accident on a stretch of motorway with a temporary speed limit of 30 mph would not be counted as occurring on a built-up road, because the normal speed limit is 70 mph.

Children

People under 16 years old.

Pedestrians

Includes people riding toy cycles on the footway; people pushing or pulling bicycles or other vehicles or operating pedestrian-controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight from vehicles and are subsequently injured.

Estimated Accident Costs

These are intended to encompass all aspects of the costs of casualties including both the human cost and the direct economic cost. The human cost covers an amount to reflect the pain, grief and suffering to the casualty, relatives and friends, and, for fatal casualties, the intrinsic loss of enjoyment of life over and above the consumption of goods and services. The economic cost covers loss of output due to injury and medical costs. The cost of an accident also includes:

1. the cost of damage to vehicles and property; and
2. the cost of police and insurance administration.

Also estimated are the number of damage only accidents (around 14 times the number of injury accidents) and their average costs.

Sources

The statistics were compiled from returns made by Police Scotland, which cover all accidents in which a vehicle is involved that occur on roads (including footways) and result in personal injury, if they become known to the police. The vehicle need not be moving, and need not be in collision - for example, the returns include accidents involving people alighting from buses. Very few, if any, fatal accidents do not become known to the police. However, there will be non-fatal injury accidents which are not reported by the public to the police, and so are not counted in these statistics. *Reported Road Casualties Scotland* provides more information on this matter.

Damage only accidents are not included in the above definition, and so the road accident statistical returns do not cover damage only accidents. It is thought that the number of damage only accidents is about fourteen times the number of reported injury road accidents.

Further information

Within Scottish Transport Statistics, further information can be found in:

- Chapter 1 – Road transport vehicles
- Chapter 4 – Road network
- Chapter 5 – Road traffic

Other Transport Scotland Publications:

- [Key Reported Road Casualties Scotland](#)
- [Reported Road Casualties Scotland](#)

These publications contain more detailed statistics of injury road accidents and a full description of the terms used. The figures they contain may differ slightly from those published here due to late returns and amendments made to the database in the periods between the finalisation of the statistics for the purpose of the publications.

Analysis of alternative data sources for road casualties statistics in Scotland were included in an Article 3 of Reported Road Casualties 2011. An article on undercounting of road casualties was also included.

The Department for Transport produces a number of related publications:

- [Road accident and safety statistics](#)

User guide – Rail

Notes and definitions

Ticket sail statistics

All the statistics are based on the sales of tickets, with the rail industry's central ticketing system (formerly called CAPRI - Computer Analysis of Passenger Revenue Information, now replaced and renamed LENNON - Latest Earnings Nationally Networked Over Night) being the source of most of the figures. LENNON holds information on all national rail tickets purchased in Great Britain. LENNON does not include journeys made by people without tickets, by railway staff using special passes, and by blind people under a free concessionary travel scheme. A single ticket is counted as one passenger journey, a return ticket is counted as two passenger journeys (one in each direction), and the number of journeys made by holders of season tickets is estimated from the sales of such tickets, using the standard factors for season tickets of various lengths which are adopted for the production of National Rail passenger statistics. There is multiple counting when a passenger uses more than one ticket to make a journey (e.g. a journey from A to B, and then on to C, using a separate single ticket for each of the journey stages would be counted as *two* passenger journeys)

Lennon does *not* record directly sales of certain products, including:

- some operator-specific tickets;

- some types of promotional fares (such as two for the price of one) and combined rail plus add-on tickets (e.g. covering a journey by rail and admission to an attraction).

Figures for Scotland are produced on two different bases (due to differences in the available information). In ascending order of size, they are:

- ScotRail passenger train journey stages - used for Table 7.1
- ORR passenger journeys - used for Tables 7.2 – 7.8.

ORR Passenger journeys

These figures are produced by adding together:

- the numbers of passenger journeys made using national rail tickets - produced from LENNON information about national rail ticket sales, as described in the previous paragraph; and
- estimates of the numbers of certain types of passenger journey that are not recorded directly by LENNON, such as those which are made using some types of promotional fares, combined rail plus add-on tickets, and multi-modal travelcard type tickets, such as the SPT Zonocard.

ORR figures include estimates of zonocard trips using a slightly different basis to ScotRail estimates and therefore figures are not comparable.

ScotRail passenger train journey stages

These figures are produced from:

- data which have been subject to the ORCATS process (Operational Research Computer Allocation of Tickets to Services). This uses the national rail ticket sales information from LENNON to allocate the revenue from a passenger's ticket to the Train Operating Companies (TOCs) which provide the services on the route or routes which were used for the passenger's journey. In the ORCATS process, *a passenger journey that would involve a change of train is counted against each of the trains that would be used in the course of that journey.*

For example, a journey made using a through single ticket from North Berwick to Carlisle would be counted twice, to reflect the fact that the passenger would use one train from North Berwick to Edinburgh, and then change at Edinburgh to another train to Carlisle. This is done in order that the revenue relating to the ticket can be allocated pro rata to the operators of the different trains used in the course of the journey. Therefore, figures in Table 7.1 represent the numbers of different trains used in the course of journeys on ScotRail services, *not* the actual numbers of journeys made (hence differs from the ORR).

- Estimates of the numbers of journeys (or parts of journeys) made using tickets (such as Zonecards) whose sales are *not* recorded directly by LENNON (some of these estimates are added after the allocation process).
- ScotRail revised its methodology to better estimate Strathclyde Zonecard journeys from 2009/10. To allow meaningful year on year comparisons to be made passenger figures from 2003/04 onwards present the impact on previously published figures. Note that Office of Rail and Road figures are compiled on a different basis and do not adjust for this.

Journeys originating in Scotland, and cross-border journeys

Statistics are compiled on the basis of where each journey starts. For example, someone who used a Zonecard to travel from a suburban station to, say, Glasgow Central, and then bought a single to (say) Manchester, would be counted as making one internal (within Scotland) journey and one cross-border originating in Scotland journey.

Ticket types

The following are identified:

- Full fare - e.g. first class, standard single and standard open return;
- Reduced fare - e.g. saver, supersaver, cheap day return, special promotional fares, such as two for the price of one and combined rail plus add-on tickets (see below);
- Season tickets - includes Zonecards.

Journeys datasets in LENNON

LENNON contains two datasets - pre-allocation (sales) and post-allocation (earnings). Allocations are created for each ticket group, dependant on sales levels, by ORCATS (Operational Research Computer Allocation of Tickets to Services). These allocations are principally used to apportion journeys between TOCs. ORCATS is a mathematical model, which was introduced in the 1980s, which uses a similar logic to journey planning systems and identifies passenger 'opportunities to travel' from an origin station to a destination station using timetable information. An opportunity to travel may include one or more changes of train and one journey will be generated for each train used during an opportunity to travel. This will result in the number of journeys being inflated by around 5%, compared to the pre-allocation dataset which does not assign journeys between TOCs.

Revenue

Includes all ticket revenue and miscellaneous charges associated with passenger travel, such as car park charges earned by the Train Operators. In the case of combined rail plus add-on tickets (e.g. a ticket which covers both a journey by rail and admission to an attraction, or a ticket which covers both a journey by rail and a bus, taxi or ferry journey from the destination station) the figures held in the database for revenue from the sales of such tickets do not indicate how much relates to the rail travel. Therefore, *all* the revenue from the sales of such tickets is counted in these statistics.

Concessionary fares

The figures for revenue include payments made by passengers for concessionary fares, but *not* the additional payments made by local authorities and the Strathclyde Partnership for Transport to reimburse the train operator for the difference between the concessionary fare and the normal fare for the journey (because these are not recorded in the database).

Passenger journeys by local authority

Table 7.6a and Table 7.6b are taken from the ORR National Rail Statistics Regional Usage Chapter. Table 7.6c is calculated on a similar basis and replaces versions of the table included in earlier versions of STS as the new methodology corrects the allocation of multi-trip tickets between Edinburgh and Glasgow.

Passenger journeys, using national rail tickets, to and from particular stations

The figures in Tables 7.7 and 7.8 are produced from information about through tickets sold for journeys between different destinations, and are subject to the same points as were made in the earlier paragraph on passenger journeys made using national rail tickets. However, there are differences, because the figures in these tables aim to represent the numbers of people using each individual station (but not counting those who change trains there, unless they buy another ticket: these figures are of entries and exits to/from the national rail system, not counting interchanges). Normally, a single journey between two stations within Scotland will be counted *twice* (once against the origin station and once against the destination station) and a single journey between Scotland and England will be counted only once (against only the station in Scotland). However, when the contractor working for the Office of Rail Regulation (Now called the Office of Rail and Road - ORR) produced the figures, there were two complications, the second of which caused some journeys to be counted less than this:

- in the case of some places with more than one station, it is possible to buy a ticket which allows travel to and from any of the stations at that place. Such tickets are recorded in the database as being to/from a group station (e.g. Glasgow stations) rather than being to/from any particular station (e.g. Central or Queen Street). When the ORR's contractor produced statistics of the numbers of passengers using each station (like those in Table 7.7), it split the numbers of journeys made using tickets which specified origins/destinations as places (e.g. Glasgow) between the relevant stations. This could be based on information about services and passenger numbers for the places concerned, or could simply count them all against the major stations within the group
- it is possible to purchase national rail tickets for travel between a particular station (or place) and an SPT zone in Glasgow - the ticket allows the traveller to use *any* of the stations in that SPT zone. Such tickets are recorded in the database as being between the specified place and the SPT zone. Prior to 2008 - 09, when producing the station usage statistics, the ORR's contractor counted journeys against origins/destinations outwith Glasgow as described above. They were unable to count any origins/destinations recorded as SPT zones to specific Glasgow stations as it had no basis on which to split the

journeys made using such tickets between the stations in the zones. This resulted in an underestimation of the number of passengers using Glasgow stations (in addition to the exclusions, mentioned earlier, such as journeys made using SPT zonecards).

However, from 2008–09, ORR’s contractor has assigned the previously unknown origin/destinations. Information provided by the PTEs has been used to estimate the number of journeys made on national rail services on PTE sold tickets that are not captured in the rail industry’s LENNON system.

Station usage figures were produced on this basis for every station in Great Britain, and made available on the ORR Web site, as described in section 5. The ORR station usage data consist of separate estimates of the total numbers of people entering, exiting and interchanging at stations. The station usage information from which Table 7.7 was produced is based on ticket sales covering all National Rail stations throughout England, Scotland and Wales. (It does not include those stations that are owned by London Underground. The ticketing system does not record certain journeys made using TfL bought travelcards, TfL Freedom Passes, staff travel passes and certain other PTE specific products. However, from 2008 – 09 the data now includes estimates of journeys and revenue made on zonal products sold outside of the main ticketing database.

