



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2023

Summary Transport Statistics

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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 2022-23.

The content of this chapter

This chapter covers the following topics:

- Overview of travel in Scotland

- Motor vehicles, traffic and road casualties

- Public transport: bus, rail, air and ferry

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

- Cross-border transport

- Environment and emissions

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 and some of 2021.

In 2022-23, public transport journeys rose by 34%, with 396 million public transport journeys made by either bus, rail, air, or ferry. This compares with the 294 million public transport journeys recorded in 2021-22.

Bus remained by far the most commonly used form of public transport in 2022-23, with 76% of public transport journeys made by bus, 16% by rail, 5% by air and 2% by ferry.

The number of bus journeys increased by 29% in 2022-23, although this was still down 17% from 2019-20. Prior to this, bus passenger numbers had been following a generally declining trend, dropping by 10% in the ten years leading up to 2019-20.

Rail journeys showed an increase of 36% over the year 2022-23. However, rail journeys were still down by around a third compared with 2019-20. In the years immediately prior to the pandemic rail use had been steadily increasing.

Air passengers increased by 207% between 2021 and 2022, but are still down by around a quarter compared with 2019. Air passenger numbers had increased by 28% in the ten years prior to the pandemic. Ferry passenger numbers showed an increase of 21% in 2022, but were still down 10% compared to 2019.

Road traffic also rose in 2022-23. Overall road traffic increased by 9%, with car traffic increasing by 11%. However, this is still below pre-pandemic levels. Prior to the pandemic, road traffic had been following a steadily increasing trend with total 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 volume. Despite a decrease of 3% in 2022-23, cycling on the road network was estimated to be 16% higher than in 2019-20.

The table below shows changes in the numbers and percentage changes for various forms of transport.

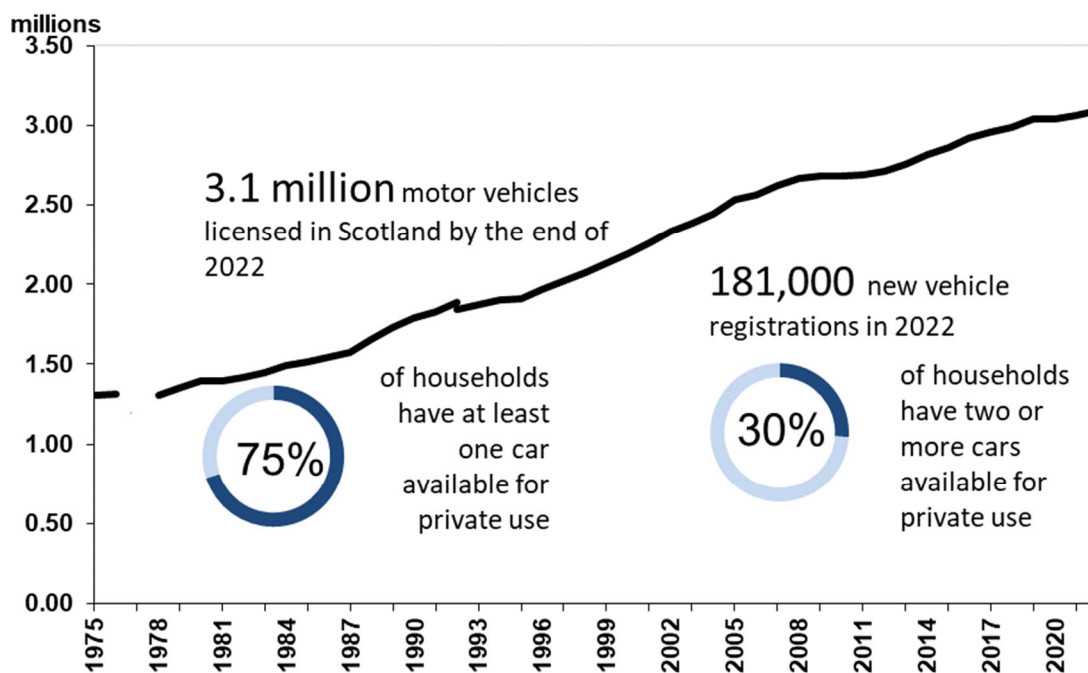
	2019-20	2021-22	2022-23	Change over 1 year	Change since 2019-20
Car Traffic (m/veh km)	36,678	31,063	34,375	+11%	-6%
Pedal Cycle Traffic (on-road) (m/veh km)	365	435	422	-3%	+16%
ScotRail Passengers	96.4	46.7	63.7	+36%	-34%
Bus Passengers (millions)	361	233	301	+29%	-17%
Air Passengers (millions)	28.9	7.0	21.5	+207%	-26%
Ferry Passengers	10.4	7.7	9.3	+21%	-11%
<i>Source: STS 2023, Table S1 except Traffic estimates from table</i>					

Motor vehicles, traffic and road casualties

Motor vehicles

There were 3.1 million motor vehicles licensed in Scotland in 2022. Having increased slightly from 2021, this is the highest level recorded [Figure 1].

Figure 1: Motor vehicles licensed in Scotland



The total number of vehicles registered in Scotland has been increasing steadily over the longer term. The current total is 14% higher than in 2012 and has more than tripled since 1964.

The number of *new* vehicle registrations in 2022 (181,000) remained the same as in 2021. This was above the pandemic-affected figure for 2020 (161,000). However, it was still below the figure for 2019 (221,000), which itself was the third successive annual decrease. Taken together, the trends in total vehicles registrations and new vehicle registrations 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.

The road network

There were 57,187 kilometres of public road in Scotland in 2022. 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 6.0 km per 1,000 people in GB as a whole.

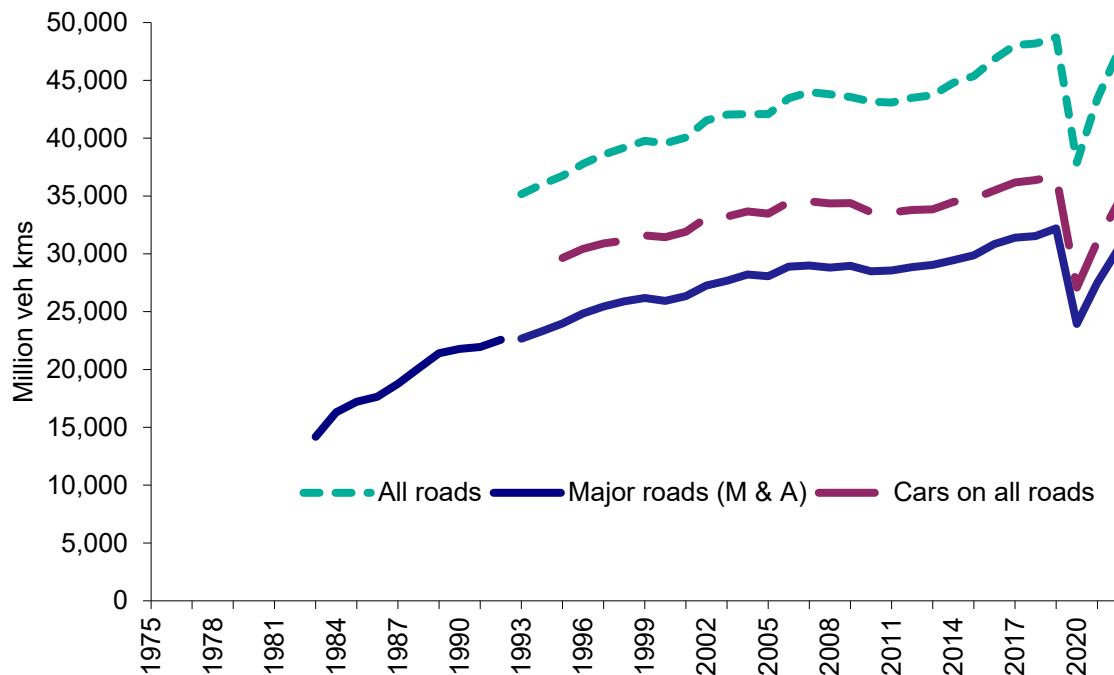
Road traffic

In 2022, 47.4 billion vehicle kilometres were travelled, an increase of 9% compared to the previous year, but 3% less than in 2019.

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 [Figure 2].

Car and van users reported that 10% of journeys were delayed due to traffic congestion in 2022.

Figure 2: Traffic in Scotland (vehicle km)

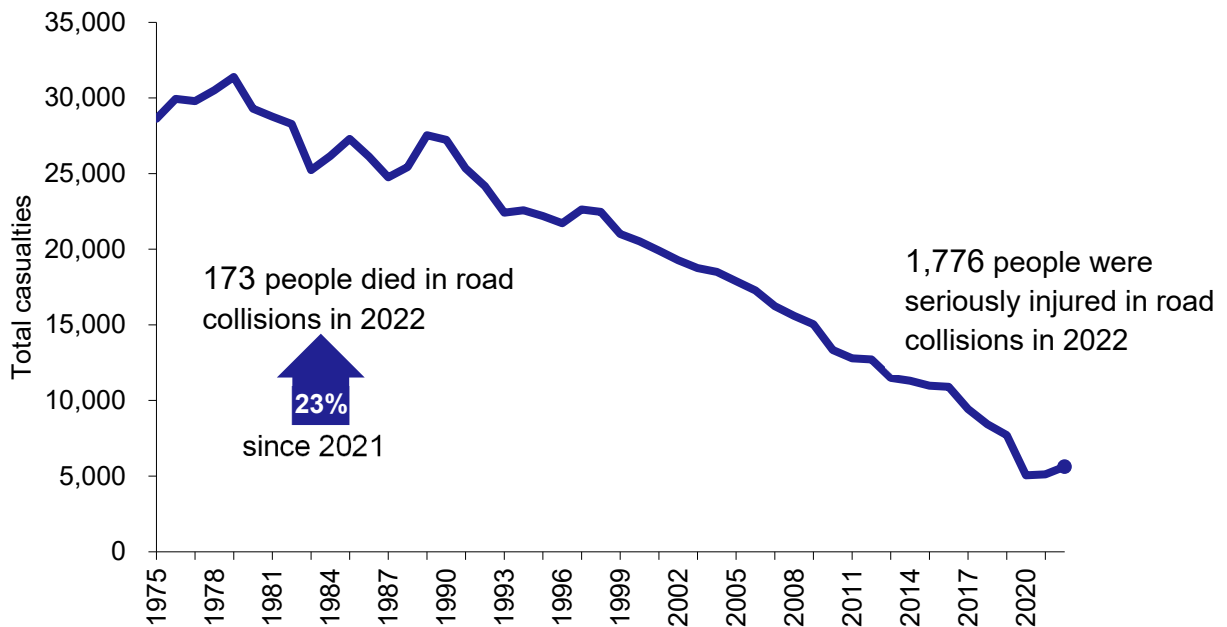


Road casualties

In 2022, 173 people were killed and 1,776 seriously injured in road accidents.

The total number of casualties on Scottish roads rose 10% between 2021 and 2022. These latest figures will have been influenced by the latest increase in traffic. However, prior to the pandemic recorded casualties were declining [Figure 3]. The total number of road casualties decreased by 56% over the last decade. Casualties of all severities have fallen over this period.





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



In Scotland in 2022, for every thousand people in the population, 0.36 were killed or seriously injured in road accidents, compared to 0.45 for Great Britain.

In 2022, car users accounted for over half of all casualties (57%), with car casualties increasing by 10% and pedestrian casualties increasing by 18% in 2022 [Figure 4].

Figure 4: Road accident casualties by mode of transport

	Share of all road casualties	Yearly change in number of casualties
	57%	+10%
	16%	+18%
	8%	+2%
	9%	-6%

Public transport: bus, rail, air and ferry

Local bus and rail services

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 and some of 2021.

In 2022, there were 301 million bus passenger journeys, an increase of 29% on the previous year [Figure 5]. One half of all bus journeys in 2022 were made under the National Concessionary Travel scheme, 12 per cent more than 2021. In early 2022, the scheme was expanded to include those aged under 22.

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 fell in 2022 by 5%, the number of passengers carried still rose by 29%.

Rail

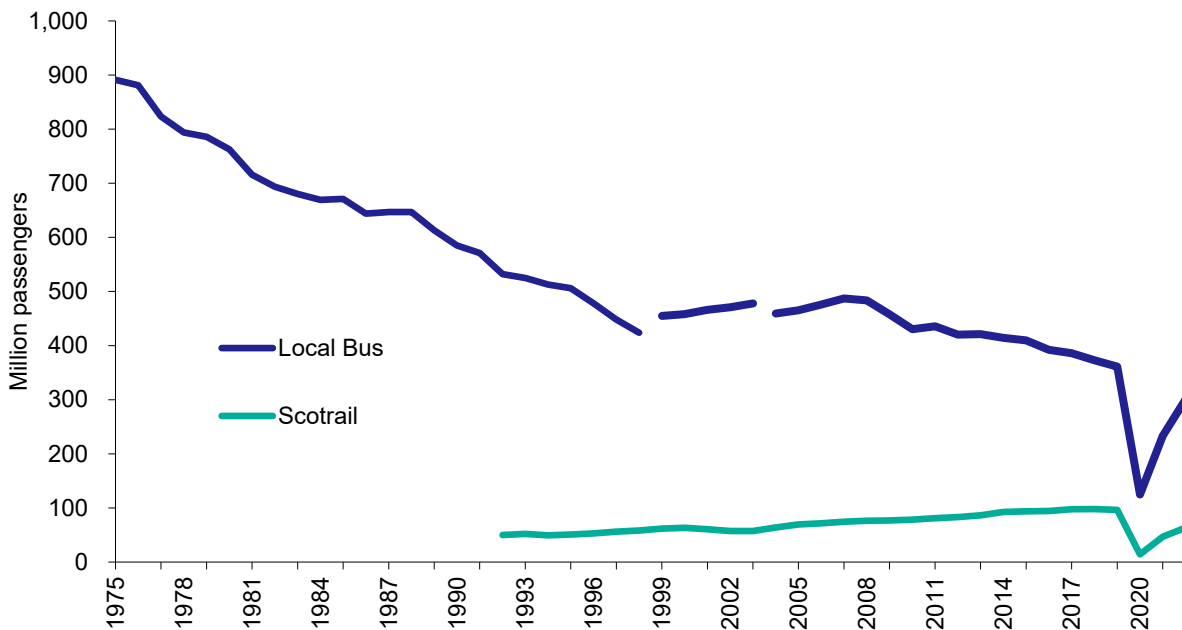
Rail travel in Scotland was profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020 and some of 2021.

There were 63.7 million ScotRail passenger journeys in 2022-23, an increase of 36% from 2021-22 [Figure 5].

Prior to the pandemic, rail patronage had been rising steadily and but it was 23% lower in 2022-23 compared to 2012-13.

The distance covered by scheduled trains in Scotland rose by 1% in 2022-23. However, this was not to the same scale as the increase in passenger numbers (36%).

Figure 5: Bus and rail passenger numbers in Scotland



Air and ferry passengers

Air

There were 21.5 million air terminal passengers in 2022, up 207% compared to the previous year, but 26% lower than in 2019. Prior to the pandemic, air passenger numbers had been increasing over time, with a 28% increase in the ten years up to 2019 [Figure 6].

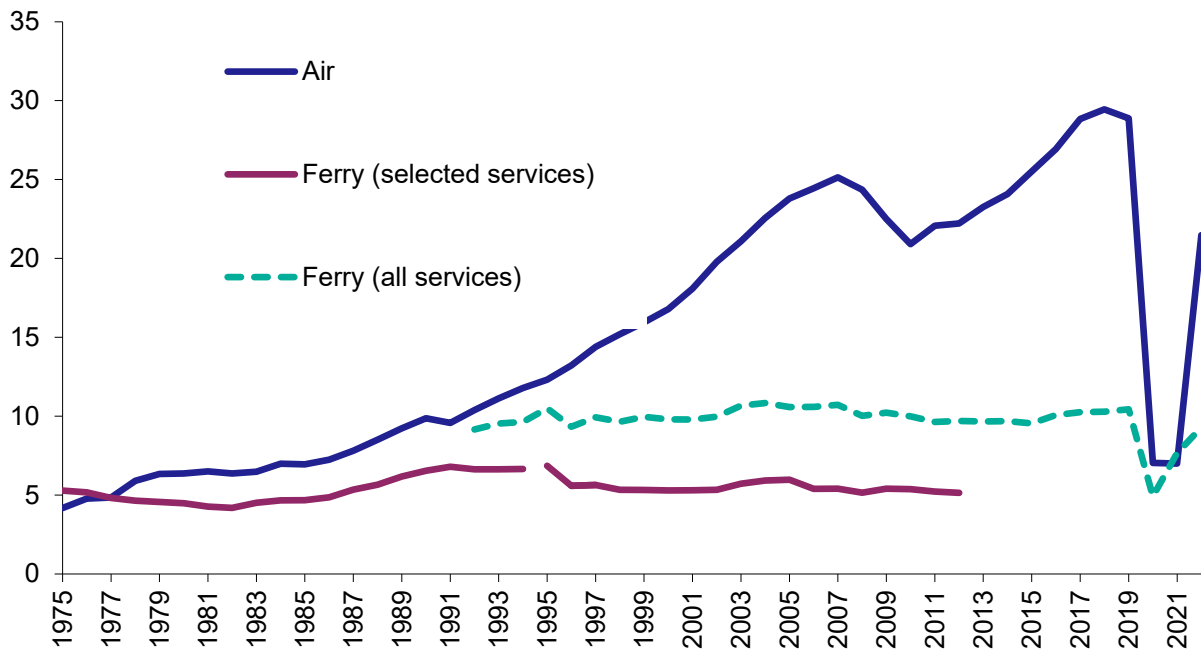
In 2022, 4.4% of all terminal passenger traffic was from within Scotland, 34% was to or from other parts of the UK, 55% was between Scotland and mainland Europe.

Ferry

In 2022, 9.3 million passengers travelled by ferry (including traffic within Scotland and to and from Northern Ireland), a 21% increase on the previous year [Figure 6].

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.

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












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

In 2022, 73% 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 68%).

34% of people drove every day in 2022, with around 75% of households having access to at least one car.

Thirty one per cent of employed people reported that they currently worked from home. Of those that travelled to work in 2022, 30% of journeys to work were by public or active travel [Figure 7].

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%			

Fifty eight per cent of people were either very or fairly satisfied with public transport in 2022, a drop from 68% in 2019.

Cross-border transport

As with transport more generally, cross-border transport was significantly affected by the Coronavirus pandemic. In 2022, there were 9 million air and ferry passenger journeys to other parts of the UK, an increase of 79% since 2021. The majority of these journeys were made by air (7.3 million).

The most recently available figures for cross-border rail journeys are for 2021 and cover the pandemic period. These show 7.4 million passenger journeys were made to other parts of the UK in 2021.

In 2022, 12.9 million passenger journeys were made to and from other countries by air, an increase of 26% since 2012.

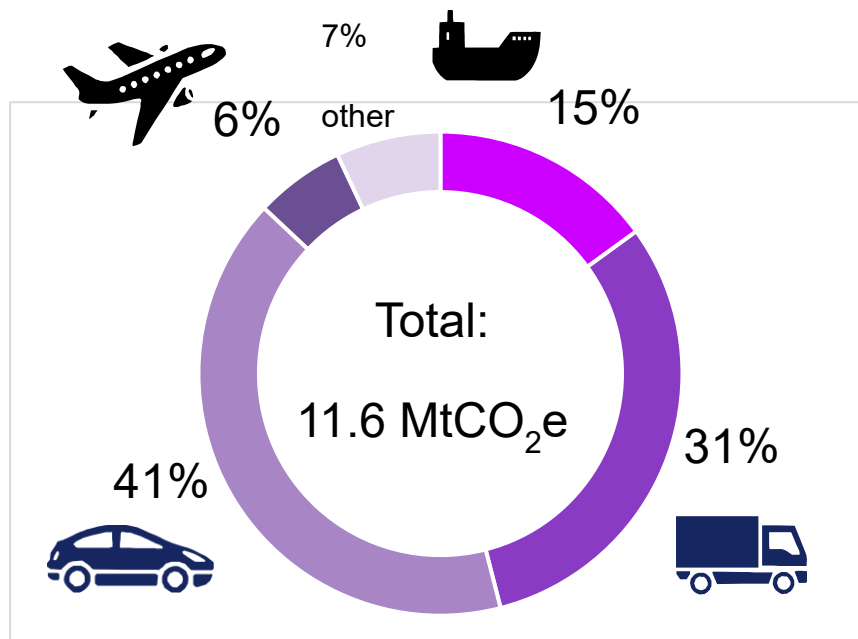
Environment and emissions

The most recently available figures for transport emissions relate to 2021.

Transport accounted for 27.9% of Scotland’s total greenhouse gas emissions in 2021. Scotland’s transport emissions in 2021 were 12.4% higher than in 2020, and 22.0% lower than in 1990.

In 2021, passenger cars accounted for 41% of transport greenhouse gas emissions [Figure 8].

Figure 8: Share of greenhouse gas emissions by mode in 2021



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 11% over the last ten years..

At the end of 2022, ultra-low emission vehicles (ULEVs) accounted for 2.1% of vehicles licensed in Scotland, an increase from 1.4% at the end of 2021.

Official Statistics

These statistics are official statistics. Official statistics are statistics that are produced by crown bodies, those acting on behalf of crown bodies, or those specified in statutory orders, as defined in the [Statistics and Registration Service Act 2007](#).

Scottish Government statistics are regulated by the Office for Statistics Regulation (OSR). OSR sets the standards of trustworthiness, quality and value in the [Code of Practice for Statistics](#) that all producers of official statistics should adhere to.

Data and Methodology

Information on the notes, definitions and sources for each of the chapters in the publication can be found in the individual chapter user guides.

Tell us what you think

We are always interested to hear from our users about how our statistics are used, and how they can be improved.

Feedback survey

We'd appreciate it if you would complete our short [feedback survey](#) on this publication.

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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 figures represent an annual measure on an annual methodological improvement. Figures prior to this period are not directly 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 kms for 2014 to 2021 have been revised.
note 3	Following a methodology change from paper to online data, estimates for light goods and goods body types are available from 2001 onwards. This is a significant improvement on the methodology used previously. Figures for 2008 onwards are not directly comparable with previous years. The methodology used for 2008 onwards is based on the methodology used for 2001 onwards. The methodology used for 2001 onwards is based on the methodology used for 2001 onwards.
note 4	The estimated amounts of crude oil and products carried by pipelines over 50km in length, 2012 figures are provisional
note 5	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 journey undertaken.
note 6	The Office of Rail and Road (ORR) produce total passenger figures. These are not adjusted to reflect ScottRail's revised methodology and are therefore not comparable with ScottRail 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 Corran 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 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	The apparent year-to-year fluctuations in some of the figures may be due to sampling variability.
note 15	1999 to 2007 results can be viewed by unloading columns E to H.
note 16	The Travel diary methodology changed in 2007 and in 2012, creating a break in the time series.
note 17	Employed adults (aged 16+) not working from home.
note 18	Figures for 2017 travel to work by car or van or by train have been revised from 87.7 to 81.1.
note 19	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 20	Figures for 2017 Travel to school by car or van have been revised from 25.5.
note 21	From 2012 Q4 the question was changed to ask about access to cars / vans instead of just cars.
note 22	Data published in 2015 erroneously included a value of 12.5 because of the exclusion of vans; this table contains the revised data.
note 23	England, Wales or Northern Ireland - for the purposes of this table, UK offshore is not counted as another part of the UK.
note 24	Scotland / Northern Ireland ferries.
note 25	Figures for 1999 and earlier years are available on the website. They are approximate as they include an element of estimation.
note 26	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 27	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's methodology in process.
note 28	The Rail figures for South UK include freight taken to Scottish, English or Welsh ports for export.
note 29	Figures relate only to exports/imports from major ports only. Note these have increased over the years.
note 30	The Rail figures for South UK include freight imported at an English or Welsh port, then brought into Scotland by rail.
note 31	Figures are for combined years e.g. 2011 covers 2011/12.
note 32	DTF revised to methodology from 2004, causing a break in the series.
note 33	Passenger numbers for 2016 to 2021 have been revised.
note 34	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-load-benchmarking
note 35	Financial years Total passenger figures are produced by the ORR and have not been adjusted to reflect ScottRail's revised zonecard methodology. Figures are based on the origin and destination of trips and do not count stages of these trips separately.
note 36	The estimated amounts of crude oil and products carried by pipelines over 50km in length, 2012 figures are provisional
note 37	These figures are for freight lifted in 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 38	Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011.
note 39	Figures for 2008-09 onwards have been revised due to an error in the LONDON calculation of journeys between Edinburgh and Glasgow.
note 40	Figures are based on the origin and destination of trips and do not count stages of these trips separately.
note 41	Due to changes in the way casualty severities are recorded, motorway figures prior to 2004 are not comparable with later years.
note 42	The figures from 2018 onwards are not comparable with previous figures, as they are collected in a different way.
note 43	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 44	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-coastal) 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 methodological improvements.
note 45	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 46	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 Ferries, NorthLink, China and Shetland Ferries, and Chisney 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 47	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 48	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 49	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 to the 'coastal shipping' figure in the total lifted in Scotland due to the total lifted elsewhere in the UK, which is defined in 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 50	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 51	The estimated amounts of crude oil and products carried by pipelines over 50km in length, 2012 figures are provisional
note 52	A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis.
note 53	Changes to the methodology for collecting road freight data mean that previous figures are not comparable.
note 54	Pipeline figures for 2012 are provisional
note 55	Revisions made to rail freight from 2001 onwards due to an error in the formula for calculating the figures.
note 56	Domestic freight estimates from 2011 to 2016 were revised in 2011.
note 57	The figures from 2018 onwards are not comparable with previous figures, as they are collected in a different way.
note 58	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 59	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. Over 50km.
note 60	A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis.
note 61	Changes to the methodology for collecting road freight data mean that previous figures are not comparable.
note 62	Pipeline figures for 2012 are provisional
note 63	Revisions made to rail freight from 2001 onwards due to an error in the formula for calculating the figures.
note 64	Domestic freight estimates from 2011 to 2016 were revised in 2011.
note 65	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 66	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 67	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 68	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 1995 was 3,863,000 compared with the DVLA figure of 1,884,000.
note 69	New registration results to 1994 are taken from geographical analysis provided by DVLA. Results for 1995 onwards are estimated using post year census data. The vehicle location system was subject to major revisions from July 1995.
note 70	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 71	
note 72	
note 73	
note 74	

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]	2022 [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	2,724
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	3,093
New Registrations	202	216	241	262	268	270	250	233	221	161	181	181
Local Bus Services [Note 2]												<i>millions</i>
Passenger Journeys (boardings) [Note 3]	436	420	421	414	410	392	386	373	361	125	233	301
Vehicle Kilometres [Note 3]	338	327	332	328	333	329	326	324	326	253	288	275
Passenger Revenue at latest year's prices [Note 3]	814.8	833.5	815.8	798.9	829.9	825	802.1	774.2	736.8	494.0	618.1	745
Freight Lifted												<i>million tonnes</i>
Road [Note 4]												155.1
Rail [Note 2] [Note 15]	9.87	8.43	available]	available]	available]	available]	available]	4.45	4.28	3.77	4.23	4.03
Coastwise traffic	16.3	12.5	11.4	11.8	14.2	available]	available]	available]	available]	available]	[Unavailable]	[Unavailable]
One Port traffic	2.42	2.57	2.10	2.19	available]	available]	available]	available]	available]	available]	[Unavailable]	[Unavailable]
Inland waterway traffic	10.70	10.79	10.69	9.41	10.14	9.42	available]	available]	available]	available]	[Unavailable]	[Unavailable]
Pipelines [Note 5]	27.8	28.2	available]	available]	available]	available]	available]	available]	available]	available]	[Unavailable]	[Unavailable]
Total	67.1	62.5	available]	available]	available]	available]	available]	available]	available]	available]	[Unavailable]	[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	3,752
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	7,530
Minor Roads	44,769	44,873	44,938	45,011	45,100	45,163	45,257	45,355	45,454	45,696	45,802	45,905
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	57,187
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	8,310
A roads	21,996	21,712	21,786	22,025	22,395	23,019	23,351	23,024	23,557	17,642	20,074	22,061
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	47,379
Reported Road Accident Casualties [Note 12] [Note 13]												
Killed	185	176	172	203	168	191	145	161	164	141	141	173
Killed and adjusted serious	3,429	3,525	3,121	3,152	3,008	3,101	2,762	2,699	2,565	1,676	1,759	1,949
All (Killed, Serious, Slight)	12,785	12,712	11,492	11,302	10,977	10,898	9,433	8,424	7,706	5,062	5,115	5,621
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	63.7
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	48.8	[Unavailable]
Passenger receipts (2021 £million)	510.1	530.0	545.8	573.8	594.93	601.5	683.5	675.5	646.6	89.6	345.3	[Unavailable]
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	21,472
Transport Movements	366.3	372.1	376.4	376.2	376.4	376.0	383.9	376.6	367.5	163.7	168.6	273.8
Freight	45.2	52.2	54.2	59.9	56.4	55.9	60.3	62.3	58.9	49.0	55.3	50.1
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	9,290
Vehicles	3,109	3,104	2,973	3,075	3,148	3,371	3,506	3,456	3,534	2,113	3,082	[Unavailable]
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	7,619
Vehicles	2,589	2,655	2,577	2,626	2,706	2,930	3,060	3,043	3,120	1,861	2,638	[Unavailable]

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	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 [Note	2021	2022
										52]		
Vehicles Licensed												
Private and Light Goods [Note 1]	100.0	101.1	102.8	105.3	107.1	109.5	111.4	112.5	114.4	114.3	114.5	115.0
All Vehicles [Note 1]	100.0	101.0	102.5	104.8	106.4	108.5	110.1	111.1	113.0	113.1	113.8	115.0
New Registrations	100.0	107.0	119.3	129.6	132.3	133.5	123.4	115.2	109.1	79.5	89.6	89.2
Local Bus Services [Note 2]												
Passenger Journeys (boardings) [Note 3]	100.0	96.5	96.6	95.1	94.0	90.0	88.6	85.6	82.9	28.7	53.5	69.0
Vehicle Kilometres [Note 3]	100.0	96.7	98.1	97.1	98.6	97.4	96.5	95.7	96.3	74.8	85.1	81.2
Passenger Revenue	..	..	..	..	..	..	..	..	..	..	..	..
at latest year's prices [Note 3]	100.0	102.3	100.1	98.0	101.9	101.3	98.4	95.0	90.4	60.6	75.9	91.4
Freight Lifted												
Road [Note 4] [Note 9]	..	..	..	..	..	..	..	..	..	Unavailable]	Unavailable]	Unavailable]
Rail [Note 2]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Coastwise traffic	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
One Port traffic	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Inland waterway traffic	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Pipelines [Note 5]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Total	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Public Road Lengths												
Trunk (A and M) [Note 10]	100.0	100.8	100.8	102.8	102.9	103.7	104.1	105.6	105.7	105.7	106.0	106.1
Other Major (A and M)	100.0	100.1	100.1	99.2	99.3	99.3	99.5	100.4	100.8	100.8	100.8	100.8
Minor Roads	100.0	100.2	100.4	100.5	100.7	100.9	101.1	101.3	101.5	102.1	102.3	102.5
All Roads [Note 10]	100.0	100.3	100.4	100.5	100.7	100.9	101.1	101.5	101.7	102.1	102.3	102.5
Road Traffic												
Road Traffic [Note 14]	100.0	108.7	110.5	113.0	113.8	119.2	122.6	129.6	131.7	95.9	113.1	126.5
Motorways [Note 11]	100.0	98.7	99.0	100.1	101.8	104.7	106.2	104.7	107.1	80.2	91.3	100.3
All roads (incl. B, C, uncl.)	100.0	101.0	101.5	103.9	105.3	108.7	111.5	111.8	113.1	87.9	100.8	110.0
Reported Road Accident Casualties ¹¹												
Killed	100.0	95.1	93.0	109.7	90.8	103.2	78.4	87.0	88.6	76.2	76.2	93.5
Killed and Serious	100.0	102.8	91.0	91.9	87.7	90.4	80.5	78.7	74.8	48.9	51.3	56.8
All (Killed, Serious, Slight)	100.0	99.4	89.9	88.4	85.9	85.2	73.8	65.9	60.3	39.6	40.0	44.0
Passenger Rail [Note 2] [Note 6]												
ScotRail passenger journeys [Note 6]	100.0	102.7	106.5	114.3	115.7	116.2	120.6	120.6	118.9	17.7	57.6	78.5
Rail journeys in/from Scotland [Note 7]	100.0	102.9	104.1	110.1	112.1	113.1	116.6	116.4	113.6	17.9	58.6	Unavailable]
Passenger receipts (£2018 million)	100.0	103.9	107.0	112.5	116.6	117.9	134.0	132.4	126.8	17.6	67.7	Unavailable]
Air Transport												
Terminal Passengers	100.0	100.6	105.4	109.1	115.6	122.0	130.7	133.4	130.9	31.9	31.7	97.3
Transport Movements	100.0	101.6	102.7	102.7	102.7	102.6	104.8	102.8	100.3	44.7	46.0	0.1
Freight	100.0	115.6	120.1	132.6	125.0	123.7	133.4	138.0	130.5	108.5	122.5	110.9
Ferries [Note 8]												
Passengers	100.0	100.7	100.3	100.5	99.2	104.6	106.5	106.7	108.3	51.1	79.5	96.5
Vehicles	100.0	99.8	95.6	98.9	101.2	108.4	112.8	111.2	113.7	68.0	99.1	Unavailable]
of which on routes within Scotland												
Passengers	100.0	101.5	100.7	101.4	100.7	107.0	109.4	109.7	111.4	52.4	80.6	98.0
Vehicles	100.0	102.6	99.5	101.4	104.5	113.2	118.2	117.6	120.5	71.9	101.9	Unavailable]

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	2022
										[Note 52]		
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	30	23
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	55.2
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	10.8
Bicycle	1.3	1.2	1.0	1.4	1.2	1.2	1.5	1.4	1.2	1.5	0.9	1.7
Bus	9.1	8.1	8.5	8.6	9.5	7.7	8.2	8.0	7.0	2.5	2.3	6.3
Taxi/minicab	1.3	1.3	1.6	1.2	1.3	0.9	1.3	1.4	1.2	0.2	4.2	0.9
Rail	2.0	1.8	1.7	2.1	1.7	2.2	2.6	2.6	2.3	0.1	0.6	1.8
Other	1.2	0.7	0.3	0.6	0.6	0.7	0.5	1.0	1.0	0.8	1.5	0.7
Sample size (=100%)	17,590	19,740	20,180	19,930	18,710	19,050	18,320	17,790	18,450	3,600.0	16,560.0	14,210.0
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	30.8
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	69.2
Sample size (=100%)	6,190	4,730	4,850	4,810	4,670	4,720	4,820	4,720	4,890	1,330.0	4,210.0	4,740.0
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	13.0
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	68.2
Driver	59.1	61.4	60.6	61.6	60.3	61.7	62.3	62.9	63.1	67.4	68.0	63.8
Passenger	7.5	6.0	5.6	6.0	5.6	5.3	5.4	4.8	5.1	4.6	2.9	4.4
Bicycle	2.0	2.0	2.5	2.6	2.2	2.6	3.0	2.8	2.7	2.2	4.3	3.0
Bus	12.0	10.1	11.3	10.2	11.2	10.4	9.8	10.1	9.6	7.8	6.8	9.0
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	4.4
Other	2.6	2.6	3.1	2.5	2.7	2.4	2.4	2.2	2.1	3	2	2
Sample size (=100%)	5,510	4,100	4,160	4,130	3,950	3,970	4,070	3,910	4,050	1,230.0	2,490.0	3,250.0
% 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	29.5
% All journeys under 2 miles by walking	[Unavailable]	48.5	47.3	51.3	45.1	47.8	45.3	43.0	47.6	59.5	56.2	46.2
% All journeys under 5 miles by cycling	[Unavailable]	1.5	1.2	1.8	1.5	1.6	1.8	1.8	1.7	1.6	2.8	2.1
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	50.0
Car or Van	23.4	24.1	24.4	24.5	25.8	25.6	25.5	24.2	25.1	26.1	22.0	25.5
Bicycle	1.4	0.8	1.2	1.7	1.2	1.4	0.9	1.9	1.9	2.1	1.9	1.0
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	21.3
School bus	15.1	14.9	14.5	14.5	15.3	12.9	14.2	13.9	14.3	16.7	15.6	16.1
Service bus	6.6	6.2	5.4	5.8	5.7	6.4	5.6	5.1	5.0	4.0	3.8	5.2
Rail, including underground	0.7	0.4	0.6	0.7	1.1	0.5	0.5	0.7	0.3	1.3	1.0	0.2
Other	2.2	2.2	2.2	1.7	2.1	1.5	1.7	2.0	1.7	2.0	1.3	1.9
Sample size (=100%)	2,720.0	1,920.0	1,980.0	1,980.0	1,880.0	1,890.0	1,830.0	1,720.0	1,920.0	420.0	1,380.0	1,640.0
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	24.6
One car	44.5	43.0	44.0	43.3	43.3	42.1	42.7	42.0	41.5	45.0	48.2	45.1
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	5.7
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	75.4
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	30.3
Sample size	14,360	10,640	10,650	10,630	10,330	10,470	10,680	10,530	10,580	3,030	9,950	10,550
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	36.5
Sample size	14,360	10,640	10,650	10,630	10,330	10,470	10,680	10,530	10,580	3,030	9,950	10,550
Driving (aged 17+)												
Those with a full driving licence	67.3	68.3	68.4	68.5	68.0	69.0	69.5	69.5	71.2	76.0	77.5	73.4
Male	75.6	75.6	76.0	75.8	73.4	75.4	75.2	75.6	77.0	80.1	80.0	79.5
Female	59.8	61.6	61.4	61.8	63.1	63.1	64.3	64.0	65.9	72.4	75.3	67.6
Identified in another way	[Unavailable]	available	available	available	available	available	available	available	available	all sample	all sample	all sample
Refused	[Unavailable]	available	available	available	available	available	available	available	available	all sample	all sample	all sample
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	9,600
Frequency of driving												
Every day	40.7	42.0	41.9	40.9	40.9	42.2	41.9	41.4	43.0	20.9	33.9	34.1
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	22.1
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	9.9
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	1.0
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	0
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	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	4.7
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	26.6
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	9,600
Percentage of car/van stages delayed by traffic conge:	11.2	9.9	9.7	11.7	12.5	11.7	12.8	13.0	11.9	4.7	11.8	10.7
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	7,870
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	2.0	2.9	5.3
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	9.5
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	7.2
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	14.8
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	63.2
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	0.9
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	3.0
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	3.8
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	16.3
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	76.0
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	9,640