The calculation of station usage levels uses sales recorded in the railway ticketing system prior to their allocation to individual operators, and so does not take into account any changes of train during the course of a journey. The figures which appear in Table 7.7 are estimates of the numbers of entries and exits, and do not include the estimated numbers of people who change trains at the specified stations (unless they buy another ticket there).

Rail punctuality - Public Performance Measure

The Public Performance Measure (PPM) combines punctuality and reliability into a single measure of the performance of individual trains against the planned timetable for the day, which may differ from the published timetable (e.g. due to engineering works, speed restrictions, flooding, etc).

For long-distance operators (such as GNER, Virgin CrossCountry and Virgin West Coast) the PPM is the percentage of trains arriving within *ten* minutes of timetable at the final destination; for regional operators (such as ScotRail) the PPM is the percentage arriving within *five* minutes of timetable. (The definitions differ because, in general, long-distance operators' trains run further than regional operators' trains.) The figures relate to *all* the services which are provided by the operator, so (for example) the PPM for GNER is an overall measure for all its trains, *not* just for those which run to, from or within Scotland.

Trains which complete their journey are measured for punctuality at the final destination. When a train fails to run its entire planned route, calling at all timetabled stations, it is either shown as cancelled (if it runs less than half of its planned mileage) or counted in the 20 or more minutes late band. Therefore, such a train would *not* be counted as arriving at the final destination within the number of minutes specified in the PPM.

Passengers in excess of capacity

From 2001 to 2003, the former Strategic Rail Authority monitored overcrowding on Edinburgh commuter services across the Forth Bridge. Passengers in excess of capacity (PIXC) was calculated for weekday commuter trains which arrived in Edinburgh between 07:00 and 09:59, or which departed between 16:00 and 18:59.

PIXC was calculated as the number of passengers travelling in excess of capacity on *all* of the specified services divided by the total number of passengers travelling on those services, and expressed as a percentage. For journeys of more than 20 minutes, capacity was deemed to be the number of standard class seats on the train; for journeys of 20 minutes or fewer, there was also an allowance for standing room (which varies with the type of rolling stock - e.g. for modern sliding door stock, it was typically of the order of 35% of the number of seats).

The SRA set limits on the level of PIXC at 4.5% on one peak, and 3.0% across both peaks. However, there is no requirement to monitor passengers in excess of capacity under the current Scottish passenger rail franchise, which applies from 17 October 2004 (the date when First Group took over the operation of the ScotRail franchise) - and therefore such information is no longer collected.

Rail passenger satisfaction: National Rail Passenger Survey

Passengers' ratings of their train journeys are shown in three groups: those which are regarded as generic; those which relate to the station; and those which relate to the journey.

The table shows the percentages who said that they were satisfied / very satisfied with each factor, or who rated it as good / very good. The difference between the percentage shown for a factor and 100% is made up of *both*

- those who said that they were dissatisfied / very dissatisfied, or who rated it poor / very poor; *and*
- those who said that they were neither satisfied nor dissatisfied, or who rated it neither good / very good nor poor / very poor.

A passenger who changes trains later in the course of a journey is asked for his/her views of the *first* station and the *first* train that was used of the journey after they were given a questionnaire. In all analyses, such a person's answers are counted against the operator of the first train.

ScotRail is classified as a regional operator by the Office of Rail and Road, therefore results for ScotRail should be compared with those for all GB regional operators that appear in the table. 'Others whose journey started in Scotland' is made up of long distance routes and these results should be compared with all GB long distance operators.

Freight traffic

Freight traffic: the figures for 1996-97 onwards were prepared from information supplied by the rail freight companies. The numbers of tonne-kilometres in those years relate to the whole distance that the freight is carried on the companies' trains, *not* just to that part of the journey which is within Scotland.

Origins and destinations of freight traffic

Three points should be noted about the figures which have been provided by the rail companies for 1996-97 onwards:

1. lifted within Scotland includes freight from abroad which arrives at a Scottish port (e.g. Hunterston) and is lifted from there by rail;
2. lifted outwith UK includes freight from abroad which was imported via ports in England and Wales (eg Teesside) and was then brought from there into Scotland by rail;
3. lifted within Scotland, delivered outwith UK includes freight which is delivered to a Scottish port (eg Leith) or to an English port (eg Southampton) for export

It follows that the figures in the tables for freight lifted or delivered outwith the UK cover much more than just rail traffic which goes through the Channel Tunnel.

There are no statistics available for freight lifted or delivered outwith UK in the years prior to 1996-97. In the figures that were produced for those years, traffic delivered by rail to ports for export was counted on the basis of the location of the port, and so was counted under either Scotland or elsewhere in the UK. Similarly, freight which was imported, and picked up by rail at a port, was counted on the basis of the location of the port. However, the figures that were produced for those years excluded any international freight traffic through the Channel Tunnel (for which freight services commenced in June 1994).

Railway Accidents

The statistics are of railway incidents statutorily reported under *The Reporting of Incidents, Diseases and Dangerous Occurrences Regulations 1995 (RIDDOR)*. These regulations came into force on the 1 April 1996 and brought railway accident reporting in line with other industry accident reporting. The fatalities are classified by the former Region because those are the areas which are shown in the Rail Atlas which HM Railway Inspectorate uses to identify the locations of the fatalities. Due to an EU safety directive which came into force in 2006, railway accident statistics in table 7.19 and 7.20 have been changed from a financial year basis to a calendar year basis with effect from 2003.

Sources

Tables 7.1, 7.2, 7.3 (ScotRail figures) and 7.4 to 7.8 were supplied by the Office of Rail and Road, which produced the numbers of passenger journeys, and the associated revenue, from information held in the LENNON database. This records the number of tickets, and the associated revenue, for journeys between every pair of railway stations in Great Britain, and other information, such as estimates (which are sent to it by ScotRail) of the numbers of rail journeys which were made by holders of SPT's multi-modal Zonocard - for further details, please see the notes and definitions in Section 3. As indicated earlier, the ORR provided revised figures for 2003-04 and earlier years for Tables 7.1, 7.2 and H1. Some of the other tables include figures for 2003-04 and earlier years which appeared in previous editions, having been supplied by the former Strategic Rail Authority, which derived them in a similar way. Table 7.6 in the 2012 publication is taken from the ORR National Rail

Statistics, regional usage chapter. *Note that the table showing travel between Local Authorities included in previous versions of STS has not been included in this publication as the methodology used to allocate journeys is being investigated. An updated version of the table will be included on the website in due course.*

The SPT figures in Table 7.17, were compiled from information provided by the Strathclyde Partnership for Transport.

The rail punctuality (Public Performance Measure) figures in Table 7.9 and 7.10 were provided by the ORR. The punctuality of trains is generally recorded using automated monitoring systems, which log performance using the signalling equipment.

The rail passenger satisfaction survey figures in Table 7.11 were provided by Transport Focus. The survey is conducted by distributing self-completion questionnaires, with reply-paid envelopes, to about 700 stations across GB, which are selected to be representative of the entire network, including about 50 stations in Scotland. A few shifts are also conducted on train. The questionnaires are distributed at different times of the day and across different days of the week. There are two survey periods per year: Spring and Autumn. The overall response rate is about 31%. The data are weighted to represent the passengers using each operator's services. Data is weighted by journey purpose, station size and by weekend/weekday. Transport Focus publishes the results of the Spring and Autumn surveys separately, but has combined them for publication here, in order to provide annual figures.

Tables 7.12 and 7.13: the figures for 1996-97 and later years were prepared from information supplied by the rail freight companies.

Tables 7.14, 7.15 and 7.16 were compiled from information supplied by Network Rail.

Tables 7.18 and 7.19: figures for these tables were previously obtained from Office of Rail and Road. We have now changed the source to the RSSB to improve consistency with other official statistics.

Further information

Within Scottish Transport Statistics, further information can be found in:

- Chapter 11 – Personal Travel chapter (including travel to work)

Other Transport Scotland Publications:

[Transport and Travel in Scotland](#) – includes more detailed analysis of SHS data, in particular:

- Table 28 - Frequency of bus and train use
- Tables 29 and 30 - Views on local buses and trains

Scottish Household Survey Travel Diary, published as part of Transport and Travel in Scotland – includes detailed tables using the Travel Diary dataset, in particular:

- Table 2 – journeys by mode of transport
- Table 2a – journey distance by mode of transport
- Table 4a – mode of transport by journey distance
- Table 5a – distance summary statistics by mode of transport

SHS Local Authority Results, published as part of Transport and Travel in Scotland – provide breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

- Table 16 – Proportion of journeys by mode of transport

The Department for Transport produces a number of related publications:

- [National Rail Travel Survey](#)
- [Rail Statistics](#)

The Office of Rail and Road also produce a number of related publications:

- [ORR Data Portal](#)

User guide - Aviation statistics

Notes and definitions

Aircraft Movement

An aircraft take-off or landing at an airport: one arrival and one departure are counted as two movements. Air transport movements are landings or take-offs of aircraft engaged in the transport of passengers or cargo on commercial terms. All scheduled service movements, whether loaded, empty or positioning; and charter movements transporting passengers or cargo and air taxi movements are included.

Types of passengers

A terminal passenger is one who joins or leaves an aircraft at the reporting airport, excluding passengers carried on air taxi charter services. A passenger travelling between two reporting airports is counted twice, once at each airport. There are two types of terminal passenger: terminating passengers, who arrive or depart at the airport by a surface means of transport; and transfer passengers, who change aircraft at the airport. A transit passenger is one who arrives at and departs from a reporting airport on the same aircraft which is transiting the airport. Each transit passenger is counted once only.

Freight

The weight of property carried out on an aircraft including, for example the weight of vehicles, excess baggage, and diplomatic bags, but excluding mail and passengers' and crews' permitted luggage. Freight carried on air taxi services and in transit through the airport on the same aircraft is excluded.

International Services

Services to and from Scotland from places outside the UK, Isle of Man and Channel Islands.

International and Domestic Destinations

The figures in Tables 8.2 to 8.7 are based on the origin and destination of passengers as reported to UK airport authorities by the airport handling agent. Operators are required to report in respect of each service operated, the point of uplift and discharge of each passenger. The figures may not reflect a passenger's entire air journey: the point at which a passenger disembarks from a particular service may not represent his ultimate destination. In some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e. the aircraft's origin or ultimate destination. The figures include all passengers carried on scheduled and chartered services excluding those charter passengers carried on air taxi service and passengers carried on aircraft chartered by Government Departments. In Tables 8.3 and 8.4, international traffic figures are given for each country for which scheduled traffic was reported until and including 2004 data. In cases where charter only routes carried fewer than 5,000 passengers, the countries concerned may not appear separately in Table 8.3, and may be shown under "Other international traffic" in Table 8.4. All non-air taxi is recorded individually.

Air punctuality statistics

These statistics cover both arrivals and departures. They relate solely to punctuality at the specified airport. For example, the information which is used about flights from Edinburgh relates only to the punctuality of their departure, so the statistics take no account of any subsequent delays before landing at, say, London. Similarly, the information which is used about arrivals at Edinburgh relates only to the time of arrival (no allowance is made for whether or not the flight departed on time from the airport of origin).

The calculations cover those flights for which information about the planned and the actual times of operation has been matched - for example, cancelled flights, and flights which are diverted to or from another airport, are excluded (the numbers of such flights are included in the figures which are given for unmatched flights).

The percentages early to 15 minutes late would probably be lower, and the average delays would probably be higher, if these statistics were calculated in the same way as the rail punctuality statistics (the latter are based on the time of arrival at the destination, and take account of cancellations).

All cargo and air taxi services are excluded.

Unmatched actual flights

Air transport movements which actually took place at the airport, but for which no corresponding planned flight was found. There may be a number of reasons for this, such as:

- the flight was a diversion from another airport;
- the flight was a short-haul flight more than one hour before the planned time;
- the flight was planned to take place in the previous month;
- errors in, or omissions from, the records of Airport Coordination Ltd (ACL) or the airport.

Unmatched planned flights

Flights which were reported in data supplied by ACL, but for which no corresponding air transport movement return has been found. There may be a number of reasons for this, such as:

- the flight was diverted to another airport;
- the flight was cancelled;
- the planned time was for a short-haul flight more than one hour after the flight;
- the flight took place in the following month;
- errors in, or omissions from, the records of ACL or the airport.

Average delays

The averages relate to all flights – not just to the ones which were delayed. With effect from January 2000, flights which are early are counted as zero delay; prior to that they were counted as a negative delay. As a result, the average delays for 2000 onwards are not directly comparable with the figures for 1999 and earlier years. This accounts for the whole of the apparent increase in the averages for Glasgow for 2000: when the Civil Aviation Authority (CAA) recalculated the averages for 1999 on the current basis, it found that they would be two minutes more than when calculated on the original basis. A similar recalculation using the data for Edinburgh for 1999 suggested that the change had no effect on its averages, when these were rounded to the nearest whole minute.

Taxi-ing time

The CAA changed its assumption for the taxi-ing time for Edinburgh airport departures from 5 minutes to 10 minutes with effect from the start of 2001. As a result, the punctuality and average delay figures for Edinburgh for 2001 onwards are not on the same basis as the figures for 2000 and earlier years. However, when the CAA recalculated the figures for Edinburgh for 2000 on the current basis, it appeared that this change did not affect the averages or the percentage early or within 15 minutes, when these were rounded to the nearest whole number.

Route Development Fund

The Route Development Fund (RDF) formally ended on 31 May 2007 and has not been replaced. It has not proved possible to introduce a replacement route

development scheme within the constraints imposed by the European Commission. However, the Scottish Government continues to work with airlines and airport operators on the development of new international air routes which improve business connectivity, encourage inward investment and make Scotland more accessible for inbound tourism. As Table 8.16 that was included in previous publications can no longer be updated it has been removed. Versions of the table and information about the RDF can be found in previous editions including STS 2011.

International and domestic passengers

A passenger is classified as domestic if his/her flight is between two points which are within the UK or the Channel Islands).

Business and leisure journeys

The business category includes purposes such as meetings with customers, conferences, trade fares, armed services and airline staff, studies paid for by an employer, overseas employment, etc. The leisure category includes holidays, visiting friends or relatives, migration, culture, sport, study (not paid for by an employer), etc.

UK and Foreign passengers

A passenger is classified as a UK resident if the UK is the country in which he/she has lived for most of the last twelve months.

Mode of transport

The mode of surface transport that was used to arrive at the airport. In cases where the journey involved the use of more than one mode of transport, it may not be the mode used for the majority of the journey.

Origins and destinations of terminating passengers

When analysing the results of the survey, the CAA used the former Regions for Scottish origins and destinations. The interviewer asks: "where did you start your journey to catch this flight?" In cases where the answer is not the person's home, the interviewer asks whether it was a transit stop - i.e. somewhere the traveller chose to break the journey to the airport (e.g. an airport hotel prior to an early morning flight, calling in on or staying with relatives, stopping somewhere to rest or for a meal, etc) - and, if it was a transit stop, asks for the proper origin of the journey.

Sources

Tables 8.1 to 8.13 are compiled from information supplied by the Civil Aviation Authority (CAA).

The punctuality statistics in Tables 8.8 are prepared by the CAA with the co-operation of the airport operators and Airport Coordination Ltd (ACL). They are produced for Edinburgh, Glasgow and some other UK airports. The first year for which information is available varies from airport to airport: for example, figures for Edinburgh are only available from April 1996, so it is not possible to provide figures

for Edinburgh for 1996 as a whole, or for any earlier years. The actual times of flights' wheels on/off the runway are derived from flight air transport movement returns made by airports to the CAA. The planned times, which relate to arrival/departure from the stand, and include changes made up to 24 hours beforehand, are supplied by ACL. The CAA also uses assumptions about taxi-ing time - currently these are: arrivals - 5 minutes; departures - 10 minutes, for both Edinburgh and Glasgow.

The CAA matches the two sets of data and resolves any obvious mismatches. For example, if an airline appears to operate a series of flights significantly off slot, the CAA will substitute information from published timetables, where these are available, in place of the ACL slot. The statistics are then calculated from the information for those flights for which the data have been matched - so cancelled flights, and flights which are diverted to or from another airport, are excluded from the calculations.

Tables 8.14 to 8.16 were prepared using figures from the Civil Aviation Authority's Passenger Survey reports.

The survey only includes Scottish airports in some years: most recently 2013, and prior to that 2009. Only departing passengers are interviewed, as previous surveys found no significant differences between the characteristics of arriving and departing passengers. The information collected includes: the purpose, origin, destination and type of ticket used for the journey; the age-group, income band, job title and other details needed to determine the socio-economic group of the passenger; the number of people in the party, whether the traveller was accompanied to the airport, and whether the person has flown before; etc.

Each month's sample is weighted, using information on routes and destinations, to gross up the results to the actual level of traffic. The weighting factors therefore vary, but generally, a single survey interview will be weighted in such a way as to represent around 1,000 actual passengers.

Further information

Within Scottish Transport Statistics:

- Chapter 3 - Freight includes comparison across freight modes.
- Chapter 11 - Personal Travel chapter includes data on visits abroad

The [Department for Transport](#) also produce aviation statistics.

The [Civil Aviation Authority](#) produce most the statistics used in this publication.

User guide – Water transport

Notes and definitions

Change in the Department for Transport's method of compiling statistics of port traffic from 2000

A new data collection system for maritime traffic was introduced with effect from 2000. As a result, some data for 2000 onwards are not directly comparable with previous years. The reason for the change was to comply with a new EC Maritime Statistics Directive (Council Directive 95/64/EC on statistical returns in respect of the carriage of goods and passengers by sea).

One of the effects of this change is that some data for 2000, principally coastwise and one-port crude oil traffic, and the inland waters penetration of such traffic, are not directly comparable with information for previous years. However, the overall totals are unaffected.

Previously, all freight information was collected from ports annually. Major ports (generally those with cargo volumes of at least 2 million tonnes a year) were asked for detailed information on weight of traffic in and out of their ports, identifying cargo categories (eg liquid bulks, dry bulks, containers, Roll-on-Roll-off etc), and whether they were foreign, coastwise or one port cargoes. Other (minor) ports were required to provide only total weight of cargo inwards and outwards.

In the new collection system, most of the detailed freight information is collected from shipping lines, operators or shipping agents, which are required to supply detailed returns of their inwards and outwards traffic at each major port for each ship, on each route. Major ports (now defined as those with at least 1 million tonnes of cargo a year) are only required to supply summary information (for use as control totals) while other (minor) ports continue to provide just the total weight of cargo inwards and outwards.

One difference between the data from 2000 and previous years affects both coastwise and one-port crude oil estimates from 2000. The new collection arrangements produce much more reliable data on origins and destinations and (when aggregated) coastwise, one-port and foreign traffic summaries. Previously, this information was estimated by ports, with varying degrees of accuracy, particularly for crude oil traffic, which means that origins and destinations for crude oil data in 1999 and earlier years are approximate only, e.g. ports or refinery operators would not necessarily have been able to tell if crude oil was shipped directly from the UK offshore installation, or piped to a land terminal such as Sullom Voe and then shipped out from the land terminal, or if it was imported from a North Sea country or another foreign crude oil producer. As a consequence, it is likely that pre-2000, coastwise crude oil estimates were overestimated and one-port traffic correspondingly underestimated. This leads to the figures for coastwise traffic lifted in Scotland falling substantially in 2000 compared with 1999.

Ports which are part of selected major Scottish ports

a.) Clyde Port

Port	Port Locode
Arran	GB085
Cumbræ	GB086
Port Glasgow	GBPGG
Ardrossan	GBARD
Bowling	GBBOW
Clydebank	GBCLY
Clyde	GBCYP
Dunoon	GBDNU
Faslane	GBFAS
Finnart	GBFNT
Glasgow	GBGLW
Greenock	GBGRK
Gourock	GBGUR
Hunterston	GBHST
Rothesay	GBRAY
Renfrew	GBREN
Largs	GBLGS
Tarbert	GBTAB
Wemyss Bay	GBWMB

b.) Forth

Port	Port Locode
Leith	GBLEI
Rosyth	GBROY
Kirkcaldy	GBKKD
Hound Point	GBHPT
Methil	GBMTH
Granton	GBGRN
Grangemouth	GBGRG
Forth	GBFOR
Edinburgh	GBEDI
Burrtisland	GBBTL
Braefoot Bay	GBBFB

c.) Orkney

Port	Port Locode
Eday	GBEOI
Rousay	GB170
Egilsay	GB175
Wyre	GB176
Shapinsay	GB226
St Margarets Hope	GB232
Burray Pier	GB234
Graemsay	GBGAE
Flotta Terminal	GBFLH
Sanday	GBNDY
North Ronaldsay	GBNRO
Papa Westray	GBPPW
Orkney	GBKWL
Scapa Flow	GBSFW
Stromness	GBSNS
Stronsay	GBSOY
Shapinsay	GBSPY
Tingwall	GBTWL
Longhope	GBLHP
Lyness	GBLYS
Westray	GBWRY

Lerwick is all ports on Shetland except for Scalloway and Sullom Voe, and Port Askaig is all ports on Islay.

Coastwise traffic

Traffic between ports of the United Kingdom, excluding traffic between a UK port and either the sea bed or an off-shore installation. It should be noted that Table 9.1(a) covers only freight lifted in Scotland, and therefore its figures for coastwise traffic exclude cargoes arriving from other UK ports; Table 9.1(b) covers freight discharged in Scotland, so includes cargoes arriving from other UK ports (including those elsewhere in Scotland).