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

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' or use [Alt W, F]

Type of transport - Numbers	2020											
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Vehicles Licensed (all vehicles)	thousand											
Scotland	2,691	2,717	2,759	2,821	2,863	2,919	2,962	2,991	3,041	3,042	3,064	3,093
GB	34,229	34,522	35,034	35,633	36,467	37,257	37,735	38,184	38,683	38,582	39,034	39,446
Households with a Car (National Travel Survey) [Note 34]	percent											
Scotland	70	available	available	available	available	available	available	available	available	available	available	available
GB	72	available	available	available	available	available	available	available	available	available	available	available
Public Road Lengths (all roads)	thousand kilometres											
Scotland	55.8	55.9	56.0	56.1	56.2	56.2	56.4	56.6	56.7	57.0	57.1	57.2
GB [Note 35]	394.3	394.9	395.5	396.4	395.7	396.7	397.0	397.0	397.6	398.4	399.8	394.5
Road Traffic	billion vehicle kilometres											
Motorway Scotland	6.57	7.14	7.26	7.42	7.48	7.83	8.05	8.52	8.65	6.30	7.43	8.31
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	109.8
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	22.1
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	228.5
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	47.4
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	521.1
Reported Road Accident Casualties: Killed or Adjusted Seriously Injured [Note 45]	thousand											
Scotland [Note 45]	3.43	3.53	3.12	3.15	3.01	3.10	2.76	2.70	2.57	1.68	1.76	1.95
GB [Note 45]	35.4	34.8	32.9	34.8	33.3	32.2	31.1	31.6	30.5	23.9	27.1	29.7
Local bus passenger journeys [Note 36] [Note 37]	million											
Scotland	436	420	421	414	410	392	386	373	361	125	233	301
GB	5,191	5,099	5,201	5,142	5,023	4,931	4,832	4,786	4,526	1,731	3,121	3,745
Rail passenger journeys [Note 37] [Note 38] [Note 39]	million											
Scotland	83.3	85.8	86.7	91.7	93.4	94.2	97.1	97.0	94.7	14.9	48.8	Unavalat
GB [Note43] [Note 44]	1,228	1,269	1,333	1,393	1,464	1,470	1,476	1,520	1,504	344	894	Unavalat
Air terminal passengers	thousand											
Scotland	22.1	22.2	23.3	24.1	25.5	26.9	28.8	29.4	28.9	7.0	7.0	21.5
UK	219.0	220.4	228.2	238.2	251.3	268.2	284.4	292.1	296.7	73.7	64.4	221.8
Freight Lifted	million tonnes											
Road [Note 4]	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	155
Scotland	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	1,641
UK	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat	Unavalat
Rail [Note 37]	9.87	8.43	available	available	available	available	available	4.45	4.28	3.77	4.23	4.03
Scotland [Note 46]	103	115	118	112	86	82	78	78	72	69	80	72
GB	103	115	118	112	86	82	78	78	72	69	80	72
Coastwise traffic	16.3	12.5	11.4	11.8	14.2	available	available	available	available	available	available	available
Scotland	49.3	42.8	37.9	39.5	42.6	39.7	34.6	available	available	available	available	available
UK	49.3	42.8	37.9	39.5	42.6	39.7	34.6	available	available	available	available	available
Pipelines [Note 40]	thousand tonnes											
Scotland	27.8	28.2	available	available	available	available	available	available	available	available	available	available
GB	53.7	54.3	available	available	available	available	available	available	available	available	available	available
Travel to Work (Autumn: Labour Force Survey)	percent											
Car (or van, minibus, works van)	68	68	69	69	70	71	70	70	70	68	68	70
Scotland	68	69	68	69	68	68	68	68	68	68	68	68
GB	68	69	68	69	68	68	68	68	68	68	68	68
Public transport (bus, rail, underground)	16	15	16	15	15	14	14	14	14	12	13	13
Scotland	16	16	16	16	17	17	18	17	18	16	15	15
GB	16	16	16	16	17	17	18	17	18	16	15	15

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]			Column2	Car	Bus	Rail	Air	Ferry on selected services [Note 50]
			Air terminal passengers at airports	Ferry passengers on selected ferry services [Note 50]	million	million	million						
1960	[Unavailable]	1,664	[Unavailable]	1.20	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	248	[Unavailable]	17	[Unavailable]	
1961	[Unavailable]	1,633	[Unavailable]	1.41	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	243	[Unavailable]	20	[Unavailable]	
1962	[Unavailable]	1,579	[Unavailable]	1.59	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	235	[Unavailable]	23	[Unavailable]	
1963	[Unavailable]	1,561	[Unavailable]	1.82	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	233	[Unavailable]	26	[Unavailable]	
1964	[Unavailable]	1,506	[Unavailable]	2.07	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	224	[Unavailable]	30	[Unavailable]	
1965	[Unavailable]	1,417	[Unavailable]	2.29	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	211	[Unavailable]	33	[Unavailable]	
1966	[Unavailable]	1,344	[Unavailable]	2.56	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	200	[Unavailable]	37	[Unavailable]	
1967	[Unavailable]	1,297	[Unavailable]	2.76	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	193	[Unavailable]	40	[Unavailable]	
1968	[Unavailable]	1,220	[Unavailable]	2.69	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	182	[Unavailable]	39	[Unavailable]	
1969	[Unavailable]	1,169	[Unavailable]	2.91	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	174	[Unavailable]	42	[Unavailable]	
1970	[Unavailable]	1,057	[Unavailable]	3.10	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	157	[Unavailable]	45	[Unavailable]	
1971	[Unavailable]	1,019	[Unavailable]	3.20	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	152	[Unavailable]	46	[Unavailable]	
1972	[Unavailable]	998	[Unavailable]	3.64	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	149	[Unavailable]	52	[Unavailable]	
1973	[Unavailable]	975	[Unavailable]	4.07	[Unavailable]	[Unavailable]	4.82	[Unavailable]	145	[Unavailable]	59	103	
1974	[Unavailable]	896	[Unavailable]	4.00	[Unavailable]	[Unavailable]	4.96	[Unavailable]	134	[Unavailable]	58	106	
1975	[Unavailable]	891	[Unavailable]	4.18	[Unavailable]	[Unavailable]	5.28	[Unavailable]	133	[Unavailable]	60	113	
1976	[Unavailable]	881	[Unavailable]	4.78	[Unavailable]	[Unavailable]	5.17	[Unavailable]	131	[Unavailable]	69	111	
1977	[Unavailable]	824	[Unavailable]	4.85	[Unavailable]	[Unavailable]	4.82	[Unavailable]	123	[Unavailable]	70	103	
1978	[Unavailable]	794	[Unavailable]	5.90	[Unavailable]	[Unavailable]	4.64	[Unavailable]	118	[Unavailable]	85	99	
1979	[Unavailable]	786	[Unavailable]	6.33	[Unavailable]	[Unavailable]	4.56	[Unavailable]	117	[Unavailable]	91	98	
1980	[Unavailable]	763	[Unavailable]	6.37	[Unavailable]	[Unavailable]	4.48	[Unavailable]	114	[Unavailable]	92	96	
1981	[Unavailable]	716	[Unavailable]	6.50	[Unavailable]	[Unavailable]	4.27	[Unavailable]	107	[Unavailable]	94	91	
1982	[Unavailable]	694	[Unavailable]	6.37	[Unavailable]	[Unavailable]	4.19	[Unavailable]	103	[Unavailable]	92	90	
1983	[Unavailable]	680	[Unavailable]	6.48	[Unavailable]	[Unavailable]	4.51	[Unavailable]	101	[Unavailable]	93	97	
1984	[Unavailable]	669	[Unavailable]	6.99	[Unavailable]	[Unavailable]	4.67	[Unavailable]	100	[Unavailable]	101	100	
1985	[Unavailable]	671	[Unavailable]	6.94	[Unavailable]	[Unavailable]	4.67	[Unavailable]	100	[Unavailable]	100	100	
1986	[Unavailable]	644	[Unavailable]	7.24	[Unavailable]	[Unavailable]	4.85	[Unavailable]	96	[Unavailable]	104	104	
1987	[Unavailable]	647	[Unavailable]	7.81	[Unavailable]	[Unavailable]	5.35	[Unavailable]	96	[Unavailable]	112	115	
1988	[Unavailable]	647	[Unavailable]	8.51	[Unavailable]	[Unavailable]	5.66	[Unavailable]	96	[Unavailable]	123	121	
1989	[Unavailable]	613	[Unavailable]	9.23	[Unavailable]	[Unavailable]	6.18	[Unavailable]	91	[Unavailable]	133	132	
1990	[Unavailable]	585	[Unavailable]	9.86	[Unavailable]	[Unavailable]	6.54	[Unavailable]	87	[Unavailable]	142	140	
1991	[Unavailable]	571	[Unavailable]	9.57	[Unavailable]	[Unavailable]	6.80	[Unavailable]	85	[Unavailable]	138	146	
1992	[Unavailable]	532	50.0	10.38	9.16	6.63	6.63	[Unavailable]	79	[Unavailable]	150	142	
1993	[Unavailable]	525	52.0	11.12	9.53	6.63	6.63	[Unavailable]	78	[Unavailable]	160	142	
1994	[Unavailable]	513	49.2	11.79	9.64	6.65	6.65	[Unavailable]	76	[Unavailable]	170	142	
1995	29,646	506	50.8	12.31	10.49	6.86	6.86	[Unavailable]	75	[Unavailable]	177	147	
1996	30,429	478	52.8	13.21	9.33	5.99	5.99	[Unavailable]	71	[Unavailable]	190	120	
1997	30,900	448	56.1	14.39	9.92	5.63	5.63	[Unavailable]	67	[Unavailable]	207	121	
1998	31,155	424	58.3	15.19	9.64	5.33	5.33	[Unavailable]	63	[Unavailable]	219	114	
1999	31,589	455	61.7	15.94	9.96	5.03	5.03	[Unavailable]	68	[Unavailable]	230	114	
2000	31,443	458	63.2	16.79	9.80	5.29	5.29	[Unavailable]	68	[Unavailable]	242	113	
2001	31,904	466	60.7	18.08	9.79	5.30	5.30	[Unavailable]	69	[Unavailable]	260	114	
2002	33,127	471	57.4	19.78	9.97	5.33	5.33	[Unavailable]	68	[Unavailable]	275	114	
2003	33,228	478	57.5	21.08	10.67	5.71	5.71	[Unavailable]	71	[Unavailable]	304	122	
2004	33,674	459	64.0	22.55	10.84	5.92	5.92	[Unavailable]	68	[Unavailable]	325	127	
2005	33,478	465	69.4	23.80	10.57	5.97	5.97	[Unavailable]	69	[Unavailable]	343	128	
2006	34,466	476	71.6	24.44	10.59	5.40	5.40	[Unavailable]	71	[Unavailable]	352	116	
2007	34,545	487	74.5	25.13	10.72	5.40	5.40	[Unavailable]	73	[Unavailable]	362	116	
2008	34,357	484	76.4	24.35	10.01	5.15	5.15	[Unavailable]	72	[Unavailable]	351	110	
2009	34,392	458	76.9	22.49	10.22	5.40	5.40	[Unavailable]	68	[Unavailable]	324	116	
2010	33,593	430	78.3	20.91	9.99	5.37	5.37	[Unavailable]	64	[Unavailable]	301	115	
2011	33,583	436	81.1	22.07	9.63	5.22	5.22	[Unavailable]	65	[Unavailable]	318	112	
2012	33,786	420	83.3	22.21	9.70	5.15	5.15	[Unavailable]	63	[Unavailable]	320	110	
2013	33,849	421	86.3	23.25	9.66	5.66	5.66	[Unavailable]	63	[Unavailable]	335	110	
2014	34,491	414	92.7	24.08	9.68	5.66	5.66	[Unavailable]	62	[Unavailable]	347	110	
2015	34,786	410	93.8	25.51	9.54	5.66	5.66	[Unavailable]	61	[Unavailable]	367	110	
2016	35,484	392	94.2	26.92	10.07	5.66	5.66	[Unavailable]	58	[Unavailable]	388	110	
2017	36,174	386	97.8	28.83	10.26	5.66	5.66	[Unavailable]	58	[Unavailable]	415	110	
2018	36,381	373	97.8	29.44	10.26	5.66	5.66	[Unavailable]	56	[Unavailable]	424	110	
2019	36,747	361	96.4	28.88	10.43	5.66	5.66	[Unavailable]	54	[Unavailable]	416	110	
2020	27,083	125	14.4	7.04	4.93	5.66	5.66	[Unavailable]	19	[Unavailable]	101	110	
2021	31,063	233	46.7	7.00	7.65	5.66	5.66	[Unavailable]	35	[Unavailable]	101	110	
2022	34,375	301	63.7	21.47	9.29	5.66	5.66	[Unavailable]	45	[Unavailable]	309	110	

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]	[Unavailable]	1,783	[Unavailable]	[Unavailable]	[Unavailable]
2022 [Note 52]	11,544	1,723	[Unavailable]	[Unavailable]	[Unavailable]

Table H3: Traffic estimates

SUMMARY

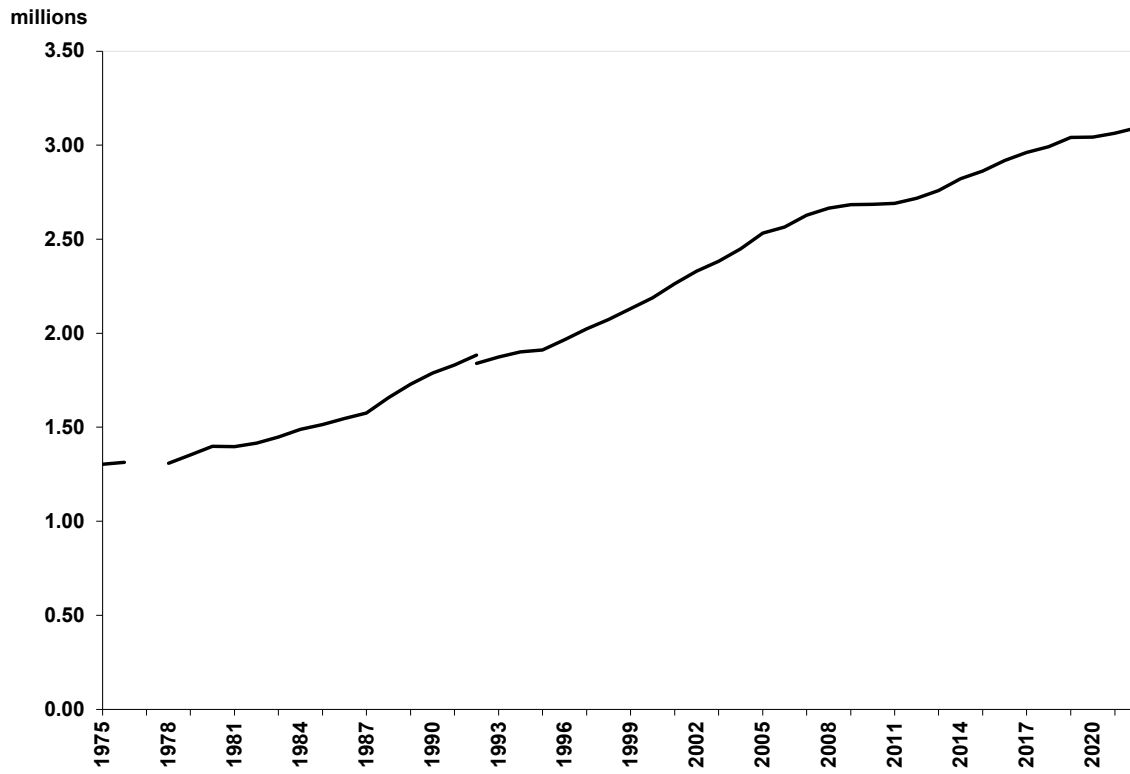
Year	million vehicle kilometres					index 1985=100					
	Motorways	A roads	All major roads (M & A)	Minor roads (B, C & unclassif.)	All roads	Motorways	A roads	All major roads (M & A)	Minor roads (B, C & unclassif.)	All roads	
1962	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	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]
2022 [Note 52]	8,310	22,061	30,371	17,009	47,379	395	146	176	[Unavailable]	[Unavailable]	[Unavailable]

Table H4 Other vehicle related statistics

SUMMARY

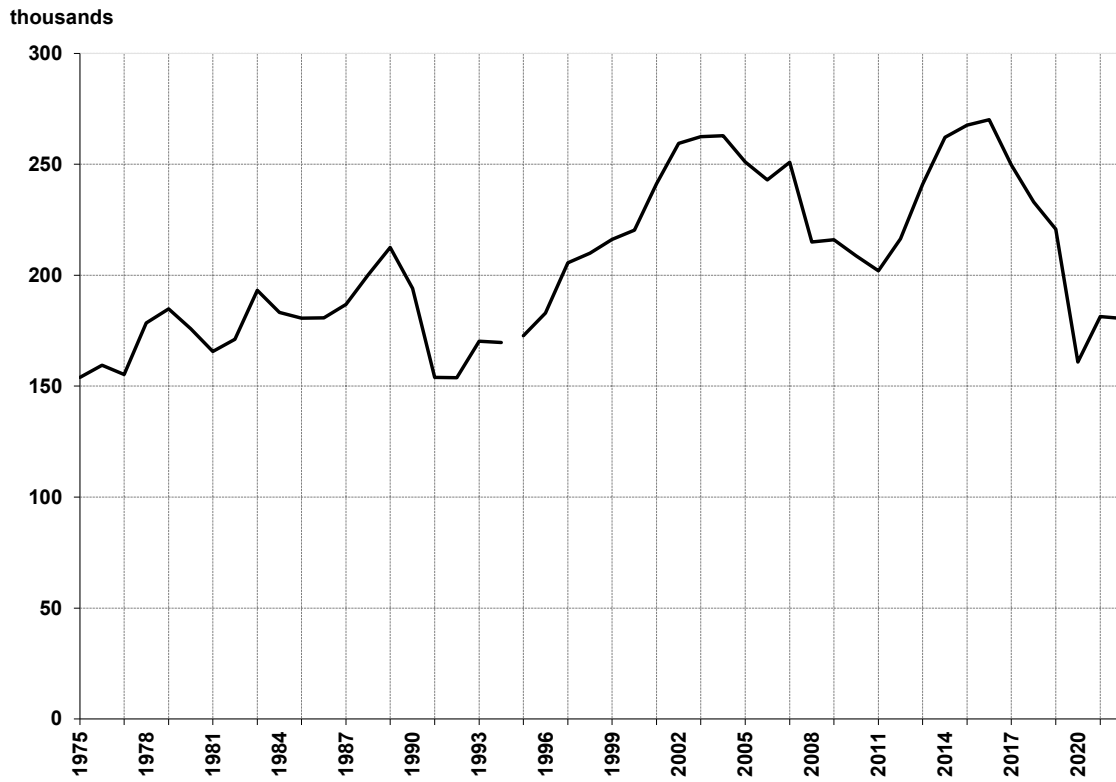
Year	Vehicles licensed	New registrations of vehicles	Reported road casualties all severities	Vehicles licensed	New registrations of vehicles	Reported road casualties
	<i>thousand</i>	<i>thousand</i>	<i>number</i>		<i>index 1985=100</i>	
1962	775	86	26,703	51	48	98
1963	836	100	27,728	55	56	102
1964	900	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	7,706	201	122	28
2020 [Note 52]	3,042	161	5,062	201	89	19
2021 [Note 52]	3,064	181	5,115	202	100	19
2022 [Note 52]	3,093	181	5,621	204	100	21

Figure 1: Vehicles licensed



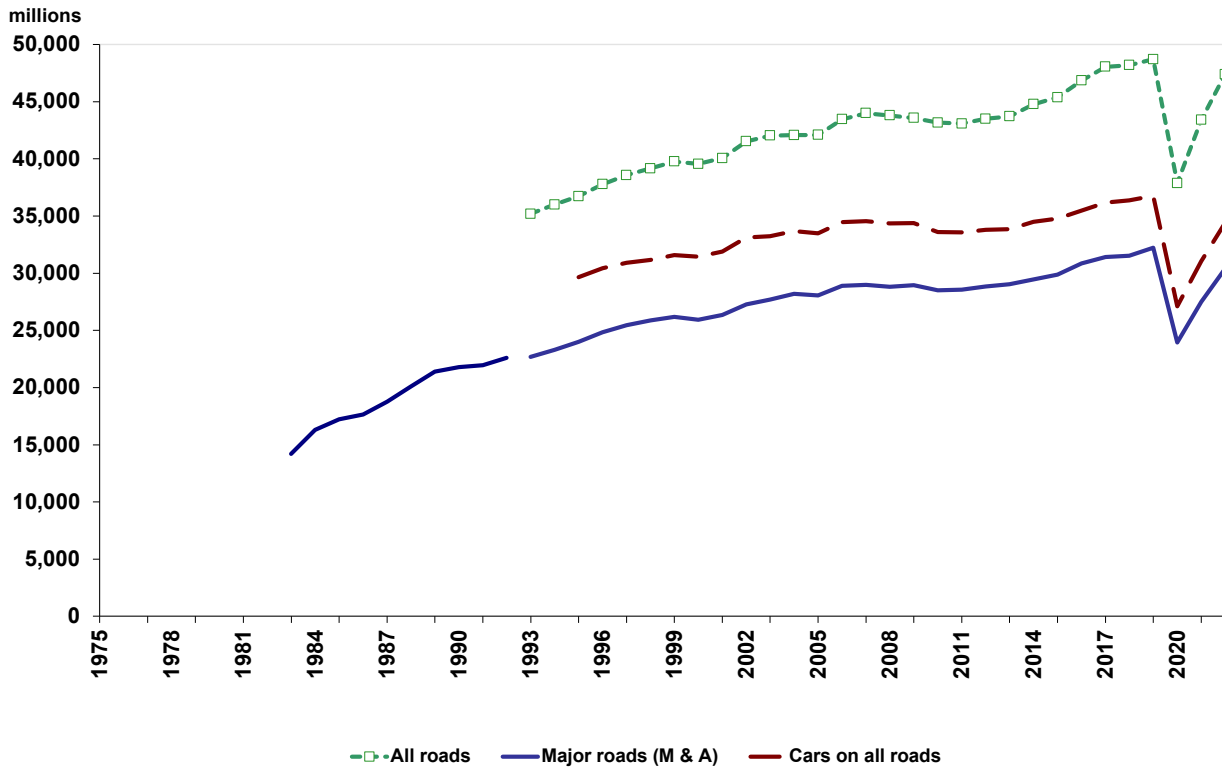
NB: breaks exist in the series due to changes in the collection method. In 1978 collection moved from local taxation offices to the DVLA (annual vehicle census) while figures from 1993 onwards originate from the DfT Vehicle Information Database.

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

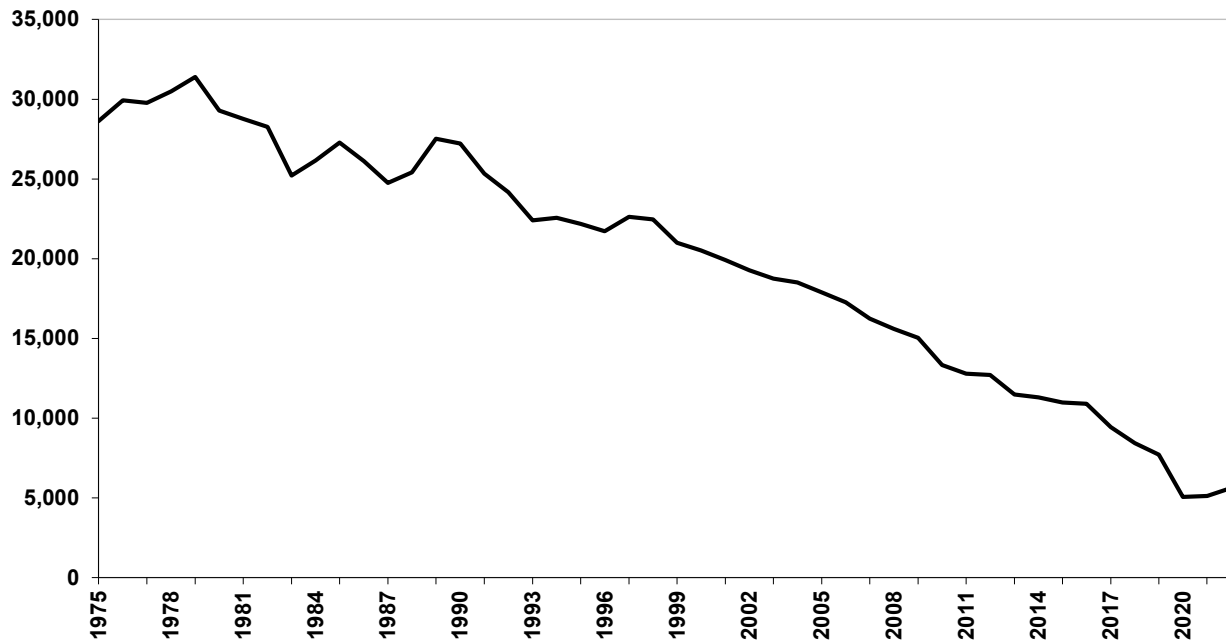
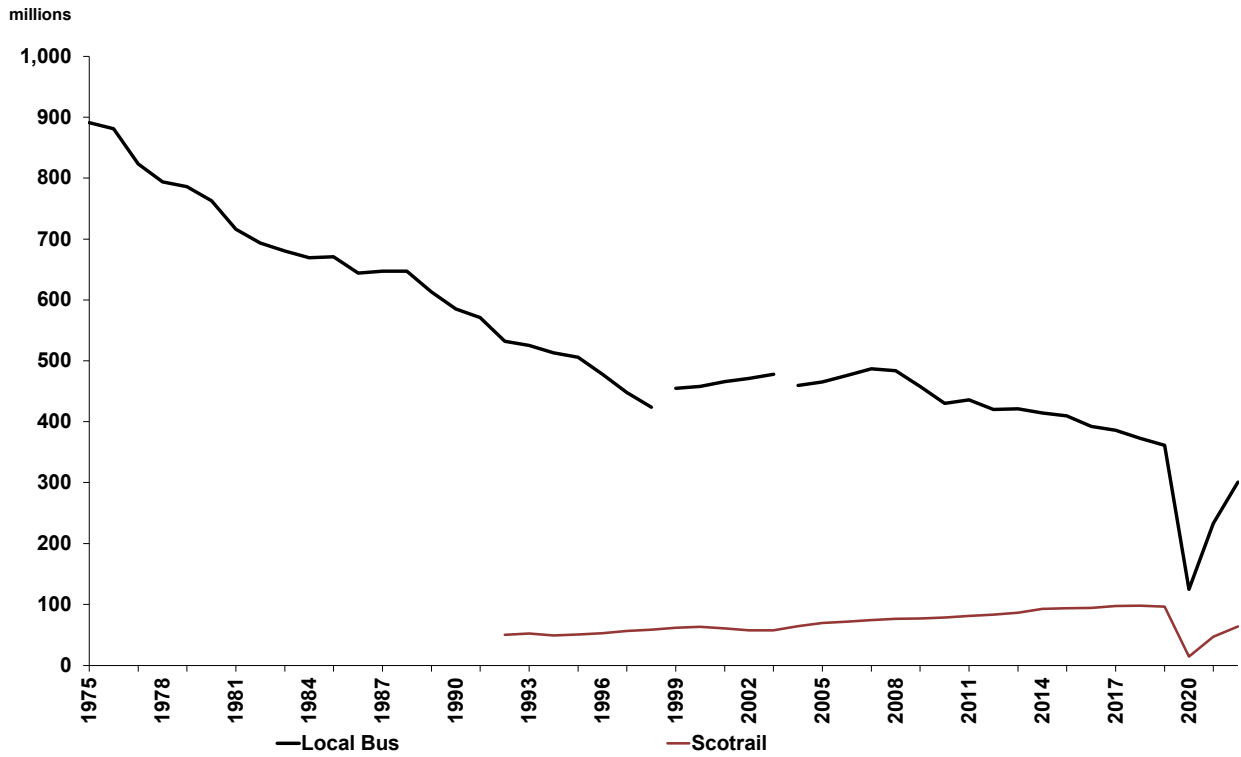
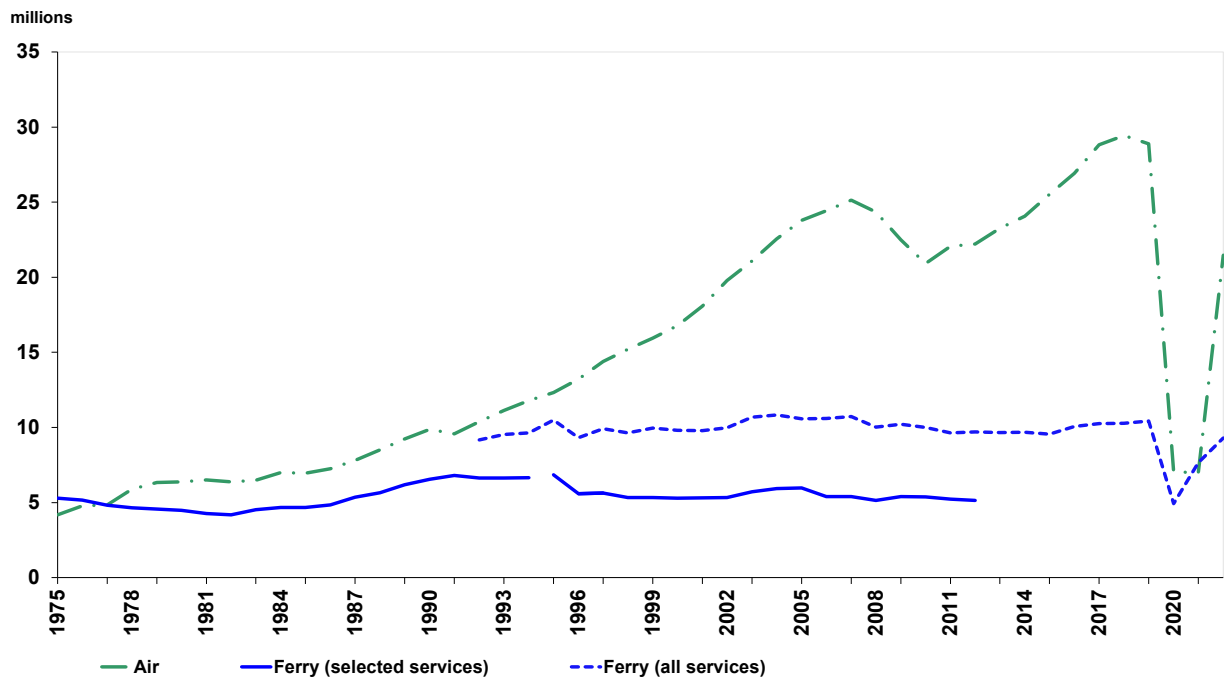


Figure 5: Passenger numbers: local bus and Scotrail



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

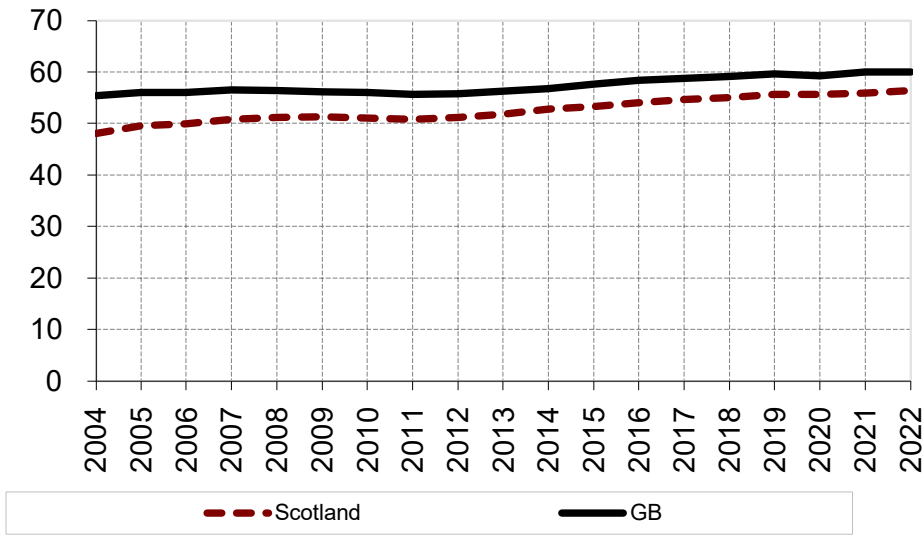


Figure 8: Passenger numbers per head of population: local bus and rail

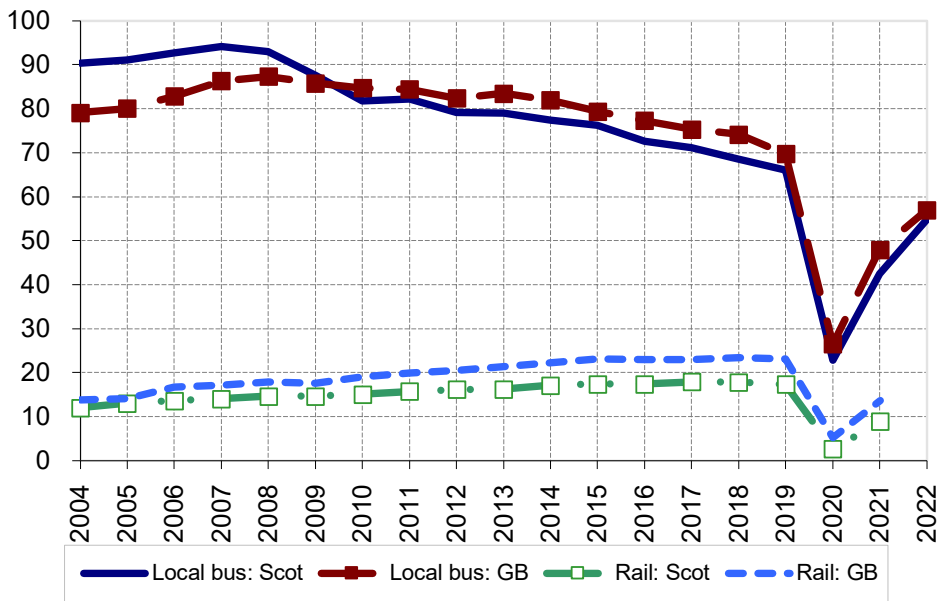


Figure 9: Passenger numbers per head of population: rail and air

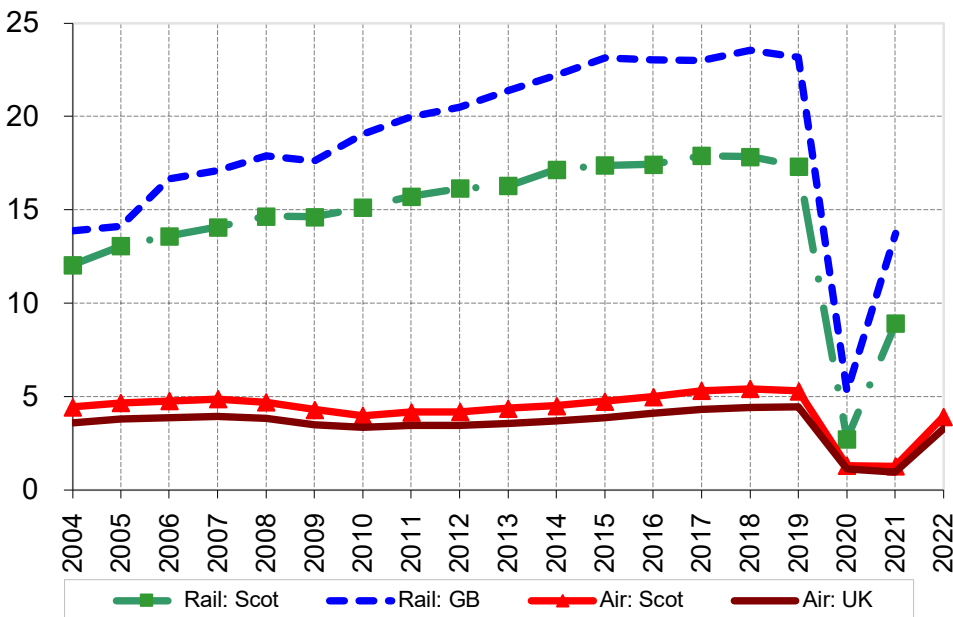
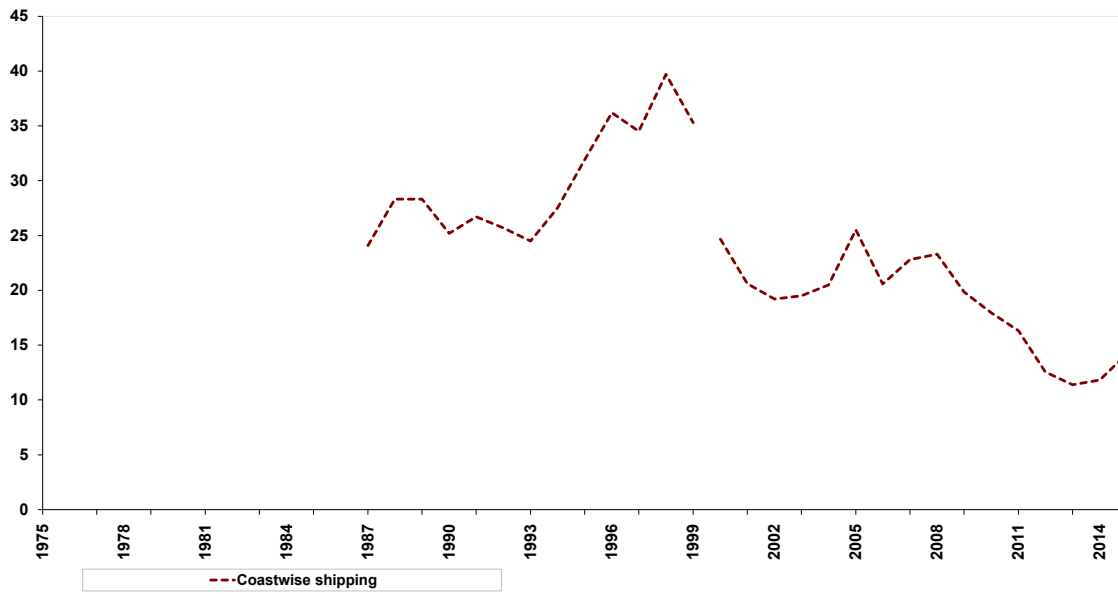


Figure 10: Freight lifted: coastwise shipping

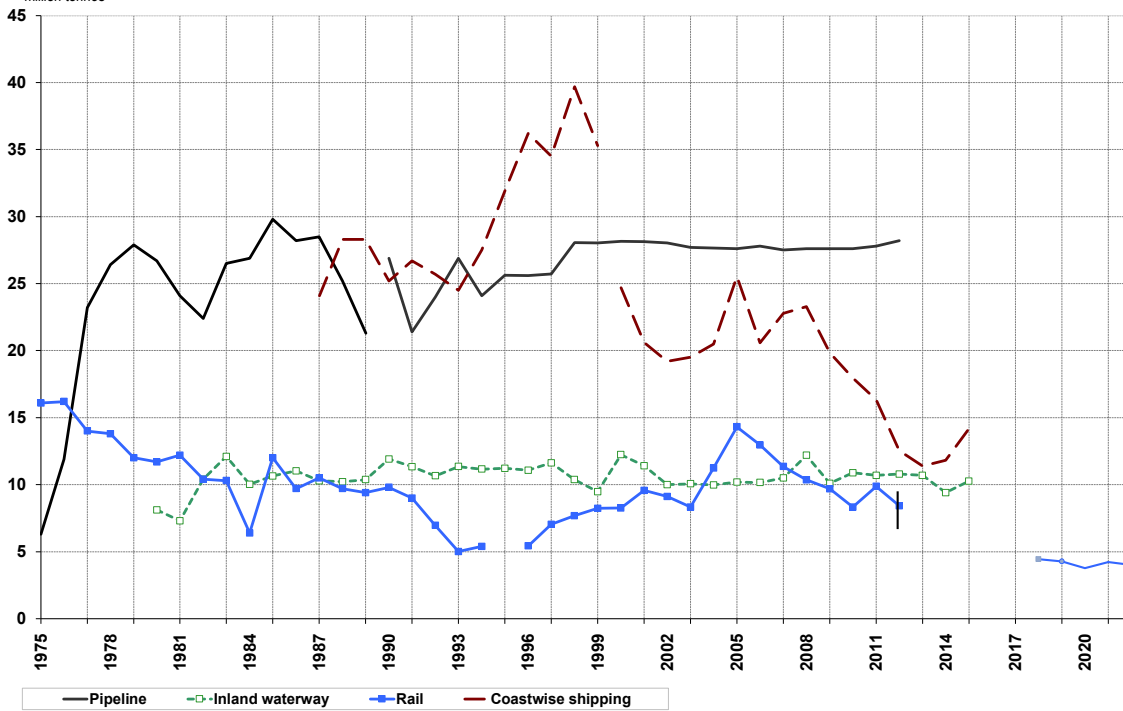
million tonnes



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 2023

Road Transport Vehicles

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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 3.09 million vehicles licensed for use on the roads in Scotland in 2022 (the highest number on record), of which 82 per cent were cars.**
- **Almost three quarters (73%) of the adult population (17+) held a full driving licence in 2022.**
- **Seventy five per cent of households had access to one or more cars or vans in 2022; two fifths (40%) of households had access to two or more cars or vans.**

Main Points

Vehicles Licensed

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.