One port traffic

Traffic between the sea bed or an offshore installation and a UK port. For example, it includes traffic to and from offshore installations, materials shipped for dumping at sea, and dredged sand and gravel etc landed at a port for commercial purposes. The disappearance of the sea dumped traffic is due to the end of sewage dumping at sea. It should be noted that Table 9.1(a) covers only freight lifted in Scotland: Table 9.1(b) contains figures for the one port traffic arriving from offshore installations and any incoming sea dredged aggregates. The reason for the increase in one-port oil

traffic is due to increased number of crude oil shipments into Sullom Voe and Flotta, particularly from the newer Atlantic fields west of the Shetlands, Schiehallion and Foinaven.

Domestic traffic

In the statistics of traffic through the ports, domestic traffic comprises coastwise traffic plus one port traffic.

Foreign traffic

Traffic between ports in the United Kingdom and other countries.

Inland waterways

In general, waterways bounded by the furthest point downstream which is fewer than both 3 km wide at low tide and 5 km wide at high tide (spring). However, this definition is not applied strictly: for example, the definition is relaxed, where necessary, in order not to count, as inland waterway traffic, short-haul shipping movements of foreign and coastwise traffic, such as all sea-going traffic to or from major seaboard ports.

Inland waters traffic

Subdivides into coastwise, one port and foreign (in each case, that part of the traffic that is carried upstream of the inland waters boundary, excluding short haul inland movements of sea-going traffic) and internal (i.e. not sea-going) traffic. All passenger and passenger vehicle ferry services are excluded, such as crossing movements (e.g. Gourock-Dunoon) and coastwise ferries entering sheltered waters (e.g. Loch Ryan, on services between Stranraer or Cairnryan and Northern Ireland).

Tonne-kilometres

Where part of a voyage is on an inland waters and part is at sea, account is taken of the inland waterway boundary, so that, in the case of traffic involving inland ports, there is no double-counting of tonne-kilometres between the figures for inland waters and the figures for coastwise, one port and foreign traffic. (This is in contrast to the double-counting of some of the figures for tonnage - for example, if a voyage to another UK port starts on a Scottish inland waterway in Scotland, the tonnage would be counted in the figures for both inland waters and coastwise traffic.)

Container and roll-on traffic

Includes all traffic carried on special container and roll-on vessels, as well as the container traffic carried on conventional services.

Main Freight Units comprise containers, road goods vehicles, unaccompanied trailers, rail wagons, shipborne port to port trailers and shipborne barges only.

Ferry Routes within Scotland

The Scottish Government subsidises the principal operators of the Clyde and Hebrides ferry services (operated by CalMac Ferries Ltd), the Gourock – Dunoon passenger ferry service (operated by Argyll Ferries Ltd) and the

Northern Isles (Orkney and Shetland) ferry services (operated by Serco NorthLink Ferries and Shetland Line 1984 Ltd). The companies providing most of the services, CalMac Ferries Ltd and Argyll Ferries Ltd, are part of the David MacBrayne Limited group. **The following Local Authorities fund a number of ferry services: Orkney Islands Council, Shetland Islands Council, Highland Council and Argyll & Bute Council.** Other services are privately operated.

Road Equivalent Tariff (RET)

The Road Equivalent Tariff (RET) scheme involves setting ferry fares on the basis of the cost of travelling an equivalent distance by road - Ministers have announced the Scottish Government's intention to:

- continue RET as a permanent feature on the Western Isles, Coll and Tiree for passengers and cars, including small commercial vehicles and coaches
- replace RET for larger commercial vehicles on the Western Isles, Coll and Tiree, with an enhanced pre-RET discount scheme
- roll out a further RET pilot for passenger and cars including small commercial vehicles and coaches to Colonsay, Islay and Gigha from October 2012
- roll out a further RET pilot for passenger and cars including small commercial vehicles and coaches to Arran from October 2014
- roll out RET to other West Coast and Clyde islands within the term of this Parliament.

RET was introduced in the following routes in 2008: Oban-Castlebay-Lochboisdale; Oban-Coll/Tiree; Oban-Coll/Tiree/Castlebay; Uig-Tarbert-Lochmaddy; and Ullapool-Stornaway. RET was introduced to the following routes in 2012: Kennacraig-Islay, Kennacraig- Islay/Colonsay/Oban; Oban-Colonsay; and Tayinloan-Gigha.

Persons assisted

Coastguard statistics relating to persons given assistance do not include people who are rescued.

Sources

Most of this data is supplied by the Department for Transport (DfT). The Scottish Government obtains shipping service information from Caledonian MacBrayne, Western Ferries, Northlink Ferries, Orkney Ferries, Shetland Island Council and some of the other operators of shipping and ferry services.

Waterborne Freight Lifted in Scotland (Table 9.1)

Statistics of waterborne freight (coastwise traffic, one port traffic and inland waters traffic) are compiled by MDS-Transmodal Ltd under contract to the Department for Transport.

A number of data sources are used to determine the level of *coastwise* traffic, including the tonnage of goods reported in the port traffic statistics, (see below) and other surveys, and information about vessel movements. (The vessel movement data include the Northern Ireland, Orkney and Shetland ferry services, but exclude

ferries operated by Caledonian MacBrayne and others in and around the Western Isles.) The pattern of coastwise shipping flows, by port and commodity group, is represented by origin and destination matrices, and combined with Admiralty information about the distances between ports. Where appropriate, account is taken of the inland waters boundary, so that there is no double-counting of tonne-kilometres between inland waters and coastwise shipping, in the case of traffic involving inland ports. The method which is used to derive the statistics of coastwise shipping involves some adjustments and reclassifications. As a result, the totals that it produces do not match the port traffic statistics for reasons which are described in the DfT Statistical Bulletin *Waterborne Freight in the United Kingdom*.

The principal sources for the statistics of *one-port* traffic are the port statistics (see section 9.16 below) and information about the distances between the ports and the at sea origins and destinations of the traffic, such as offshore installations and dumping grounds.

The sources of the *inland waterway* statistics are described below.

Traffic at Scottish Ports (Tables 9.2 to 9.9)

A new system for collecting detailed port traffic statistics was introduced in 2000 to comply with the requirements of an EC Maritime Statistics Directive. Annual traffic returns are made by shipping lines or their agents and port authorities. This information has been used to derive data on coastal and one-port traffic, and on the inland waters penetration of such traffic. From 1 January 2000, shipping lines or their agents are required to supply detailed statistics of foreign, coastwise and one-port traffic for all cargoes loaded or unloaded at major UK ports. Major ports are now defined as those ports with cargo volumes of at least one million tonnes in the previous year, plus a few smaller ports. The major ports handled 97 per cent of total port traffic in 2000. In addition, port authorities at the major ports are required to supply inwards and outwards control totals for each cargo category. For all other ports, the port authorities are required to supply just two figures: total inwards and total outwards traffic. The lack of detailed statistics for these minor ports means that a degree of approximation is required in the statistics for their traffic. For more details about the new data collection system, see DfT's publication '*Maritime Statistics*'

For 1999 and earlier years, the port traffic statistics were produced, for the most part, from the records made by each port authority of the dues levied on goods passing through the port (supplemented, in some cases, by figures supplied by others).

From 1995 to 1999, the smaller ports (then defined as, generally, those with fewer than 2 million tonnes of traffic per year) were not required to supply detailed statistics - they provided only two figures, their inwards and outwards traffic. Full details of freight traffic were collected only for those ports with at least 2 million tonnes of cargo in the previous year (and for a few ports with less traffic): these were called the 'major' ports. In the 1995 and 1996 surveys, there were seven 'major' ports in Scotland: Aberdeen, Clyde, Cromarty Firth, Forth, Glensanda (on Loch Linnhe, south-west of Fort William, which exports crushed granite, which is classified in the statistics as crude minerals), Orkney, and Sullom Voe. In the 1997 and 1998 surveys, there were eight: these seven plus Cairnryan, which was counted as a

major port because its 1996 return of its inwards and outwards totals had shown that its traffic exceeded 2 million tonnes in 1996. In 1999 the number of 'major' ports increased from eight to nine, since total traffic at Peterhead had exceeded 2 million tonnes in 1998. In 2000, with the introduction of the new definition of a major port (at least 1 million tonnes), Stranraer and Dundee became major ports, bringing the total in Scotland to 11.

Inland Waterways (Tables 9.10 and 9.11)

Statistics for internal traffic (ie traffic which is wholly within inland waters) are collected directly by DfT's contractor, MDS-Transmodal, from all known operators using personal interviews and postal questionnaires, supplemented by statistics from British Waterways collected primarily for toll levying purposes. Some information is also drawn from Maritime Statistics Directive returns where traffic is classified as internal movements and these traffic movements are then excluded from other traffic estimates to avoid duplication. For traffic moving to and from the open sea, the figures for inland waterway tonne-kilometres are calculated using information about the distances from each inland waterway boundary to the ports and wharves which are upstream of the boundary.

Shipping Services (Tables 9.12 to 9.17)

Transport Scotland obtains shipping service information from DfT (in respect of the services between Scotland and Northern Ireland, the Rosyth/Zeebrugge and Lerwick/Europe routes). Transport Scotland writes directly to Caledonian MacBrayne, Western Ferries, Northlink Ferries, Orkney Ferries, Shetland Island Council and the other major ferry operators in Scotland for the required information.

HM Coastguard Statistics (Table 9.18)

Statistics on search and rescue operations are obtained from the Maritime and Coastguard Agency.

Further information

Within Scottish Transport Statistics, further information can be found in:

- Chapter 3 – Road freight,
- Chapter 13 – International Comparisons (including water freight)

Other Transport Scotland Publications:

A relatively small number of ferry journeys compared to other modes means little data is available from the SHS.

The Department for Transport produces a number of related publications:

- [Maritime and Shipping statistics](#)

Transport Scotland:

[Scottish Ferry Services: Ferries Plan \(2013-2022\)](#)

User guide – Finance

Notes and definitions

Following local government reorganisation on 1 April 1996, the management and maintenance of motorways and other trunk roads was sub-divided into 8 operating units. These applied for the years from 1996-97 to 2000-01 inclusive. New arrangements were introduced with effect from 2001-02 which resulted in 4 Operating Companies maintaining the trunk road network. The introduction of 3rd Generation Contracts for Trunk Road Maintenance in April 2006 and 2007 means there are now 3 Operating Companies. Details of the areas covered by each of these companies can be found in the Annex.

Local authority trading services

Those services of a commercial nature which are, or could be, substantially financed by charges made to recipients of the services.

In a few cases, negative figures are shown in the net expenditure tables. This is due to income/receipts exceeding the expenditure in a particular category.