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*)

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*)

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*)

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*)

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*)

There were 5,436 licensed operators of heavy goods vehicles in Scotland in December 2023 and 631 public service vehicle licence holders. Most HGV operators had few (if any) vehicles specified on the licence: 3,497 had 0-2 vehicles, 888 had 3-5 vehicles and 458 had 6-10 vehicles. Only 69 operators had between 51 and 100 vehicles specified on the licence as at December 2023. (*Table 1.10*)

The most popular new car sold in Scotland in 2022 was the Vauxhall Corsa with a market share of 5.4%. The top 5 most popular models had a total market share of 14% and the top 10, 22%. (*Table 1.11*)

MOTs and Driving Tests

In 2022/23, about 31% of cars tested in the road vehicle testing scheme (MOT) were unsatisfactory, as were 12% of motor cycles. About 12% of cars tested had unsatisfactory suspension, 10% 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). Six per cent of motorcycles tested had unsatisfactory lamps and reflectors, 3% had unsatisfactory brakes and 2.2% had unsatisfactory structure and attachments. *(Table 1.12)*

There were 135,026 driving licence practical tests conducted in 2022 compared to 116,368 in 2021. The pass rate was 5% lower at 50%. The test centre at Benbecula Island and Isle of Tiree both had the highest pass rate (86%), though only 84 and 7 tests were conducted respectively. However, Pitlochry had the highest pass rate for centres where at least 100 tests were conducted (59%), while the lowest was at Glasgow (Shieldhall) (37%). *(Tables 1.13 & 1.14)*

The Scottish Household Survey results for 2022 showed that 73% 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 2022, the difference was 5 percentage points more for women. For 70-79 year olds there was a difference of 23 percentage points (men: 85%, women: 62%), and 40 percentage points for those aged 80+ (men: 73%; women: 33%). *(Tables 1.16 and 1.17)*

SHS results also showed that the percentage of people holding a full driving licence tended to increase with household income. In 2022, 76% 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 52% of adults who lived in households with an annual net income of up to £15,000 held a full driving licence.

License possession was also more likely in rural areas. In 2022, 65% of adults aged 17+ living in large urban areas held a full driving licence compared with 86% 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

The Scottish Household Survey shows that 75 per cent of households had access to one or more cars in 2022. Two fifths (40%) 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)*

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 2022, family (small or large) and large adult households were most

likely to have access to at least one car (large family: 93%, small family: 92%, large adult: 89%). (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 (57%). The SHS also showed that 33% of large adult and 15% of large family households had 3 or more cars available for private use in 2022. (*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*)

Only 46% of households whose net annual income was up to £10,000 had one or more cars available for private use, compared with at least 79% of households whose annual net income were above £25,000. Sixty four per cent of households in large urban areas had cars, compared with 88-89% of those in rural areas. (*Table 1.20*)

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*)

There were 283,654 Blue Badges on issue in Scotland at the end of March 2023. 136,857 were issued to recipients of allowances or grants which provide an automatic entitlement to a Blue Badge, 144,635 were issued on a discretionary basis to other people with a permanent or substantial disability, and 2,162 were issued to institutions. (*Table 1.21*)

Motor Vehicle Offences

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.

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.

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).

The total number of road traffic offences recorded in 2022-23 was 109,320 and the total number of road traffic crimes recorded in 2022-23 was 57 (Table 1.22).

The total number of road traffic offences recorded decreased by 2% between 2021-22 and 2022-23; changes in these figures may arise because of changes in the level of enforcement or police deployment.

Notes

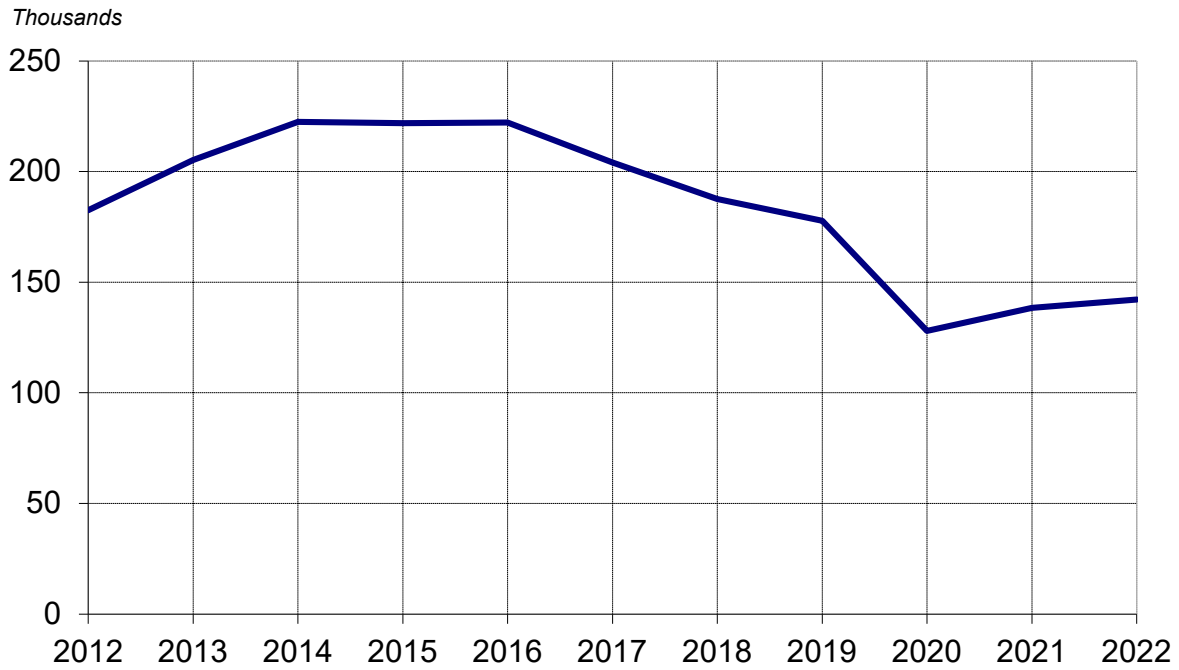
This worksheet contains one table.

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://www.gov.uk/government/publications/vehicles-statistics-guidance/vehicle-licensing-statistics-notes-and-definitions
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://www.gov.uk/government/publications/vehicles-statistics-guidance/vehicle-licensing-statistics-notes-and-definitions
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 17	Vehicle numbers are for valid, and completed normal tests only. Retests are excluded.
note 18	Cars, vans and passenger vehicles with up to 12 seats.
note 19	PRS = Pass with Rectification at Station
note 20	Initial Failure Rate = (PRS + Failures) / Total Tests
note 21	Final Failure Rate = Failures / Total Tests
note 22	Reason for Rejection
note 23	Over 3,000kg and up to and including 3,500kg.
note 24	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 25	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 26	Figures relate to the financial year which commences in the specified calendar year.
note 27	The practical test figures are provisional.
note 28	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 29	These figures are for car licence tests only.
note 30	Main Test Centre
note 31	Outstation
note 32	Remote Driving Test Centre
note 33	Taking Testing to the Customer site
note 34	Test centre is now closed
note 35	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 36	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 37	Estimates based on smaller sample sizes may be subject to larger levels of variation and therefore may see relatively large fluctuations over time.
note 38	Percentage includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held.
note 39	The denominator includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held.
note 40	For some age groups the sample sizes are relatively small and so estimates can be subject to greater fluctuations over time.
note 41	From 2012 Quarter 4 the question was amended to ask about access to cars / vans instead of just vans.
note 42	Blue Badges for display on motor vehicles used by disabled persons were introduced on 1 April 2000.
note 43	Totals relate to the number of badges on issue as at 31st March that year. Data prior to 2008 not available.
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.
	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 [ARCHIVED CONTENT] Technical Report on the Comparability of Recorded Crime Data (nrsotland.gov.uk)
note 54	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: [ARCHIVED CONTENT] Technical Report on the Comparability of Recorded Crime Data (nrsotland.gov.uk)
note 55	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 56	Includes motorway and clearway offences, which previously appeared as a separate category under Other offences.
note 57	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 58	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).
note 59	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.
note 63	Eilean Siar council - has been the victim of a cyber-attack, and is unable to provide the requested information at the moment.

Figure 1.1 New registrations by body type

Cars



Other Vehicles

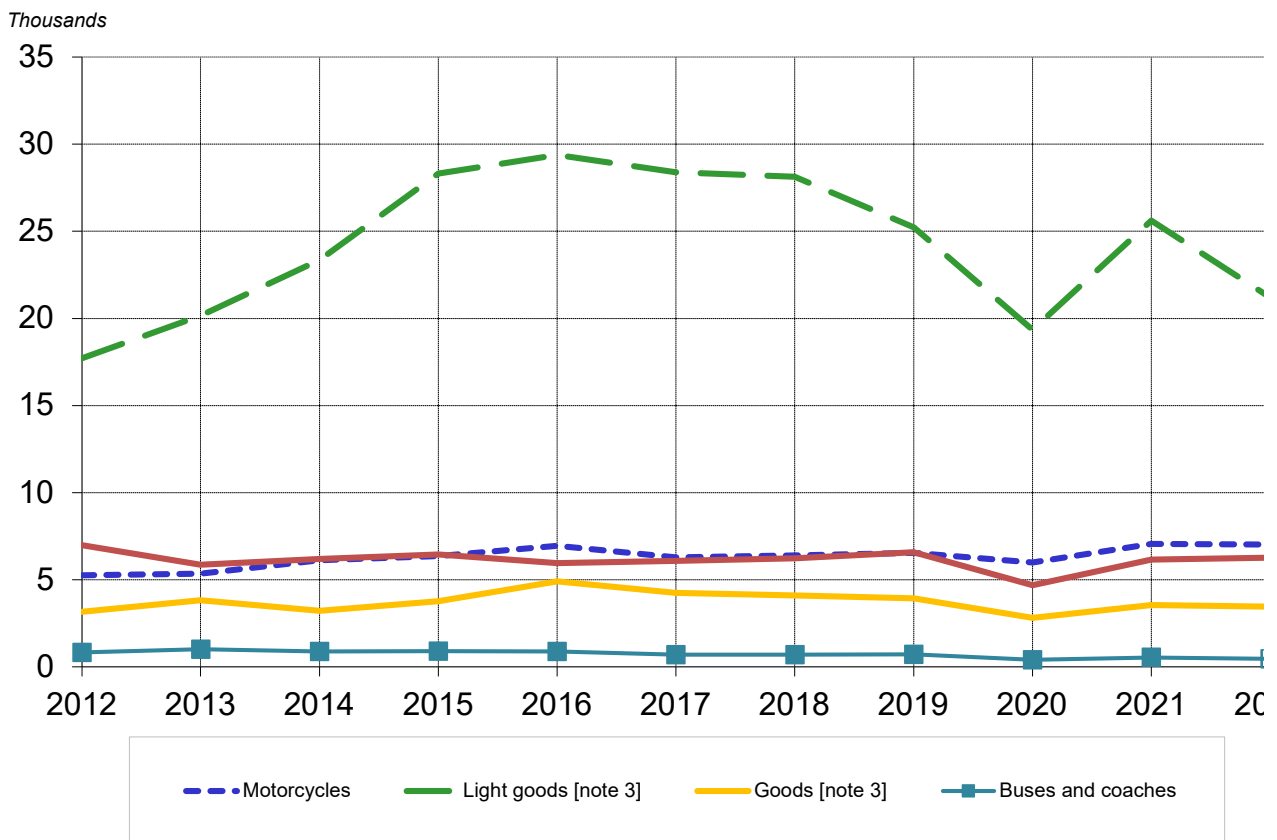
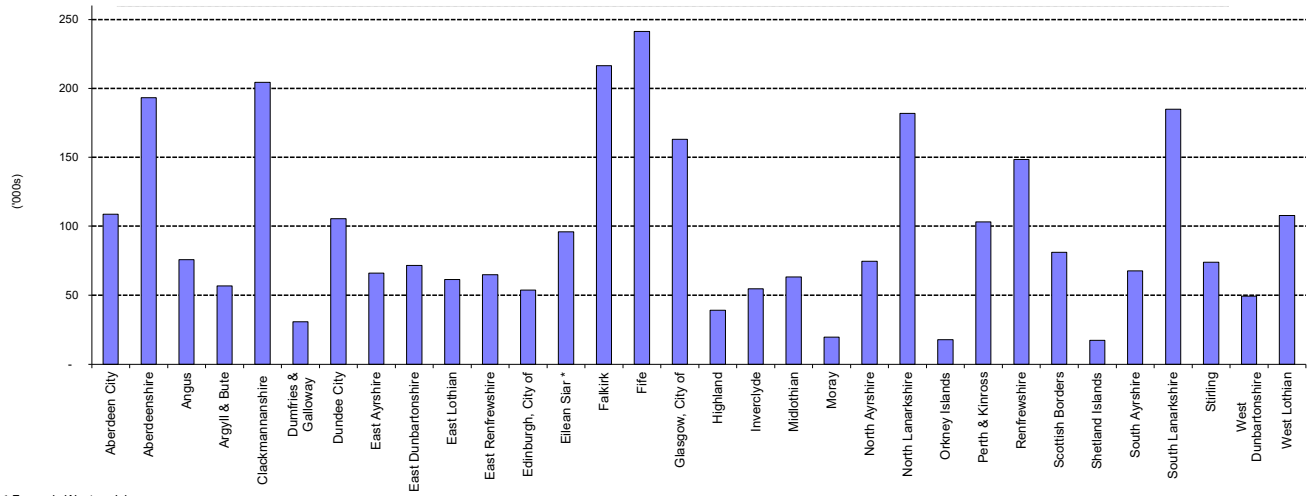
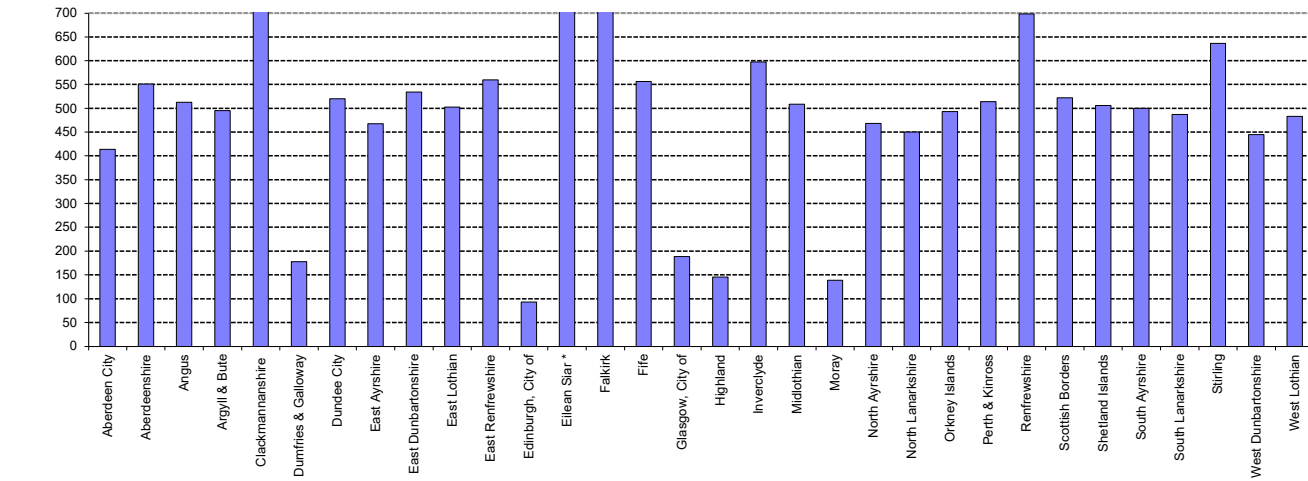


Figure 1.2 Vehicles licensed at 31 December 2022 by Council



* Formerly Western Isles

Figure 1.3 Private cars licensed at 31 December 2022 per thousand population aged 17+



* Formerly Western Isles

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 use [

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

Vehicle type	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
by type of vehicle (taxation group)											Thousand
Private and light goods	175	199	217	223	225	207	190	175	119	134	131
Motorcycles	5	5	6	6	7	6	6	6	6	7	7
Buses	1	1	1	1	1	1	1	1	0	0	0
Goods	3	3	2	3	4	3	3	3	2	3	3
Crown, exempt and other	33.0	32.7	35.6	34.2	33.3	33.0	33.2	35.2	33.8	37.6	39.7
Total	216	241	262	268	270	250	233	221	161	181	181
by body type											
Cars	183	205	222	222	222	204	188	178	128	138	142
Taxis	0	0	1	0	0	0	0	0	0	0	0[unavailable]
Motorcycles	5	5	6	6	7	6	6	7	6	7	7
Three wheelers	0	0	0	0	0	0	0	0	0	0	0[unavailable]
Light goods [note 3]	18	20	23	28	29	28	28	25	19	26	21
Goods [note 3]	3	4	3	4	5	4	4	4	3	4	3
Buses and coaches	1	1	1	1	1	1	1	1	0	1	0
Other vehicles	7	6	6	6	6	6	6	7	5	6	6
All vehicles	217	242	263	268	271	250	233	221	161	182	181
by method of propulsion											
Petrol	110.0	118.8	125.3	125.3	128.3	123.9	130.7	127.7	89.7	91.1	90.6
Diesel	104.4	120.2	133.3	137.7	137.0	118.3	92.1	80.1	47.5	49.5	40.4
Battery_electric	0.9	1.0	1.4	1.4	1.5	1.8	2.0	3.4	7.9	12.0	16.2
Fuel_cell_electric	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Plug-in_hybrid_electric_diesel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.2
Plug-in_hybrid_electric_petrol	0.0	0.0	0.3	0.7	0.8	1.4	2.3	2.1	3.4	6.2	6.2
Hybrid_electric_diesel	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.1	1.4	2.6	2.7
Range_extended_electric	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0
Hybrid_electric_petrol	1.1	1.3	1.7	2.2	2.4	4.1	5.9	7.1	11.0	19.4	23.8
Gas	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.3	0.5
Other_fuel_types	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	216	241	262	268	270	250	233	221	161	181	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

Source: DVLA/Department for Transport - Not National Statistics

Vehicle type	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
by type of vehicle (taxation group)										Thousand	
Private and light goods	2,395	2,436	2,496	2,537	2,594	2,638	2,665	2,711	2,708	2,712	2,724
Motorcycles	60	59	61	62	63	62	62	63	63	65	66
Buses	12	12	12	12	12	12	12	12	10	11	10
Goods	29	29	29	30	30	30	28	28	27	28	28
Crown and exempt [note 2]	212	213	214	211	208	207	211	215	223	236	254
Other vehicles [note 2]	10	10	10	11	11	12	12	12	11	12	12
Total	2,717	2,759	2,821	2,863	2,919	2,962	2,991	3,041	3,042	3,064	3,093
by body type											
Cars	2,285	2,319	2,369	2,394	2,433	2,462	2,486	2,524	2,520	2,518	2,537
Motorcycles	66	66	67	68	70	70	71	72	73	76	77
Light goods [note 3]	242	247	256	269	283	294	298	308	316	331	340
Goods [note 3]	35	36	36	37	38	38	37	37	35	36	37
Buses and coaches	16	15	15	15	15	15	14	14	13	13	13
Other vehicles	74	76	77	79	80	83	85	86	86	89	90
All vehicles	2,717	2,759	2,821	2,863	2,919	2,962	2,991	3,041	3,042	3,064	3,093
by method of propulsion											
Petrol	1,592	1,567	1,552	1,522	1,509	1,497	1,503	1,533	1,535	1,536	1,550
Diesel	1,113	1,178	1,252	1,321	1,386	1,435	1,450	1,459	1,437	1,417	1,384
Hybrid Electric	6	7	9	10	12	15	20	26	36	55	80
Other fuels	6	7	8	10	12	15	18	23	35	56	80
Total	2,717	2,759	2,821	2,863	2,919	2,962	2,991	3,041	3,042	3,064	3,093

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ROAD TRANSPORT VEHICLES

Table 1.3 Vehicles licensed at 31 December 2022 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	Buses and coaches	All vehicles of which body type					Total all vehicles	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+
		cars	Heavy goods vehicles	Light goods vehicles	Motor-cycle [note 6]	Other vehicles					
Aberdeen City	0.6	94.0	1.0	9.1	2.8	1.2	108.8	3.8	227,430	478	414
Aberdeenshire	0.7	144.6	2.8	25.3	5.5	14.2	193.1	5.1	262,690	735	551
Angus	0.2	59.5	0.9	8.6	2.6	4.0	75.8	2.3	116,120	653	512
Argyll & Bute	0.4	42.7	0.8	8.7	1.6	2.3	56.6	1.7	86,220	656	495
Clackmannanshire	1.3	179.3	0.8	14.6	4.9	3.4	204.4	7.9	51,540	3966	3478
Dumfries & Galloway	0.1	26.4	0.2	2.7	0.9	0.3	30.7	1.0	148,790	206	178
Dundee City	0.3	76.8	2.0	15.2	3.2	7.8	105.3	3.7	147,720	713	520
East Ayrshire	0.3	57.1	0.5	5.7	1.6	0.9	66.0	3.1	122,020	541	468
East Dunbartonshire	0.2	58.2	0.9	7.2	2.0	3.1	71.6	3.0	108,900	658	534
East Lothian	0.1	55.0	0.2	4.1	1.2	0.6	61.2	1.8	109,580	559	502
East Renfrewshire	0.2	54.1	0.5	6.3	2.0	1.8	64.8	2.0	96,580	671	560
Edinburgh, City of	0.1	49.0	0.3	3.1	0.8	0.5	53.8	2.1	526,470	102	93
Eilean Siar [note 9]	0.2	80.8	1.6	9.7	2.5	1.2	96.0	3.7	26,640	3602	3034
Falkirk	1.1	182.4	1.7	20.8	6.3	4.1	216.3	7.5	160,700	1346	1135
Fife	1.4	208.4	3.1	22.0	3.7	2.7	241.2	17.5	374,730	644	556
Glasgow, City of	0.7	119.8	2.1	27.0	5.1	8.4	163.1	5.3	635,130	257	189
Highland	0.4	34.7	0.1	2.7	0.8	0.3	39.0	1.6	238,060	164	146
Inverclyde	0.1	45.8	0.5	5.7	1.7	0.9	54.7	2.0	76,700	713	597
Midlothian	0.2	48.2	0.9	8.6	2.3	3.2	63.3	1.9	94,680	668	509
Moray	0.1	13.4	0.3	4.0	0.6	1.1	19.5	0.5	96,410	202	139
North Ayrshire	0.3	62.9	0.7	7.1	2.2	1.5	74.6	3.1	134,220	556	468
North Lanarkshire	0.6	153.6	3.3	19.4	3.3	1.6	181.8	9.1	341,400	532	450
Orkney Islands	0.1	11.1	0.2	3.2	0.7	2.3	17.6	0.5	22,540	782	493
Perth & Kinross	0.3	79.1	1.6	12.6	3.0	6.5	103.0	3.4	153,810	670	514
Renfrewshire	0.6	125.7	1.5	17.4	2.2	1.0	148.4	45.9	179,940	825	699
Scottish Borders	0.2	60.6	1.7	11.1	2.3	5.1	81.0	2.7	116,020	698	522
Shetland Islands	0.1	11.6	0.3	3.6	0.6	1.1	17.3	0.8	22,940	755	506
South Ayrshire	0.4	56.2	0.5	6.6	1.9	2.0	67.5	2.5	112,450	601	500
South Lanarkshire	0.6	157.1	2.5	17.6	3.7	3.2	184.7	8.2	322,630	573	487
Stirling	0.1	59.5	0.7	10.7	1.4	1.4	73.8	16.3	93,470	789	636
West Dunbartonshire	0.2	39.0	0.3	8.5	1.0	0.4	49.3	2.4	87,790	562	445
West Lothian	0.5	89.6	1.9	10.9	3.1	1.7	107.7	4.1	185,580	580	483
Council Unknown	0.0	0.7	0.0	0.2	0.1	0.1	1.1	0.1	-	-	-
Scotland	12.9	2,536.7	36.7	339.7	77.5	89.7	3,093.1	176.7	5,479,900	564	463

ROAD TRANSPORT VEHICLES

Table 1.4 Taxi, private hire cars and drivers licensed by local authority area, 2023

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	licenses	licenses	accessible taxis	accessible private hire cars
Aberdeen City	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]
Aberdeenshire	335	390	725	1,199	159	1,358	28	39
Angus	86	64	150	124	126	250	5	3
Argyll & Bute	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]
Clackmannanshire	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]
Dumfries & Galloway	211	50	261	358	26	384	3	-
Dundee City	298	169	653	879	18	897	186	-
East Ayrshire	125	104	229	362	17	379	24	3
East Dunbartonshire	207	275	482	436	113	549	41	2
East Lothian [note 10]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]
East Renfrewshire [Note 62]	40	406	446	61	513	574	1	3
Edinburgh, City of	1,164	2,552	3,716	2,289	3,157	5,446	1,164	10
Eilean Siar [Note 63]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]
Falkirk	396	92	488	495	62	557	56	5
Fife [note 10]	481	320	801	1,674		1,674	16	50
Glasgow, City of	1,351	3,276	4,627	1,762	3,898	5,660	1,351	25
Highland	473	228	701	612	317	929	9	12
Inverclyde [note 10]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]
Midlothian	36	124	160	64	205	269	36	-
Moray	125	17	142	230	12	384	7	16
North Ayrshire	235	46	281	474	1	475	48	4
North Lanarkshire	435	1,025	1,460	962	918	1,880	167	0
Orkney Islands	36	17	53	77	8	85	1	2
Perth & Kinross [note 10]	103	231	334	598	598	598	24	41
Renfrewshire	224	686	910	448	827	1,275	220	21
Scottish Borders	161	60	221	259	26	285	14	14
Shetland Islands	61	64	125	190	95	285	3	3
South Ayrshire	92	161	253	417	75	492	92	-
South Lanarkshire	355	1,585	1,940	869	1,525	2,394	20	29
Stirling	180	105	285	345	9	354	15	9
West Dunbartonshire [note 10]	326	85	411	402	-	813	161	8
West Lothian	62	437	499	135	632	767	62	74
Scotland	7,598	12,569	20,353	15,721	13,337	29,013	3,754	373

ROAD TRANSPORT VEHICLES

Table 1.5 Licensed vehicles in 2022 by body type and number of years since first use (thousands)
 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	1-2 years	2-3 years	3-4 years	4-5 years	5-6 years	6-10 years	10-13 years	13 plus	Total	Average age(years)
Buses and coaches	1.0	0.0	1.0	1.0	1.0	4	2.0	4	13	10.5
Cars	143.0	145.0	220.0	224.0	228.0	771	306.0	343	2537	7.7
Heavy goods vehicles	3.0	3.0	3.0	3.0	3.0	9	3.0	6	37	7.6
Light goods vehicles	25.0	20.0	26.0	27.0	26.0	95	40.0	55	340	8.2
Motorcycles	5.0	4.0	4.0	4.0	3.0	10	5.0	29	77	14.8
Other vehicles	6.0	4.0	5.0	4.0	4.0	12	7.0	31	90	15.5
Total	182.0	175.0	259.0	263.0	266.0	901	363.0	468	3093	8.1

Table 1.6 Average age of vehicles licensed at 31 December, by body type [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

Source: DVLA/Department for Transport - Not National Statistics

Type of vehicle	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
(a) Scotland											years
Buses and coaches	8.9	8.9	9.0	9.1	9.2	9.5	9.6	9.7	10.2	10.3	10.5
Cars	6.5	6.5	6.5	6.6	6.6	6.6	6.7	6.8	7.1	7.3	7.7
Heavy goods vehicles	7.1	7.1	7.1	7.1	7.0	7.0	7.2	7.2	7.3	7.4	7.6
Light goods vehicles	7.0	7.2	7.2	7.2	7.2	7.2	7.4	7.5	7.7	7.9	8.2
Motorcycles [note 6]	11.6	12.2	12.5	12.6	12.8	13.0	13.5	13.8	14.3	14.5	14.8
Other vehicles	13.7	13.9	14.0	14.1	14.3	14.5	14.6	15.0	15.3	15.4	15.5
Total	6.8	6.9	6.9	7.0	7.0	7.0	7.1	7.2	7.5	7.8	8.1
(b) Great Britain											
Buses and coaches	9.5	9.7	9.9	10.1	10.2	10.4	10.6	10.9	11.2	11.6	12.0
Cars	7.7	7.8	7.9	7.9	8.0	8.0	8.1	8.2	8.5	8.8	9.1
Heavy goods vehicles	7.4	7.3	7.5	7.5	7.5	7.5	7.5	7.4	7.4	7.5	7.6
Light goods vehicles	7.7	7.9	8.0	8.0	8.0	8.1	8.1	8.2	8.4	8.6	8.9
Motorcycles [note 6]	12.2	12.9	13.2	13.4	13.4	13.8	14.3	14.7	15.1	15.2	15.4
Other vehicles	15.2	15.3	15.5	15.6	15.7	15.9	16.1	16.4	16.7	16.8	16.9
Total	8.0	8.1	8.2	8.2	8.3	8.3	8.4	8.6	8.9	9.1	9.4

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 use [Alt W, F]

Source: DVLA/Department for Transport - Not National Statistics

Cylinder size	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
701 to 1,000 cc	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	6.4	6.4	6.5	6.5	6.5	6.6	6.7	6.7	6.8	7.0
1,201 to 1,500 cc	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	24.8	24.6	24.3	23.7	23.1	22.3	21.1	20.0	19.0
1,801 to 2,000 cc	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	10.9	11.0	11.0	11.2	11.1	10.8	10.4	10.0	9.7	9.5
2,501 to 3,000 cc	4.0	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	1.7	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
Total	100	100	100	100	100	100	100	100	100	100
	<i>thousand</i>									
Total	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 registered for the first time by gross vehicle weight (number)

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)	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Up to 7 tonnes	428	370	482	453	537	725	704	625	398	<i>percentage of year total</i> 677	422
7-10 tonnes	343	349	367	442	469	481	335	284	224	182	250
8-18 tonnes	629	864	664	762	1,125	702	903	822	543	851	790
18 to 30 tonnes	387	541	310	389	581	466	429	429	426	423	411
31 to 41 tonnes	344	489	472	474	575	601	542	570	392	538	554
Over 41 tonnes	1,037	1,208	914	1,247	1,607	1,265	1,185	1,210	821	871	1,018
Total	3,168	3,821	3,209	3,767	4,894	4,240	4,098	3,940	2,804	3,542	3,445

Table 1.9 Licensed buses and coaches at the end of the year by body type detail

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	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Single decker	5,791	5,676	5,795	5,784	5,680	5,613	5,521	5,390	4,701	5,013	4821
Double decker	1,986	1,941	1,932	1,983	1,910	1,953	1,978	1,943	1,818	1,814	1791
Minibus	7,678	7,533	7,447	7,302	7,205	6,973	6,858	6,696	5,910	6,124	6095
Other	112	118	112	108	123	128	136	125	86	171	181
Total	15,567	15,268	15,286	15,177	14,918	14,667	14,493	14,154	12,515	13,122	12888

Table 1.10 Heavy goods and public service vehicle operators in Scotland by licence type and number vehicles December 2023

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	1,971	1,226	300	3,497	159	120	31	310
3-5	314	445	129	888	5	74	22	101
6-10	135	263	60	458	-	56	25	81
11-20	49	197	54	300	-	50	21	71
21-50	26	116	42	184	-	21	19	40
51-100	5	53	11	69	-	12	5	17
101-200	2	23	6	31	-	2	1	3
201+	-	6	3	9	-	4	4	8
Total	2,502	2,329	605	5,436	164	339	128	631

Table 1.11 The 20 most popular new cars sold in Scotland, 2022 [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	7,557	5.4
2	FORD	PUMA	3,427	2.4
3	VAUXHALL	MOKKA	3,366	2.4
4	NISSAN	QASHQAI	2,937	2.1
5	MINI	MINI	2,835	2.0
6	DACIA	SANDERO	2,527	1.8
7	VOLKSWAGEN	POLO	2,292	1.6
8	VOLKSWAGEN	GOLF	2,251	1.6
9	KIA	SPORTAGE	2,214	1.6
10	FORD	KUGA	2,112	1.5
11	FORD	FIESTA	2,107	1.5
12	AUDI	A3	1,951	1.4
13	MG	MG ZS	1,887	1.3
14	PEUGEOT	208	1,875	1.3
15	AUDI	A1	1,861	1.3
16	HYUNDAI	TUCSON	1,854	1.3
17	VAUXHALL	CROSSLAND	1,800	1.3
18	KIA	NIRO	1,792	1.3
19	VOLKSWAGEN	T-ROC	1,780	1.3
20	TOYOTA	YARIS CROSS	1,778	1.3
		Total top 20 cars	50,203	35.6
		Total all other cars	90,692	64.4
		Total cars sold	140,895	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 2022 - 31st March 2023 [note 26]	Failures with at least one Dangero us defect	Failures with only Major defects		1st April 2022 - 31st March 2023 [note 26]	Failures with at least one Dangero us defect	Failures with only Major defects
			<i>thousands</i>	Private Passenger (over 12 seats)			<i>thousands</i>
Cars [note 19]							
Total Tests	2,592.4			Total Tests	3.6		
Pass with Rectification at Station	98.0			Pass with Rectification at Station	0.1		
Fail	699.5	227.3	570.2	Fail	0.9	0.3	0.8
			<i>percent</i>				<i>percent</i>
Initial Failure Rate [note 21]	30.8	8.8	22.0	Initial Failure Rate [note 21]	29.1	7.6	21.5
Final Failure Rate [note 22]	27.0			Final Failure Rate [note 22]	25.9		
Body, chassis, structure	4.7	0.3	4.5	Body, chassis, structure	6.0	1.1	5.2
Brakes	10.2	3.1	8.6	Brakes	13.6	3.0	12.8
Identification of the vehicle	0.3	0.0	0.3	Buses and coaches supplementary tests	1.9	0.1	1.8
Lamps, reflectors and electrical equipment	9.7	0.1	9.6	Identification of the vehicle	0.1	0.0	0.1
Noise, emissions and leaks	3.5	0.0	3.5	Lamps, reflectors and electrical equipment	11.6	0.1	11.6
Road Wheels	0.3	0.1	0.3	Noise, emissions and leaks	4.5	0.2	4.5
Seat belts and supplementary restraint systems	1.0	0.0	1.0	Road Wheels	0.1	0.0	0.1
Speedometer and speed limiter	0.0	0.0	0.0	Seat belt installation check	0.0	0.0	0.0
Steering	2.4	0.1	2.3	Seat belts and supplementary restraint systems	3.8	0.1	3.7
Suspension	12.1	0.8	11.7	Speedometer and speed limiter	0.4	0.0	0.4
Tyres	6.5	5.0	1.8	Steering	2.8	0.1	2.7
Visibility	4.7	0.0	4.7	Suspension	8.0	1.0	7.3
Defect Items per Initial Test Failure	2.72	0.42	2.30	Tyres	4.29	3.22	1.35
				Visibility	3.9	-	3.9
				Defect Items per Initial Test Failure	3.55	0.41	3.14
			<i>thousands</i>				<i>thousands</i>
Motor cycles				Light goods vehicles [note 24]			
Total Tests	62.4			Total Tests	77.1		
Pass with Rectification at Station	2.3			Pass with Rectification at Station	3.2		
Fail	5.3	2.4	5.3	Fail	27.1	10.0	20.3
			<i>percent</i>				<i>percent</i>
Initial Failure Rate [note 21]	12.3	3.8	8.5	Initial Failure Rate [note 21]	39.3	13.0	26.3
Final Failure Rate [note 22]	8.5			Final Failure Rate [note 22]	35.1		
Identification of the vehicle	0.7	0.0	0.7	Body, chassis, structure	7.7	0.7	7.3
Motorcycle audible warning (Horn)	0.1	0.0	0.1	Brakes	21.3	7.6	18.5
Motorcycle brakes	2.9	0.8	2.4	Identification of the vehicle	0.5	0.0	0.5
Motorcycle lamps and reflectors	6.4	0.7	5.9	Lamps, reflectors and electrical equipment	19.2	0.4	19.0
Motorcycle steering	1.2	0.4	0.8	Noise, emissions and leaks	5.8	0.1	5.8
Motorcycle structure and attachments	2.2	0.5	1.8	Road Wheels	0.2	0.0	0.2
Motorcycle suspension	2.0	0.2	1.9	Seat belts and supplementary restraint systems	2.2	0.1	2.1
Motorcycle tyres	1.9	1.7	0.3	Speedometer and speed limiter	0.0	0.0	0.0
Motorcycle wheels	0.1	0.0	0.1	Steering	4.3	0.3	4.2
Defect Items per Initial Test Failure	1.8	0.4	1.4	Suspension	13.2	1.3	12.6
				Tyres	5.7	4.5	1.4
				Visibility	7.3	0.1	7.2
				Defect Items per Initial Test Failure	3.85	0.48	3.37