Retail Prices Index

Rail fares are 5 parts per 1,000 (or 0.5%) of the Retail Prices Index. Bus and coach fares are also 5 parts per 1,000 (or 0.5%). 'Motoring costs' accounts for 14.6% of the Retail Prices Index. This breaks down into:

- 6.2% Purchase of vehicles (CHBK)
- 2.2% Maintenance of motor vehicles (DOCT)
- 3.8% Petrol and Oil (DOCU)
- 2.4% Tax and Insurance.(DOCV)

Car parking charges are included under 'Maintenance of motor vehicles'.

Resource Accounting and Budgeting (also known as Accruals)

Under resource accounting income is shown when it is earned, and costs are shown when they are incurred, the timing of the cash movement is irrelevant. The costs of a capital asset are spread ('depreciated') evenly over its useful life. A capital charge was also made against the value of capital assets until 2009-10.

Cash Accounting

Income is shown when money is received, and costs are shown when payment is made. All receipts and payments made in a financial year are included in the cash accounts for that period. The whole cost of a capital asset is recorded when it is bought.

Sources

Table 10.1 (upper half) - *Building a Better Scotland: Spending Proposals 2003-2006* and Scotland's *Budget Documents 2006-07: Budget (Scotland) (No.3) Bill Supporting Document*

Tables 10.1 (lower), 10.3 to 10.5 - from returns by Councils and boards to the Scottish Government

Tables 10.2 - Transport Scotland Trunk Roads Network Management.

Tables 10.6 - The Department of Energy and Climate Change.

Table 10.7 – [Consumer Price Indices](#), Table 42.

Table 10.8 – [Family Spending in the UK](#)

Further information

Office for National Statistics:

- [Public spending](#)

User guide – Personal and crossmodal travel

Notes and definitions

Annual net household income

This is the *net* income (i.e. after taxation and other deductions) which is brought into the household by the highest income householder and/or his/her spouse or partner, if there is one. It includes any contributions to the household finances made by other members of the household (e.g. dig money). In the case of households for which any of the main components of income were not known (for example, because of refusal to answer a question), the SHS contractors imputed the missing amounts, using information that was obtained from other households that appeared similar.

SHS urban / rural classification

The urban / rural classification shown in some tables was developed for use in analysing the results of the SHS. It is based on settlement size, and (for the less-populated areas) the estimated time that would be taken to drive to a settlement with a population of 10,000 or more. Each postcode in Scotland was classed as either urban or non-urban, then clumps of adjacent urban postcodes, which together contained more than a certain total number of addresses, were grouped together to form settlements. Six categories were then defined:

- **Large urban areas** - settlements with populations of 125,000 or more. These are around - but not the same as - Aberdeen, Dundee, Edinburgh and Glasgow. This category may (a) include areas outwith the boundaries of these four cities, in cases where a settlement extends into a neighbouring local authority, and (b) exclude some non-urban areas within the boundaries of these four cities.

- **Other urban areas** - other settlements of population 10,000 or more.
- **Accessible small towns** - settlements of between 3,000 and 9,999 people, which are within 30 minutes' drive of a settlement of 10,000+ people.
- **Remote small towns** - settlements of between 3,000 and 9,999 people, which are *not* within 30 minutes' drive of a settlement of 10,000+ people.
- **Accessible rural areas** - settlements of fewer than 3,000 people, which are within 30 minutes' drive of a settlement of 10,000+ people.
- **Remote rural areas** - settlements of fewer than 3,000 people, which are *not* within 30 minutes' drive of a settlement of 10,000+ people.

Full driving licence and frequency of driving

The SHS asks whether the person currently holds a full driving licence (car or motorcycle). For those who are said to hold a licence, the SHS asks how often the person drives nowadays. The interviewer records whichever of the categories shown in the table is the most appropriate, in the light of the answer. Prior to April 2003, these questions were asked of the head of the household, or his or her spouse/partner, about each adult member of the household. Since April 2003, these questions have been asked of a randomly-selected adult member of the household about themselves. Hence, results for previous years may not be entirely comparable with results for 2003 onwards.

Frequency of walking

The SHS asks on how many of the last seven days the person made a trip of more than quarter of a mile by foot. The interviewer asks about walking for the purpose of going somewhere, such as work, shopping or to visit friends. The interviewer then asks about walking just for the pleasure of walking or to keep fit or to walk the dog.

Frequency of cycling

The SHS asks on how many of the last seven days the person made a trip of more than quarter of a mile by bicycle. The interviewer asks about cycling for the purpose of going somewhere, such as work, shopping or to visit friends. The interviewer then asks about cycling just for the pleasure or to keep fit.

Sampling variability

As with the NTS, the SHS is a sample survey so results will be subject to sampling variability. More information including a look up table to calculate confidence intervals can be found in the background section of the Transport and Travel in Scotland or SHS: Travel Diary publications.

International Passenger Survey

The International Passenger Survey is designed to be representative of all people travelling in and out of the UK in terms of: the usage of air, sea and tunnel; UK residents going abroad and foreign residents coming to the UK; different types of traveller (e.g. holiday, business, etc); and travel to and from different parts of the world. However, it is not designed to produce results which are representative for different regions of residence within the UK. While the survey's procedures should not lead to any major bias in the estimates for Scottish residents, the sample-based

nature of the survey may result in their being over-represented in the survey in some years, and under-represented in other years.

Visits abroad

The figures include all tourists who make trips which last no more than a year, those travelling to Eire have been included in the IPS since 1999.

Miscellaneous and other purposes

Includes visits for study, to attend sporting events, for shopping, health, religious or other purposes, and multi-purpose visits for which no one purpose predominates.

Area visited

In cases where two or more countries are visited, a person is counted on the basis of the one country in which he or she stayed for the longest time.

Inter-zonal trips made on an average weekday - the Transport Model for Scotland (TMfS)

These are the estimated annual average numbers of trips made per weekday between or within the areas shown, using the specified modes of transport (for example, they do not include trips made by foot, by bicycle, or by motorcycle). The figures represent the estimated total flows over the whole 24 hours of an average weekday. A return journey, from A to B and back again, on the same day, would be counted as two trips: one from A to B and one from B to A.

The figures are estimates of the numbers of inter-zonal trips - i.e. trips which cross the boundary of at least one of the zones used in the Transport Model for Scotland (TMfS). The zones used in the model are constructed by amalgamating Population Census output areas. The model's zones vary in size from area to area, depending on factors such as the size and density of the population and the nature of the transport network that the model must represent. As a result, there is no simple definition of a zone. Some Council areas have many zones (e.g. there are 180 in Edinburgh, and 239 in Glasgow); others have only a few (e.g. there are 10 in East Lothian, 11 in Midlothian and 21 in West Lothian). It follows that a trip of a particular length will be more likely to be counted as an inter-zonal trip if it is in (say) Edinburgh than if it is in (say) East Lothian.

Person trips relate to the number of people travelling by the specified modes of transport, and vehicle trips to the numbers of vehicles going between the specified areas. Thus, for example, if a car containing two people goes from A to B, it is counted as two person trips and one vehicle trip.

The areas identified in the table are sectors within TMfS. These correspond broadly (but not necessarily exactly) to the Strategic Development Planning areas or current Councils. Some of these sectors do not contain many TMfS zones - for example, the Borders sector contains 11 zones, and the Perth & Kinross sector contains 23 zones. All else being equal, the larger the zones are within a sector, the smaller the proportion of the trips within the sector that will be treated as inter-zonal trips - and, hence, the smaller the proportion that will be represented within the model.

Elsewhere in Scotland refers to those parts of Scotland not identified in other sectors: broadly, Argyll & Bute, Eilean Siar, Highland, Moray, Orkney Islands, and Shetland Islands.

The estimated average number of trips originating in an area usually differs from the estimated number with a destination in that area - for example, compare the estimates of 111,000 person trips with a destination in Dumfries & Galloway and 112,000 trips originating in Dumfries and Galloway. This is because the estimation process (which is described in section 11.8) is mainly based upon survey data covering the 7 a.m. to 7 p.m. period, and cannot take full account of trips which involve returning later in the evening. Therefore, the TMfS-based estimates indicate broadly the levels of flows within Scotland, but do not provide precise measures.

The model's estimates of the number of cross-border trips by bus and train may not be particularly reliable, because of the way that they are produced.

Sources

Scottish Household Survey - Frequencies of driving, walking and cycling; and usual main methods of travel to school and travel to work (Tables 11.10 to 11.13 and 11.17 to 11.19 and 11.21 to 11.23)

Information on these and some other transport-related topics is collected by the Scottish Household Survey, which started in February 1999. The SHS collects information on a wide range of topics, to allow exploration of the relationships between different sets of variables. Interviewing takes place throughout the year.

The SHS is a survey of private households. For the purposes of the survey, a household is defined as one person or a group of people living in accommodation as their only or main residence and either sharing at least one meal a day or sharing the living accommodation. A student's term-time address is taken as his/her main residence, in order that he/she is counted where he/she lives for most of the year. The sample was drawn from the Small User file of the Postcode Address File (PAF) which does not include many nurses' homes, student halls of residence, hostels for the homeless, other communal establishments, mobile homes, and sites for travelling people.

Each year, SHS interviews are conducted with a randomly-chosen sample of (on average) over 15,000 households across Scotland. Within each Council area, the sample is stratified using a geo-demographic indicator in order that it will be representative across that Council's area. A higher sampling fraction is used in the areas of the Councils with the smallest populations, in order that (in each two-year period) there is a minimum of 550 household interviews per Council. The results are then reweighted so that they will be representative of Scotland as a whole.

The SHS interview is conducted in two parts. The first part is with the highest income householder, or his/her spouse/partner (if any), who answers questions about the household and its members. This provides household members' age and gender, and the annual net household income. Prior to April 2003, it included questions about the type of driving licence (if any) held by each adult member of the household, and the frequency of driving. Main method of travel to school was also

collected (for one randomly-chosen schoolchild member of the household). As the information is collected for one schoolchild per household, proportionately greater weight is given to cases with greater numbers of schoolchildren in the household.

The second part of the SHS aims to obtain results which are representative of Scottish adults by interviewing a randomly-chosen adult (aged 16+) member of the household (who may happen to be the person who answered the questions in the first part of the interview - for example, this is always the case for single pensioner households). This part has fewer respondents as not all randomly-chosen adults are available. Information on the frequency of walking, place of work, usual method of travel to work etc are collected. Questions are also asked about journeys made on the previous day (the Travel Diary). These include the start and end times of each stage of the journey, the mode of transport used, the purpose of the journey, and experiences of congestion. As one adult is interviewed per household, proportionately greater weight is given to cases with greater numbers of adults in the household. For the Travel Diary questions, further weighting is given according to the day of the week and the economic status of the adult.

Although the SHS's sample is chosen at random, respondents will not necessarily be a representative cross-section of the people of Scotland. E.g. the sample could include disproportionate numbers of certain types of people, in which case the survey's results would be affected. In general, the smaller the sample from which an estimate is produced, the greater the likelihood that the estimate could be misleading. SHS publications (see sections 11.10 and 11.11) provide examples of the 95% confidence limits for estimates of a range of percentages calculated from sub-samples of a range of sizes.

The above information relates only to sampling variability. The survey's results could also be affected by non-contact / non-response bias: the characteristics of the (roughly) one-third of households who should have been in the survey but who could not be contacted, or who refused to take part, could differ markedly from those of the people who were interviewed. If that is the case, the SHS's results will not be representative of the whole population. Without knowing the true values (for the population as a whole) of some quantities, one cannot be sure about the extent of any such biases in the SHS. However, comparison of SHS results with information from other sources suggests that they are broadly representative of the overall Scottish population, and therefore that any non-contact or non-response biases are not large overall. Of course, such biases could be more significant for certain sub-groups of the population. In addition, because it is a survey of private households, the SHS does not cover some sections of the population - for example, it does not collect information about many students in halls of residence. The SHS technical reports provide more information on these matters.

Travel to work (Tables 11.14 to 11.16)

The information about the usual means of travel to work and the time taken to travel to the usual place of work shown in tables 11.14 and 11.15 is obtained from the Labour Force Survey using questions which have been included in those survey interviews which have been conducted in the Autumn each year since 1992. The tables include the self-employed, those on Government training schemes and unpaid family workers as well as employees, but exclude those working at home, and those

whose workplace or mode of transport to work was not known. The LFS is a household survey covering 60,000 households each quarter in GB, and about 6,000 households per quarter in Scotland.

Scotland's Census took place on Sunday 27 March 2011 with the chief purpose of providing an accurate population count as well as collecting data on key characteristics of individuals in Scotland, including their travel to work. Some individuals are missed in the Census, and this under-counting does not usually occur uniformly across all geographical areas or across other sub-groups (for example, by age and sex) of the population.

To fill the gap, the National Records for Scotland (NRS) implemented a coverage assessment process to estimate the population that was missed, also identifying and adjusting for the people who were counted more than once or who were counted in the wrong place. Carrying out this work allowed a census estimate of the entire population to be obtained.

The methods were largely based on those developed by the Office for National Statistics (ONS). The ONS systems were also implemented although adapted as necessary to cope with Scotland specific data. ONS have produced a full suite of methodology papers detailing the statistical theory and practical application of the methodology. They can be found here: <http://www.ons.gov.uk/ons/guide-method/census/2011/census-data/2011-census-user-guide/quality-and-methods/methods/coverage-assessment-and-adjustment-methods/index.html>

It was not always practical or appropriate to replicate exactly what was done for the rest of the UK due to differences in fieldwork processes, data capture and processing and also the availability of comparator data sources. The ONS documentation should be read bearing in mind there were small differences between Scotland and the rest of the UK.

Table 11.16 provides some Census of Population information about travel to work. Information about travel to work has been collected in population censuses since 1966. There have been some changes in the categories used – for example, the 1966 Census had a category described as none which was included in the 1971 Census under its On foot and none category; the 1971 Census had a category described as Public Transport which was separate from the categories for Train and Bus; and the 1966 and 1971 Census travel to work figures did not identify separately those who were working at home, so they are included in the figures for those years. However, the effect of such differences on the statistics will be small compared to the scale of the changes in the shares of the main modes of travel .

Information about travel to work is also collected by the SHS, which is the source for tables 11.17 and 11.18.

Hands Up Scotland Survey (Table 11.23a)

Established in 2008, the Hands Up Scotland Survey is the largest national dataset to look at travel to school across Scotland. The project is funded by Transport Scotland and is a joint survey between Sustrans and Scottish local authorities.

Schools across Scotland complete the survey by asking their pupils 'How do you normally travel to school?' The responses are then sent to local authority officers who collate the data and return it to Sustrans' Research and Monitoring Unit for overall collation, analysis and reporting.

A Parliamentary Order was passed designating Sustrans as Official Statistics Providers in the production of Hands Up Scotland on 1st June 2012. Sustrans is currently looking to acquire National Statistics status for the survey.

International Passenger Survey - Scottish residents' visits abroad (Tables 11.24 to 11.26)

This information is collected by the International Passenger Survey (IPS), from a sample of passengers returning to the UK by the principal air, sea and tunnel routes (excluding some routes which are too small in volume or which are too expensive to be covered). Travellers passing through passport control during the day are randomly selected for interview (interviewing is suspended at night). A weighting procedure takes account of the non-sampled routes and time periods. For example, the figures for certain airports are uplifted to take account of the passenger numbers at the other UK airports which are not covered by the survey. Prior to 2005, Edinburgh and Glasgow were the only Scottish airports at which interviewing took place. Prestwick airport was added to the survey in 2005 and Aberdeen has been collected since 2009. These are uplifted to take account of the non sampled airports. Rosyth was included in quarters 2, 3 and 4 of 2007 and quarters 2 & 3 of 2008.

The figures in the tables are based on interviews with Scottish residents who returned to the UK. This is the Office for National Statistics' standard practice for producing such estimates, as it can then also analyse other information that is collected in the interviews (such as the amount that people say that they spent while on holiday).

The survey covers both adults and children, and is voluntary - for example, the response rate was 80% in 2003, and the results reported in these tables for that year are based upon interviews with about 2,000 Scottish residents.

The IPS data used in the tables are adjusted to take account of the fact that not all people respond to questions regarding area of residence. This means that tables produced by area of residence will not always exactly match other published data regarding trips abroad by UK residents.

Transport Model for Scotland - Trips made on an average weekday (Table 11.27)

These figures were provided using the Transport Model for Scotland 2012. This model covers the Scottish Strategic Mainland Transport Network, and also includes representation of travel patterns between Scotland and England.

The area covered by the model is divided into 720 zones. The model uses planning data for each zone (e.g. population, number of households, car ownership, employment, number of employed residents) to calculate the number of trips that would be expected to be generated. It also uses information collected by traffic counts, roadside interviews and surveys of passengers on public transport. The information collected and used to develop the model started in 2002 and continued

through to 2012, which is the base year. TMfS also uses information from other sources, such as 'donor' models (such as the Strathclyde Integrated Transport Model), the 2001 Census of Population and the Scottish Household Survey (which has been conducted continuously since February 1999). Data collected in other years were factored to represent the base year. The quality and coverage of the data that are held within the TMfS vary between different areas and different parts of the transport network. This is the result of the historical interest in the movement of people and goods between various points on the transport network, and the resultant availability of data. However, the base information used to develop TMfS12 is more robust and comprehensive than that used in former versions of the national model.

The pattern of travel movements is held in a series of trip matrices covering the morning peak period, the evening peak period and the intervening off-peak period. Taken together, these matrices can be combined to provide a matrix reflecting trip movements during the period 7 a.m. to 7 p.m. on a typical weekday. Daily, monthly and annual averages can then be derived by grossing-up these figures using time series data sources. The resulting expected flows around the transport network are then calibrated and validated for each modelled time period using information about the actual numbers of trips that were made on particular routes.

Applying the calibration and validation process to the expected numbers of generated trips calculated by the model produces estimates of the numbers of trips which are consistent with the observed traffic counts and the results of surveys and interviews. The estimated numbers of trips for the areas shown in the table were then produced by aggregating the estimated numbers of trips for the relevant zones.

The model's estimates of the numbers of people travelling by bus and train across the border with England are less reliable because it uses its standard set of public transport factors to gross up the cross-border passenger numbers obtained (e.g.) from surveys and passenger counts which were carried out at certain times on certain days. Because local bus services account for the vast majority of public transport in Scotland, the model's standard public transport grossing-up factors mainly reflect the pattern of local bus passenger usage - so applying these factors to the data for cross-border bus and train traffic may not take proper account of the different patterns of such traffic.

Passenger journeys made under concessionary fare schemes (Table 11.29)

The figures for the Strathclyde Concessionary Travel scheme were supplied by Strathclyde Partnership for Transport (SPT); the figures for other schemes were collected from Transport Scotland (national schemes) and from local authorities using the Local Financial Returns form LFR5.

The National Concessionary Travel bus scheme was introduced on 1st April 2006, which allows elderly and disabled free travel on all scheduled bus services in Scotland. This is administered by Transport Scotland and replaced any local bus schemes. The Young People's Concessionary bus Travel Scheme started in 8 January 2007, aimed at 16 to 18 year olds (inclusive) and full time volunteers (aged under 26).

Local authorities were asked to provide numbers of passenger journeys on the same basis as the expenditure on concessionary fares that they report in the LFR5. This relates to concessionary fares for elderly people, for people with visual or other disabilities, and for children (but exclude school transport).

SPT was able to provide passenger numbers from its records for the Strathclyde Concessionary Travel scheme for several years; figures for the passenger numbers for other schemes are only available for 2000-01 onwards because that was the first year for which that information was requested from local authorities using the LFR forms.

Further information

Within Scottish Transport Statistics:

- Chapter 1 – Road vehicles,
- Chapter 5 – Road Traffic (including congestion)
- Chapter 12 – International comparisons

Other Transport Scotland Publications:

[Transport and Travel in Scotland](#) – includes more detailed analysis of SHS data, in particular:

- Table 11 – car sharing
- Table 16 and 17 – Reasons for choice of travel to school mode
- Table 18a – bicycle access
- Table 21 – Park and ride
- Table 28 – Frequency of bus and train use
- Tables 31 and 32 – Concessionary pass use

Scottish Household Survey Travel Diary, published as part of Transport and Travel in Scotland – includes detailed tables using the Travel Diary dataset, in particular:

Table 2 – journeys by mode of transport

- Table 2a&b – journey and stage distance by mode of transport
- Table 3 – Purpose of travel
- Table 4a & 5a – mode of transport by journey distance

SHS Local Authority Results, published as part of Transport and Travel in Scotland – provide breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

- Table 2 – journeys by mode of transport
- Table 2a&b – journey and stage distance by mode of transport
- Table 3 – Purpose of travel
- Table 4a & 5a – mode of transport by journey distance

User guide – International comparisons

Notes and definitions

Scotland, UK & GB

In general, notes on and definitions of the figures for Scotland (and, by implication, the figures on the same basis for the UK or GB as a whole) appear in the relevant chapters. Therefore, this section covers only matters which are not dealt with there.

Population, area and population density:

The population figures for GB and UK are mid-2019 estimates (NB: the EU publication's figures are for 1 January 2019) based on Office for National Statistics release (published in June 2020), available at <https://bit.ly/2KXOxkd> Scottish figures are taken directly from the General Registry Office of Scotland.

Areas figures relate to 2008 (no year is specified for the EU publication's figures) taken from Table 1.1 of the 2010 edition of the Annual Abstract of Statistics. Population densities were calculated by the Scottish Government using these area estimates.