Table 1.14 Practical Driving Test - Pass Rate at Test Centres 2022-23 [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]	2,248	1,089	48.4%	2,056	966	47.0%	4,307	2,057	47.8%
Aberdeen South (Cove) [note 31]	2,086	1,125	53.9%	1,912	1,030	53.9%	4,002	2,158	53.9%
Airdrie [note 31]	2,927	1,397	47.7%	2,474	1,200	48.5%	5,402	2,598	48.1%
Alness [note 33]	455	290	63.7%	443	267	60.3%	898	557	62.0%
Arbroath [note 33]	159	123	77.4%	212	148	69.8%	371	271	73.0%
Ayr [note 31]	970	526	54.2%	955	526	55.1%	1,925	1,052	54.6%
Ballater [note 33]	60	45	75.0%	50	35	70.0%	110	80	72.7%
Banff [note 33]	112	73	65.2%	134	68	50.8%	246	141	57.3%
Barra	8	7	87.5%	-	-	50.0%	12	9	75.0%
Benbecula Island	44	37	84.1%	40	35	87.5%	84	72	85.7%
Bishopbriggs [note 31]	2,083	1,068	51.3%	1,935	1,004	51.9%	4,019	2,073	51.6%
Buckie [note 33]	126	70	55.6%	154	72	46.8%	280	142	50.7%
Callander [note 32]	101	50	49.5%	101	49	48.5%	202	99	49.0%
Campbeltown [note 33]	52	37	71.2%	44	33	75.0%	96	70	72.9%
Castle Douglas [note 33]	172	93	54.1%	191	97	50.8%	363	190	52.3%
Crieff [note 33]	78	53	68.0%	70	34	48.6%	148	87	58.8%
Cumnock [note 34]	199	128	64.3%	355	195	54.9%	554	323	58.3%
Dumbarton [note 31]	877	418	47.7%	897	399	44.5%	1,775	817	46.0%
Dumfries [note 31]	987	580	58.8%	990	535	54.0%	1,977	1,115	56.4%
Dundee [note 31]	2,742	1,739	63.4%	2,618	1,544	59.0%	5,362	3,285	61.3%
Dunfermline (Vine) [note 31]	1,507	717	47.6%	1,569	715	45.6%	3,076	1,432	46.6%
Dunoon [note 33]	107	61	57.0%	102	56	54.9%	209	117	56.0%
Duns [note 33]	46	39	84.8%	63	44	69.8%	109	83	76.1%
East Kilbride [note 34]	1,644	786	47.8%	1,668	767	46.0%	3,312	1,553	46.9%
Edinburgh (Currie) [note 31]	4,012	1,880	46.9%	3,238	1,561	48.2%	7,254	3,444	47.5%
Edinburgh (Musselburgh) [note 31]	4,314	2,007	46.5%	3,691	1,740	47.1%	8,007	3,748	46.8%
Elgin [note 31]	912	423	46.4%	1,003	432	43.1%	1,917	856	44.7%
Forfar [note 33]	156	124	79.5%	196	135	68.9%	352	259	73.6%
Fort William [note 33]	200	121	60.5%	241	123	51.0%	441	244	55.3%
Fraserburgh [note 32]	166	109	65.7%	201	122	60.7%	367	231	62.9%
Gairloch [note 33]	29	23	79.3%	30	23	76.7%	59	46	78.0%
Galashiels [note 31]	1,113	655	58.9%	648	379	58.5%	1,763	1,035	58.7%
Girvan [note 34]	76	49	64.5%	94	64	68.1%	170	113	66.5%
Glasgow (Annieland) [note 31]	4,524	1,995	44.1%	4,049	1,633	40.3%	8,593	3,636	42.3%
Glasgow (Baillieston) [note 31]	4,350	1,987	45.7%	3,808	1,656	43.5%	8,165	3,647	44.7%
Glasgow (Shieldhall) [note 31]	3,178	1,140	35.9%	2,685	1,007	37.5%	5,868	2,147	36.6%
Golspie [note 33]	67	45	67.2%	70	49	70.0%	137	94	68.6%
Grangemouth [note 31]	1,914	1,039	54.3%	1,993	1,008	50.6%	3,907	2,047	52.4%
Grantown-On-Spey [note 33]	76	45	59.2%	93	47	50.5%	169	92	54.4%
Greenock [note 31]	1,378	572	41.5%	1,130	467	41.3%	2,510	1,039	41.4%
Haddington [note 33]	847	471	55.6%	798	428	53.6%	1,647	899	54.6%
Hamilton [note 31]	2,288	1,096	47.9%	2,251	1,056	46.9%	4,541	2,153	47.4%
Hawick [note 33]	179	140	78.2%	207	152	73.4%	386	292	75.6%
Huntly [note 33]	124	70	56.5%	125	70	56.0%	249	140	56.2%
Inveraray [note 33]	47	41	87.2%	42	34	81.0%	89	75	84.3%
Inverness (Seafield Road)	1,575	827	52.5%	1,545	726	47.0%	3,120	1,553	49.8%
Inverurie [note 33]	470	281	59.8%	424	253	59.7%	894	534	59.7%
Irvine [note 31]	2,718	1,523	56.0%	2,836	1,411	49.8%	5,555	2,935	52.8%
Islay Island [note 33]	17	14	82.4%	23	14	60.9%	40	28	70.0%
Isle of Mull [note 33]	-	-	81.8%	12	7	58.3%	34	25	73.5%
Isle of Skye (Portree) [note 33]	58	40	69.0%	52	34	65.4%	110	74	67.3%
Isle of Tiree	-	-	-	-	-	80.0%	7	6	85.7%
Kelso [note 33]	106	75	70.8%	141	109	77.3%	247	184	74.5%
Kingussie [note 33]	53	31	58.5%	66	38	57.6%	119	69	58.0%
Kirkcaldy [note 31]	3,534	1,648	46.6%	2,871	1,337	46.6%	6,405	2,985	46.6%
Kyle of Lochalsh [note 33]	47	29	61.7%	64	37	57.8%	111	66	59.5%
Lanark [note 33]	850	507	59.7%	839	510	60.8%	1,689	1,017	60.2%
Lerwick [note 33]	186	123	66.1%	175	122	69.7%	361	245	67.9%
Livingston [note 31]	2,293	1,249	54.5%	2,197	1,105	50.3%	4,491	2,354	52.4%
Lochgilphead [note 33]	63	47	74.6%	47	33	70.2%	110	80	72.7%
Mallaig [note 33]	33	28	84.9%	38	31	81.6%	71	59	83.1%
Montrose (Broomfield Ind Estate) [note 33]	165	114	69.1%	167	125	74.9%	332	239	72.0%
Newton Stewart [note 33]	107	66	61.7%	84	54	64.3%	191	120	62.8%
Oban [note 33]	149	107	71.8%	136	79	58.1%	285	186	65.3%
Orkney [note 33]	156	99	63.5%	146	85	58.2%	302	184	60.9%
Paisley [note 31]	2,475	1,265	51.1%	2,829	1,351	47.8%	5,305	2,616	49.3%
Peebles [note 33]	138	103	74.6%	155	114	73.6%	293	217	74.1%
Perth (Arran Road) [note 31]	1,530	844	55.2%	1,466	700	47.8%	2,998	1,545	51.5%
Peterhead [note 31]	863	517	59.9%	675	390	57.8%	1,538	907	59.0%
Pitlochry [note 33]	32	21	65.6%	68	38	55.9%	100	59	59.0%
Rothsay [note 33]	37	33	89.2%	40	29	72.5%	78	63	80.8%
Stirling [note 31]	1,846	863	46.8%	1,762	815	46.3%	3,611	1,679	46.5%
Stornoway [note 33]	158	92	58.2%	183	109	59.6%	341	201	58.9%
Stranraer [note 33]	139	92	66.2%	177	122	68.9%	316	214	67.7%
Thurso [note 33]	98	53	54.1%	105	52	49.5%	203	105	51.7%
Ullapool [note 33]	35	27	77.1%	27	20	74.1%	62	47	76
Wick [note 31]	146	81	55.5%	131	75	57.3%	277	156	56.3%
Scotland	69,817	35,382	50.7%	65,107	31,930	49.0%	135,026	67,370	49.9%

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 2022 [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+	Sample size of group
All people:	30	60	78	80	84	82	72	51	73	9,600
<i>percentage of the relevant sub-group [note 39]</i>										
by gender:										
Men	35	64	80	83	88	89	85	73	79	4,400
Women	23	56	75	77	80	75	62	33	68	5,190
Prefer not to say										10
by ethnicity:	28	65	81	81	83	80	69	47	73	7,190
White Scottish										
White other British	[small sample]	70	88	88	91	90	86	68	85	1,460
White Irish	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	83	80
White Polish	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	57	100
Other white	[small sample]	31	60	64	[small sample]	[small sample]	[small sample]	[small sample]	61	370
Asian, Asian Scottish or Asian British	[small sample]	[small sample]	47	67	[small sample]	[small sample]	[small sample]	[small sample]	48	160
Other ethnic groups	[small sample]	[small sample]	59	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	57	230
by religion:										
None	28	60	79	84	84	82	69	54	74	5,450
Church of Scotland	[small sample]	[small sample]	85	84	87	81	77	52	78	2,220
Roman Catholic	[small sample]	55	79	73	76	78	58	29	68	1,070
Other Christian	[small sample]	[small sample]	80	55	91	91	86	57	76	610
Muslim	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	57	100
All other religions	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	52	150
by whether disabled:										
Disabled	[small sample]	40	60	61	65	71	60	43	57	2,910
Not disabled	[small sample]	65	60	84	90	87	79	58	79	6,630
by current situation:										
Self employed	[small sample]	[small sample]					[small sample]	[small sample]	92	600
Employed full time	[small sample]	70	60	88	91	86	[small sample]	[small sample]	83	3,210
Employed part time	[small sample]	50	60	73	84	85	[small sample]	[small sample]	75	930
Looking after the home or family	[small sample]	[small sample]	60	59	76	[small sample]	[small sample]	[small sample]	58	250
Permanently retired from work	[small sample]	[small sample]	[small sample]	[small sample]	89	83	71	50	71	3,500
Unemployed and seeking work	[small sample]	21	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	35	210
At school										20
In further / higher education	28	51	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	43	270
Government work or training scheme	[small sample]	[small sample]	60	29	48	42	[small sample]	[small sample]	38	520
Permanently sick or disabled	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	40	90
Unable to work because of short-term illness	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]		
by annual net household income:										
up to £15,000 p.a.	[small sample]	37	43	47	64	69	58	38	52	1,960
over £15,000 - £20,000	[small sample]	42	55	63	68	74	68	53	61	1,400
over £20,000 - £25,000	[small sample]	57	74	72	80	78	75	50	70	1,120
over £25,000 - £30,000	[small sample]	65	76	72	85	88	78	57	76	950
over £30,000 - £40,000	[small sample]	62	79	78	87	89	89	69	78	1,280
over £40,000 - £50,000	[small sample]	71	88	91	91	93	83	[small sample]	84	940
over £50,000 p.a.	[small sample]	82	90	93	97	94	95	[small sample]	89	1,520
by Equivalised income										
1 - lowest 20% of incomes	[small sample]	39	53	62	72	73	65	44	59	1,940
2	[small sample]	50	67	62	73	76	72	50	64	1,920
3	[small sample]	50	81	82	81	82	72	53	74	1,870
4	[small sample]	67	87	88	89	90	81	56	81	1,750
5 - highest 20% of incomes	[small sample]	78	87	91	95	93	95	[small sample]	87	1,720
by Scottish Index of Multiple Deprivation:										
1 (20% most deprived)	[small sample]	50	59	60	64	60	50	24	55	1,650
2	[small sample]	53	70	75	78	74	60	44	66	1,820
3	[small sample]	56	84	80	85	83	74	55	74	2,180
4	[small sample]	74	87	91	93	91	81	58	84	2,190
5 (20% least deprived)	[small sample]	64	86	89	95	95	86	61	84	1,760
by urban / rural classification:										
Large urban areas	31	50	69	71	79	73	65	38	65	3,200
Other urban areas	[small sample]	60	75	81	82	81	69	45	72	2,770
Accessible small towns	[small sample]	68	86	86	88	85	82	66	80	870
Remote small towns	[small sample]	[small sample]	83	97	87	88	75	61	74	520
Accessible rural areas	[small sample]	85	90	89	93	92	83	68	86	1,060
Remote rural areas	[small sample]	76	95	93	93	90	82	66	86	1,180
Sample size of age band	140	890	1,340	1,190	1,660	1,850	1,640	890	9,600	9,600

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 motor

Gender and age	2012	2013	2014	2015	2016	2017	2018	2019	2020		
									[Note 60]	2021	2022
All people age group									<i>percent of population [note 40]</i>		
17-19	28	26	29	26	30	31	29	39 [note 37]		25	30
20-29	58	56	56	54	55	55	57	60	65	67	60
30-39	75	74	73	72	73	73	73	72	77	78	78
40-49	80	80	82	82	81	81	79	82	83	83	80
50-59	79	80	79	78	81	81	79	81	88	87	84
60-69	73	74	74	76	76	77	77	76	86	84	82
70-79	59	60	61	62	63	67	70	70	74	81	72
80+	37	41	40	43	43	47	48	43	62	67	51
All aged 17+	68	68	69	68	69	70	70	71	76	78	73
Sample size	9,828	9,838	9,720	9,340	9,570	9,760	9,650	9,720	2,770	8,990	9,600
Men age group											
17-19	35	24	32	28	36	42	33	36 [note 37]		13	35
20-29	59	60	59	55	58	57	58	64	68	69	64
30-39	78	78	77	73	78	76	76	76	78	79	80
40-49	86	84	85	85	82	83	82	85	85	85	83
50-59	85	88	85	84	85	85	85	87	87	89	88
60-69	83	86	85	83	83	85	86	83	91	89	89
70-79	79	76	80	76	81	80	83	83	93	89	85
80+	63	64	66	67	65	66	68	62	74	83	73
All aged 17+	76	76	76	73	75	75	76	77	80	80	79
Sample size	4,377	4,405	4,410	4,210	4,360	4,520	4,280	4,330	1,240	3,860	4,400
Women age group											
17-19	19	29	27	23	26	22	25	43 [note 37]	[note 37]		23
20-29	57	52	54	53	53	54	55	57	62	66	56
30-39	71	71	69	71	69	71	71	67	75	77	75
40-49	74	76	80	79	80	78	76	79	81	80	77
50-59	75	72	73	72	77	76	73	76	89	85	80
60-69	65	64	65	68	68	70	68	71	82	80	75
70-79	43	48	46	52	50	56	59	60	57	74	62
80+	22	26	23	27	28	34	31	29	52	53	33
All aged 17+	62	61	62	63	63	64	64	66	72	75	68
Sample size	5,451	5,433	5,320	5,130	5,210	5,250	5,360	5,390	1,530	5,100	5,190

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, 1999-2022

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:	2012 [note 42]	2013	2014	2015	2016	2017	2018	2019	2020 [Note 60]	2021	2022
None	31.0	30.2	30.8	30.0	29.3	28.1	28.6	27.6	19.1	19.7	25.3
1	43.0	44.0	43.3	43.3	42.1	42.7	42.0	41.5	45.0	48.2	44.4
2	21.3	21.3	21.1	21.7	23.0	23.4	23.7	24.9	28.0	25.7	24.2
3+	4.6	4.6	4.7	5.1	5.6	5.8	5.7	5.9	7.8	6.5	6.0
1+	69.0	69.8	69.2	70.1	70.7	71.9	71.4	72.4	80.9	80.3	74.7
2+	26.0	25.8	25.9	26.8	28.5	29.2	29.4	30.8	35.8	32.1	40.2
Sample size	<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>	<i>10,550</i>

Table 1.20 Households with number of cars or vans available for private use, 2022 [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:	25.3	44.4	24.2	6.0	74.7	40.2	10,550
by household type:							
Single adult	43	50	6	2	57	7	1,880
Small adult	18	40	37	5	82	42	1,550
Single parent	38	54	6	1	62	8	430
Small family	8	41	48	4	92	51	1,100
Large family	7	36	43	15	93	57	480
Large adult	11	22	34	33	89	67	820
Older smaller	10	52	34	4	90	38	2,150
Single pensioner	49	49	2	0	51	3	2,140
by annual net household income:							
up to £10,000 p.a.	54	37	7	2	46	9	850
over £ 10,000, up to £ 15,000	50	41	8	2	50	9	1,220
over £ 15,000, up to £ 20,000	39	49	10	2	61	12	1,480
over £ 20,000, up to £ 25,000	27	55	14	4	73	18	1,210
over £ 25,000, up to £ 30,000	21	58	19	3	79	22	1,030
over £ 30,000, up to £ 40,000	12	51	29	8	88	37	1,430
over £40,000 - £50,000	7	44	39	9	93	49	1,080
over £50,000 p.a.	4	30	52	14	96	66	1,760
by equivalised income:							
1 - lowest 20% of incomes	42	44	11	2	58	14	2,070
2	34	47	15	4	66	19	2,110
3	22	49	24	5	78	29	2,030
4	14	45	33	9	86	42	1,950
5 - highest 20% of incomes	9	39	41	12	91	53	1,930
by Scottish Index of Multiple Deprivation:							
1 - Most Deprived	46	41	11	2	54	13	1,820
2	33	46	18	4	67	22	2,010
3	21	47	24	8	79	32	2,370
4	15	44	32	9	85	41	2,430
5 - Least Deprived	13	45	35	8	87	43	1,930
by urban / rural classification:							
Large urban areas	36	44	17	3	64	20	3,460
Other urban	24	43	26	7	76	33	3,160
Small accessible towns	17	49	28	6	83	34	960
Small remote towns	20	49	25	6	80	31	560
Accessible rural	11	42	35	13	89	48	1,170
Remote rural	12	47	31	10	88	41	1,250

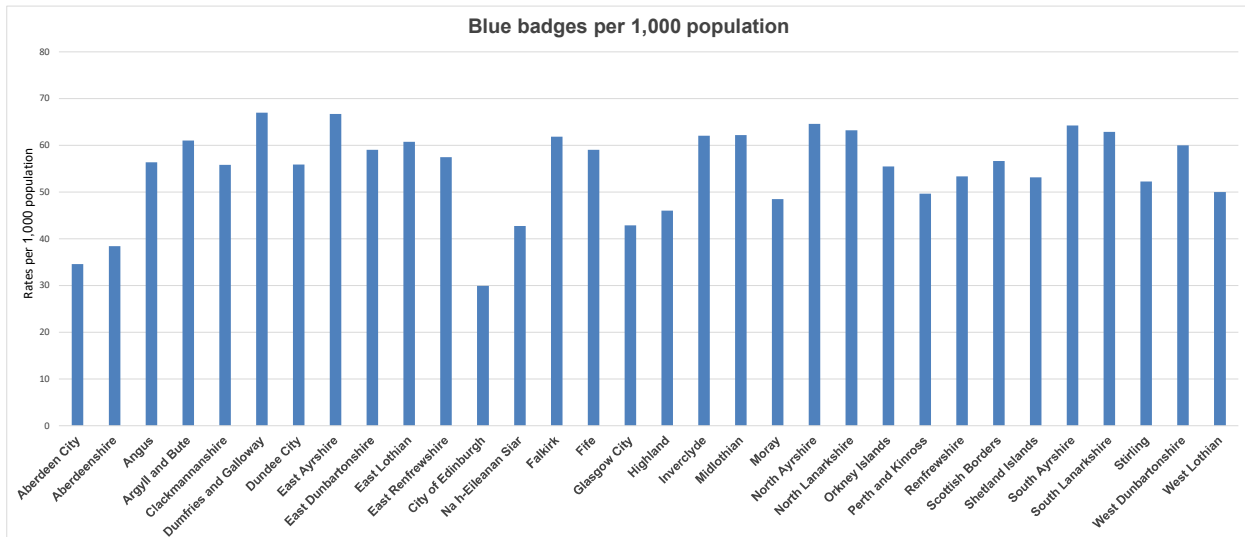
Table 1.21 Number of blue badges on issue, time series and 2023 breakdown [note 43]

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	2012	2013	2014	2015	2016	2017	2018	2019	2020				2021	2022	2023	Badges on issue as at 31st March 2023 - Organisations	Badges on issue as at 31st March 2023 - Automatic Individuals - [note 45]	Badges on issue as at 31st March 2023 - Discretionary Individuals - [note 46]
									[note 52]									
Aberdeen City	8,032	7,887	5,183	6,552	6,643	6,908	6,863	6,820	7,159	6,794	6,783	7,862	78	3,649	4,135			
Aberdeenshire [note 47]	13,358	12,166	8,155	10,685	10,210	9,838	9,604	9,252	9,689	8,553	8,971	10,095	49	5,165	4,881			
Angus	5,581	4,892	5,451	4,962	4,845	5,018	5,138	5,117	5,713	5,300	5,510	6,545	76	3,097	3,372			
Argyll & Bute	4,314	3,867	3,433	3,934	4,114	4,213	4,336	4,344	4,686	4,301	4,355	5,262	72	2,047	3,143			
Clackmannanshire	2,518	2,377	2,572	2,128	2,161	2,233	2,226	2,227	2,407	2,275	2,382	2,676	18	1,557	1,301			
Dumfries & Galloway	3,369	3,212	3,096	9,236	9,337	8,857	9,014	8,863	9,223	8,330	8,362	9,970	56	4,585	5,329			
Dundee City	6,766	5,776	5,252	5,292	5,452	5,619	5,916	6,033	6,680	6,438	6,814	8,260	2	4,168	4,090			
East Ayrshire	6,787	6,098	5,735	6,595	6,427	6,617	6,329	6,134	6,561	6,508	6,512	8,142	66	4,140	3,936			
East Dunbartonshire	5,175	2,905	4,847	4,473	4,661	4,730	4,794	4,772	5,408	4,817	5,257	6,433	53	2,180	4,200			
East Lothian	4,328	5,131	5,293	4,680	4,712	4,855	4,918	4,934	5,537	5,209	5,630	6,659	11	2,374	4,274			
East Renfrewshire	5,756	4,375	4,020	4,307	4,322	4,581	4,645	4,643	5,032	4,600	4,585	5,551	24	1,873	3,654			
Edinburgh, City of [note 52]	23,470	17,502	16,922	15,264	14,868	14,444	14,396	14,107	15,212	13,574	13,640	15,751	313	7,249	8,189			
Eilean Siar	918	961	922	863	902	939	964	989	1,103	1,008	991	1,138	15	578	545			
Falkirk	8,108	8,256	7,332	6,877	6,899	7,104	7,254	7,404	7,813	7,619	7,912	9,944	83	4,466	5,395			
Fife	21,021	19,750	18,877	18,646	17,299	17,931	17,869	17,788	18,999	17,128	17,691	22,133	89	10,996	11,048			
Glasgow, City of [note 46]	27,317	23,692	19,350	21,784	21,642	21,161	21,627	21,531	23,417	21,843	23,115	27,255	287	15,226	11,742			
Highland [note 49]	12,967	9,938	10,855	9,164	9,215	9,371	9,521	9,470	10,289	9,721	9,586	10,957	117	4,987	5,853			
Inverclyde	5,183	5,099	4,955	4,439	4,283	4,282	4,367	4,341	4,532	4,164	4,253	4,759	82	2,104	2,573			
Midlothian	4,673	3,164	4,716	4,416	4,332	4,237	4,345	4,512	5,059	4,593	4,915	5,888	28	2,575	3,285			
Moray	4,485	4,033	3,687	3,608	3,669	3,699	3,825	3,863	4,174	3,611	3,907	4,678	9	2,164	2,505			
North Ayrshire	7,379	6,040	6,157	7,086	7,196	7,343	7,534	7,430	7,812	7,136	7,261	8,673	44	4,246	4,383			
North Lanarkshire	18,013	16,957	18,352	16,453	15,741	16,537	16,225	16,586	17,729	17,428	17,574	21,590	56	11,833	9,701			
Orkney Islands [note 50]	1,281	1,108	1,050	1,119	1,096	1,100	1,100	1,114	1,221	1,080	1,009	1,251	27	467	757			
Perth & Kinross	6,169	5,975	6,814	6,542	6,651	6,831	6,779	6,714	7,177	6,906	7,065	7,644	100	3,145	4,399			
Renfrewshire	8,358	7,873	8,326	7,730	7,838	8,205	7,902	7,744	8,240	7,185	7,608	9,599	86	5,170	4,343			
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	6,573	34	2,457	4,082			
Shetland Islands	381	800	953	878	892	974	1,005	1,044	1,112	1,010	1,004	1,220	18	413	789			
South Ayrshire	6,356	5,212	5,475	5,537	5,703	5,785	5,806	5,707	5,992	5,745	6,139	7,225	77	3,150	3,998			
South Lanarkshire	15,274	15,602	15,826	16,218	16,218	15,796	15,488	15,221	16,482	16,244	16,962	20,291	7	10,203	10,081			
Stirling	4,273	4,374	4,082	3,918	3,892	3,859	4,027	4,028	4,480	4,251	3,973	4,886	55	1,969	2,862			
West Dunbartonshire	4,625	4,221	4,936	4,548	4,546	4,652	4,676	4,554	4,785	4,433	4,285	5,269	73	2,914	2,282			
West Lothian	9,823	9,529	9,615	8,912	8,873	8,641	8,880	8,526	8,795	7,690	8,363	9,275	57	5,710	3,508			
Total [note 44]	263,045	245,035	228,219	231,827	229,528	231,422	232,534	230,898	248,073	230,644	237,777	283,654	2,162	136,857	144,635			



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	2022/23
Recorded Road Traffic Crimes	45	43	27	43	44	44	59	46	37	57
Causing death by dangerous driving	17	21	13	26	19	30	37	26	25	29
Death by careless driving when under influence drink or drug	-	0	0	1	0	1	1	0	2	1
Causing death by careless driving	20	18	6	12	17	10	15	11	5	16
Illegal driver involved in fatal accident	6	3	2	1	3	2	2	2	2	4
Illegal driver, disqualified/unlicensed etc. causing serious injury	-	-	2	2	5	1	4	7	3	7
Reckless driving at common law	2	1	4	1	-	-	-	-	-	-
Recorded Road Traffic Offences	294,373	196,185	170,462	138,308	127,177	117,245	122,043	116,197	111,987	109,320
Dangerous and Careless Driving	11,524	10,773	12,057	11,693	10,722	10,989	11,246	11,771	12,919	12,614
Dangerous driving offences	2,957	2,428	2,881	2,875	2,854	2,897	3,019	3,546	3,546	3,312
Driving carelessly	8,567	8,345	9,176	8,818	7,868	8,092	8,227	8,225	9,373	9,302
Driving under the influence	6,079	5,218	5,458	5,917	5,863	5,847	6,594	8,097	7,773	7,815
Driving motor vehicle while unfit through drink or drugs	490	450	540	653	719	771	742	897	883	595
In charge of motor vehicle while unfit through drink/drugs	92	54	71	123	137	148	159	138	147	95
Driving with excess blood alcohol	3,819	3,161	3,239	3,465	3,262	3,201	3,275	2,756	2,972	3,020
In charge with excess blood alcohol	419	390	364	331	333	333	324	255	299	309
Failure to provide breath specimen at roadside	517	477	509	569	602	591	630	637	592	606
Failure to provide breath, blood or urine specimen at police station	742	686	735	776	810	803	848	923	906	868
Driving while under influence drug above prescribed limit	-	-	-	-	-	-	573	2,336	1,886	2,213
In charge while under influence of drug above prescribed limit	-	-	-	-	-	-	43	155	88	109
Speeding	82,382	60,926	54,419	34,371	29,223	27,368	28,758	22,963	22,472	17,767
Speeding in Restricted Areas	38,400	29,316	23,145	13,395	10,685	10,371	10,166	8,222	7,391	7,008
Other Speeding Offences	43,982	31,610	31,274	20,976	18,538	16,997	18,592	14,741	15,081	10,759
Unlawful use of vehicle	57,779	40,855	41,470	45,978	43,871	36,848	39,022	43,309	37,238	36,243
Vehicle excise Licence Offences	6,601	2,634	3,098	4,664	3,792	176	193	220	143	159
Using Motor Vehicle Without Test Certificate	18,546	15,528	14,609	14,725	15,145	14,020	14,987	12,910	13,249	13,044
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	1,136
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	5,171
Driving Licence, Other Offences	2,491	1,131	789	684	524	570	603	639	428	410
Third Party Insurance Offences	18,998	13,747	14,407	16,806	15,945	14,349	15,226	19,818	15,034	14,733
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	1,590
Vehicle defect offences	20,923	15,593	13,070	8,385	7,049	7,107	7,346	6,839	5,930	5,691
Lighting Offences, Motor Vehicle	9,284	7,043	5,029	2,264	1,615	1,553	1,256	1,094	788	718
Construction & Use Regulations (Other Than Lighting)	11,639	8,550	8,041	6,121	5,434	5,554	6,090	5,745	5,142	4,973
Seat belt offences	37,880	15,619	8,059	4,502	3,134	2,921	2,800	1,632	1,759	1,930
Mobile phone offences	35,764	17,978	10,085	6,709	3,173	2,895	2,450	1,629	1,541	2,958
Accident Offences	5,921	5,574	7,660	8,705	14,694	14,758	15,503	12,015	15,171	16,120
Signal and Direction Offences	30,315	18,575	12,897	7,162	5,365	4,918	4,728	3735	3,409	4,553
Traffic direction offences	26,539	16,307	11,253	5,981	4,496	4,133	3,870	3,196	2,866	3,952
Pedestrian crossing offences	3,776	2,268	1,644	1,181	869	785	858	539	543	601
Other road traffic offences	5,806	5,074	5,287	4,886	4,083	3,594	3,596	4207	3,775	3,629
Parking Offences	143	105	163	99	76	78	71	61	91	195
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	1,174
Motorway Traffic Offences	368	327	318	384	199	197	192	159	207	224
Clearway Offences	-	-	1	-	-	-	-	-	-	-
Tachograph etc Offences	1,635	1,560	1,682	1,268	950	569	424	434	297	237
Motor Vehicle, Other Offences	1,850	1,488	1,484	1,459	1,348	1,314	1,452	1,958	1,723	1,699
Bicycle offences	282	200	165	139	162	140	135	143	143	100
Pedestrian traffic offences	-	-	-	1	-	-	1	-	2	-

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	5,196,386
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	4,200,319
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 2023

Bus and Coach Travel

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Introduction

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.

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 and 2021 should therefore be treated with caution.

Key points

- **301 million journeys were made by bus in 2022-23. This is an increase of 29 per cent on 2021-22. Almost a half of these were made under the National Concessionary Travel Scheme.**
- **There were 2.3 million people with National Concessionary Travel cards in Scotland in 2023.**
- **The bus industry received £266 million in funding for concessionary fare support and £204 million from local or central government in 2022-23. Passenger revenue in 2022-23 stood at £275 million in Scotland.**

Main Points

Vehicles and Passengers

Around 301 million passenger journeys were made by bus in Scotland in 2022-23. This is an increase of 29 per cent on 2021-22 and a 38 per cent fall from a peak in 2007-08. Journeys under the National Concessionary Travel Scheme make up almost a half of this figure (49%). (*Table 2.2a*)

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 has fallen in 2022 compared to 2021 by 5%, the number of passengers carried still rose by 29%. (*Table 2.3a*)

The number of buses in operators' fleets decreased by 24 per cent since 2017-18 and there was a 1 per cent increase in the number of staff employed in the industry over the same period. *(Table 2.1a and 2.4)*

Passenger journeys fell by 22% for both Great Britain and Scotland over the past five years. Vehicle kilometres in Scotland fell by 16% and Great Britain 15% over the same period. *(Table 2.2a and 2.3a)*

The declining trend in bus use contrasts with train travel in Scotland. Train accounts for only a fifth 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)*

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)*

Bus use is higher in urban areas and lower in rural areas. The Scottish Household Survey travel diary shows 53 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 remote 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 54 per cent of respondents in large urban areas had used the bus in the last month compared to 17 per cent of those in remote rural areas. *(Table 2.10)*

Operator revenue

Bus operators in Scotland received £745 million in revenue in 2022-23, an increase of 29 per cent on the previous year. Adjusting for the effects of inflation, total passenger revenue was 7 per cent less than 5 years ago. *(Table 2.8)*

In 2022-23, £266 million, 36% of operator revenue came from concessionary passenger support, and £204 million, 27% came from local or central government: through Network Support Grant or supported services. In the year previous, government support accounted for 72% of operator revenue. Passenger revenue (i.e. ticket sales to non-concessionary passengers) accounted for around 37 per cent of operators' revenue (£275 million). Additional non-revenue support is excluded from these figures, specifically the Scottish Green Bus Fund and the Bus Investment Fund. *(Table 2.8)*

In real terms (adjusting for the effects of inflation), funding from local and national government is now 33 per cent higher than five years ago and overall passenger revenue is 39 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 22 per cent decrease in passengers, although when adjusting for inflation, fares

have decreased by 12 per cent below general inflation over the same period. (*Table 2.8, 2.2a and 2.5*)

Fares

Bus fares in Scotland have decreased by 12 per cent in real terms (adjusting for the effects of inflation) over the past five years, while the fall for Great Britain was 11 per cent. In current prices, i.e. viewing fare increases in the way that a consumer would, fares have risen by almost 8 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 9 per cent increase over the last five years. (*Table 2.5*)

Operator costs

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 2022-23. In 2022-23 operating costs per passenger journey fell by 26 per cent from £3.04 per passenger journey to £2.24. 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 (£2.24 in Scotland, compared to £2.12 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

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

The National Bus Travel Concession Scheme for Older and Disabled Persons was rolled out across Scotland in April 2006. The scheme enables individuals aged 60 and over or those with an eligible disability to travel for free on buses across Scotland with a valid National Entitlement Card (NEC).

The Young Persons' (Under 22s) Free Bus Travel scheme launched in January 2022. The scheme provides free bus travel across the country for everyone living in Scotland between the ages of 5 and 21 with a valid NEC (Table 2.13). Before the Young Persons' scheme was introduced, those aged 16 to 18 and young volunteers aged 19 to 25 were also entitled to discounted bus and rail travel. The Young Persons' scheme is excluded from the analysis in paragraph 2.19 and 2.20 but is included in table 11.29.

Although everyone under 22 can now travel for free by bus, young volunteers aged 22 to 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 to 18 (or 19 to 25 for full time volunteers) with a Young Scot NEC can access rail discounts, including a third off rail travel and season tickets at a 50% discount (some restrictions apply).

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 to 18, or 19 to 25 and a full time volunteer, also receive two free return ferry journeys to the mainland each year.

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 are 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.

148,527 young people (aged 16 to 18) had access to concessionary travel with a Young Scot NEC as of the end of October 2021. As of end October 2023, over 2.3m

people in Scotland have an NEC which provides access to concessionary travel, consisting of over 700k young people and over 1.6m older and disabled people. The number of young cardholders has increased 31% since October 2022, growing rapidly since the introduction of the scheme in 2022. The number of older and disabled cardholders has continued to increase steadily each year, with a 21% increase since 2017. (2.13)

The majority of cardholders (90%) in the Older and Disabled Persons' scheme are eligible on the basis of age. Of those who have a pass for disabilities or visual impairments, 76% have a companion card which allows someone to travel with them for free. A breakdown of cardholder numbers by local authority is shown in Table 2.14. Please note that local authority refers to where the card was issued. (2.13)

Details of bus journeys made 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. See the personal and cross modal travel section of the user guide for more detail around what is included in this table.

Please note that cardholder data is provided by the National Entitlement Card Programme Office (NECPO) as at close of business 31 October 2023. NECPO support the 32 local authorities by assisting with the integration of various national and local public services on the National Entitlement Card (NEC) and are the joint controller with local authorities of this data. NECPO are working with stakeholders and partners to carry out a data cleansing exercise of the customer database which may impact cardholder numbers when records are updated.

Other sources of data (not National Statistics)

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.

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.

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 14 cases of action taken at public inquiry for non-compliance (under the Public Passenger Vehicles Act 1981) in Scotland in 2022-23, 6 more than in 2021-22.

Notes

This worksheet contains one table.

Note nur Note text

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 Service Vehicles in use. Figures presented here will be lower than those previously published by a corresponding margin.

- note 1 London buses (on local services) are equipped with non-TSO (Oyster) smartcard readers.
- note 2 Previous figures have been revised.
- note 3 EMV stands for Europay, MasterCard, 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 typing in their pin number. Passengers may also use such as Android Pay or Apple Pay. Excludes figures provided by a small number of operators whose vehicles were equipped but the readers were not live 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 (DDA PSVAR 2000 Certificate)
- note 5 Buses which do not have a DDA 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.
- note 7 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 Sources sheet.
- note 8 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 9 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 2-5% different from Scotland level estimates calculated from DTF survey data.
- note 10 Estimated from DTF survey data, this will not be directly comparable with administrative data for Scotland.
- note 11 Regional groupings have been dictated by commercial sensitivities around the disclosure of bus operators' financial information.
- note 12 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 Sources sheet.
- note 13 Perth and Kinross, Stirling, Aberdeen City, Aberdeenshire, Angus, Dundee City
- note 14 Eilean Siar, Highland, Moray, Orkney Islands, Shetland Islands, Argyll & Bute
- note 15 Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders, Edinburgh City, West Lothian
- note 16 Ayrshire, South Ayrshire, South Lanarkshire, Renfrewshire, West Dunbartonshire, Glasgow City, North Lanarkshire
- note 17 There is a break in the series in 2004/05 due to changes in the estimation methodology.

- note 18 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 Sources sheet.
- note 19 Commercial and subsidised totals may not match Scotland totals due to rounding.
- note 20 Figures relate to the financial year end.
- note 21 Figures for local operators only (including those doing some non-local work)
- note 22 Staff are classified according to their main occupation as some may have more than one function.
- note 23 Break in the series due to changes in the estimation methodology from 2004/05
- note 24 Fares at March of each year
- note 25 Adjusted for general inflation, using the Retail Prices Index.
- note 26 Adjusted for general inflation using the GDP market price deflator.
- note 27 Figures obtained from this source are revised as a matter of course and this table is likely to differ from an operating costs basis between London and the rest of the country would have little meaning.
- note 28 Passenger fare receipts only include fare receipts retained by bus operators. On some tendered or supported services, fare receipts are passed to the local authority.
- note 29 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 Sources sheet.
- note 30 Until 2003-04, receipts for local bus services include concessionary fare reimbursement from local authorities. From 2004-05 this only includes fare receipts retained by bus operators. On some tendered or supported services, fare receipts are passed to the local authority.
- note 31 Government support includes Bus Service Operators Grant, Concessionary Bus Travel and Local Authority gross costs incurred in support of bus services. The National Concessionary Travel scheme was introduced in April 2006. Figures for Government support prior to this include all modes of concessionary travel so are not comparable with later years.
- note 32 The figures for 2012/13 include an additional transitional assistance of £10 million for concessionary fares and £3 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. Concessionary fares for 2013/14 also included transitional assistance of £1.7 million.
- note 33 Figures for previous years have been revised.

- note 34 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 Sources sheet.
- note 35 Total of all local authorities' gross costs incurred in support of bus services, either directly or by subsidies to operators or individuals.
- note 36 Figures refer to Transport Scotland spending on elderly, disabled and youth 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 2012/13, 2013/14 and 2014/15
- note 37 Includes Local Authority spending.
- note 38 GB figures cover the total of all local authorities' net costs of concessionary bus travel and include funding for taxi (taxis) as well as administration costs.
- note 39 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 differences in the Scotland concessionary fares figures only.
- note 40 Network Support Grant (previously Bus Service Operators Grant) is a subsidy provided by Central Government to operators of local bus services.
- note 41 Statistics for Concessionary Fare spend 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 42 Totals exclude 'non-revenue' funding, specifically the Scottish Green Bus Fund and the Bus Investment Fund.
- note 43 The figures for 2012/13 include an additional transitional assistance of £10 million for concessionary fares and £3 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. Concessionary fares for 2013/14 also included transitional assistance of £1.7 million.
- note 44 Local Authority Transport Undertakings - Buses was added to the LFR 05 return in 2008/09. 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 figure for 2018/19 includes £3.25m additional assistance towards overall industry operating costs, via grant made under section 38 of the Transport (Scotland) Act 2001.
- note 47 The 2019/20 and 2020/21 values for BSOG include covid-19 section 70 support grant. The figure for 2022/23 includes the NSG plus recovery funding to operators.
- note 48 The 2019/20, 2020/21, 2021/22 and 2022/23 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 2018, but will be asked again in 2019 and alternate years.

- note 51 For concessionary travel pass, sample size in 2003 was 1,983 as this data was not collected in quarter 1; sample size in 2006 was 2,120 as a new concessionary scheme was introduced in April 2006.
- note 52 Prior to 2007 only journeys over 14 miles were recorded. Since 2007 all journeys are recorded. This creates a discontinuity in the time series between 2006 and 2007.
- note 53 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 but 'Just go for a walk' has not as these are largely going to be walking (only) journeys.
- note 54 SHS data. Question asked of adults (16+), who have used the bus in the previous month.
- note 55 Prior to 2012, question asked 'buses are on time'.
- note 56 Changes to the questionnaire have been made between years so some response options are removed and new ones added.
- note 57 The question about feeling safe and secure on the bus was split in 2009 to ask about during the day and in the evening.
- note 58 This question will be asked in alternate years from 2019.
- note 59 The question started thus: "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: "... on off-peak local bus services" - From April 2006, the question concluded: "... on scheduled bus services"
- note 60 Figures for 2003 and 2006 relate to the period from April to December, as new concessionary fare arrangements were introduced in April 2006.
- note 61 This question is being asked in alternate years.
- note 62 As at October in each year, with the exception of 2009 where the figure is as at February.
- note 63 Figures for 2007 and 2008 should be interpreted with caution, due to possible double-counting in one local authority.
- note 64 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 65 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 ie 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 disability cards were mistakenly excluded from the figures for 2013. The figures have now been corrected.
- note 66 This table provides the most up to date figure for the number of concessionary passes on issue at local authority and national level. Table 2.13 displays changes over time at a national level. Figures of less than 20 are not published.
- note 67 Break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05.
- note 68 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 69 The Young Persons' Free Bus Concession (Free bus travel for 5-21 year olds) replaced the former 2017 Young Persons' Scheme on 31st January 22 and now covers discounted travel for 16-18 year olds. Figures for passenger journeys and vehicle kilometres have been revised.
- note 70 Mid year population estimates for Scotland not available for 2022, estimates for 2021 used instead

- note 71 The Scottish Household Survey questions on sex and gender have changed over time. Please see the glossary at <https://www.gov.scot/publications/scottish-household-survey-2022-key-findings/documents/>
- note 72 Numbers within each characteristic add to 100.

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	2022-23	% 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	3.2	-14	-24
Great Britain	42.3	42.0	42.1	41.7	40.8	40.4	40.2	39.4	38.4	37.8	36.5	34.8	-5	-13
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]	[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]	[available]
Percentage of buses with CCTV													%	
Scotland [Note 3]	58	65	67	72	78	82	90	89	91	92	92	95	4	6
Great Britain	72	77	80	84	87	90	91	92	93	94	94	95	1	5
Percentage of bus fleet with automatic vehicle location (AVL) device													%	
Scotland	76	81	90	86	86	94	95	95	99	98	98	98	0	4
Great Britain	73	86	91	93	94	96	97	97	98	98	98	98	1	2
Percentage of buses with live ITSO smartcard readers													%	
Scotland	89	89	89	92	83	89	88	92	93	94	96	95	-1	8
Great Britain (outwith London) [Note 2]	not applicable	ot applicable	ot applicable	ot applicable	ot applicable	pplicable	pplicable	pplicable	pplicable	pplicable	pplicable	pplicable	[available]	[available]
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	77	-2	86
Great Britain (outwith London) [Note 2]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	38	61	73	82	87	90	92	2	50

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	2022-23		%	%
															change	change
															over 1	over 5
															year	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	3.2		-14	-23
	Percentage of all buses	62	71	76	87	91	97	98	99	100	99	100	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	0.01		30	-45
	Percentage of all buses	22	16	13	7	4	1	0.4	0.3	0.2	0.3	0.2	0.3			
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	3.2		-14	-23
	Percentage of all buses	84	86	90	94	95	98	98	99	100	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	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	% change over 1 year	over 5 years
						[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]		
Scotland	436	420	421	414	410	392	386	373	361	125	233	301	29	-22
Great Britain	5,191	5,099	5,201	5,142	5,023	4,931	4,832	4,786	4,526	1,731	3,121	3,745	20	-22
Of which concessionary passengers														
Scotland [Note 9] [Note 10]	149	146	149	146	143	142	136	142	137	48	86	146	70	7
Great Britain [Note 11]	1,803	1,764	1,794	1,759	1,715	1,692	1,636	1,635	1,554	552	1,039	1,226	18	-25
Percentage Concessionary passengers														
Scotland	34%	35%	35%	35%	35%	36%	35%	38%	38%	38%	37%	49%		
Great Britain	35%	35%	34%	34%	34%	34%	34%	34%	34%	32%	33%	33%		
Annual growth rates														
Scotland	1%	-4%	0%	-2%	-1%	-4%	-2%	-3%	-3%	-65%	86%	29%		
Great Britain	1%	-2%	2%	-1%	-2%	-2%	-2%	-1%	-5%	-62%	80%	20%		
Concessionary passengers														
Scotland	2%	-2%	2%	-2%	-2%	-1%	-4%	4%	-4%	-65%	79%	70%		
Great Britain	2%	-2%	2%	-2%	-2%	-1%	-3%	0%	-5%	-64%	88%	18%		

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	2022-23	% 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	48	18	31	39	25	-29
Highlands, Islands and Shetland [Note 15]	13	14	13	12	13	11	10	10	11	3	6	8	28	-25
South East [Note 16]	166	162	164	164	162	158	157	155	154	48	99	135	37	-14
South West and Strathclyde [Note 17]	194	184	182	175	175	165	163	157	148	56	97	118	22	-27
Scotland	436	420	421	414	410	392	386	375	361	125	233	301	29	-22

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	2022-23	% change	% change
				[Note 72]	[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>														
Scotland [Note 20]	338	327	332	328	333	329	326	324	326	253	288	275		
Commercial	278	263	266	258	270	261	266	268	265	206	242	231	-5	-16
Subsidised	60	64	65	70	63	68	61	54	61	47	46	44	-3	-28
<i>Subsidised % of total</i>	17.8%	19.7%	19.7%	21.5%	18.9%	20.8%	18.7%	16.5%	18.8%	18.5%	15.8%	16.0%		
Annual growth rate	-2%	-3%	1%	-1%	2%	0%	-1%	-1%	0%	-22%	-12%	9%		
GB outwith London	2,072	2,043	2,035	2,003	1,969	1,930	1,869	1,847	1,795	1,419	1,625	1,549	-5	-17
Commercial	1,624	1,626	1,644	1,640	1,653	1,643	1,602	1,591	1,534	1,204	1,387	1,290	-7	-19
Subsidised	447	417	391	363	315	287	267	256	261	215	239	258	8	-3
<i>Subsidised % of total</i>	21.6%	20.4%	19.2%	18.1%	16.0%	14.9%	14.3%	13.9%	14.6%	15.2%	14.7%	16.7%		
Great Britain [note 69]	2,557	2,529	2,522	2,488	2,457	2,420	2,354	2,324	2,266	1,879	2,096	2,003	-4	-15

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	2022-23 [Note 73]	% 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	54,799	54,799	0	910
Great Britain	61,426	61,881	62,276	62,756	65,110	63,786	64,169	64,554	64,903	65,186	65,077	65,718	1	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	59.5	59.6	46.2	5.2	5.0	-5	-92
Great Britain	41.6	40.9	40.5	39.6	37.7	37.9	36.7	36.0	34.9	28.8	32.2	30.5	-5	-17
Ratio Scotland/GB	1.55	1.51	1.54	1.55	1.64	1.61	1.64	1.65	1.71	1.60	0.16	0.16	1	-90

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	2022-23	% change over 1 year	% change over 5 years
	<i>million vehicle kilometres</i>													
North East, Tayside and Central [Note 14]	55	54	56	57	56	54	56	52	49	39	46	44	-4	-22
Highlands, Islands and Shetland [Note 15]	33	33	32	32	31	27	24	26	27	23	22	24	11	-1
South East [Note 16]	102	101	103	100	99	99	101	104	111	81	109	111	2	10
South West and Strathclyde [Note 17]	148	139	141	140	148	149	145	141	139	111	111	96	-14	-34
Scotland	338	327	332	328	333	329	326	324	326	253	288	275	-5	-16

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	2022-23	% 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	10.5	11.1	9.2	8.6	8.9	3	-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	1.7	1.6	1.6	6	-11
Other	1.4	1.4	1.4	1.5	1.4	1.4	1.4	1.3	1.2	1.1	1.2	0.9	-19	-31
Total maintenance	3.7	3.6	3.6	3.6	3.6	3.2	3.2	3.2	3.2	2.7	2.7	2.6	-5	-20
All staff	14.3	13.8	14.0	14.0	14.0	13.2	13.5	13.6	14.3	11.9	11.3	11.5	1	-15

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	1995	1996	1997	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	% change over 1 year	% change over 5 years
At current prices																2005 = 100		
Scotland	70.2	72.4	77.8	132.2	139.1	145.1	149.8	153.2	157.6	163.6	171.9	175.5	181.7	182.2	182.2	185.4	2	8
Great Britain	64.6	67.6	71.1	135.2	143.1	149.6	153.9	158.6	161.1	163.6	168.4	173.3	177.8	180.4	186.3	183.4	-2	9
At constant prices [Note 26]																		
Scotland	81.7	82.1	86.7	111.1	113.0	114.7	116.5	119.2	122.0	123.8	126.9	127.2	129.7	129.1	120.7	111.6	-8	-12
Great Britain	75.2	76.6	79.3	113.6	116.3	118.2	119.7	123.3	124.7	123.8	124.4	125.6	126.9	127.9	123.4	110.3	-11	-11

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	2022-23	% change over 1 year	% change over 5 years
At 2022-23 Prices (including depreciation)														
										<i>Pence per Vehicle Kilometre</i>				
Scotland	229	229	225	226	217	222	217	237	234	242	246	246	0	13
GB outwith London [Note 29]	233	234	235	238	240	240	240	247	251	276	268	270	1	13

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	2022-23	% change over 1 year	% change over 5 years
At 2022-23 Prices (including depreciation)														
Scotland	177	178	176	178	177	186	183	205	209	489	304	224	-26	22
GB outwith London [Note 29]	169	172	171	172	174	172	172	177	185	451	266	212	-20	23

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	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	% change over 1 year	% change over 5 years
Current prices														
Passenger revenue														
Scotland [Note 32] [Note 35]	336	350	361	356	383	397	384	362	335	128	250	275	10	-28
Great Britain [Note 35]	3,439	3,575	3,701	3,744	3,757	3,697	3,759	3,785	3,588	1,410	2,616	3,481	33	-7
Government support [Note 33]														
Scotland [Note 34]	299	312	300	299	302	300	303	316	326	338	329	470	43	55
Total passenger revenue [Note 33]														
Scotland [Note 34]	636	662	661	655	685	696	688	678	660	467	579	745	29	8
2022-23 Prices (Adjusted for general inflation using the GDP market price deflator.)														
Passenger revenue														
Scotland	431	441	445	434	464	470	448	414	373	136	267	275	3	-39
Great Britain	4,408	4,501	4,571	4,569	4,552	4,380	4,384	4,324	4,003	1,492	2,791	3,481	25	-21
Government support [Note 33]														
Scotland [Note 34]	384	392	371	365	366	355	354	361	363	358	351	470	34	33
Total passenger revenue [Note 33]														
Scotland [Note 34]	815	834	816	799	830	825	802	774	737	494	618	745	21	-7
HMT GDP deflator (Taken from HMT website on 5/12/22)	78	79	81	82	83	84	86	88	90	94	94	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	2022-23	% change over 1 year	% change over 5 years
Revenue														
Current Prices														
Local Authority bus support [Note 37]														
Scotland [Note 46]	59	60	60	58	60	53	57	59	57	66	55	53	-4	-8
Great Britain [Note 43]	1,084	1,038	1,094	976	984	1,000	1,011	930	924	2,070	1,534	1,357	-12	34
GB outwith London [Note 43]	565	538	538	389	363	341	328	348	483	558	503	559	11	70
Concessionary fares														
Scotland (bus) [Note 38] [Note 50]	181	199	190	190	189	194	195	202	216	223	223	266	19	36
Scotland (all modes) [Note 50]	188	204	195	198	196	196	197	205	218	223	223	266	19	35
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	1,276	1,263	1,127	1,048	-7	-17
Great Britain (bus) [Note 40] [Note 41] [Note 43]	1,038	1,062	1,070	1,043	1,066	1,048	1,041	1,036	1,058	1,039	935	908	-3	-13
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	1,277	1,263	1,127	1,048	-7	-17
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	1,060	1,039	935	908	-3	-13
Network Support Grant [Note 42]														
Scotland [Note 48] [Note 49]	60	53	50	51	53	53	51	55	53	50	51	151	194	196
Great Britain [Note 47]	512	415	348											
GB outwith London [Note 47]	401	327	306	302	307	305	300	303	299	277	296	351	18	17
All government support [Note 44]														
Scotland (bus) [Note 45]	299	312	300	299	302	300	303	316	326	338	329	470	43	55
Scotland (all modes) [Note 45]	306	317	305	307	309	302	305	319	328	339	329	470	43	54
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	2,497	3,610	2,957	2,756	-7	7
Great Britain (bus) [Note 41] [Note 43] [Note 47]	2,004	1,929	1,907	1,792	1,796	1,748	1,728	1,744	1,897	1,840	1,789	1,871	5	6
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	2,500	3,811	2,957	2,756	-7	7
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	1,842	1,875	1,734	1,818	5	9
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)														
Local Authority bus support [Note 37]														
Scotland	76	75	74	71	73	63	67	67	64	70	59	53	-10	-21
Great Britain [Note 43]	1,380	1,307	1,351	1,191	1,193	1,184	1,180	1,062	1,031	2,191	1,637	1,357	-17	15
GB outwith London [Note 43]	725	677	665	475	440	404	383	397	538	591	536	559	4	46
Concessionary fares														
Scotland (bus) [Note 38] [Note 45] [Note 50]	232	251	235	232	229	230	227	231	241	236	238	266	12	17
Scotland (all modes) [Note 39] [Note 45] [Note 50]	241	257	241	242	238	232	230	234	243	236	238	266	12	16
Great Britain (bus) [Note 40] [Note 41] [Note 43]	1,600	1,614	1,610	1,564	1,580	1,520	1,468	1,430	1,422	1,336	1,202	1,048	-13	-29
Great Britain (bus) [Note 40] [Note 41] [Note 43]	1,330	1,337	1,321	1,273	1,291	1,241	1,214	1,182	1,180	1,099	997	908	-9	-25
Great Britain (all modes) [Note 40] [Note 41] [Note 43]	1,608	1,616	1,613	1,574	1,588	1,522	1,471	1,434	1,425	1,337	1,202	1,048	-13	-29
GB outwith London (all modes) [Note 40] [Note 41] [Note 43]	1,339	1,339	1,324	1,282	1,300	1,244	1,216	1,186	1,183	1,100	997	908	-9	-25
Network Support Grant [Note 42]														
Scotland [Note 45] [Note 49]	77	67	62	62	64	63	60	63	59	53	55	151	175	154
Great Britain [Note 45] [Note 47]	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GB outwith London [Note 45] [Note 47]	514	412	378	368	372	361	350	346	334	294	316	351	11	0
All government support [Note 44]														
Scotland (bus) [Note 45]	384	392	371	365	366	355	354	361	363	358	351	470	34	33
Scotland (all modes) [Note 45]	393	399	377	375	375	357	356	364	366	359	351	470	34	32
Great Britain (bus) [Note 41] [Note 43] [Note 47]	3,645	3,447	3,378	3,124	3,144	3,065	2,998	2,838	2,787	3,820	3,155	2,756	-13	-8
Great Britain (bus) [Note 41] [Note 43] [Note 47]	2,569	2,428	2,355	2,187	2,176	2,069	2,014	1,992	2,116	2,053	1,908	1,871	-2	-7
Great Britain (all modes) [Note 41] [Note 43] [Note 47]	3,654	3,437	3,395	3,134	3,153	3,068	3,000	2,841	2,790	3,821	3,155	2,756	-13	-8
GB outwith London (all modes) [Note 41] [Note 43] [Note 47]	2,578	2,417	2,373	2,126	2,111	2,008	1,949	1,829	2,055	1,984	1,849	1,818	-2	-7

Table 2.10: Bus use the previous day (adults) by characteristic [Note 51] [Note 52] [Note75]

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

Gender/age/income/location

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 [Note 70]	2021	2022
by gender												
Male	41	41	43	47	45	40	41	42	47	51	47	40
Female	59	59	57	53	55	60	59	58	53	49	52	60
Identified in another way or Prefer not to say	[Not available]	[Not available]	[Not available]	[Not available]	[Not available]	[Not available]	[Not available]	[Not available]	[Not available]	0	0	0
											<i>column percentages</i>	
by age [Note 74]												
16-19	13	14	14	12	12	12	13	11	9	4	15	12
20-29	20	19	20	21	21	18	21	17	19	28	15	20
30-39	14	13	12	15	13	12	11	15	19	17	14	14
40-49	12	12	12	13	13	11	12	12	10	10	11	15
50-59	12	12	13	11	13	12	13	12	13	10	12	9
60-69	12	15	13	13	13	18	14	16	12	13	19	13
70-79	11	10	11	10	11	12	13	12	13	14	11	12
80 and over	5	3	5	4	4	5	4	6	5	4	3	5
by current status												
Self employed	2	2	2	0	1	2	1	2	2	0	3	2
Employed full time	34	28	29	31	32	30	30	33	37	28	33	33
Employed part time	11	14	13	12	12	11	10	11	12	26	11	14
Looking after the home or family	3	4	4	4	5	5	5	3	4	0	0	3
Permanently retired from work	24	25	25	23	23	26	25	27	24	15	24	22
Unemployed and seeking work	4	5	7	7	6	4	7	5	4	11	3	3
At school	4	7	4	5	3	7	6	3	3	4	10	3
In further/higher education	11	8	11	11	13	8	12	10	6	13	8	15
Government work or training scheme	0	1	1	0	0	0	0	1	1	0	0	0
Permanently sick or disabled	6	5	4	4	4	4	4	5	5	2	6	3
Unable to work because of short-term illness or injury	0	1	1	1	1	1	0	0	1	1	1	1
Other	0	0	0	0	0	0	0	0	1	0	0	0
by journey purpose [Note 53]												
Commuting	28	29	28	25	24	29	29	28	32	45	28	34
Education	13	8	9	11	10	10	11	8	8	13	13	12
Shopping	21	25	24	28	29	26	29	30	23	17	24	23
Visit hospital or other health	3	4	2	3	2	4	2	3	4	1	5	2
On other personal business	7	4	6	4	4	3	2	6	5	7	3	2
Visiting friends or relatives	11	10	11	7	9	9	9	6	8	10	6	7
Sport/entertainment	8	4	4	4	5	4	4	4	3	0	4	2
Go home	4	9	9	8	9	8	7	7	8	6	8	6
Other purpose	7	7	7	9	7	6	6	7	8	0	8	12
by annual net household income (adjusted for RPI inflation)												
up to £10,000 p.a.	14	8	9	13	9	9	11	12	10	6	7	6
£10,000 - £15,000	18	20	17	17	17	18	20	18	21	16	17	11
£15,000 - £20,000	17	15	19	17	16	19	17	21	14	18	13	20
£20,000 - £25,000	14	15	14	13	16	14	13	14	11	26	15	10
£25,000 - £30,000	12	11	10	10	10	9	9	6	10	7	11	8
£30,000 - £40,000	10	15	16	13	14	14	13	13	16	4	16	17
£40,000 - £50,000	8	8	7	9	8	10	6	8	9	8	7	8
over £50,000 p.a.	7	8	9	9	10	8	10	9	9	15	14	20
by equivalised income:												
1 - lowest 20% of incomes									31	25	26	22
2									22	38	23	24
3									16	3	20	20
4									16	25	18	17
5 - highest 20% of incomes									14	9	14	17
by urban/rural classification												
Large urban areas	60	59	60	56	54	53	54	56	53	42	62	53
Other urban	23	24	25	24	31	31	29	27	30	32	22	26
Small accessible towns	6	5	7	8	5	6	8	5	5	11	4	7
Small remote towns	2	3	1	2	1	1	1	2	2	12	1	1
Accessible rural	7	6	5	7	7	7	5	9	8	3	9	11
Remote rural	3	3	2	3	2	2	3	2	3	0	3	3
by frequency of driving												
Every day	7	8	7	7	6	7	6	6	9	16	10	7
At least three times a week	6	7	5	6	7	7	6	7	6	1	9	6
Once or twice a week	7	5	5	6	4	6	4	4	6	3	4	5
Less often	5	2	4	6	4	5	4	4	5	0	2	3
Never, but holds full driving licence	9	10	9	9	7	8	9	10	11	11	14	13
Does not hold a full driving licence	67	67	70	66	71	67	72	68	62	69	62	56
by whether or not respondent has concessionary travel pass [Note 54]												
Yes	33	33	31	32	32	38	34	[available]	34	[available]	40	[available]
No	67	67	69	68	68	62	66	[available]	66	[available]	60	[available]
Sample size (=100%)	1,580	1,540	1,720	1,650	1,730	1,470	1,470	1,520	1370	81	640	890

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 2.13: Concessionary fare passes issued to older and disabled people [Note 64] [Note 65] [Note 66]

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

Card type	2013												
	2011	2012	[Note 67]	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
60+	1,049,490	1,074,616	1,141,214	1,142,923	1,170,709	1,146,751	1,156,063	1,203,751	1,256,531	1,281,703	1,320,458	1,384,942	1,452,395
Disabled	60,866	61,660	43,979	44,381	43,590	41,348	39,384	37,228	37,268	30,811	28,113	28,108	33,271
Disabled + companion	105,325	109,680	93,619	96,253	106,078	111,486	118,217	123,766	129,308	115,722	105,827	104,135	111,650
Visually impaired	4,790	4,751	4,188	4,092	4,041	3,921	3,826	3,767	3,852	3,683	3,572	3,439	3,495
Visually impaired + companion	11,373	11,554	10,223	10,102	10,099	9,745	9,592	9,546	9,658	9,085	8,541	8,006	7,989
Older and Disabled Cardholder Totals	1,231,844	1,262,261	1,293,223	1,297,751	1,334,517	1,313,251	1,327,082	1,378,098	1,436,617	1,440,804	1,466,511	1,528,630	1,608,800
Young persons scheme (16-18)	Not available	Not available	131,210	152,626	152,473	151,767	149,790	147,410	147,326	147,060	148,527	Not available	Not available
Under 22 [Note 71]	Not available	Not available	Not available	Not available	Not available	Not available	Not available	Not available	Not available	Not available	Not available	535,231	701,696

Table 2.14: Concessionary fare passes issued to older and disabled people. As at November 2023 [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+	Older and Disabled Cardholder	
						Totals	Under 22
Aberdeen City	1,574	3,773	259	273	50,842	56,721	29,621
Aberdeenshire	1,202	3,145	266	385	65,690	70,688	34,329
Angus	811	1,926	67	146	34,661	37,611	13,617
Argyll and Bute	414	1,306	41	116	32,637	34,514	8,644
Clackmannanshire	4,931	10,639	197	583	135,383	151,733	83,520
Comhairle Nan Eilean Siar	283	776	[Unavailable]	64	12,556	13,679	4,720
Dumfries and Galloway	58	258	[Unavailable]	[Unavailable]	8,611	8,927	2,776
Dundee City	698	2,687	73	211	48,719	52,388	13,194
East Ayrshire	1,043	5,003	132	297	34,797	41,272	22,058
East Dunbartonshire	797	3,031	70	203	31,909	36,010	16,700
East Lothian	465	1,283	59	132	35,533	37,472	13,089
East Renfrewshire	898	1,804	39	113	30,734	33,588	15,310
Edinburgh	309	1,064	48	95	25,969	27,485	14,206
Falkirk	864	3,264	75	227	39,637	44,067	16,577
Fife	2,002	11,298	371	806	98,694	113,171	57,165
Glasgow	5,495	18,786	323	915	133,809	159,328	77,901
Highland	1,082	3,662	57	285	66,817	71,903	21,459
Inverclyde	359	2,452	68	179	24,211	27,269	11,609
Midlothian	650	2,173	33	119	26,139	29,114	13,078
Moray	537	1,248	80	152	26,936	28,953	10,214
North Ayrshire	645	2,937	120	300	44,363	48,365	19,592
North Lanarkshire	1,586	6,152	170	457	79,587	87,952	45,631
Orkney Islands	81	612	[Unavailable]	39	6,582	7,314	2,104
Perth and Kinross	754	2,563	177	294	43,816	47,604	17,211
Renfrewshire	924	3,511	147	301	50,586	55,469	23,233
Scottish Borders	817	1,289	77	145	33,971	36,299	12,153
Shetland Islands	180	686	[Unavailable]	[Unavailable]	6,189	7,055	2,982
South Ayrshire	531	1,937	72	170	40,044	42,754	11,489
South Lanarkshire	1,418	5,467	276	491	90,557	98,209	42,365
Stirling	486	1,282	69	100	23,362	25,299	10,410
West Dunbartonshire	592	2,144	48	132	26,041	28,957	12,557
West Lothian	785	3,492	50	233	43,013	47,573	22,182

Figure 2.1 Vehicle stock by type of vehicle

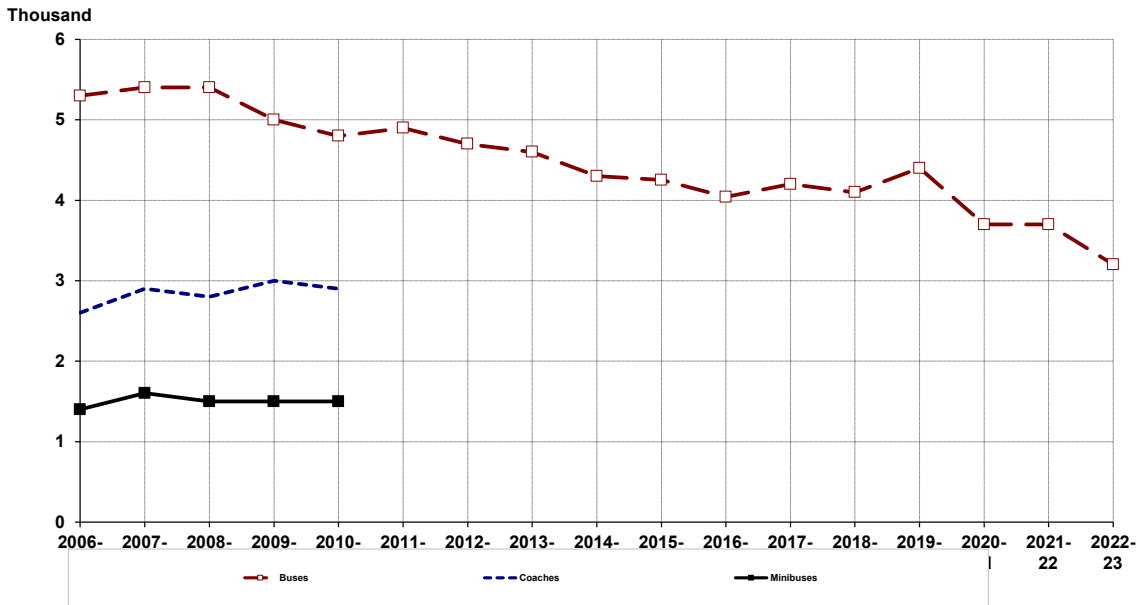
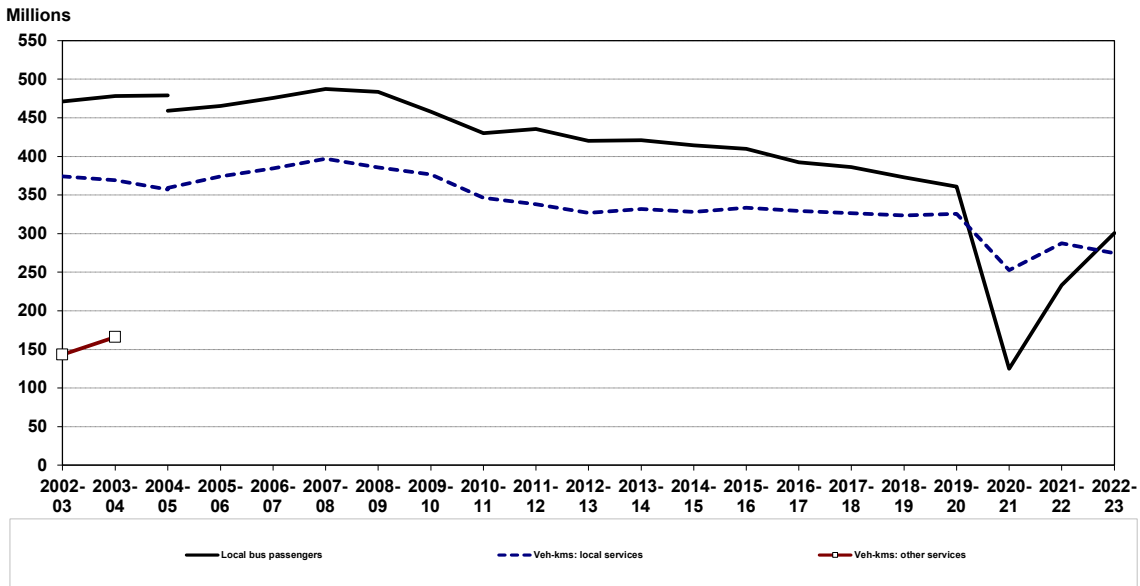


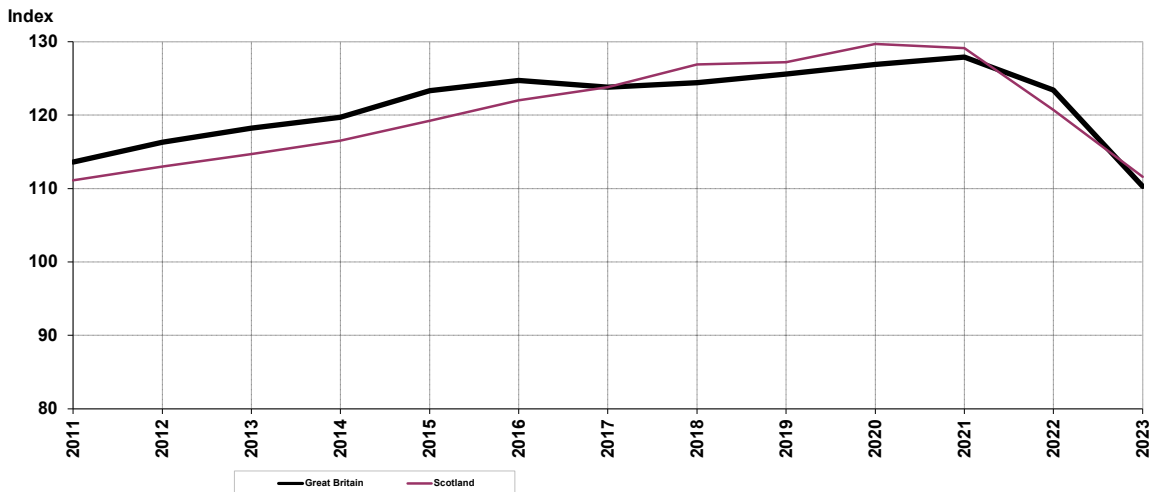
Figure 2.2 Passenger journeys (boardings) and vehicle-kilometres



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
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Scottish Transport Statistics 2023

Road Freight

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Introduction

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.

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. For more details on the methodology change and results from an investigation, please see [Domestic road freight statistics: Methodology note - GOV.UK \(www.gov.uk\)](#).

Main Points

Good Lifted and Distance

In 2022, an estimated 140 million tonnes of goods were lifted within Scotland by UK HGVs and transported to destinations within Scotland. About 15 million tonnes of goods from Scotland were delivered to destinations elsewhere in the UK, and around 18 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 2022. (*Table 3.1a and 3.1b*)

Most road freight journeys are 100 kilometres or less in length: 19% of tonnes lifted by road in Scotland in 2022 were carried a distance of no more than 25 kilometres, and 26% 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 108 km. (*Table 3.2*)

Originating in Scotland

Goods moved on journeys originating in Scotland with a destination in Scotland accounted for around 11.5 billion tonne-kilometres in 2022. The overall total, including journeys with destinations elsewhere in the UK and abroad, was around 17.0 billion tonne-kms. (*Table 3.3a*)

Entering Scotland

In 2022, 18.3 million tonnes of goods entered Scotland on UK HGVs from the rest of the UK. 98% of these came from England. Around 6.9 million tonnes of goods

entering came from the North West (38%), Yorkshire and Humber (19%) and North East (15%) regions of England. Fewer goods leave Scotland for other UK countries (15 million tonnes) than enter from them but the proportions going to and coming from different areas are similar (*Table 3.6*).