Motorways

The figures for Scotland and for GB are for 2018 (the same year as most of the EU figures). They were taken from Table RDL0201 of DfT's road lengths statistics publication. The DfT's figure for Scotland was used in this table. As explained in paragraph 5.5 below the methodology used by DfT means that the figure for the length of motorways in Scotland (excluding slip roads) differs slightly from Table 12.5.1).

All roads

The figures for Scotland and for GB relate to 2018 (the same year as most of the EU figures), taken from Table RDL0201 of DfT's road lengths statistics. The DfT's figure for Scotland was used in this table which differs from the road length figure in Table 4.1, due to the DfT using a Geographical Information System (GIS) and Ordnance Survey data to produce estimates. Whereas (as explained in the notes to Chapter 4), most of the figures in Table 4.1 are produced from annual returns made by local authorities.

Some countries (Bulgaria, Denmark, Germany, Italy, Luxembourg, Portugal and Romania) did not have information for 'other roads' in the latest EU publication.

Therefore the total road length figure for all countries excludes 'other roads'. In the case of Scotland and the UK, 'Unclassified roads' have been excluded.

Railways

The figures are for the route length at the end of the financial year 2018/19 (the EU figures are for 2018). The figure for Scotland is from Table 7.14 of this publication; the GB figure was taken from Table TSGB0601 of TSGB 2019.

Passenger cars

Passenger cars figures for Scotland and GB are for 2018 (most EU figures are for 2018). They are taken from Table TSGB0903 of DfT's Transport Statistics Great Britain 2019 edition.

Powered two wheelers

The figures for Scotland and GB are for 2018 (the same year as most of the EU figures). They are taken from Table TSGB0903 of DfT's Transport Statistics Great Britain 2019 edition, which includes figures for motorcycles, scooters and mopeds and based on numbers of vehicles licensed at 31st December. The EU publication's figure (for the UK) is lower than the DfT figure for GB due to different methodologies. EU figures are based on national sources and definitions may vary.

Goods vehicles

The figures for Scotland and GB are for 2018 (the same year as most of the EU figures). The Scottish figure is taken from Table 1.2 of this publication, and the GB figure is taken from Table TSGB0903 of DfT's Transport Statistics Great Britain 2019 edition. They are the totals of the figures for the body types light goods and goods (the latter being heavy goods vehicles). The result of using the body type figures is slightly different from that which would have been obtained had taxation group figures been used.

New registrations of passenger cars

The GB and Scotland figures are for new registrations of all vehicles and are for 2019 (the same year as most of the EU figures). They are taken from Table VEH0152 of DfT's Vehicle Licensing Statistics.

Passenger transport - distance travelled and modal shares

The figures for Scotland and GB are for the two year period 2011/2012 (the EU figures are for 2018). Following the increase in its sample size with effect from 2002, the National Travel Survey can provide some figures for a single year for Scotland, but figures for the two year period should be less susceptible to sampling fluctuations. The figures for Scotland are taken from STS 2013 Table 11.2 and converted from miles into kilometres. The GB figures for 2011/2012 were calculated by simply averaging the figures from 2011 and 2012 for each relevant mode of transport shown in Table NTS0305 of DfT's National Travel Survey: 2012 bulletin, and converting the result from miles into kilometres.

The NTS figures relate to the mode of travel, not to the main mode that is used in some other analyses of NTS figures and use detailed mode breakdowns of NTS results as opposed to aggregate groupings. Also passenger cars category consists

of car only - driver, car only - passenger and taxi / minicab; the buses and coaches category covers private hire bus, bus in London, local bus and non-local bus; and the tram / metro category relates only to the London Underground (the Glasgow Underground is not identified in the results of the NTS).

The NTS average for the total distance travelled per person in GB (covering all modes of transport) is 6,826 miles, or 10,985 kilometres in 2011/12. For the modes of transport shown in the table (which excludes, for example, air and ferry) the NTS average is 10,556 kilometres. This difference between the UK and GB figures arises because the two sets of figures are on different bases:

- the NTS figures relate only to personal travel within GB, and are produced from the results of a survey of households across GB;
- the EU publication's figures have been derived by dividing estimates of the total volume of travel (passenger-kilometres) within the country by the total population of the country.
- The kinds of travel which would be counted using the latter approach (but not by the NTS) include
 - travel within GB by foreign tourists and other non-residents;
 - travel for business purposes (e.g. to and from meetings);
 - and, possibly, some travel in the course of their work by the likes of lorry drivers, postmen and bus drivers.

Therefore, estimates produced using the latter approach will be greater than the NTS estimates, which cover only personal travel by residents.

There are no official estimates of the total passenger-kilometres travelled within Scotland: the only Scottish estimates of the average distance travelled per head of population are NTS ones, which cover only personal travel by residents.

Although the two methods produce markedly different average distances, they produce quite similar modal shares - e.g. the modal share for passenger cars is: NTS – 82.3%; shown in EU Energy and Transport in Figures – 85.6% (NB: in both cases, the modal shares are calculated excluding powered two-wheelers, walking and cycling, for consistency with the figures in the relevant table of the EU publication). Therefore, the modal shares for Scotland, calculated from the NTS results, should be comparable to the modal shares for the EU countries.

International air passengers (traffic between EU countries)

The figures for Scotland and the UK are both for 2017 (the same year as the EU figures). The Scottish figure is taken from the Total EU countries in Table 8.3(a) of this publication. It is the number of passengers to and from the EU-28 countries for the main Scottish international airports (Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick). The table shows figures for 21 of the EU member states: these are the countries for which the international air passenger route analysis table on the Civil Aviation Authority's Web site (from which the figures for Table 8.3(a) were obtained) shows passengers to/from Scottish airports (for example, the CAA table does not show any passengers between, say, Luxembourg and any Scottish airport

in 2005). These figures will underestimate slightly the total number of international passengers between Scotland and EU countries because they do not include (a) passengers on charter only routes in cases where fewer than 5,000 passengers were carried between an airport and a particular country, nor (b) any passengers to and from EU countries at other airports in Scotland. The UK figure is taken from Table AVI0105 of DfT's Aviation Statistics publication, using the figures for EU-28.

Road fatalities

The figures for Scotland and GB are both for 2018 (as are most of the EU figures). The Scottish figure is taken from Table 2 of Reported Road Casualties Scotland 2018, and the GB figure is taken from Table RAS30003 of Reported Road Casualties Great Britain 2018.

Freight transport - modal shares

Both Scotland and GB relate to 2018 (as do the EU figures). The Scottish figures are derived from the tonne-kilometre figures for each mode of transport which appear in Table H2(b) of this publication. The GB figures are derived from the tonne-kilometre figures for each mode of transport which appear in Table TSGB0403 of TSGB 2019.

The figures for Scotland are based on the tonnage of goods lifted in Scotland and the distance on which they are carried on that journey, be it within Scotland or from Scotland to (say) England. For example, the tonne-kilometres for goods taken from Edinburgh to London would be calculated using the full distance between Edinburgh and London (over 660 kilometres) not just the distance between Edinburgh and the border (under 160 kilometres). Therefore, the figures do not represent the modal shares for freight transport within Scotland: they include tonne-kilometres outwith Scotland on journeys which started in Scotland, and they exclude tonne-kilometres within Scotland on journeys which started elsewhere.

Sources

Most EU country statistics originate from the [EU Transport in Figures](#), produced annually by the EC Directorate General for Energy and Transport with the assistance of Eurostat. The publication contains a range of detailed statistics and only a summary is presented in this chapter.

Further information

Eurostat:

- [Transport statistics](#)

United Nations Economic Commission for Europe:

- [Transport statistics](#)

World Health Organization:

- [Road traffic injuries](#)

User guide – Environment

Notes and definitions

Pollutants

The atmospheric pollutants listed in Table 13.1 have been selected because they are considered to be a threat to human health, and transport is understood to be a significant contributor to emissions of these pollutants. The Air Quality Strategy for England, Scotland, Wales and Northern Ireland contains air quality objectives for nine pollutants (benzene, carbon monoxide, lead, nitrogen dioxide, ozone, particulates (PM₁₀ and PM_{2.5}), sulphur dioxide, 1,3-butadiene and polycyclic aromatic hydrocarbons (PAHs)). The objectives are policy targets expressed as a maximum ambient concentration to be achieved, either without exception or with a permitted number of exceedances, within a specified timescale. The table below sets out the agreed air quality objectives (for pollutants which transport is understood to contribute to significantly). PM₁₀ are small particulates less than 10 microns in diameter while PM_{2.5} are less than 2.5 microns in diameter.

Air Quality Objectives for Scotland

Pollutant	Objective		Date to be achieved by
	Concentration	Measured as:	
Benzene	3.25µg/m ³	running annual mean	31 Dec 2010
Nitrogen dioxide ²	40µg/m ³	annual mean	31 Dec 2005
	200µg/m ³	hourly mean not to be exceeded more than 18 times a year	31 Dec 2005
Particles (PM ₁₀) ³	40µg/m ³	annual mean	31 Dec 2004
	50µg/m ³	24-hour mean not to be exceeded more than 35 times a year	31 Dec 2004

	18µg/m ³ 50µg/m ³	annual mean 24-hour mean not to be exceeded more than 7 times a year	31 Dec 2010 31 Dec 2010
Particles (PM _{2.5})	10µg/m ³	annual mean	2020
Ozone	100µg/m ³	daily maximum (measured as an 8 hour running mean) not to be exceeded more than 10 times a year	31 Dec 2005

Carbon Account for Transport

The Carbon Account for Transport (CAT) is published on an annual cycle and contains:

- Scotland’s annual transport emissions from 1990 to 2017;
- emissions efficiency estimates across different modes of transport;
- emissions efficiency of road vehicles registered in Scotland;
- comparison of Scotland’s emissions to those of the UK as a whole;
- key leading transport emissions indicators.

The Climate Change (Scotland) Act 2009 requires Scottish Ministers to lay a report in Parliament setting out their proposals and policies for meeting annual emissions reduction targets. The Climate Change Plan, published February 2018, is the Scottish Government’s third report on proposals and policies for meeting its climate change targets. It sets out how Scotland can deliver its target of 66% emissions reductions, relative to the baseline, for the period 2018–2032. In April 2019 the First Minister acknowledged that Scotland – like the rest of the world – faces a Climate Emergency and confirmed that the Scottish Government would accept the recommendations of the UK Committee on Climate Change to set a target of net zero greenhouse gas emissions by 2045 with interim reduction targets of 70% by 2030 and 90% by 2040. The Scottish Government has committed to updating the Climate Change Plan within six months of the Climate Change Bill receiving Royal Assent so that it reflects the more ambitious targets being established.