In 2022, 'food products including beverages and tobacco' was the largest single category of goods lifted in Scotland, which remained in Scotland, accounting for 21.9 million tonnes out of the total of 139.7 million tonnes. (*Table 3.4*)

Destination

In 2022, UK-registered HGVs carried an estimated 300 thousand tonnes of goods from Scotland to countries outwith the UK, and 107 thousand tonnes from foreign countries into Scotland. Of goods leaving Scotland for abroad, carried by UK road hauliers, 63% went to France, 11% to the Germany and 9% went to the Netherlands. (*Table 3.7*)

In 2022, 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)
2022	139.7	14.4	[sample too small]	0.5	15.0	0.3	155.1

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)	
2022	139.7	17.9	[sample too small]		0.3	18.3	0.1	158.1

Table 3.2: Goods lifted by UK HGVs in Scotland, with destinations within the UK, by length of haul, 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	29.2	19	367	2
26 to 50	32	21	1,170	7
51 to 100	40.2	26	2,841	17
101 to 150	17.3	11	2,149	13
151 to 200	10.8	7	1,872	11
201 to 300	14.5	9	3,587	22
301 to 400	5.6	4	1,904	11
401 to 500	2.6	2	1,159	7
over 500	2.6	2	1,601	10
All	154.8	100	16,649	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)	Scottish GDP (Gross Value Added for all industries)		Scottish GDP (Gross Value Added for all industries)	
								Total (index; 2011 = 100)	(index, 2011 = 100)	Road freight intensity (index, 2011 = 100)	(index, 2018 = 100)
2022	11,544	4,893[sample too small]		136	5,105	307	16,956	[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)
2022	11,544	6,442	sample too small]	87	6,596	105	18,244

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)
2022	16,956	[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 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	Goods entering	Goods leaving	Goods remaining	Goods entering	Goods leaving
	in Scotland (thousand tonnes) [note 3]	Scotland from rest of the UK (thousand tonnes) [note 3]	Scotland for rest of UK (thousand tonnes) [note 3]	in Scotland (million tonne-kilometres) [note 3]	Scotland from rest of the UK (million tonne- kilometres) [note 3]	Scotland for rest of UK (million tonne- kilometres) [note 3]
Products of agriculture, forestry, raw materials (subtotal)	35,824	1,952	2,319	2,897	638	828
Agricultural products	10,414	1,214	1,648	1,247	397	563
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	25,299	[sample too small]	[sample too small]	1,640	[sample too small]	[sample too small]
Food products, including beverages and tobacco (subtotal)	21,906	4,291	2,784	2,428	1,607	938
Textile, leather and wood products (subtotal)	8,960	831	1,228	618	297	473
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	8,864	[sample too small]	1,067	606	[sample too small]	418
Metal, mineral and chemical products (subtotal)	16,961	1,865	1,753	1,444	696	491
Coke and refined petroleum products	6,393	[sample too small]	[sample too small]	740	[sample too small]	[sample too small]
Chemical products	1,971	546	[sample too small]	273	200	[sample too small]
Glass, cement and other non-metallic mineral products	7,624	921	[sample too small]	346	348	[sample too small]
Metal products	974	[sample too small]	[sample too small]	85	[sample too small]	[sample too small]
Machinery and equipment, consumer durables (subtotal)	2,465	1,251	728	204	470	246
Machinery and equipment	1,324	[sample too small]	[sample too small]	110	[sample too small]	[sample too small]
Transport equipment	876	787	567	71	283	168
Furniture	266	[sample too small]	[sample too small]	23	[sample too small]	[sample too small]
Other products (subtotal)	53,590	8,105	6,237	3,953	2,887	2,128
Waste related products	20,120	[sample too small]	[sample too small]	1,213	[sample too small]	[sample too small]
Mail, parcels	534	481	[sample too small]	49	169	[sample too small]
Empty containers, pallets and other packaging	3,813	1,150	1,396	406	428	433
Household and office removals	1,881	[sample too small]	[sample too small]	109	[sample too small]	[sample too small]
Grouped goods	26,590	5,614	3,446	2,102	1,983	1,268
Unidentifiable goods	651	[sample too small]	[sample too small]	75	[sample too small]	[sample too small]
Other goods	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Total	139,705	18,295	15,049	11,544	6,596	5,105

Table 3.5: Goods lifted or moved by UK HGVs, for journeys entering or leaving the UK by commodity, for 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)	652	[sample too small]	968	146	228	[sample too small]	378	151
Agricultural products	491	[sample too small]	442	136	163	[sample too small]	258	148
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	161	[sample too small]	380	[sample too small]	65	[sample too small]	103	[sample too small]
Food products, including beverages and tobacco (subtotal)	1,269	56	1,200	94	597	49	454	91
Textile, leather and wood products (subtotal)	300	[sample too small]	158	[sample too small]	107	[sample too small]	53	[sample too small]
Textiles and textile products; leather and leather products	47	[sample too small]	26	[sample too small]	13	[sample too small]	12	[sample too small]
Wood products	253	[sample too small]	133	[sample too small]	94	[sample too small]	41	[sample too small]
Metal, mineral and chemical products (subtotal)	836	8	1,258	22	335	12	436	19
Coke and refined petroleum products	47	[sample too small]	141	[sample too small]	34	[sample too small]	23	[sample too small]
Chemical products	302	[sample too small]	283	21	151	[sample too small]	232	18
Glass, cement and other non-metallic mineral products	405	[sample too small]	705	[sample too small]	115	[sample too small]	138	[sample too small]
Metal products	81	[sample too small]	129	[sample too small]	35	[sample too small]	43	[sample too small]
Machinery and equipment, consumer durables (subtotal)	461	[sample too small]	473	[sample too small]	337	[sample too small]	303	[sample too small]
Machinery and equipment	219	[sample too small]	267	[sample too small]	137	[sample too small]	161	[sample too small]
Transport equipment	203	[sample too small]	155	[sample too small]	173	[sample too small]	106	[sample too small]
Furniture	38	[sample too small]	51	[sample too small]	27	[sample too small]	36	[sample too small]
Other products (subtotal)	2,258	27	2,348	24	862	30	873	32
Waste related products	300	[sample too small]	150	[sample too small]	67	[sample too small]	50	[sample too small]
Mail, parcels	404	[sample too small]	381	[sample too small]	139	[sample too small]	134	[sample too small]
Empty containers, pallets and other packaging	301	12	366	[sample too small]	107	12	116	[sample too small]
Household and office removals	58	[sample too small]	68	[sample too small]	35	[sample too small]	52	[sample too small]
Grouped goods	1,162	[sample too small]	1,353	20	490	[sample too small]	500	28
Unidentifiable goods	[sample too small]	[sample too small]	28	[sample too small]	[sample too small]	[sample too small]	21	[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	5,774	107	6,405	300	2,466	105	2,497	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 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 leaving Scotland		Goods entering Scotland	
	Goods entering Scotland (thousand tonnes)	Scotland (thousand tonnes)	Goods entering Scotland (million tonne-kilometres)	Goods leaving Scotland (million tonne-kilometres)
England	17,872	14,377	6,442	4,893
North East	2,691	2,812	627	650
North West	6,912	5,923	2,018	1,575
Yorkshire & the Humber	3,457	2,399	1,353	973
East Midlands	1,413	954	655	447
West Midlands	1,903	1,114	833	458
East	730	[sample too small]	429	[sample too small]
London	[sample too small]	[sample too small]	[sample too small]	[sample too small]
South East	517	636	359	437
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	307	543	87	136
Total elsewhere in UK	18,295	15,049	6,596	5,105

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, 2022

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	35	[sample too small]	31,856	[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	39	188	41,036	187,952
Germany	[sample too small]	32	[sample too small]	34,025
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]	28	[sample too small]	22,314
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	106	293	104,213	298,747
Other countries	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Total outwith UK	107	300	105,072	307,339

Table 3.8: Freight lifted by UK HGVs on journeys with UK origins and destinations which either started or ended in Scotland, for 2022 [note

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)	1,337	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	1,337	[sample too small]	1,337
HITRANS (origin)	[sample too small]	17,057	650	[sample too small]	[sample too small]	[sample too small]	[sample too small]	17,707	3,295	21,002
NESTRANS (origin)	[sample too small]	[sample too small]	601	8,903	[sample too small]	[sample too small]	[sample too small]	9,504	2,523	12,027
TACTRAN (origin)	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
SESTRAN (origin)	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
SPT (origin)	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Swestrans (origin)	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Scotland (origin)	1,337	17,658	9,553	[sample too small]	[sample too small]	[sample too small]	[sample too small]	28,548	5,818	34,366
Elsewhere in the UK (origin)	[sample too small]	4,147	4,018	[sample too small]	[sample too small]	[sample too small]	[sample too small]	8,165	1,652,925	1,661,090
Total (origin)	1,337	21,804	13,572	[sample too small]	[sample too small]	[sample too small]	[sample too small]	36,713	1,658,743	1,695,456



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2023

Road Network

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Introduction

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.

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 57,187 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 6.0 km in GB.**

Main Points

Road length

There were 57,187 kilometres of public road in Scotland at 31 March 2022. 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*)

There was little change in the length of the motorway between April 2021 and April 2022. (*Table 4.1*)

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

Overall there was a decrease of 44% in the amount of trunk road that was newly constructed, reconstructed, strengthened or surface dressed in 2022-23 compared to the previous year. (*Table 4.3*)

In 2022-23, 16.4% of the motorway network, 13.6% of the dual carriageway and 13.9% of the single carriageway trunk road network required close monitoring of the state of the road surface. (*Table 4.5 (b)*)

In 2022-23 the National Road Condition Indicator (RCI) showed 27% 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 33% 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. 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 3	Trunk road lengths for these roads have now been derived more accurately using a GIS system from 2006.
note 4	For 2008 and 2009 single and dual carriageways figures are estimated.
note 5	As at 30 May 2014.
note 6	Local authority road lengths at the end of the financial year e.g. 2013=2013/14.
note 7	Motorway road lengths have been consolidated using a GIS system which means that there will be some changes to previously published figures.
note 8	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 9	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 10	Local authority road lengths at the end of the financial year.
note 11	FBOC records are now incorporated into South East following the introduction of the Newtork Maintenance Contracts, August 2020
note 12	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 13	Method of calculation changed in 2011-12.
note 14	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 15	These figures are provisional.
note 16	FBOC records are now incorporated into South East following the introduction of the Newtork Maintenance Contracts, August 2020
note 17	From 2007-08 the basis of the statutory road performance indicator in Scotland changed to the UK Standard Road Condition Indicator.
note 18	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 19	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 20	Information for 2002-03 is available only for A roads.
note 21	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 22	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.
note 23	An error has recently been found in the way local authority dual and single carriageway A roads were calculated whereby dual carriageway A roads with parking restrictions were being included twice. Small revisions from 2012 onwards have been made. The overall total length of local authority A roads was unaffected.
note 24	

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	2022
<i>Kilometres</i>												
Trunk roads [Note 3] [Note 6]												
Motorways excluding slip roads	396	420	420	420	420	440	449	449	445	444	444	444
Motorways Including slip roads	558	599	599	600	601	632	645	645	651	652	653	656
A roads dual carriageway	511	500	500	504	504	505	510	554	553	552	560	559
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	2,297
A roads other inc slips/roundabout	185	188	191	208	208	204	205	226	228	231	238	240
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	3,096
A roads by speed limit:												
A roads up to 40 mph	235	237	237	243	243	245	248	241	245	244	242	241
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	3,510
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	3,752
Local Authority major roads [Note 7]												
Motorways excluding slip roads	-	-	-	-	-	-	-	-	-	-	-	-
Motorways Including slip roads	-	-	-	-	-	-	-	-	-	-	-	-
A roads dual carriageway [Note 24]	232	238	238	240	240	240	239	239	257	257	257	258
A roads single carriageway [Note 24]	7,235	7,234	7,214	7,166	7,174	7,178	7,188	7,261	7,272	7,267	7,270	7,272
A roads total	7,467	7,473	7,452	7,406	7,414	7,418	7,427	7,500	7,529	7,524	7,528	7,530
A roads by speed limit:												
A roads up to 40 mph	1,559	1,567	1,560	1,616	1,621	1,630	1,642	1,691	1,709	1,704	1,709	1,750
A roads over 40 mph	5,907	5,906	5,893	5,791	5,792	5,788	5,785	5,809	5,820	5,820	5,819	5,781
All LA major roads [Note 4]	7,467	7,473	7,452	7,406	7,414	7,418	7,427	7,500	7,529	7,524	7,528	7,530
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	1,347
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	6,186
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	7,532
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	1,716
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	9,014
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	10,730
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	15,962
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	11,681
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	27,642
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	45,905
All roads (trunk and LA) [Note 3]												
Motorways excluding slip roads	396	420	420	420	420	440	449	449	445	444	444	444
Motorways Including slip roads	558	599	599	600	601	632	645	645	651	652	653	656
A, B and C roads dual carriageway [Note 5]	742	739	739	744	743	745	750	793	811	809	817	817
A, B and C roads single carriageway [Note 5]	27,703	27,706	27,678	27,671	27,705	27,707	27,699	27,765	27,792	27,792	27,820	27,832
A, B and C roads total	28,630	28,633	28,608	28,623	28,656	28,656	28,654	28,784	28,832	28,831	28,875	28,888
by speed limit:												
A, B and C roads up to 40 mph	4,565	4,584	4,583	4,708	4,743	4,763	4,783	4,839	4,875	4,874	4,884	5,054
A, B and C roads over 40 mph	24,624	24,648	24,624	24,515	24,515	24,525	24,516	24,590	24,607	24,609	24,643	24,490
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	15,962
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	11,681
Total	26,583	26,680	26,748	26,832	26,895	26,962	27,065	27,162	27,240	27,475	27,549	27,642
All roads [Note3] [Note 4]	55,772	55,912	55,955	56,054	56,152	56,250	56,364	56,591	56,722	56,959	57,077	57,187

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

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	22	36	-	37
NE	-	18	26	90	26
SW	42	49	15	1	17
SE	-	11	23	9	21
Total	100	100	100	100	100

Table 4.4 (b) Trunk road constructed/re-surfaced etc, by unit, 2022-23 (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	-	1		67	- 68
NE	2	1		49	- 52
SW	-	3		73	- 76
SE [Note 12]	-	5		120	- 125
Total	2	10		309	- 321
Percentages of total				<i>percentages</i>	
NW	-	10		22	- 21
NE	100	10		16	- 16
SW	-	30		24	- 24
SE	-	50		39	- 39
Total	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	16	9	9	9	15	42
2022-23 [Note 16]	14	10	10	9	12	46
Operating Company Areas 2022-23 [Note 16]						
North West Unit	16	9	9	10	10	47
North East Unit	15	12	14	11	11	35
South East Unit [Note 17]	11	10	9	8	12	50
South West Unit	13	8	8	8	13	50

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	15.2	12.4	17.0
2022-23 [Note 16]	16.4	13.6	13.9
Operating Company Areas 2022-23 [Note 16]			
North West Unit	-	14.69	15.67
North East Unit	11.74	17.01	14.57
South East Unit [Note 17]	18.95	5.87	7.63
South West Unit	15.15	11.19	12.05

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	
(a) in each Council area: 2022-23											
											<i>percentage</i>
Aberdeen City	3	17	3	22	3	16	5	24	4	22	
Aberdeenshire	2	19	1	16	2	17	4	24	3	20	
Angus	3	23	5	30	4	24	5	27	5	26	
Argyll & Bute	7	30	16	41	14	39	16	35	14	36	
Clackmannanshire	3	24	3	21	4	22	8	33	6	29	
Dumfries & Galloway	6	28	6	30	11	35	16	38	12	35	
Dundee City	2	18	3	31	2	17	5	26	4	24	
East Ayrshire	2	14	3	24	5	25	10	31	7	27	
East Dunbartonshire	4	23	3	21	6	23	6	28	5	26	
East Lothian	3	24	5	28	3	25	6	30	5	28	
East Renfrewshire	3	16	3	19	4	25	9	32	7	28	
Edinburgh, City of	5	22	3	19	4	22	8	29	8	28	
Eilean Siar	6	26	5	31	5	40	7	38	6	34	
Falkirk	3	25	3	24	3	27	6	30	5	28	
Fife	5	25	5	28	3	25	5	28	5	27	
Glasgow, City of	5	24	3	20	3	19	4	25	4	24	
Highland	4	23	6	28	9	30	11	30	8	28	
Inverclyde	1	15	2	25	5	32	3	28	3	28	
Midlothian	4	25	6	27	6	28	10	34	8	31	
Moray	2	22	1	17	3	18	5	25	4	22	
North Ayrshire	5	25	3	26	6	34	6	29	5	29	
North Lanarkshire	2	19	2	20	4	23	6	30	5	27	
Orkney Islands	2	24	2	18	3	13	3	21	2	19	
Perth & Kinross	7	28	3	27	3	26	4	26	4	27	
Renfrewshire	2	14	1	18	4	23	4	26	4	24	
Scottish Borders	5	30	5	31	6	31	13	38	8	34	
Shetland Islands	1	13	4	23	3	27	7	34	4	26	
South Ayrshire	3	20	5	28	8	31	10	31	8	30	
South Lanarkshire	3	21	3	23	5	30	5	27	4	26	
Stirling	4	26	6	32	8	32	12	33	9	31	
West Dunbartonshire	3	14	1	14	3	18	5	26	4	23	
West Lothian	3	20	4	24	7	34	4	24	4	25	
Scotland	4	23	5	27	6	27	7	29	6	27	

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 2022-23 (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
2022-23	4	23	5	27	6	27	7	29	6	27

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 2023

Road Traffic

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Introduction

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.

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

- 47 billion vehicle km were driven in 2022, a 9% rise compared with 2021.
- 40% of the distance travelled on the road network is on Trunk roads, which account for only 7% of the road network.
- 11% of driver journeys were delayed by congestion in 2022.

Main Points

Major and Minor Roads

The estimated volume of traffic on Scotland's roads in 2022 was around 47 billion (thousand million) vehicle km: 9% more than 2021. 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*)

The total volume of traffic on major roads (Motorways and A roads) in 2022 was estimated to be 30.4 billion vehicle-km. Traffic on Motorways accounted for 8.3 billion vehicle km (18% of all traffic). This was less than the estimated 10.6 billion

vehicle km on trunk A roads (22% of the total), and the 11.5 billion on non-trunk A roads (24%). Sixty eight per cent of A road traffic was in rural areas: 14.9 billion out of the A roads total of 22 billion vehicle km. (*Table 5.1*)

Minor roads (B, C and unclassified roads) accounted for the remaining 36% of traffic in 2022: an estimated 17.0 billion vehicle km (*Table 5.1*)

The total volume of traffic on major roads (Motorways and A roads) in 2022 was 10% higher than in the previous year (Motorway traffic increased by 12%). Minor road traffic was about 7% higher than in 2021. Traffic levels are around 9 per cent higher than in 2012. (*Table 5.1*)

Trends

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 to the pandemic. However, due to the Coronavirus pandemic restrictions lifting in 2021 motorway traffic is now 24% higher than the earlier peak in 2008. (*Table 5.1*)

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*)

Cars account for over three quarters (73%) 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 5%. Pedal cycle traffic fell by 3% in 2022. However, pedal cycles still account for only one per cent of estimated traffic volume. (*Table 5.2 & 5.3*)

In 2022, the volume of car traffic was 2 per cent higher than in 2012, light goods vehicle traffic 49 per cent higher and bus vehicle traffic 22% lower. (*Table 5.3*)

Local Area volumes

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

Selected trunk road traffic flows are given in Table 5.7. The A720 Dreghorn was the busiest site from this sample, with an annual average of 79,604 vehicles per day in 2022. Its Monday-Friday average was 84,177 vehicles per day. The A720 Dreghorn had the highest Monday-Friday peak hourly flows at 5,981 vehicles in the morning and 6,046 vehicles in the evening. At the opposite end of the scale, the A835 Aultguish averaged 1,770 vehicles per day over the year as a whole and its Monday-Friday peak hourly flows were 127 in the morning and 169 in the afternoon. The M74 J18 to J19 had the highest percentage of heavy goods vehicle traffic in 2022 at 33% for the week, followed by the A80 Cumbernauld (26%). (Table 5.7)

Delays and Congestion

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.

The Scottish Household Survey provides estimates of delays attributed to congestion experienced by drivers (on the previous day). In 2022, 11% 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 2% by 15 minutes or longer. Weekday journeys were most likely to suffer congestion delays between 7 and 9 am and 4 and 6 pm (15-19% and 19-21% respectively). Fewer delays (3%) were experienced by people residing in remote small towns than those in accessible small towns (8%). (Tables 5.8 and 5.9)

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>

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

DECC estimates suggest that the traffic on Scotland's roads consumed 3.1 million tonnes of petrol and diesel in 2021. 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.

Petrol and diesel consumption has been rising since 2013. However, the figures for 2020 and 2021 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	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
note 7	Mid-year population estimates for 2022 were not available, estimates for 2021 used instead. Due to changes in the the way casualty severities are recorded, figures for serious and slight collisions in 2019 and 2020 onwards are not comparable
note 8	with previous years.

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

Road type	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
	[note 1]	[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	8,310
Trunk A roads Urban	951	973	960	965	960	988	1,832	1,764	1,744	1,319	1,626	1,765
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	8,807
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	10,572
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	5,388
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	6,101
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	11,489
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	7,153
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	14,908
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	22,061
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	30,371
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	10,206
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	6,803
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	17,009
All Motorways	6,570	7,140	7,262	7,421	7,477	7,829	8,054	8,518	8,654	6,299	7,428	8,310
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	17,359
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	21,711
All roads	43,085	43,498	43,711	44,776	45,374	46,843	48,045	48,187	48,713	37,883	43,410	47,379

Table 5.2 Traffic on major roads (by class / type) and minor roads (by type) by vehicle type, 2022 (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

	Cars and taxis	Two wheeled motor vehicles	Buses	Light goods vehicles	Heavy goods vehicles	All motor vehicles	Pedal cycles	All vehicle traffic	Percent of all roads
Road type									
Major roads (M and A)	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]		
Motorways [note 4]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	8,310	17.5
Trunk A roads - urban [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	1,765	3.7
Trunk A roads - rural [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	8,807	18.6
Non-trunk A roads - urban [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	5,388	11.4
Non-trunk A roads - rural [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	6,101	12.9
All major roads	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	30,371	64.1
Minor roads (B, C and unclassified)	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]		
Urban roads [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	10,206	21.5
Rural roads [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	6,803	14.4
All minor roads	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	17,009	35.9
All roads	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]		
Motorways [note 4]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	8,310	17.5
Urban roads [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	17,359	36.6
Rural roads [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	21,711	45.8
All roads	34,375	272	473	9,332	2,505	46,957	422	47,379	100.0
Percentage of all vehicles	72.6	0.6	1.0	19.7	5.3	99.1	0.9	100.0	

Table 5.3 Traffic (million vehicle kilometres) on 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 - 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]	2022 [note 1]
All roads	33,323	33,551	33,640	34,293	34,596	35,488	36,076	36,299	36,678	27,632	31,063	34,375
Cars and taxis	293	264	277	288	285	266	280	282	291	219	243	272
Two wheeled motor vehicles	597	610	605	608	587	514	525	466	514	377	424	473
Buses	6,099	6,275	6,377	6,750	7,066	7,721	8,257	8,218	8,277	7,398	8,745	9,352
Light goods vehicles	2,481	2,435	2,492	2,479	2,511	2,562	2,614	2,610	2,587	2,259	2,500	2,565
Heavy goods vehicles	42,793	43,175	43,392	44,418	45,043	46,552	47,752	47,876	48,347	37,286	42,975	46,957
All motor vehicle traffic	291	323	319	358	331	290	294	311	365	597	435	422
Pedal cycles												
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	47,379

Table 5.4 Traffic by Council and vehicle type, 2022 (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

Council	Heavy			All motor vehicles
	Cars and taxis	Light goods vehicles	Goods Vehicles	
Aberdeen City	1,163	237	48	1,474
Aberdeenshire	2,213	679	160	3,095
Angus	785	231	71	1,101
Argyll & Bute	671	203	51	945
Clackmannanshire	259	61	9	334
Dumfries & Galloway	1,414	468	303	2,215
Dundee City	670	133	23	841
East Ayrshire	803	255	51	1,124
East Dunbartonshire	437	95	10	554
East Lothian	757	199	42	1,012
East Renfrewshire	596	142	25	777
Edinburgh, City of	2,293	548	99	2,998
Eilean Siar	152	54	8	218
Falkirk	1,138	299	73	1,532
Fife	2,244	567	113	2,969
Glasgow, City of	2,684	621	138	3,500
Highland	2,063	645	171	2,947
Inverclyde	424	82	8	526
Midlothian	509	133	22	676
Moray	547	183	36	777
North Ayrshire	604	143	23	781
North Lanarkshire	2,399	651	179	3,281
Orkney Islands	93	41	5	142
Perth & Kinross	1,729	506	197	2,463
Renfrewshire	1,254	282	49	1,610
Scottish Borders	889	287	65	1,260
Shetland Islands	149	60	8	221
South Ayrshire	759	216	49	1,040
South Lanarkshire	1,881	587	283	2,781
Stirling	930	245	66	1,259
West Dunbartonshire	526	108	15	663
West Lothian	1,340	372	104	1,842
Total: all Scotland	34,375	9,332	2,505	46,957

Table 5.5 Traffic on trunk roads and on local authority roads, by Council area¹

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	2022
	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 2]	[note 2]	[note 2]
Trunk roads [note 5]												
Aberdeen City	258	263	260	264	263	273	267	271	300	210	245	261
Aberdeenshire	824	861	872	902	908	948	1,040	952	901	636	743	831
Angus [note 6]	334	343	357	370	358	367	372	364	366	262	305	352
Argyll & Bute	353	351	355	362	376	392	419	456	459	323	400	454
Clackmannanshire [note 6]	-	-	-	-	-	-	-	16	16	11	13	15
Dumfries & Galloway	1,270	1,252	1,272	1,311	1,349	1,387	1,467	1,444	1,455	1,066	1,341	1,462
Dundee City	178	186	182	169	168	173	171	174	171	133	164	180
East Ayrshire [note 6]	365	365	359	374	369	352	349	381	383	287	343	372
East Dunbartonshire	-	-	-	-	-	-	-	-	-	-	-	-
East Lothian	355	349	349	359	362	391	414	407	419	308	372	422
East Renfrewshire [note 6]	208	205	209	214	230	237	234	288	285	213	241	266
Edinburgh, City of	712	700	719	715	755	779	777	933	961	703	836	967
Eilean Siar (formerly Western	-	-	-	-	-	-	-	-	-	-	-	-
Falkirk	537	577	580	581	608	647	639	649	657	470	528	571
Fife	839	820	833	842	841	878	895	1,023	1,070	752	876	993
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	1,529
Highland	1,535	1,528	1,546	1,557	1,614	1,675	1,720	1,732	1,752	1,289	1,561	1,740
Inverclyde	72	71	71	72	73	75	67	68	200	164	186	191
Midlothian	136	140	138	143	136	141	143	145	146	107	130	141
Moray	264	265	266	270	274	286	287	299	300	249	282	277
North Ayrshire	317	309	308	316	320	326	319	316	327	238	277	308
North Lanarkshire	1,129	1,414	1,402	1,253	1,191	1,217	1,289	1,323	1,318	986	1,154	1,309
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	1,608
Renfrewshire [note 6]	699	689	703	732	758	774	771	806	817	609	714	792
Scottish Borders	388	386	387	394	406	419	404	410	405	296	380	418
Shetland Islands	-	-	-	-	-	-	-	-	-	-	-	-
South Ayrshire	384	379	379	387	395	406	409	422	430	308	375	428
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	1,526
Stirling [note 6]	478	470	468	485	500	544	544	554	564	389	461	515
West Dunbartonshire	205	206	206	213	220	223	220	228	231	171	207	231
West Lothian	675	671	688	693	724	724	730	753	756	561	648	723
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	18,882
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	1,232
Aberdeenshire	1,870	1,881	1,899	1,996	2,046	2,130	2,216	2,176	2,362	1,926	2,145	2,303
Angus [note 6]	707	707	706	730	744	767	792	784	778	625	707	760
Argyll & Bute	525	521	528	545	555	571	577	527	527	413	465	499
Clackmannanshire [note 6]	318	316	307	319	324	333	336	324	329	263	295	324
Dumfries & Galloway	696	690	695	721	738	763	800	790	785	627	710	761
Dundee City	651	645	635	650	650	663	668	677	683	558	620	671
East Ayrshire [note 6]	675	673	678	705	720	749	790	769	765	616	705	761
East Dunbartonshire	519	516	511	529	532	545	566	571	573	467	521	560
East Lothian	497	493	493	516	525	543	590	600	599	485	561	600
East Renfrewshire [note 6]	533	525	523	540	546	563	558	509	506	411	474	518
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	2,072
Eilean Siar	206	209	212	220	226	256	241	238	234	187	207	222
Falkirk	928	925	925	956	968	993	1,009	1,000	990	807	912	976
Fife	1,998	2,000	2,006	2,081	2,104	2,162	2,229	2,062	2,049	1,657	1,880	2,006
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	1,993
Highland	1,035	1,033	1,047	1,091	1,114	1,150	1,204	1,230	1,242	1,010	1,163	1,244
Inverclyde	436	433	430	444	446	457	464	462	343	283	315	340
Midlothian	510	503	501	522	535	555	574	572	572	459	510	544
Moray	441	453	454	475	482	499	523	512	510	420	483	515
North Ayrshire	445	435	432	449	454	467	485	488	479	391	444	478
North Lanarkshire	1,790	1,796	1,793	1,846	1,860	1,899	1,966	2,026	2,021	1,639	1,853	1,992
Orkney Islands	133	134	135	142	145	151	155	152	151	123	135	145
Perth & Kinross	928	928	936	974	999	1,035	1,040	943	923	738	812	869
Renfrewshire [note 6]	749	751	751	777	786	807	818	828	822	670	757	827
Scottish Borders	792	792	796	827	848	876	910	893	887	693	798	850
Shetland Islands	208	209	212	219	225	233	238	234	233	189	208	224
South Ayrshire	589	580	573	593	601	622	640	629	622	507	575	620
South Lanarkshire	1,285	1,283	1,277	1,325	1,343	1,385	1,401	1,308	1,301	1,055	1,183	1,267
Stirling [note 6]	732	725	724	751	763	786	797	797	787	631	699	755
West Dunbartonshire	422	424	422	433	435	444	445	449	446	363	406	436
West Lothian	1,024	1,028	1,028	1,063	1,079	1,111	1,154	1,173	1,174	948	1,063	1,133
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	28,498
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	1,493
Aberdeenshire	2,694	2,741	2,771	2,898	2,954	3,078	3,257	3,127	3,262	2,562	2,888	3,134
Angus [note 6]	1,040	1,049	1,063	1,100	1,102	1,133	1,163	1,148	1,145	887	1,012	1,112
Argyll & Bute	878	872	882	908	931	963	996	983	985	737	865	953
Clackmannanshire [note 6]	318	316	307	319	324	333	336	340	345	274	308	339
Dumfries & Galloway	1,965	1,942	1,966	2,032	2,087	2,150	2,267	2,234	2,240	1,692	2,051	2,223
Dundee City	829	831	817	819	817	836	839	850	854	691	783	851
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	1,133
East Dunbartonshire	519	516	511	529	532	545	566	571	573	467	521	560
East Lothian	852	841	842	875	887	934	1,004	1,006	1,018	793	932	1,021
East Renfrewshire [note 6]	741	730	733	754	776	800	792	797	791	624	715	784
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	3,039

Table 5.6 Average Daily Traffic Flows at Selected Automated Traffic Classifier Sites ² by Month, 2022 [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	26,282	31,412	31,634	37,111	36,848	39,237	42,339	43,261	38,443	38,349	33,213	31,925
M8 Bishopton	20,639	22,747	23,665	23,495	23,536	22,597	-	-	-	-	-	-
M8 Harthill	44,794	51,737	52,535	54,857	56,463	58,935	56,290	59,577	55,855	53,068	54,868	49,859
M9 Linlithgow	25,329	-	-	-	32,624	33,320	32,268	34,357	32,772	32,503	31,494	27,206
M73 Gartcosh	44,867	51,377	54,148	54,453	55,667	56,368	52,631	59,425	56,788	56,521	55,978	49,326
M74 J9	-	-	-	-	-	-	-	-	-	-	-	-
M80 Bankhead	29,146	32,803	35,222	37,446	38,084	38,286	38,553	40,574	37,572	37,837	35,764	31,827
M90 Kelty	24,592	27,971	29,027	31,326	31,844	33,640	33,217	34,638	33,000	32,178	29,840	27,745
A1 Grantshouse	-	-	-	-	-	-	-	-	-	-	-	-
A7 Langholm	2,936	3,253	3,430	3,529	3,682	3,687	3,676	3,719	3,705	3,574	3,562	3,271
A9 Berridale	-	-	-	-	-	-	-	-	-	-	-	-
A9 Blackford	20,514	23,277	22,669	26,423	27,150	27,310	28,004	29,364	27,320	27,470	23,381	19,742
A9 Dornoch	4,815	5,362	5,974	6,823	7,176	7,526	7,899	8,241	7,375	6,657	5,891	5,201
A9 Tomatin	7,112	8,140	8,816	10,645	10,886	11,483	12,255	12,902	11,166	10,653	8,895	7,993
A68 Jedburgh	5,775	6,314	6,676	7,298	7,574	7,687	7,618	8,167	7,657	7,233	6,641	6,144
A68 Pathhead	7,389	8,330	8,759	9,478	9,767	10,316	9,782	10,305	9,909	9,370	8,920	7,697
A75 Carsluith	3,910	4,378	4,568	5,182	5,123	5,311	5,604	6,092	5,338	4,766	4,419	4,149
A75 Southeast of A751	5,825	6,255	6,431	6,873	6,858	6,984	6,976	7,391	7,063	6,556	6,612	-
A76 Menzies	2,578	2,820	2,983	3,106	3,226	3,345	3,338	3,432	3,269	2,997	2,823	2,520
A77 Lendalfoot	2,998	3,239	3,572	4,181	4,044	4,218	4,692	4,150	3,751	3,226	2,899	2,424
A77 Kilmarnock	21,289	24,411	26,547	27,192	27,285	27,647	28,093	28,792	26,340	25,061	25,645	23,140
A78 Loans	15,926	17,307	18,397	18,379	19,055	19,124	18,222	19,197	18,832	18,077	18,483	16,286
A80 Cumbernauld	-	68,283	72,874	74,265	75,316	76,091	-	-	-	77,486	75,488	65,811
A82 Ballachulish	3,281	4,012	4,393	6,115	6,664	6,652	7,085	7,859	6,625	5,189	3,683	3,433
A82 Spean Bridge	-	-	-	-	-	-	-	-	-	-	-	-
A83 Ardrishaig	2,158	2,330	2,138	1,924	2,854	3,236	3,264	3,559	3,289	2,906	2,698	2,288
A85 Riverside Dundee	14,191	15,446	15,804	15,789	16,252	17,088	16,743	16,165	16,839	16,294	16,584	15,124
A87 Broadford	3,429	3,843	4,528	5,937	6,876	7,194	829	-	1,853	5,370	4,143	3,642
A87 Kyle of Lochalsh	2,372	2,758	3,136	4,277	5,132	5,432	5,513	6,184	5,235	4,073	3,143	2,706
A90 Stonehaven	15,578	17,845	17,985	18,156	18,597	18,644	17,864	19,254	18,500	18,108	18,540	16,914
A90 Bridge of Don [note 18]	-	-	-	-	-	-	-	-	-	-	-	-
A96 Forres	9,170	10,244	10,873	11,515	11,836	11,938	12,372	12,931	11,859	11,621	11,034	9,797
A702 Fulford	10,618	11,580	12,144	12,502	12,799	13,248	12,262	13,623	12,848	12,639	12,337	11,664
A720 Dregghorn	68,698	76,865	82,029	81,412	85,825	86,841	83,427	86,704	82,016	77,724	74,601	68,124
A737 Lochside	19,613	21,175	22,412	21,723	22,205	22,745	22,419	22,754	21,865	21,296	21,640	20,236
A835 Aultguish	1,042	1,195	1,510	1,918	2,154	2,212	2,377	2,487	2,095	1,711	1,335	1,149
A977 Kincardine	3,495	3,775	4,452	4,299	4,529	4,385	4,232	4,428	4,252	4,027	4,202	3,513

Table 5.7(a) Average daily traffic flows, peak hourly flows and percentages of HGVs for selected key points: 2022 [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	35,968	43,261	38,079	38,079	33	37	1,605	1,847	2,182	2,286
M8 Bishopton	2	22,942	-	24,468	-	13	15	1,181	1,438	1,316	1,423
M8 Harthill	3	54,035	59,577	58,189	58,189	16	18	3,228	3,887	3,875	4,172
M9 Linlithgow	4	31,172	34,357	33,868	28,879	10	12	1,767	2,165	2,124	2,364
M73 Gartcosh	5	53,943	59,425	59,570	59,570	-	-	3,712	4,651	4,387	4,997
M74 J9	37	-	-	-	-	-	-	-	-	-	-
M80 Bankhead	6	36,116	40,574	37,637	37,637	13	16	2,168	2,578	2,671	2,800
M90 Kelty	7	30,963	34,638	31,751	31,751	11	13	1,800	2,114	2,395	2,502
A1 Grantshouse	8	-	-	-	-	-	-	-	-	-	-
A7 Langholm	9	3,504	3,719	3,769	3,769	14	16	221	267	271	300
A9 Berridale	10	-	-	-	-	-	-	-	-	-	-
A9 Blackford	11	25,244	29,364	26,067	26,067	15	18	1,378	1,605	1,840	1,910
A9 Dornoch	12	6,588	8,241	6,950	6,950	8	10	393	469	480	519
A9 Tomatin	13	10,093	12,902	10,388	10,388	14	17	558	642	738	761
A68 Jedburgh	14	7,073	8,167	7,478	7,478	6	7	435	518	536	591
A68 Pathhead	15	9,202	10,305	9,644	9,644	10	12	558	664	702	742
A75 Carsluith	16	4,910	6,092	5,227	5,227	24	27	263	311	323	348
A75 Southeast of A751	17	6,720	7,391	7,220	7,220	18	20	361	439	450	493
A76 Mennock	18	3,040	3,432	3,303	3,303	22	25	209	254	233	260
A77 Lendalfoot	19	3,757	4,150	3,902	3,770	19	22	152	181	229	239
A77 Kilmarnock	20	25,954	28,792	27,249	27,249	9	10	1,605	1,943	2,020	2,168
A78 Loans	21	18,119	19,197	19,812	19,812	6	7	1,369	1,710	1,481	1,705
A80 Cumbernauld	36	68,185	-	72,542	-	26	29	4,022	4,832	4,981	5,377
A82 Ballachulish	22	5,426	7,859	5,324	5,324	8	9	240	254	399	395
A82 Spean Bridge	23	-	-	-	-	-	-	-	-	-	-
A83 Ardrishaig	24	2,830	3,559	3,104	2,993	10	12	192	238	221	252
A85 Riverside Dundee	25	16,028	16,165	17,078	17,078	5	5	1,138	1,409	1,261	1,408
A87 Broadford	26	4,822	0	5,075	4,209	8	9	211	248	317	341
A87 Kyle of Lochalsh	27	4,173	6,184	4,373	4,373	6	7	210	248	328	346
A90 Stonehaven	28	17,999	19,254	19,285	19,285	15	18	1,139	1,397	1,438	1,589
A90 Bridge of Don [note 18]	29	-	-	-	-	-	-	-	-	-	-
A96 Forres	30	11,274	12,931	11,848	11,848	9	11	690	828	914	999
A702 Fulford	31	12,362	13,623	12,884	12,884	12	14	783	924	945	1,012
A720 Dreghorn	35	79,604	86,704	84,177	90,850	14	16	5,003	5,981	5,713	6,046
A737 Lochside	32	21,684	22,754	22,837	22,837	7	9	1,311	1,577	1,699	1,840
A835 Aultguish	33	1,770	2,487	1,808	1,808	9	10	111	127	158	169
A977 Kincardine	34	4,136	4,428	4,407	4,407	7	8	240	292	337	370

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	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
	in Fig 5.2												
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	35,968	
M8 Bishopton	2	24,186	24,059	25,318	25,475 [available]	16,766	18,954	25,878	26,931	18,308	22,240	22,942	
M8 Harthill	3	53,629	50,170	40,526	-	53,566	51,129	28,292	52,541	56,312	40,861	49,520	54,035
M9 Linlithgow	4	-	28,190	24,853	-	-	10,877	-	-	35,447	23,428	26,950	31,172
M73 Gartcosh	5	36,786	41,685	43,330	45,500	43,588	32,419	-	49,587	-	15,534	44,541	53,943
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	36,116
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	30,963
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	3,504
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	25,244
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	6,588
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	10,093
A68 Jedburgh	14	5,668	5,882	5,574	5,493	5,437	5,498	-	5,909	-	-	6,550	7,073
A68 Pathhead	15	9,204	9,362	8,931	-	10,022	9,705	3,244	9,623	9,974	6,394	8,256	9,202
A75 Carsluith	16	4,658	4,598	4,244	5,302	4,714	4,860	4,365	4,992	5,266	3,651	4,657	4,910
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	6,720
A76 Mennock	18	2,947	2,891	2,900	2,871	-	2,833	-	3,148	-	-	2,930	3,040
A77 Lendalfoot	19	-	-	-	-	-	-	3,852	3,362	-	2,500	3,377	3,757
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	25,954
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	18,119
A80 Cumbernauld	36	-	67,416	69,314	71,242	71,740	74,319	-	74,317	-	-	65,602	68,185
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	5,426
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	2,830
A85 Riverside Dundee	25	16,992	15,430	15,279	-	-	17,030	13,046	16,501	17,088	12,700	14,882	16,028
A87 Broadford	26	3,235	3,148	2,083	-	-	5,413	4,714	-	5,829	4,137	5,042	4,822
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	4,173
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	17,999
A90 Bridge of Don [note 18]	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	11,274
A702 Fulford	31	-	11,146	10,181	13,786	11,963	11,496	9,876	10,620	10,626	8,326	10,975	12,362
A720 Dreghorn	35	74,858	75,697	76,704	78,110	78,624	79,650	-	84,594	-	63,057	64,326	79,604
A737 Lochside	32	21,199	20,512	20,311	20,787	22,055	22,448	13,824	20,058	21,952	-	20,398	21,684
A835 Aultguish	33	1,788	1,749	1,048	1,767	1,694	1,803	1,014	1,590	-	1,135	1,697	1,770
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	4,136

ROAD TRAFFIC

Table 5.8 Car drivers' journeys - whether delayed by traffic congestion and, if so, how much time was lost : 2020-22 (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

Purpose/day/time of journey	Not delayed	0-2 minutes	about 5 mins	about 10 mins	about 15 mins	20 to 30 mins	over 30	Unknown time	Delayed row percentages	Sample size
All car driver journeys	89	1	4	3	1	1	0	-	11	18,390
by purpose of journey:										
Commuting	84	1	6	5	2	2	1	-	16	3,640
Business	89	-	2	3	1	4	1	-	11	540
Education	91	1	6	2	-	-	-	-	9	680
Shopping	92	1	4	1	1	1	-	-	8	4,630
Visit hospital or other health	89	-	6	2	2	1	-	-	11	470
Other personal business	93	-	4	2	-	1	-	-	7	850
Visiting friends or relatives	91	1	4	3	1	1	-	-	9	2,300
Eating or drinking	93	4	2	1	-	-	-	-	7	300
Entertainment	89	-	5	2	2	2	-	-	11	210
Sport or exercise	90	1	4	3	-	2	-	-	10	890
Holiday or day trip	81	-	4	6	3	5	-	-	19	250
Other	91	-	4	1	3	1	-	-	9	410
Escorting someone else	90	1	6	1	1	1	-	-	10	360
Went home	91	1	3	2	1	2	1	-	9	2,290
Went for a walk	94	1	2	2	1	-	-	-	6	590
by day of the week:										
Monday	91	1	4	2	1	2	-	-	9	3,490
Tuesday	89	1	5	3	1	1	-	-	11	3,650
Wednesday	88	1	5	3	2	1	-	-	12	3,290
Thursday	87	1	5	4	1	2	-	-	13	2,870
Friday	86	1	6	3	2	1	1	-	14	1,470
Saturday	92	2	3	2	1	1	-	-	8	1,080
Sunday	94	-	2	1	1	1	-	-	6	2,550
Weekday journeys - by start time:										
Before 7 a.m.	92	-	3	2	1	1	-	-	8	440
7:00 to 7:59 a.m.	81	-	7	6	2	2	-	-	19	760
8:00 to 8:59 a.m.	85	1	8	4	1	2	-	-	15	1,210
9:00 to 9:59 a.m.	89	2	3	2	3	-	-	-	11	920
10:00 to 10:59 a.m.	93	1	3	1	-	1	-	-	7	1,090
11:00 to 11:59 a.m.	91	1	4	2	-	1	-	-	9	1,140
noon to 12:59 p.m.	92	1	4	2	-	1	-	-	8	1,110
1:00 to 1:59pm	89	-	6	3	1	1	-	-	11	960
2:00 to 2:59pm	91	1	4	3	-	1	-	-	9	1,220
3:00 to 3:59pm	88	1	5	3	2	2	-	-	12	1,320
4:00 to 4:59pm	81	1	7	5	2	3	1	-	19	1,310
5:00 to 5:59pm	79	1	8	4	3	3	1	-	21	1,200
6:00 to 6:59pm	90	1	6	2	1	1	-	-	10	610
7:00 to 7:59pm	97	-	1	1	-	-	-	-	3	500
8:00 to 8:59pm	98	-	1	1	-	-	-	-	2	320
9:00 to 9:59pm	99	-	-	-	-	-	-	-	1	240
After 10pm	97	-	-	2	-	1	-	-	3	210
Weekend journeys - by start time:										
Before 9:30am	98	-	1	-	-	-	1	-	2	330
9:30am to before 12noon	94	1	2	1	1	1	-	-	6	820
12noon to 2 pm	91	1	4	3	1	1	-	-	9	930
After 2pm to before 4:30pm	90	3	2	2	1	1	1	-	10	710
4:30pm to before 6:30pm	93	-	3	2	1	1	-	-	7	460
6:30pm onwards	98	1	1	1	-	-	-	-	2	370
by type of area in which driver lives:										
Large urban areas	85	1	7	4	1	2	-	-	15	4,550
Other urban areas	89	1	4	3	1	1	-	-	11	5,550
Accessible small towns	92	1	4	2	1	1	-	-	8	1,870
Remote small towns	97	-	1	-	1	-	-	-	3	1,060
Accessible rural areas	92	1	3	2	-	1	-	-	8	2,710
Remote rural areas	95	-	2	1	1	-	-	-	5	2,660

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
2022 [Note 15]	9.7	7,110

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
2022 [Note 15]	11.6	940

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	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
	[note 17]	[note 17]	[note 17]	[note 17]	[note 17]	[note 17]	[note 17]	[note 17]	[note 17]	[note 17]	[note 17]
by type of vehicle											
Buses	163.7	165.7	161.4	160.5	153.5	149.1	152.8	131.8	150.4	117.5	116.9
Diesel cars	789.9	831.3	872.6	918.4	948.7	977.7	1,017.8	1,015.4	1019.4	716.7	842.3
Petrol cars	1,184.7	1,135.0	1,077.0	1,057.9	1,021.5	1000.0	967.2	957.8	935.6	694.3	862.1
Motorcycles	11.9	10.9	11.3	11.8	11.7	11.4	11.7	11.6	11.6	8.5	9.2
Heavy Goods Vehicles	585.0	585.6	589.6	595.2	602.2	615.3	635.7	641.4	639.1	562.6	633.7
Diesel Light Goods Vehicles	399.3	409.2	416.3	443.5	465.4	501.5	535.9	536.2	535.1	475.6	603.0
Petrol Light Goods Vehicles	26.5	24.8	22.8	21.9	20.7	20.1	19.8	18.9	18.2	15.4	18.7
Total	3,160.9	3,162.5	3,151.1	3,209.3	3,223.7	3,275.0	3,340.9	3,313.1	3,309.5	2,590.5	3,085.9
by Council area [note 16]											
Aberdeen City	89.9	89.5	87.5	88.6	87.7	88.3	87.5	85.6	97.4	76.8	94.1
Aberdeenshire	186.9	188.4	190.9	197.2	199.7	205.5	216.6	206.0	208.2	163.5	189.3
Angus	75.6	75.5	76.1	78.4	78.0	79.2	80.9	79.1	78.6	61.6	71.0
Argyll & Bute	57.5	56.9	57.4	59.0	60.5	62.2	64.5	63.4	62.5	47.1	57.8
Clackmannanshire	21.6	21.2	20.5	21.0	21.1	21.4	21.4	21.3	21.4	16.9	20.8
Dumfries & Galloway	168.4	165.3	167.0	171.2	175.8	179.6	189.1	184.3	183.8	146.9	179.5
Dundee City	65.6	64.6	62.2	61.7	60.3	60.4	59.7	58.8	57.9	46.5	56.9
East Ayrshire	74.1	72.8	72.4	74.8	74.9	74.6	76.6	76.5	75.7	60.1	72.1
East Dunbartonshire	39.0	38.2	36.9	37.5	36.9	37.1	37.0	36.5	36.2	29.3	35.6
East Lothian	60.8	59.0	58.8	60.8	61.2	63.9	68.1	67.7	68.0	53.0	63.7
East Renfrewshire	51.2	49.2	48.7	49.5	49.9	50.6	49.7	49.2	48.5	38.5	46.9
Edinburgh, City of	231.8	227.0	224.6	225.6	227.4	229.0	224.3	217.8	215.2	166.3	198.9
Eilean Siar	15.0	15.0	14.9	15.3	15.6	16.0	14.7	14.5	14.3	11.3	13.0
Falkirk	105.7	110.4	109.5	113.1	114.4	117.2	117.3	115.3	114.2	89.9	103.8
Fife	189.4	185.7	184.6	188.4	187.6	190.4	193.6	192.5	192.9	149.9	179.4
Glasgow, City of	262.4	268.3	267.2	265.9	262.3	264.9	263.7	259.9	259.6	204.0	244.9
Highland	175.8	174.3	176.6	179.8	184.3	189.4	194.8	195.8	195.8	151.6	182.7
Inverclyde	38.9	38.0	37.4	37.9	37.4	37.7	36.2	35.2	35.5	28.2	33.6
Midlothian	44.0	43.0	42.3	43.8	43.6	44.6	45.9	45.0	44.7	35.9	42.8
Moray	48.9	48.9	49.0	50.4	51.1	52.6	53.4	53.1	52.3	42.7	50.3
North Ayrshire	53.3	51.4	50.6	51.8	51.9	52.1	53.3	51.6	51.2	40.0	47.4
North Lanarkshire	202.5	226.5	222.7	226.6	220.8	221.7	229.8	247.8	244.1	196.9	234.3
Orkney Islands	8.7	8.6	8.7	9.1	9.3	9.6	9.8	9.6	9.5	7.6	8.8
Perth & Kinross	171.1	168.0	169.9	173.8	176.6	180.6	188.5	185.7	184.0	141.5	157.7
Renfrewshire	94.5	93.1	92.8	94.5	95.1	94.7	96.1	96.0	96.5	78.1	95.0
Scottish Borders	99.7	97.9	98.3	100.7	103.0	102.0	105.6	105.6	103.7	65.1	79.8
Shetland Islands	12.7	12.7	12.9	13.3	13.6	14.0	14.2	14.0	13.9	11.1	13.2
South Ayrshire	69.0	67.0	66.1	67.6	68.2	69.3	70.7	69.5	69.2	53.9	65.1
South Lanarkshire	199.0	201.9	202.2	204.9	205.1	212.1	220.2	218.9	219.2	174.2	210.8
Stirling	81.2	79.7	78.8	81.1	82.4	85.8	86.2	85.8	85.5	67.0	77.7
West Dunbartonshire	43.1	42.8	42.2	42.8	42.8	42.8	42.1	41.4	40.9	32.3	40.2
West Lothian	123.4	121.8	121.3	123.1	125.3	125.7	129.1	129.8	128.9	102.6	118.8
Total	3,160.9	3,162.5	3,151.1	3,209.3	3,223.7	3,274.9	3,340.9	3,313.1	3,309.5	2,590.5	3,085.9



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2023

Injury Road Collisions

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Introduction

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

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 collisions and casualties and slight collisions and casualties for the years 2004 to 2019. This means that the adjusted figures for 2004 to 2019 are comparable with figures for 2020 to 2022, 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 173 people killed in road collisions in 2022, 32 more than the previous year.**
- **There were 1,776 people recorded as seriously injured in road collisions in 2022.**
- **Almost three quarters of casualties in 2022 were car users or pedestrians. Fifty seven per cent of casualties were car users and 16 per cent were pedestrians. Pedal cycles accounted for 9 per cent and Motorcycles for 8 per cent.**

Main Points

Collisions

There were 4,134 injury road collisions reported in 2022, 226 more than in 2021. The number of reported collisions has been falling over the past ten years, and in 2022 was 58% lower than in 2012; the third lowest figure since current records began in

1970. There were 153 fatal collisions in 2022: 17 more than in 2021. The reported number of collisions in which someone was seriously injured, but no-one died was 1,527 and the number of reported slight collisions was 2,454. (*Table 6.1*)

In 2022, two fifths of all reported injury road collisions (1,602: 39%) were on non-built up roads (speed limit of more than 40 m.p.h. - see injury road collisions section of the user guide). However, such roads accounted for a higher proportion of fatal collisions (110: 72%), partly because speeds tend to be higher on non built-up roads than on built up roads. There was a 6% increase in collisions on built-up roads but a 5% increase in collisions on non built-up roads between 2021 and 2022. (*Table 6.1*)

The long term trends in the number of injury road collisions reported between 2012 and 2022 varied between the Police Force divisions across Scotland, ranging from a 39% fall in East Lothian to an 83% 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*)

There were 7,199 vehicles involved in reported injury road collisions in 2022. Over two thirds of them were cars (5,059 70%); light goods vehicles were the next vehicle type most often involved in collisions (468: 6.5%), 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

173 people were killed in road collisions in 2022, 32 more than the previous year. This was 0.3% 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 2022.

There were 1,776 people recorded as seriously injured in road collisions in 2022. 3,672 people were recorded as slightly injured in 2022. There were a total of 5,621 casualties in 2022, 506 (10%) higher than in 2021. (*Table 6.4*)

In the context of the total volume of traffic on the roads in Scotland, the 5,621 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 3,672 people who were recorded as slightly injured in 2022 represented 7.75 casualties per 100 million vehicle-kilometres. (*Table 6.4*)

Child casualties

There were 587 reported child casualties in 2022, representing 10% of the total number of casualties of all ages. There were three child fatalities, 176 children were seriously injured, and 408 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 2022, there was an average of 5 child fatalities. (*Table 6.4*)

Casualty Rates & Costs

Table 6.5 provides road casualty rates per thousand population by age group and mode of transport. Overall, there were 1.03 casualties per thousand population in 2022. The casualty rate for children (0-15 years) was 0.64 per thousand population. However, the child and young adult pedestrian casualty rates (0.32 and 0.19 per thousand population respectively) were much higher than the pedestrian casualty rate for adults (0.12-0.15). The total young persons' (16-24 years) casualty rate in 2022 was 1.78 per thousand population, almost twice the rate for all ages. The young persons' casualty rate in cars (1.21 per thousand population) was almost double the rate for adults aged 25-59 (which was 0.64 per thousand population). Mid-year population estimates for 2022 were not available so those for 2021 were used instead. 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*)

The cost of all road collisions (including damage only non-injury collisions) in 2022 is estimated at £1,102 million at 2022 prices. (*Table 6.6*)

Notes

This worksheet contains one table.

Note number Note text

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
note 7	Mid-year population estimates for 2022 were not available, estimates for 2021 used instead. Due to changes in the the way casualty severities are recorded, figures for serious and slight collisions in 2019 and 2020 onwards are not comparable
note 8	with previous years.

REPORTED INJURY ROAD ACCIDENTS

Table 6.1 Reported collisions 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 [Alt

Source: Transport Scotland

Road type	2011	2012	2013	2014	2015	2016	2017	2019	2020	2021	2022	
								2018 [Note 1]	[Note 1]	[Note 1]	[Note 1]	
Built up roads												
Fatal	61	64	44	67	47	44	44	43	52	50	43	43
Adjusted serious	1,673	1,706	1,503	1,550	1,495	1,495	1,353	1,251	1,210	803	814	871
Fatal and adjusted serious	1,734	1,770	1,547	1,617	1,542	1,539	1,397	1,294	1,262	853	857	914
Adjusted slight	4,609	4,340	4,190	4,059	3,844	3,915	3,152	2,720	2,323	1,623	1,525	1,618
All severities	6,359	6,165	5,747	5,703	5,401	5,466	4,592	4,037	3,660	2,476	2,382	2,532
Non-built up roads												
Fatal	114	98	115	114	110	131	96	107	105	81	93	110
Adjusted serious	1,243	1,263	1,090	1,077	1,047	1,023	941	963	885	560	631	656
Fatal and adjusted serious	1,357	1,361	1,205	1,191	1,157	1,154	1,037	1,070	990	641	724	766
Adjusted slight	2,263	2,201	2,015	1,926	1,912	1,726	1,469	1,313	1,100	779	802	836
All severities	3,626	3,612	3,227	3,130	3,076	2,889	2,526	2,395	2,114	1,420	1,526	1,602
All roads												
Fatal	175	162	159	181	157	175	140	150	157	131	136	153
Adjusted serious	2,915	2,969	2,592	2,626	2,542	2,518	2,294	2,215	2,095	1,363	1,445	1,527
Fatal and adjusted serious	3,090	3,131	2,751	2,807	2,699	2,693	2,434	2,365	2,252	1,494	1,581	1,680
Adjusted slight	6,873	6,541	6,206	5,986	5,756	5,641	4,621	4,032	3,423	2,402	2,327	2,454
All severities	9,985	9,777	8,974	8,833	8,477	8,355	7,118	6,432	5,773	3,896	3,908	4,134

Table 6.2 Reported collisions 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	2022
North East [Note 2]	1,019	1,047	930	784	657	554	467	429	371	220	229	247
Aberdeen City	364	385	349	273	229	175	155	137	118	71	61	67
Aberdeenshire	518	533	462	419	347	334	292	242	199	118	140	143
Moray	137	129	119	92	81	75	60	50	54	31	28	37
Tayside	750	742	642	533	472	421	409	406	356	404	385	388
Angus	220	202	178	141	145	111	135	126	98	127	122	96
Dundee City	237	227	185	168	126	135	120	96	130	147	114	135
Perth & Kinross	293	313	279	224	201	175	204	184	128	130	149	157
Argyll & West Dunbartonshire	377	344	350	304	346	306	288	241	217	127	135	117
Argyll & Bute	232	211	208	193	227	178	174	156	142	81	92	78
West Dunbartonshire	145	133	142	111	119	128	114	85	75	46	43	39
Forth Valley	545	568	556	460	508	481	405	327	291	188	201	199
Clackmannanshire	64	84	69	62	62	69	48	34	35	23	19	25
Falkirk	261	270	248	229	250	235	216	165	129	85	108	82
Stirling	220	214	239	169	186	177	141	127	127	80	74	82
Dumfries & Galloway	319	329	303	311	278	269	236	259	199	119	149	150
Ayrshire	653	580	540	543	590	570	483	435	354	257	233	254
East Ayrshire	204	173	162	164	205	179	131	163	103	87	70	88
North Ayrshire	230	205	188	179	192	186	165	147	129	93	92	95
South Ayrshire	219	202	190	200	193	205	157	125	122	77	71	71
Greater Glasgow	1,540	1,527	1,282	1,436	1,393	1,467	1,260	1,040	1,007	687	645	690
East Dunbartonshire	140	154	102	101	94	93	88	59	73	45	37	30
East Renfrewshire	116	97	98	92	93	95	95	71	67	50	55	58
Glasgow City	1,284	1,316	1,082	1,243	1,206	1,279	1,077	910	867	592	553	602
Lothians & Scottish Borders	994	1,029	944	900	972	857	785	783	585	379	457	478
East Lothian	159	170	154	178	158	158	158	128	106	82	90	103
Midlothian	177	216	165	188	189	166	134	119	116	73	95	106
Scottish Borders	274	263	255	221	221	202	185	173	149	85	102	94
West Lothian	364	380	370	313	404	331	308	283	214	139	170	175
Edinburgh	1,811	1,857	1,167	1,263	1,110	1,140	806	772	741	438	482	507
Highlands & Islands	568	594	511	517	448	458	353	437	407	248	249	232
Eilean Siar	35	28	20	37	32	24	17	21	25	13	20	9
Highland	488	514	443	432	379	383	309	363	337	215	208	206
Orkney Islands	13	22	23	24	12	25	11	10	24	9	13	11
Shetland Islands	32	30	25	24	25	26	16	13	21	11	8	6
Fife	447	421	420	410	428	452	317	328	304	245	216	234
Renfrewshire & Inverclyde	509	472	374	387	368	401	351	290	262	162	141	154
Inverclyde	155	136	120	130	110	112	91	79	99	42	36	33
Renfrewshire	354	336	254	257	258	289	260	211	163	120	105	121
Lanarkshire	1,083	966	965	985	907	949	839	765	680	422	386	444
North Lanarkshire	569	512	510	482	451	483	444	382	345	191	204	224
South Lanarkshire	514	454	455	503	456	466	395	383	335	231	184	220
Scotland	9,985	9,777	8,574	8,833	8,477	8,355	7,118	6,432	5,774	3,896	3,908	4,134

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 W, F]

Source: Transport Scotland

Vehicle type	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Pedal cycle	855	934	919	924	829	809	752	658	606	628	523	492
Motor cycle [Note 4]	827	890	777	835	738	710	607	640	502	390	431	447
Car	12,400	12,214	11,220	11,191	10,935	11,077	9,406	8,373	7,492	4,668	4,782	5,059
Taxi	387	333	327	310	270	304	264	203	250	126	134	148
Minibus	52	54	39	43	37	52	37	32	27	13	16	16
Bus/coach	617	520	469	433	389	396	320	299	246	114	134	137
Light goods	785	806	876	878	886	910	787	760	603	397	433	468
Heavy goods	465	453	408	419	384	322	305	274	239	146	146	170
Other	364	326	266	257	208	172	195	172	224	202	248	262
Total	16,752	16,530	15,301	15,290	14,676	14,752	12,673	11,411	10,189	6,684	6,847	7,199

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	264	270	656	931	174	2,771	2,944	7,208	10,207	15.45
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	667	679	1,708	2,395	308	4,703	5,011	13,380	18,502	31.80
2005 [Note 1]	11	620	631	1,520	2,163	286	4,613	4,899	12,861	17,890	30.56
2006 [Note 1]	25	583	608	1,401	2,021	314	4,482	4,796	12,330	17,269	28.37
2007 [Note 1]	9	485	494	1,307	1,816	281	4,097	4,378	11,660	16,239	26.51
2008 [Note 1]	20	469	489	1,194	1,689	270	4,195	4,465	11,066	15,592	25.27
2009 [Note 1]	5	424	429	1,036	1,473	216	3,909	4,125	10,796	15,043	24.78
2010 [Note 1]	4	385	389	987	1,378	208	3,381	3,589	9,735	13,338	22.56
2011 [Note 1]	7	361	368	947	1,316	185	3,244	3,429	9,325	12,785	21.64
2012 [Note 1]	2	328	330	830	1,167	176	3,349	3,525	9,049	12,712	20.80
2013 [Note 1]	9	268	277	770	1,052	172	2,949	3,121	8,344	11,492	19.09
2014 [Note 1]	7	292	299	726	1,029	203	2,949	3,152	8,078	11,302	18.04
2015 [Note 1]	4	255	259	705	971	168	2,840	3,008	7,931	10,977	17.48
2016 [Note 1]	12	284	296	698	999	191	2,910	3,101	7,763	10,898	16.57
2017 [Note 1]	2	259	261	635	900	145	2,617	2,762	6,593	9,433	13.72
2018 [Note 1]	3	230	233	517	754	161	2,538	2,699	5,677	8,424	11.78
2019 [Note 1]	2	238	240	510	769	164	2,401	2,565	4,927	7,706	10.11
2020	6	144	150	343	493	141	1,535	1,676	3,386	5,062	8.94
2021	5	140	145	350	495	141	1,618	1,759	3,356	5,115	7.73
2022	3	176	179	408	587	173	1,776	1,949	3,672	5,621	7.75
Per cent change:2022 on 2014-18	-46	-33	-34	-38	-37	-0.3	-36	-34	-49	-45	-50

Table 6.5 Reported casualties by mode of transport and age group, 2022

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 [note 7]				Total	
	Children 0-15	Young		Older		Young		Older			
		16-24	Persons 16-24	Adults 25-59		Adults 60+	0-15.	Persons 16-24.	Adults 25-59.		Adults 60+5
Pedestrian	295	104	297	215	912	.32	.19	.12	.15	.17	
Pedal cycle	44	64	312	60	480	.05	.11	.12	.04	.09	
Motorcycle	6	89	303	69	467	.01	.16	.12	.05	.09	
Car	194	677	1,648	679	3,198	.21	1.21	.64	.47	.58	
Taxi	2	3	54	15	74	.00	.01	.02	.01	.01	
Minibus	3	2	7	4	16	.00	.00	.00	.00	.00	
Bus/Coach	24	7	26	60	117	.03	.01	.01	.04	.02	
Light goods	5	31	150	25	211	.01	.06	.06	.02	.04	
Heavy goods	1	0	29	6	36	.00	.00	.01	.00	.01	
Other [Note 6]	13	15	64	18	110	.01	.03	.02	.01	.02	
Total	587	992	2,890	1,151	5,621	.64	1.78	1.12	.80	1.03	

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

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

Source: Transport Scotland

Year	Injury		Injury Collisions Built-up	All injury collisions	Damage only collisions	All collisions
	Injury Collisions Motorway	Collisions Non Built- up				
	<i>£ million at 2022 prices</i>					
2012	37.7	559.2	569.8	1,166.8	373.9	1,540.6
2013	42.0	547.7	465.3	1,054.9	344.5	1,399.4
2014	41.7	549.8	537.1	1,128.6	339.8	1,468.3
2015	56.9	494.0	468.0	1,018.9	324.8	1,343.7
2016	52.5	584.8	453.3	1,090.6	322.4	1,413.0
2017	33.4	465.2	428.9	927.5	273.6	1,201.1
2018	51.1	487.1	400.2	938.3	245.5	1,183.9
2019 [Note 8]	56.0	484.8	460.9	1,001.6	220.9	1,222.6
2020 [Note 8]	40.4	369.2	393.1	802.7	149.2	951.9
2021 [Note 8]	65.0	389.2	370.3	824.5	148.0	972.5
2022 [Note 8]	41.0	503.5	400.3	944.8	156.8	1,101.6



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2023

Rail

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Introduction

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.

For simplicity, the Scottish passenger rail operator 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. Scottish Rail Holdings (SRH) were appointed to run the ScotRail service initially in April 22. Caledonian Sleeper was added to the SRH portfolio in March 23..

ScotRail introduced a new methodology which better estimates Strathclyde Zoncard 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 and 2021 should therefore be treated with caution.

Key Points

- **There were 64 million passenger journeys on ScotRail services in 2022-23, an increase of 36% from 2021-22**
- **As of the end of 2021/22 Scotland had 2,730 kms of rail network and 360 stations.**

Main Points

Journeys and Trends

Although passenger journeys on ScotRail services were significantly affected by the coronavirus pandemic they have been recovering and have now increased by 36%

to 64 million in the 2022-23 financial year. This is still 34% less than 2019 (pre-pandemic) (*Table 7.1*).

There were 49 million rail passenger journeys originating in Scotland in the 2021-22 financial year. Recovering from the Covid pandemic this was 228% more 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*)

ORR data also show 3.7 million cross-border passenger journeys originating outwith Scotland in 2021-22, 3.0 million more than in 2020-21. 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*)

Passenger revenue from journeys originating *in* Scotland was £345 million in 2021-22 of which cross-border journeys originating in Scotland accounted for £144 million. A similar amount (£144 million) of passenger revenue was generated from passenger journeys originating *outwith* Scotland and ending in Scotland. (*Table 7.2*)

Journey Stages and Distances

Tables 7.4 to 7.8 show passenger journeys as recorded by ORR. Of the 53 million passenger journeys to/from/within Scotland and England in 2021-22, 86% 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 2 million journeys each (*Table 7.4*).

In 2021-22, there were 45.1 million passenger journeys, wholly within Scotland. Forty three per cent of start and end points were in Glasgow and 11% were in Edinburgh. There were 7.4 million cross border journeys starting or finishing in Scotland. Of these, 58% started or finished in Edinburgh and 23 per cent started or finished in Glasgow. (*Table 7.6a and 7.6c*)

Table 7.6c shows travel between Local Authorities in 2021-22. Of the journeys wholly within Scotland, 18.2 million (40%) start and finish in Glasgow. 1.6 million are made between Glasgow and North and South Lanarkshire. *(Table 7.6c)*

Stations

In 2022-23, Glasgow Central was the busiest national rail station in Scotland, with 21 million passenger journeys. Edinburgh Waverley was used by 18 million passengers, Glasgow Queen Street by 12 million, Paisley Gilmour Street by 3 million, Haymarket by 2.3 million, Partick by 2.1 million, Aberdeen by 2.0 million and Stirling was 1.9 million. Including those already listed, there were 51 stations for which half a million or more passenger journeys each were recorded in the national ticketing system. *(Table 7.7)*

Of the stations in Scotland which have opened (or re-opened) since 1970, Exhibition Centre (1,157,900), Argyle Street (809,900), Livingston North (808,300), Bathgate (769,500), Bridgeton (500,300), Edinburgh Park (395,600), Uphall (358,100), Alloa (355,300) and Musselburgh (350,300) had the largest passenger volumes in 2022-23. *(Table 7.8)*

Punctuality and Service

In 2022-23, 89.0% of ScotRail services, 81.7% of London North Eastern Railway, 80.8% of Cross Country, 69.2% of Avanti West Coast and 86.8% of Caledonian Sleeper trains arrived on time. For GB long-distance operators and GB regional operators it was 79.7% and 84.5% respectively. *(Table 7.9)*

In 2022-23, 94.4% of ScotRail trains arrived within 10 minutes of the scheduled arrival time, 1.6% arrived 20 or more minutes late, and 2.4% were cancelled. *(Table 7.10)*

Transport focus are going to be using a 'full new' GB rail survey planned to start in April 2024. In the meantime the results shown for 2022 come from a 'Your Rail Journey' (field trials) survey done in March 2022. However results should be treated with considerable caution. The data have not been weighted and the sample sizes are 200 or more. In 2022, 84% of ScotRail passengers were either *satisfied* or said *good* when asked their opinion of their overall journey. The table shows ScotRail passengers' ratings of 7 aspects of service: in 2022, there were 6 for which at least 72% of those surveyed were satisfied, or said good and 4 above 80%. *(Table 7.11)*

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

In 2022-23, 4 million tonnes of freight was lifted in Scotland by rail, 5% less than the previous year. (Table 7.12)

Railway Network

The total route length of the railway network in Scotland is 2,730 kilometres, of which 890 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)

The number of passenger stations has increased from 340 in 2003-04 to 360 in 2021-22. (Table 7.15)

The local authorities which had the largest numbers of stations located in their areas in 2021-22 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 [Borders Railway Line | Edinburgh | Tweedbank | ScotRail](#) (Table 7.16)

Subway

On the Glasgow Subway, recovering from the Covid 19 pandemic the number of passenger journeys increased by 47 per cent between 2021-22 and 2022-23. Passenger receipts (excluding other revenue) were £18.8 million in 2022-23, 47% more in cash terms, but 31% more in real terms, than in the previous year. (Table 7.17)

Accidents

The number of railway accidents fell from 44 to 29 in 2022. Injuries from accidents on trains increased from 118 to 142 between 2021 and 2022. Injuries from accidents in train stations increased from 371 in 2021 to 471 in 2022. The total number of deaths fell from 24 to 20 between 2021 and 2022. The overall number of injuries relating to railways rose from 678 in 2021 to 782 in 2022. (Table 7.18)

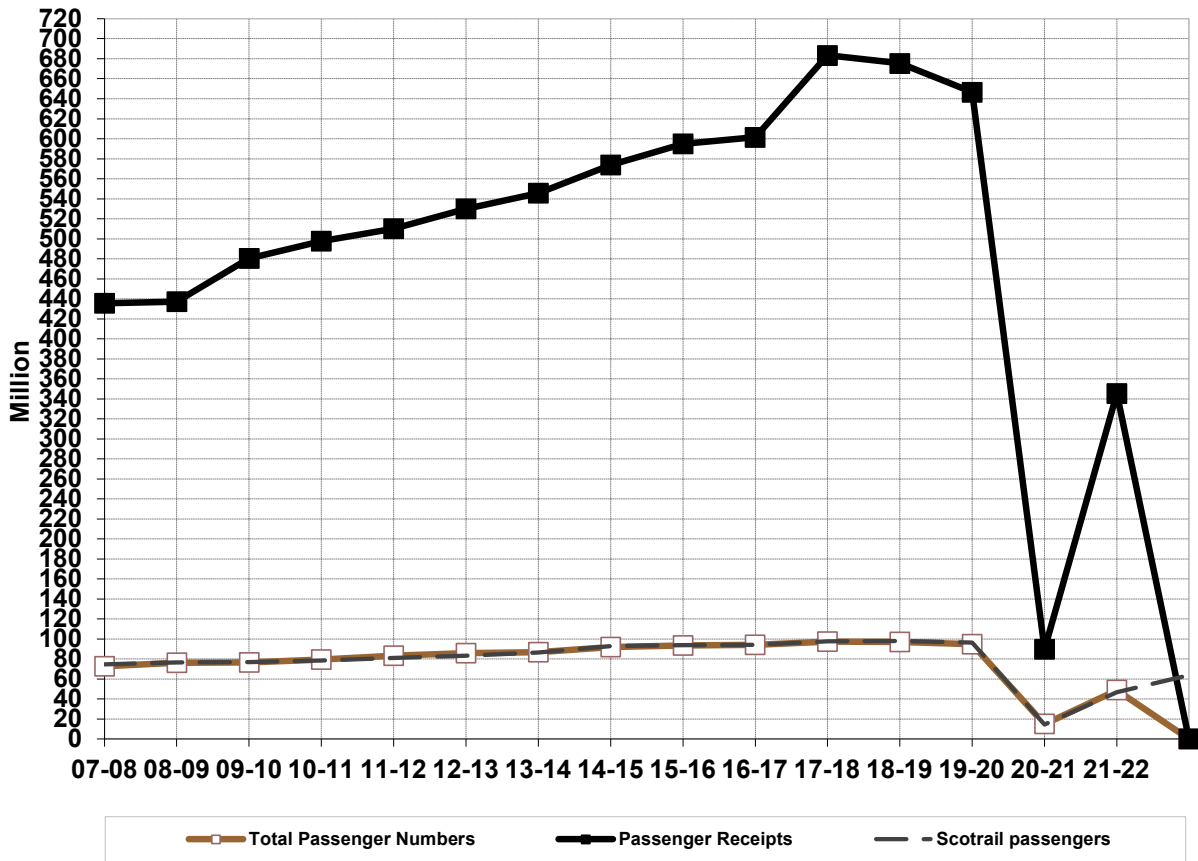
One death was attributed to a level crossing user, one to a passenger and 18 to suicides in 2022. (Table 7.19)

Notes

This worksheet contains one table.