While the UK emissions return to the UN does not include emissions from international aviation and shipping (IAS), the Climate Change Scotland Act 2009 explicitly includes this category of emissions in its calculation of total Scottish emissions and the required reduction in emissions to fulfil the terms of the Act.

International aviation and shipping emissions are shown in the national emissions Inventory as an additional, outside scope, item.

Ultra Low Emission Vehicles (ULEV)

An ULEV emits extremely low levels of carbon dioxide (CO₂) compared to conventional vehicles fuelled by petrol/diesel. They typically also have much lower or virtually nil emissions of air pollutants and lower noise levels. Since 2009, the Office for Low Emission Vehicles has considered ULEVs as new cars or vans that emit less than 75 grams of CO₂ from the tailpipe per kilometre driven, based on the current European type approval test.

Plug in Grant

Since January 2011, UK motorists purchasing a qualifying ultra-low emission car have been able to receive a grant of 25% towards the cost of the vehicle, up to a maximum of £5,000. The Plug-in Car Grant has been designed to help make the whole-life costs of a qualifying car more comparable with petrol or diesel equivalents. The terms of this scheme were modified in early 2016.¹

Sources

Pollutants and air quality objectives

The information on air pollutant emissions is taken from the publication [Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 2005 – 2019](#), published in September 2021 on the National Atmospheric Emissions Inventory website. Emissions estimates are modelled and revisions may be made to the time series each year where revised figures are available. The most recent report provided revisions from 2005 only. Emissions for 1990-2004 have therefore not been revised and are taken from the previous report [Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 1990 – 2018](#) published in October 2020. The year 2005 is now used as the point of reference in response to the new national emission reduction commitments (ERCs) which are applicable from 2020 and 2030 onwards for SO₂, NO_x, NMVOC, NH₃, and PM_{2.5} to cut the health impact attributed to air pollution by approximately half when compared to 2005.

² A sensitive parameter in the emission calculations for petrol cars is the assumption made about the proportion of the fleet with catalyst systems that have failed, for example due to mechanical damage or failure of the lambda sensor. Following discussions with DfT, it is assumed that the failure rate is 5% per annum for all Euro standards, and that up to 2008 only 20% of failed catalysts were rectified properly, but those that were rectified were done so within a year of failing. The revisions are based on evidence on fitting of replacement catalysts. According to DfT there is evidence that a high proportion of replacement catalysts were not Type Approved and do not restore the emission performance of the vehicle to its original level (DfT 2009). This is being addressed through the Regulations Controlling Sale and Installation of Replacement Catalytic Converters and Particle Filters for Light Duty Vehicles (LDVs) for Euro 3 (or above) LDVs after June 2009. Therefore a change in the repair rate is taken into account for

¹ [Revised terms of Plug-in-Grant scheme](#)

Euro 3 and above petrol LDVs from mid-2009, assuming all failed vehicles are rectified properly.

The methodology for estimating emissions from shipping was revised in the *Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 1990-2016* (http://naei.beis.gov.uk/reports/reports?report_id=970). Full details of the revision are given in the report. As a result of the revision there has been a large apparent increase in emissions from shipping compared with the previous inventory which particularly affects the NO_x figures. The percentage of NO_x emissions allocated to transport in 2015 increased from 45% in the 2017 inventory to 53% in the 2018 inventory.

In the inventory *Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 1990-2017* (https://naei.beis.gov.uk/reports/reports?report_id=996) there was a major revision to the emission factor for gas oil combustion on locomotive trains for all years after 1998. Additional revisions are due to minor refinements to the shipping methodology which now produces uses pollutant-specific techniques to disaggregate UK emissions, but this is minor compared to changes to the emissions for Railways.

In the inventory *Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 1990-2018* (https://naei.beis.gov.uk/reports/reports?report_id=1010), emission and fuel consumption factors for different train classes have been revised based on newly available data, leading to a reduction in emissions for NFR code 1A3c (Railways: intercity, regional and freight).

Detailed information on all sites in the Scotland Air Quality Database are available from the data section of the “Air Quality in Scotland” website (<http://www.scottishairquality.co.uk>) and the [Scottish Air Quality Database – Annual Report 2020](#). The air quality objectives are taken from *The Air Quality Strategy for England, Scotland, Wales and Northern Ireland: Addendum*. Summary statistics for all sites are available from the “Scottish Environment Statistics Online” website (<http://www.gov.scot/seso/Datasets.aspx?TID=2>). Please note that this website is no longer being updated as of 30 September 2017.

Emissions of greenhouse gases from transport allocated to Scotland

The majority of the Scottish emissions tables shown here are based on emissions estimates reported in *Greenhouse Gas Inventories for England, Scotland, Wales & Northern Ireland 1990-2017*, compiled by Aether/Ricardo-AEA under contract to the Department for Business, Energy and Industrial Strategy, the Scottish Government, the Welsh Government and the Northern Ireland Department of Environment. Data from other sources, such as Scottish Transport Statistics, are also presented in the report. In this inventory:

In line with the methodology used to report against the Climate Change (Scotland) Act 2009, emissions from transport only include those at the point of use, also known as tailpipe emissions. Lifestyle and displaced emissions, such as emissions from generating the electricity to power electric trains, are not included. The all sources figures given in Table 13.2 take account of removals of carbon dioxide as a result of Land Use, Land Use Change and Forestry (LULUCF).

The way in which emissions are allocated to the different countries within the UK are described in the *Greenhouse Gas Inventories* report. In summary, the bases of the different estimates are:

- *road transport* - the estimated volume of traffic on the roads within each country. The estimates for carbon dioxide are constrained so that the total for the four countries agrees with the internationally-reported overall total for the UK as a whole (which was calculated from the total volume of fuel sold within the UK);
- *railways* - emissions from railway locomotives in Great Britain are disaggregated based on diesel oil consumption data for passenger services and National Atmospheric Emissions Inventory (NAEI) estimates for freight services. In addition, emissions associated with the use of coal for steam locomotives are also included within the calculations. The data used in the 2006 inventory was reported for each railway company, whose area of operation can in most cases be allocated to one of the four constituent countries;
- *civil aviation* - estimates of emissions from domestic aviation are calculated based on aircraft movement data from the UK's major airports. The total number of domestic flights from each of the devolved administration areas has been calculated, and based on this, a fraction of the total UK emission has been allocated to each constituent country. This approach is also used to allocate emissions from aircraft support vehicles;
- *national navigation* - the disaggregation of emissions from navigation and coastal shipping has been derived in a similar way to the approach used for aviation, based on port movements in each constituent country.

Road transport carbon dioxide (CO₂) emissions are estimated using vehicle kilometre data constrained so the sum of the UK areas equate to the total for the UK inventory (where that total is derived from fuel sales data of petrol and DERV within the UK as specified in the reporting guidelines of the Intergovernmental Panel on Climate Change). A criticism of this method is that the presentation of results does not always provide a CO₂ emission trend that is directly consistent with the vehicle kilometre trend data, as the fluctuations in UK fuel data have a more significant impact on the resultant emission trends. As an alternative, road transport CO₂ emissions from the constituent countries of the UK may be estimated solely by vehicle kilometre data unconstrained to the UK total derived from fuel consumption data.

The difference in results between the constrained and unconstrained methods at Devolved Administration level largely reflects the difference in the results at UK level between bottom-up calculated fuel consumption using vehicle km data and fuel consumption factors and the fuel sales data in the Digest of UK Energy Statistics (DUKES). The reason for a disparity has previously been attributed to cross-border fuel sales ("fuel tourism") although model uncertainty was always emphasised as an additional, and probably a major explanation for the differences.

Any change in the methodologies or the factors used to calculate fuel consumption will affect the magnitude of the difference between calculated fuel consumption at

national level and sales figures from DUKES and so, in turn, it will affect the disparity between the Devolved Administration CO₂ emissions from the constrained and unconstrained approaches.

Carbon dioxide emissions per passenger-kilometre

The figures are taken from the new [Greenhouse Gas Conversion Factor Repository](#) created for Defra.

Figures are consistent with the factors used in the compilation of the UK's National Atmospheric Emissions Inventory (NAEI) and in the Greenhouse Gas Emissions Inventory compiled for Scotland and other constituent countries in the UK by Ricardo - AEA.

Figures within the repository are estimated using data for GB/UK as a whole and so do not relate specifically to Scotland. There are no estimates of emissions per passenger-kilometre for Scotland alone. The basis of each estimate is as follows:

Road Transport

The factors used are estimated values for the average petrol and diesel car fleet travelling on average trips in the UK. This has been divided by an average car occupancy rate of 1.50 passengers to calculate average emissions per passenger kilometre.

Rail

The national rail estimate refers to an average emission factor for diesel, electric and steam trains. The light rail and tram factors are based on an average of the annual electricity consumption and passenger kilometre data provided by network operators, and a CO₂ emission factor for electricity generation on the national grid from the UK Greenhouse Gas Inventory.

Air

The emission factor is an aggregate representation of typical CO₂ emissions from illustrative types of aircraft for the three types of air services – domestic, short haul and long haul. Broadly speaking the definition of domestic flights, are those within the UK, short-haul are those within Europe and long-haul are outside of Europe. In keeping with evidence from the IPCC, a 8% uplift factor has been applied to allow for sub-optimal routing and stacking at airports during periods of heavy congestion.

Vehicle Licensing data

Data used in tables 13.6 to 13.10 is provided by the Department for Transport Vehicle Licensing team. More information can be found in Chapter 1 of STS or on the DfT website.

Further information

Within Scottish Transport Statistics, further information can be found in:

- Chapter 1 – Road transport vehicles
- Chapter 5 – Road Traffic

Other Transport Scotland Publications:

[Transport and Travel in Scotland](#) – includes more detailed analysis of SHS data, in particular:

- Table 2 – Fuel costs
- Table 7 – Mode of transport for travel to work
- Table 11 – Car sharing
- Table 18b – Car Access
- Table 20 – Frequency of driving
- Table 28 – Frequency of train use

Scottish Household Survey Travel Diary, published as part of Transport and Travel in Scotland – includes detailed tables using the Travel Diary dataset, in particular:

- Table 2 – journeys by mode of transport
- Table 2a – journey distance by mode of transport

- Table 4a – mode of transport by journey distance
- Table 5a – distance summary statistics by mode of transport

SHS Local Authority Results, published as part of Transport and Travel in Scotland – provide breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

- Table 1 – Travel to work by mode of transport
- Table 2 – Travel to school by mode of transport
- Table 16 – Journeys by mode of transport

The Department for Transport produces a number of related publications:

- [Road traffic statistics](#)
- [Vehicles statistics](#)

Department of Business, Energy & Industrial Strategy:

- [Digest of UK Energy Statistics \(DUKES\)](#)

Scottish Government:

- [Environment statistics](#)

Transport Scotland:

- [Carbon Account for Transport](#)



**TRANSPORT
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