Note number	Note text
note 1	ScotRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2000/01. 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. 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 3	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. 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 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. 2011 RPI used for 2011-12).
note 8	Local 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 concertcards).
note 12	Journeys for which the destination is one of the stations in the Council area (e.g. Edinburgh includes Burslem, Curriehill, Dalmeiy, etc)
note 13	Based on ticket sales from central ticketing system (therefore excludes journeys made using concertcards).
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 only, but due to improved methodology, these have now been mapped to other districts or unitary authorities. One impact of this is that 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://or.gov.uk/_data/assets/pdf_file/0014/1940/regional-upgrade-profiles-00n-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 local encoding rather than actual difference in passenger's journeys. For such tickets, journeys are allocated to the main station of use 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 5 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 operators, the figures are the percentages of trains which arrive at the final destination within ten minutes of the timetabled time (i.e. are no more than 9 minutes and 59 seconds late)
note 29	For regional operators, the figures are the percentages of trains which arrive at the final destination within five minutes of the timetabled 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 train took over the East Coast operation.
note 35	Virgin Train 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. ScotRail was taken over by the operator of last resort (Transport Scotland) on 1 April 2022.
note 37	London North Eastern Railway took over the East Coast Franchise on 24 June 2018.
note 38	Avanti West Coast took over the West Coast Franchise on 5 September 2019.
note 39	For example, Total within 30 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 disaffected or sat poor and (e.g.) those who were neither satisfied nor disaffected.
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 2019 for ScotRail satisfaction was 65% (66% also for the 'Others' whose journey started in Scotland). But results are not 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 Coatbridge and major English ports (Calais/Dover, Southampton and London Gateway). It is then transferred to ship for import/export. To give a flavour, the goods moved include whisky (and other major 'branded' spirits), seafood, luxury textiles, coats and seed potatoes. Fairly recent figures show that around 20%-25% of Scotland's exports move through Coatbridge (although this figure would need to be confirmed for up to date accuracy).
note 50	In determining network capability, a new approach has been taken, based on using the Infrastructure network model (INM), using the summation of ERP segments within selected 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 drops 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, it still known to include minor inaccuracies. The INM database will be subject to ongoing review and refinement throughout CP6 to address these issues and improve on 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. 2006-06 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 Airshire).
note 54	Strathclyde Partnership for Transport took 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. 2011 RPI used for 2011-12).
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	Subway services were suspended between 2-June-16 and 8-Aug-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 RRSB 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 train only.
note 66	Train derailments (ASPR, Chapter 7, Page 106).
note 67	114).
note 68	This includes all accidental fatalities.
note 69	This includes all major and minor injuries (excludes Shock/trauma).
note 70	Injuries incurred on railway infrastructure outside of trains/ stations e.g. running line, YDS sites.
note 71	These are the number of people injured in railway accidents and incidents, which do not include those injured in accidents involving trains, in which previous reporting included events such as door strikes that were not specifically required by RIDDOR when there was no damage to the train. This historical data has been corrected to include only those events that were RIDDOR reportable.
note 72	One buffer stop collision took place in 2019 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 73	Those who had not used a train service in the past month are not asked these questions about train services.
note 74	This question will be asked in alternate years from 2019.
note 75	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://data.gov.uk/gov.uk/media/15463/passenger-rail-usage-2020-21-q4.pdf)
note 76	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 77	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 percentage decrease in journeys for 2019-20 compared with the previous year will be smaller than the figures presented.
note 78	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 NRPSS). Comparison with figures for previous years should therefore be made with caution.
note 79	For the Interim Rail Passenger Survey the question was about sufficient room for all passengers to sit/stand.
note 80	For the Interim Rail Passenger Survey the question was about cleanliness inside the train.
note 81	There have been some very small revisions to the train km figures from 2013/14 onwards. Passenger focus are going to be using a 'full new' GB rail survey planned to start in April 2024. In the meantime the results shown for 2022 come from a 'Year Rail Journey' (field trials) survey done in March 2022. However results should be treated with considerable caution. The data have not been weighted and the sample sizes are 200 or more.
note 82	Line is defined and data quality updates. For sidings, the reduction can be explained due to an exercise by Maintenance to identify NR Maintenance boundary and leased private depots.
note 83	
note 84	
note 85	

Figure 7.1 Passenger traffic originating in Scotland, and ScotRail passengers



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

Figure 7.2 Freight traffic lifted in Scotland

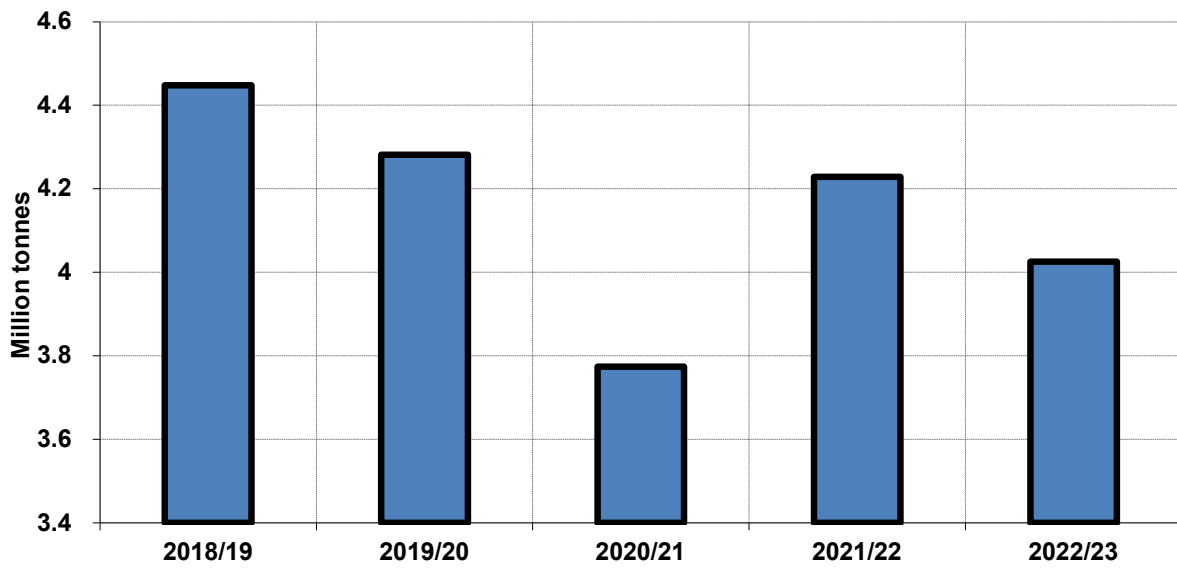


Table 7.2 Passenger traffic originating in Scotland: journeys and revenue

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	2020-21	2021-22
Passenger journeys											
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	13.0
Reduced fare	28.8	33.2	34.5	38.2	40.1	41.4	43.2	43.5	42.7	7.3	27.0
Season ticket	25.3	26.2	25.0	25.7	26.0	25.8	25.8	25.0	23.6	2.9	5.2
Total	79.5	81.9	82.7	87.4	89.2	89.7	92.3	92.0	89.7	14.2	45.1
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	0.1
Reduced fare	3.6	3.7	3.8	4.1	4.0	4.3	4.7	4.9	4.8	0.7	3.6
Season ticket	0.0	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	3.7
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	13.0
Reduced fare	32.3	36.9	38.2	42.3	44.1	45.7	48.0	48.4	47.5	8.0	30.6
Season ticket	25.3	26.2	25.0	25.7	26.0	25.8	25.8	25.0	23.7	2.9	5.2
Total [note 9]	83.3	85.8	86.7	91.7	93.4	94.2	97.1	97.0	94.7	14.9	48.8
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	0.1
Reduced fare	3.6	3.7	3.8	4.1	4.0	4.3	4.7	4.9	4.8	0.7	3.6
Season ticket	0.0	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	3.7
Passenger revenue											
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	200.8
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	144.5
Total	393.4	421.8	447.5	481.7	504.3	518.9	610.6	623.7	612.3	86.1	345.3
Total at constant prices [note 8]	510.1	530.0	545.8	573.8	594.9	601.5	683.5	675.5	646.6	89.6	345.3
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	144.5
At constant prices [note 8]	176.0	180.2	183.9	190.6	181.2	186.8	195.3	201.1	202.3	28.8	144.5

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, 2021-22 [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]	52,519	100.0%	7.3%	48,944
of which within Scotland [note 11]	45,097	85.9%	1.6%	44,376
of which to / from England and Wales	7,422	14.1%	62.5%	4,568
of which to / from London	2,185	4.2%	77.4%	1231.886
of which to / from North West England	2,036	3.9%	143.5%	836.116
of which to / from North East England	1,597	3.0%	120.1%	725.789
of which to / from Yorkshire and the Humber	695	1.3%	29.7%	536.173
of which to / from West Midlands	232	0.4%	3.0%	224.94
of which to / from East England	260	0.5%	-7.9%	282.185
of which to / from South East	168	0.3%	-47.8%	322.318
of which to / from East Midlands	172	0.3%	17.3%	146.806
of which to / from South West	53	0.1%	-71.5%	185.194
of which to / from Wales	23	0.0%	-69.6%	75.743

Table 7.5 Distances travelled by passengers to Aberdeen, Edinburgh and Glasgow 2021-22 [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	1.4	20.2
5 - under 10 kms	8.6	5.6	25.5
10 - under 20 kms	1.8	6.4	23.9
20 - under 50 kms	26.2	29.1	14.9
50 - under 100 kms	8.2	27.7	9.2
100+ kms	55.2	29.8	6.2
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	2021-22 <i>thousands</i>	% change 2021-22 on 2020-21
Aberdeen City	339	343	355	337	286	255	239	250	218	47	170	264.4
Aberdeenshire	25	26	25	25	25	22	22	21	20	2	14	758.9
Angus	46	48	47	48	44	42	43	42	38	3	28	714.4
Argyll and Bute	34	30	30	31	27	28	29	33	29	8	20	144.5
Clackmannan	4	4	4	4	4	4	4	4	6	1	4	295.6
Dumfries and Galloway	392	388	390	402	385	405	424	453	451	61	278	352.2
Dundee City	193	191	179	172	162	156	158	165	152	22	123	468.4
East Ayrshire	28	27	29	34	34	35	37	39	39	6	26	354.0
East Dunbartonshire	11	12	13	16	15	16	17	19	19	2	10	407.9
East Lothian	56	58	58	59	61	60	67	71	75	14	54	295.9
East Renfrewshire	5	5	7	8	8	9	9	9	10	1	5	389.8
Edinburgh, City Of	3,502	3,605	3,757	4,106	4,162	4,547	4,929	5,073	5,027	690	4,274	519.3
Falkirk	69	72	73	76	71	77	76	78	74	9	54	487.8
Fife	288	295	286	276	265	261	266	264	248	32	175	438.9
Glasgow City [note 18]	1,934	1,966	2,046	2,344	2,193	2,429	2,591	2,674	2,730	376	1,687	349.1
Highland	151	146	144	134	96	89	87	84	44 [not Available]		90	-
Inverclyde	22	23	24	30	29	31	31	32	32	5	19	284.7
Midlothian					2	4	5	6	6	1	4	424.3
Moray	22	20	18	18	14	13	13	11	9	2	7	249.1
North Ayrshire	32	34	35	43	42	47	46	46	45	6	24	280.5
North Lanarkshire	106	100	106	120	112	122	126	142	147	23	113	394.4
Perth and Kinross	86	87	82	79	74	71	68	68	60	8	50	499.9
Renfrewshire	23	23	24	30	29	33	34	35	35	5	16	232.7
Scottish Borders					4	8	9	10	9	1	7	414.7
South Ayrshire	41	45	47	55	49	55	54	54	54	7	17	153.9
South Lanarkshire	24	25	27	34	31	36	36	35	35	5	19	249.9
Stirling	96	99	96	103	100	105	109	109	109	14	74	444.8
West Dunbartonshire	10	10	10	13	13	15	15	16	16	3	11	284.5
West Lothian	59	62	63	71	71	74	73	78	74	11	49	347.9
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	7,422	447.4

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 2021-22 on 2020-21
To/From/Within	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2020-21
Aberdeen City	3,510	3,755	4,055	4,229	3,838	3,321	3,175	2,724	2,636	434	1,583	264.8
Aberdeenshire	1,175	1,258	1,368	1,441	1,430	1,330	1,310	1,085	1,052	107	754	282.8
Angus	843	842	863	879	860	800	809	877	832	107	492	360.2
Argyll and Bute	1,789	1,767	1,426	1,427	1,368	1,272	1,305	1,259	1,194	378	849	124.8
Clackmannan	397	377	380	398	383	357	364	366	388	70	255	265.8
Dumfries and Galloway	404	409	418	461	437	481	505	513	480	52	282	442.3
Dundee City	1,539	1,523	1,594	1,706	1,771	1,700	1,751	1,909	1,885	318	1,121	252.9
East Ayrshire	1,167	1,205	1,139	1,215	1,171	1,148	1,221	1,240	1,223	137	570	317.2
East Dunbartonshire	4,103	4,211	4,066	4,349	4,277	3,852	4,223	4,288	4,242	578	1,957	238.7
East Lothian	1,884	2,011	2,163	2,257	2,386	2,286	2,385	2,325	2,301	329	1,249	280.1
East Renfrewshire	3,300	3,348	3,158	3,300	3,391	3,520	3,565	3,680	3,652	761	1,827	139.9
Edinburgh, City Of	18,526	19,577	20,904	21,919	22,740	23,324	24,279	24,717	23,788	3,127	11,964	282.7
Falkirk	2,965	2,978	3,068	3,240	3,206	3,131	3,253	3,346	3,328	407	1,579	297.9
Fife	5,044	5,103	5,310	5,670	6,129	5,841	5,928	5,796	5,260	662	2,822	326.0
Glasgow City [note 18]	64,160	65,682	64,853	69,167	70,697	71,844	75,178	75,621	74,498	12,765	36,316	184.5
Highland	2,184	2,208	2,317	2,322	2,345	2,266	2,290	2,290	2,278	449	1,419	216.3
Inverclyde	2,757	2,813	2,750	2,890	2,906	2,832	2,827	2,906	2,617	328	1,308	298.4
Midlothian					285	533	637	680	656	77	318	316.1
Moray	493	516	537	559	559	519	495	503	504	106	330	210.1
North Ayrshire	3,927	4,061	3,862	3,963	3,947	4,019	4,092	3,957	3,793	453	1,944	329.6
North Lanarkshire	8,533	8,690	8,441	8,903	8,997	9,351	9,425	9,133	8,804	1,169	4,151	255.2
Perth and Kinross	1,054	1,084	1,117	1,231	1,322	1,263	1,319	1,320	1,276	222	766	244.8
Renfrewshire	6,401	6,642	7,200	7,629	7,698	7,655	7,718	7,734	7,621	1,669	4,016	140.7
Scottish Borders					550	842	854	865	810	83	427	415.1
South Ayrshire	3,156	3,245	3,330	3,351	3,150	3,399	3,418	2,995	2,922	433	1,435	231.2
South Lanarkshire	8,325	8,588	8,747	9,222	9,265	9,276	9,137	8,817	8,724	1,255	4,066	223.9
Stirling	2,928	2,914	2,952	3,148	3,187	3,051	3,264	3,238	3,234	539	1,783	230.7
West Dunbartonshire	4,778	4,863	4,934	5,140	5,128	5,120	4,842	4,849	4,603	581	2,184	276.1
West Lothian	3,761	4,108	4,432	4,792	4,890	5,054	5,074	5,122	4,898	736	2,428	223.7
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	90,195	217.4

Table 7.6c Rail passenger journeys wholly within Scotland, using national rail tickets, by local authority areas of origin and destination, 2021-22 [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 turn off freeze panes select the 'View' ribbon then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road

Origin	Destination														
	Aberdeen City	Aberdeenshire	Argyll & Bute	Clackmannanshire	Dumfries & Galloway	Dundee City	East Ayrshire	East Dunbartonshire	East Lothian	East Renfrewshire	Edinburgh, City of	Falkirk	Fife	Glasgow, City of	
Aberdeen City	127,769	258,189	42,337	283	195	502	37,389	165	743	649	145	124,770	2,730	19,992	55,763
Aberdeenshire	258,189	38,488	10,648	66	11	54	14,152	19	93	135	17	24,865	215	4,541	8,578
Angus	42,337	10,648	27,355	113	201	66	91,972	70	179	191	34	33,031	434	10,107	12,068
Argyll and Bute	283	66	113	137,594	124	193	327	392	3,106	342	843	14,979	694	553	194,977
Clackmannanshire	195	11	201	124	0	19	661	79	2,119	69	102	13,008	5,064	222	45,893
Dumfries and Galloway	502	54	66	193	19	38,272	564	6,359	117	190	318	37,248	233	915	45,107
Dundee City	37,389	14,152	91,972	327	661	564	32,578	205	749	1,733	215	137,124	2,874	78,456	55,013
East Ayrshire	165	19	70	392	79	6,359	205	36,944	893	80	8,472	6,571	679	279	198,058
East Dunbartonshire	743	93	179	3,106	2,119	117	749	893	29,926	861	4,734	36,923	5,562	582	805,170
East Lothian	649	135	191	342	69	190	1,733	80	861	24,284	139	547,743	3,473	8,162	18,003
East Renfrewshire	145	17	34	843	102	318	215	8,472	4,734	139	157,210	11,645	1,211	184	660,417
Edinburgh, City of	124,770	24,865	33,031	14,979	13,008	37,248	137,124	6,571	36,923	547,743	11,645	674,298	342,181	968,460	1,081,673
Falkirk	2,730	215	434	694	5,064	233	2,874	679	5,562	3,473	1,211	342,181	26,442	3,093	252,024
Fife	19,992	4,541	10,107	553	222	915	78,456	279	582	8,162	184	968,460	3,093	236,870	29,459
Glasgow, City of	55,763	8,578	12,068	194,977	45,893	45,107	55,013	198,058	805,170	18,003	660,417	1,081,673	252,024	29,459	7,768,706
Highland	47,290	7,246	1,344	3,555	129	406	6,018	256	1,530	479	184	72,048	1,779	5,477	63,008
Inverclyde	448	64	97	1,260	211	303	311	1,246	2,584	169	3,236	11,877	923	452	374,543
Midlothian	182	31	44	64	532	29	345	15	1,072	1,683	366	96,427	4,912	8,391	18,588
Moray	45,204	6,354	522	46	27	90	1,667	35	73	91	18	7,860	181	884	5,429
North Ayrshire	809	85	93	1,043	165	660	476	769	3,797	295	5,793	17,454	1,480	577	526,327
North Lanarkshire	1,158	146	338	6,242	1,298	666	1,515	2,343	14,750	2,430	7,186	241,653	13,603	3,350	1,459,640
Perth and Kinross	10,005	1,761	9,808	457	356	278	74,603	145	1,183	711	180	86,174	2,907	15,205	89,526
Renfrewshire	465	58	131	1,962	662	1,018	424	4,270	12,522	350	13,395	21,815	3,316	667	1,320,532
Scottish Borders	660	161	206	199	73	34	1,209	89	141	831	46	161,646	765	2,843	10,243
South Ayrshire	506	67	232	807	278	5,970	640	9,539	3,133	222	3,406	18,893	1,210	797	295,888
South Lanarkshire	374	31	120	2,984	377	278	409	4,400	11,976	379	26,972	39,398	2,269	660	1,598,192
Stirling	10,474	889	3,962	3,968	54,728	508	15,716	595	10,648	2,148	1,506	224,772	91,712	3,650	255,944
West Dunbartonshire	378	67	123	46,173	526	168	342	1,675	21,293	334	4,732	20,578	2,265	609	726,869
West Lothian	1,715	188	298	1,236	481	277	2,831	241	1,868	8,151	640	907,069	15,359	5,503	182,301
Scotland	791,289	377,219	246,124	424,582	127,610	140,842	560,518	284,883	978,327	624,327	913,346	5,982,183	789,590	1,410,940	18,157,939

able 7.6c Rail passenger journeys wholly within Scotland, using national rail tickets, by local authority areas of origin and destination, 2021-22 [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 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

Origin	Midlothian										West			Scotland	
	Highland	Inverclyde	North Ayrshire	North Lanarkshire	Perth & Kinross	Renfrewshire	Scottish Borders	South Ayrshire	South Lanarkshire	Stirling	Dunbartonshire	West Lothian			
Aberdeen City	47,290	448	182	45,204	809	1,158	10,005	465	660	506	374	10,474	378	1,715	791,289
Aberdeenshire	7,246	64	31	6,354	85	146	1,761	58	161	67	31	889	67	188	377,219
Angus	1,344	97	44	522	93	338	9,808	131	206	232	120	3,962	123	298	246,124
Argyll and Bute	3,555	1,260	64	46	1,043	6,242	457	1,962	199	807	2,984	3,968	46,173	1,236	424,582
Clackmannanshire	129	211	532	27	165	1,298	356	662	73	278	377	54,728	526	481	127,610
Dumfries and Galloway	406	303	29	90	660	666	278	1,018	34	5,970	278	508	168	277	140,842
Dundee City	6,018	311	345	1,667	476	1,515	74,603	424	1,209	640	409	15,716	342	2,831	560,518
East Ayrshire	256	1,246	15	35	769	2,343	145	4,270	89	9,539	4,400	595	1,675	241	284,883
East Dunbartonshire	1,530	2,584	1,072	73	3,797	14,750	1,183	12,522	141	3,133	11,976	10,648	21,293	1,868	978,327
East Lothian	479	169	1,683	91	295	2,430	711	350	831	222	379	2,148	334	8,151	624,327
East Renfrewshire	184	3,236	366	18	5,793	7,186	180	13,395	46	3,406	26,972	1,506	4,732	640	913,346
Edinburgh, City of	72,048	11,877	96,427	7,860	17,454	241,653	86,174	21,815	161,646	18,893	39,398	224,772	20,578	907,069	5,982,183
Falkirk	1,779	923	4,912	181	1,480	13,603	2,907	3,316	765	1,210	2,269	91,712	2,265	15,359	789,590
Fife	5,477	452	8,391	884	577	3,350	15,205	667	2,843	797	660	3,650	609	5,503	1,410,940
Glasgow, City of	63,008	374,543	18,588	5,429	526,327	1,459,640	89,526	1,320,532	10,243	295,888	1,598,192	255,944	726,869	182,301	18,157,939
Highland	395,242	381	165	56,105	509	1,335	28,560	567	453	512	496	8,861	4,732	951	709,618
Inverclyde	381	100,121	214	38	6,449	5,161	323	125,907	91	3,173	8,869	1,170	3,785	717	654,123
Midlothian	165	214	1,724	16	57	3,550	147	208	14,969	78	503	2,412	212	2,216	159,152
Moray	56,105	38	16	37,760	123	112	1,034	89	76	79	86	630	106	176	164,911
North Ayrshire	509	6,449	57	123	161,983	9,842	522	110,228	146	101,304	13,372	1,541	5,012	982	971,893
North Lanarkshire	1,335	5,161	3,550	112	9,842	125,241	1,308	21,764	4,425	9,825	80,463	10,723	22,628	22,458	2,075,353
Perth and Kinross	28,560	323	147	1,034	522	1,308	24,804	593	463	515	589	29,128	508	1,104	382,897
Renfrewshire	567	125,907	208	89	110,228	21,764	593	259,502	246	48,906	36,823	3,708	16,200	1,821	2,008,149
Scottish Borders	453	91	14,969	76	146	4,425	463	246	10,340	168	291	877	223	1,723	213,637
South Ayrshire	512	3,173	78	79	101,304	9,825	515	48,906	168	193,902	11,193	2,355	2,958	999	717,555
South Lanarkshire	496	8,869	503	86	13,372	80,463	589	36,823	291	11,193	166,014	2,672	19,890	2,770	2,032,850
Stirling	8,861	1,170	2,412	630	1,541	10,723	29,128	3,708	877	2,355	2,672	136,745	2,780	6,614	891,436
West Dunbartonshire	4,732	3,785	212	106	5,012	22,828	508	16,200	223	2,958	19,890	2,780	184,740	2,076	1,092,182
West Lothian	951	717	2,216	176	982	22,458	1,104	1,821	1,723	999	2,770	6,614	2,076	41,013	1,213,778
Scotland	709,618	654,123	159,152	164,911	971,893	2,075,353	382,897	2,008,149	213,637	717,555	2,032,850	891,436	1,092,182	1,213,778	45,097,253

Table 7.7 Passenger journeys to and from the main stations in Scotland: 2022-23 [note 20] [note 21] [note 22] [note 23]

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	20,768	51	Helensburgh Central	500
2	Edinburgh	18,213	52	Falkirk Grahamston	489
3	Glasgow Queen Street	12,284	53	Shettleston	474
4	Paisley Gilmour Street	2,600	54	Leuchars (For St. Andrews)	461
5	Haymarket	2,308	55	North Berwick	461
6	Partick	2,103	56	Barrhead	437
7	Aberdeen	1,961	57	Newton (Lanark)	434
8	Stirling	1,927	58	Hairmyres	410
9	Dundee	1,454	59	Dumbarton Central	399
10	Charing Cross (Glasgow)	1,310	60	Edinburgh Park	396
11	Exhibition Centre (Glasgow)	1,158	61	Patterton	370
12	Croy	1,061	62	Cathcart	369
13	Hyndland	1,023	63	Dunblane	360
14	Inverness	975	64	Stonehaven	360
15	Mount Florida	939	65	Coatbridge Sunnyside	359
16	Johnstone (Renfrewshire)	821	66	Uphall	358
17	Ayr	821	67	Kilmarnock	355
18	Argyle Street	810	68	Alloa	355
19	Livingston North	808	69	Dunfermline City	353
20	Linlithgow	798	70	Balloch	351
21	Bathgate	770	71	Musselburgh	350
22	Inverkeithing	746	72	Dalmeny	342
23	Anniesland	735	73	Troon	337
24	Motherwell	699	74	Gourock	324
25	Perth	695	75	Port Glasgow	324
26	Kirkcaldy	642	76	Dunbar	319
27	Airdrie	633	77	Blantyre	312
28	Cambuslang	629	78	Clarkston	310
29	Falkirk High	617	79	Bearsden	307
30	Crossmyloof	617	80	Neilston	306
31	Larbert	602	81	Wishaw	306
32	Kilwinning	591	82	Largs	306
33	East Kilbride	574	83	Tweedbank	302
34	Uddingston	568	84	Scotstounhill	294
35	Lenzie	563	85	Arbroath	293
36	Dalmuir	562	86	Dumfries	291
37	Bellgrove	554	87	Blairhill	290
38	High Street (Glasgow)	554	88	Singer	289
39	Bishopton (Renfrewshire)	552	89	Inverurie	288
40	Irvine	551	90	Garrowhill	278
41	Rutherglen	549	91	Galashiels	269
42	Milngavie	549	92	Greenock West	268
43	Bishopbriggs	544	93	Paisley Canal	265
44	Hamilton Central	527	94	Alexandra Parade	264
45	Polmont	521	95	Dyce	260
46	Queens Park (Glasgow)	519	96	Springburn	259
47	Westerton	513	97	Pollokshields East	256
48	Bellshill	511	98	Dalmarnock	256
49	Hamilton West	508	99	Carntyne	255
50	Bridgeton	500	100	Dumbarton East	253

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	2022-23
Dun Craig (1971)	0.7	0.8	0.5	0.4	0.5	0.3	0.4	0.5	0.5	-	0.4	0.5
Kingsknowe (1971)	17.5	25.3	24.7	21.2	20.2	18.8	20.5	17.2	16.9	4.7	11.2	20.3
Alness (1973)	25.5	28.4	27.8	25.9	23.6	26.4	29.3	30.4	27.1	3.2	15.8	16.8
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	47.7
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	228.5
Argyle Street (1979)	1196.5	1336.7	1369.9	1438.4	1382.9	1413.2	1411.4	1295.4	1311.8	382	773.2	809.9
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	500.3
Dalmarnock (1979)	79.6	21.5	100.4	217.1	283.2	367.7	449	414.2	419.9	72.7	227.4	255.5
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	1157.9
Dyce (1984)	677.9	759.9	810.7	823.9	664.4	517.6	466.7	358.7	356.4	86.5	216.1	260.0
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	205.6
Kilmaurs (1984)	102.1	107.3	105.8	109.8	103.5	104.1	113.5	128.1	115.3	10.1	46.2	58.3
Auchinleck (1984)	55.7	57.1	56.0	62.7	62.0	61.8	67.4	77.8	72.1	5.2	35.3	44.5
Dunrobin Castle (1985)	0.6	0.6	0.9	0.8	0.8	0.9	1	1.2	1.2	0.1	0.8	1.4
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	1.9
South Gyle (1985)	513.8	555.1	574.6	558.1	587.4	497.2	432.9	382	363.1	49.8	121.2	162.7
Loch Awe (1985)	2.5	2.7	3.0	4.8	4.8	4.1	5.4	5	5.5	4.6	7	8.4
Portlethen (1985)	19.1	28.0	48.2	57.2	56.3	45.9	42.7	46.7	63.4	14.2	41.5	48.4
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	192.6
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	808.3
Bathgate (1986)	871.0	973.9	1060.7	1176.5	1223.1	1302.8	1282.1	1292.6	1209.8	210.8	600.5	769.5
Uphall (1986)	325.1	431.2	511.0	557.6	581.6	608.6	613.6	624.1	577.8	111.3	296.8	358.1
Wester Hailes (1987)	29.8	35.8	36.2	37.5	38.6	36.1	41.3	39.9	45.3	11.4	40.4	38.2
Curriehill (1987)	52.9	63.9	65.8	67.2	67.0	66.7	69.3	69.2	81	9	40.2	69.3
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	14.1
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	0.9
Musselburgh (1988)	386.7	420.8	438.7	456.7	478.1	463.7	488.6	455.4	460.9	87	266.9	350.3
Greenfaulds (1989)	132.6	122.9	130.5	136.5	130.9	114.8	124.3	125.3	118.9	15	55.4	79.1
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	224.4
Stepps (1989)	302.2	305.6	277.4	296.9	300.4	269.9	301.9	315.2	271.6	39.1	134.7	193.2
Airbles (1989)	110.1	113.6	112.8	119.1	127.0	142.9	132.8	114.4	118.9	14.1	64.2	79.5
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	161.1
Whinhill (1990)	40.0	45.3	52.4	52.6	53.6	43.7	52.4	41.6	40.6	4.6	22.3	27.3
Dumbreck (1990)	114.1	117.2	131.4	150.6	164.0	169.7	179.2	170.2	173.1	55.9	89.8	118.6
Corkerhill (1990)	236.6	233.5	245.0	247.8	266.2	284.9	276	277.1	266.9	41.7	129	184.0
Moss Park (1990)	117.4	116.0	110.7	119.0	143.1	186.7	174.7	162.3	169.7	35.8	88.8	106.5
Crookston (1990)	126.4	127.2	132.6	149.8	174.8	188.1	200.3	194.6	202.1	36.9	113.4	148.6
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	264.7
Priesthill & Darnley (1990)	115.9	125.1	125.8	134.2	137.7	144.8	161	164.5	170.2	36.5	100.1	124.1
Shieldmuir (1990)	56.8	69.5	81.4	89.2	105.2	113.9	116.3	109.6	113.3	12.7	54.5	84.3
Hawkhead (1991)	145.5	138.7	167.3	183.8	201.3	224.0	224.3	244.3	248.6	33.8	114.6	167.0
New Cumnock (1991)	28.0	28.5	27.2	31.9	28.4	26.6	26.7	28.3	25.6	1.6	15	17.5
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	42.6
Whifflet (1992)	254.5	257.4	233.4	234.1	247.4	329.6	301.1	257.5	263.9	31.5	123.7	168.0

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 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road - Not National Statistics

Station	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23
Ashfield (1993)	44.4	33.2	33.5	31.7	40.9	44.1	69.7	76.4	74.2	80.5	76.5	50.3	83.5	84.5	66.4	23.9	45.2	52.1
Possilpark & Parkhouse (1993)	20.4	16.7	23.2	28.7	40.3	41.4	112.0	123.8	99.2	97.7	91.4	73.1	100.2	92.0	77.8	22.6	49.8	61.5
Gilshochill (1993) [note 26]	29.2	21.5	29.3	32.8	32.5	31.2	89.5	98.9	94.5	101.9	87.0	65.1	94.7	91.2	71.4	15.5	42.7	53.7
Summerston (1993)	63.4	51.6	59.0	60.4	58.3	58.9	140.5	156.8	154.1	166.9	152.4	99.0	146.8	147.4	120.2	24.2	71.3	81.8
Maryhill (1993)	36.8	34.8	43.1	42.4	41.7	42.9	80.3	83.3	77.3	92.3	90.5	64.1	89.7	88.7	77	12.8	44	60.2
Carmyle (1993)	49.8	46.6	61.6	60.6	55.2	54.4	135.3	143.3	132.1	131.1	132.5	155.5	138	121.2	134.7	28.4	82.3	92.4
Mount Vernon (1993)	37.3	29.0	35.3	34.7	32.2	28.5	56.7	63.3	57.3	59	60.2	66.8	69.6	58	67.2	9	33.4	44.2
Baillieston (1993)	50.2	46.0	56.5	58.1	53.3	51.4	109.2	114.7	112.0	112.9	126.2	156.5	159.5	149.9	175.5	29.2	93.1	117.4
Bargeddie (1993)	39.6	35.3	40.0	43.3	42.0	36.7	99.4	98.3	88.0	85.9	95.2	114.9	105.8	91.8	104.9	14.5	57	73.2
Kirkwood (1993)	84.6	74.9	88.9	96.8	97.4	99.1	150.0	153.2	130.2	131.6	138.9	166.6	156.8	139.2	147.7	21.7	72.8	94.1
Gretna Green (1993)	8.6	9.2	10.7	14.6	23.3	23.5	36.6	37.4	38.0	40.2	38.9	39.0	39.9	45.9	46.5	5.5	29.5	37.4
Camelon (1994)	31.5	39.8	45.5	51.6	48.9	54.9	104.5	110.9	116.4	130.5	136.1	132.2	127.6	142.0	162.9	24.6	94.8	124.9
Wallyford (1994)	51.9	52.1	57.9	68.1	79.8	94.1	240.8	255.8	268.1	295.9	311.9	297.0	316.9	308.0	314.1	36.4	151.7	208.8
Sanquhar (1994)	10.1	9.5	11.5	13.4	15.5	18.4	28.4	28.2	26.3	27.5	24.5	27.4	28.7	28.1	24.3	1.8	14.4	17.3
Prestwick Airport (1994) [note 28]	18.7	24.8	62.9	130.6	114.0	73.8	337.0	343.8	454.0	293.9	93.0	117.9	132.8	104.9	101.2	7.7	26.3	57.0
Dalgety Bay (1998)	-	-	2.6	155.3	206.4	234.3	264.2	268.4	284.3	307.8	341.0	315.2	323.2	306	272.7	26.1	105.4	143.4
Drumfrochar (1998)	-	-	-	21.4	33.5	36.5	55.2	60.0	69.8	72.9	68.4	80.7	66.2	74	67.6	6.4	32.9	47.0
Dunfermline Queen Margaret (2000)	-	-	-	-	16.2	110.2	210.5	206.1	208.5	224.1	250.5	236.7	249.7	248.5	233.1	28.3	109.8	140.1
Howwood (2001)	-	-	-	-	-	1.5	47.9	51.3	112.7	119.9	124.9	111.6	101.3	94.9	98.9	9.6	40.4	55.7
Beaully (2002)	-	-	-	-	-	-	54.5	55.2	57.9	57.4	59.4	52.9	51.5	48.3	46.5	14.9	30.2	36.6
Brunstane (2002)	-	-	-	-	-	-	132.8	144.2	159.6	164.5	166.0	162.1	177.3	178.1	171.8	30.3	78.8	109.9
Newcraighall (2002)	-	-	-	-	-	-	191.0	206.9	221.9	242.8	224.0	234.8	278.5	286.4	265.6	32.1	121.5	177.8
Edinburgh Park (2003)	-	-	-	-	-	-	646.0	816.7	960.3	893.5	889.5	870.0	888	914.6	905.2	128.7	289.6	395.6
Gartcosh (2005)	-	-	-	-	-	-	143.8	142.0	153.4	177	156.8	133.8	148.4	186.7	173.5	26.9	96.1	134.9
Kelvindale (2005)	-	-	-	-	-	-	94.4	96.5	98.0	105.5	91.6	65.9	92.2	84.7	75.4	18.3	37.1	45.6
Chateaufort (2005)	-	-	-	-	-	-	59.5	62.5	66.9	74.9	85.9	105.5	111.1	108.5	114	13.1	46	61.9
Merryton (2005)	-	-	-	-	-	-	106.3	113.1	111.4	116.2	113.5	123.1	107.2	121.4	127.9	7.6	39.6	56.3
Larkhall (2005)	-	-	-	-	-	-	327.1	342.7	406.1	420.1	420.4	434.5	385.9	354.6	354.1	32.4	151.6	204.9
Alloa (May 2008)	-	-	-	-	-	-	401.1	380.9	383.8	402.4	386.5	360.6	388.2	370.5	393.4	70.7	259	355.3
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	60.7
Blackridge (2010)	-	-	-	-	-	-	43.3	42.6	47.3	51.5	53.2	56.9	58	59.8	57.2	6.5	27.1	37.3
Armadale (2011)	-	-	-	-	-	-	126.1	141.1	164.7	186.3	215.4	238.7	249.8	260.1	251.8	35.9	134.4	172.9
Caldercruix (2011)	-	-	-	-	-	-	91.0	93.0	101.9	109	111.5	88.7	100.4	98.3	104.3	9.6	51.7	67.2
Conon Bridge (2013)	-	-	-	-	-	-	-	3.8	18.1	15.5	15.3	15.5	15.1	17.5	18	2.6	9.2	10.9
Eskbank (Sept 2015)	-	-	-	-	-	-	-	-	-	-	128.3	274.8	338.9	367	364.5	45.4	159	202.7
Galashiels (Sept 2015)	-	-	-	-	-	-	-	-	-	-	213.8	346.3	356.3	360.4	328.4	37.5	186.9	268.7
Gorebridge (Sept 2015)	-	-	-	-	-	-	-	-	-	-	59.3	98.2	115.1	123.9	112.4	11.3	60	92.5
Newtongrange (Sept 2015)	-	-	-	-	-	-	-	-	-	-	86.4	141.6	157	154.2	139.2	13.9	75.6	114.9
Shawfair (Sept 2015)	-	-	-	-	-	-	-	-	-	-	13.2	22.2	31.6	41.1	46.5	6.7	27.6	44.4
Stow (Sept 2015)	-	-	-	-	-	-	-	-	-	-	39.7	67.5	69.8	71.2	70.7	8.3	43.3	59.8
Tweedbank (Sept 2015)	-	-	-	-	-	-	-	-	-	-	300.6	436.2	437	443.8	420.2	38.5	203.7	301.5
Edinburgh Gateway (Dec 2016)	-	-	-	-	-	-	-	-	-	-	-	58.4	284.4	323.7	292.7	44.5	116.9	185.8
Robroyston (Dec 2019)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43.5	29.8	107.8	159.9
Kintore (Oct 2020)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.5	66.2	85.3
Reston (May 2022)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13.2
Inverness Airport (February 2023)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.1

thousands

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	2022-23
	<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	81.7
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	-
ScotRail (Transport Scotland) [note 30] [note 37]	-	-	-	-	-	-	-	-	-	-	-	89.0
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	80.8
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	69.2
Caledonian Sleeper [note 29] [note 37]	-	-	-	-	86.0	89.2	85.7	89.7	80.6	89.4	85.1	86.8
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	79.7
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	84.5

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: Transport Focus - Not National Statistics

Survey questions	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Interim Rail Passenger Survey 2021 [Note 80]	Your Rail Journey' (field trials) survey 2022 [Note 84]	Sample size 2021	Sample size 2022
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	84	383	659
How deals with delays	34	39	42	47	50	39	52	39	43	51	[Not available]	[Not available]		
Value for money	57	52	50	58	60	59	60	52	54	51	68	53	374	662
How station staff handle requests	89	90	87	90	93	85	88	88	88	96	[Not available]	[Not available]		
Overall station environment	76	76	74	80	81	75	78	77	77	78	[Not available]	[Not available]		
Ticket buying facilities	80	82	81	79	85	81	78	79	84	79	[Not available]	[Not available]		
Info. re. times, platforms	85	88	85	87	87	86	87	86	87	91	[Not available]	[Not available]		
Punctuality / reliability	84	87	83	84	85	83	83	74	77	79	83	81	383	658
Length of journey time	90	91	90	89	89	90	91	87	88	91	87	85	332	236
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	82	383	654
Frequency	83	82	83	83	83	82	83	78	78	81	76	72	332	234
Train Cleanliness [note 48] [note 82]	80	83	82	83	78	75	76	73	79	79	72	74	383	656
Comfort of seats [note 49]	80	81	80	81	82	78	71	69	77	78	77	[Not available]	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]	[Not available]		
How deals with delays	54	55	70	48	68	60	59	63	48	67	[Not available]	[Not available]		
Value for money	62	65	68	66	69	70	72	66	70	73	[Not available]	[Not available]		
How station staff handle requests	86	91	90	90	93	93	93	95	87	88	[Not available]	[Not available]		
Overall station environment	78	63	75	83	86	87	89	89	86	81	[Not available]	[Not available]		
Ticket buying facilities	89	81	82	86	90	92	91	93	90	94	[Not available]	[Not available]		
Info. re. times, platforms	87	86	86	89	94	95	91	93	94	88	[Not available]	[Not available]		
Punctuality / reliability	87	89	89	89	90	94	88	86	86	72	[Not available]	[Not available]		
Length of journey time	88	87	87	86	91	89	90	91	91	88	[Not available]	[Not available]		
Ease of getting on/off [note 46]	85	86	87	84	85	87					[Not available]	[Not available]		
Amount of seats / standing space [note 47]	77	79	79	79	80	81	82	81	77	87	[Not available]	[Not available]		
Frequency	80	79	81	84	88	89	82	83	83	80	[Not available]	[Not available]		
Train Cleanliness [note 48]	81	86	86	86	86	85	89	85	85	86	[Not available]	[Not available]		
Comfort of seats [note 49]	77	81	82	78	81	79	80	78	79	78	[Not available]	[Not available]		
Sample size	672	706	825	786	753	672	618	614	645	250	[Not available]	[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	[Not available]		
Punctuality / reliability	84	84	81	82	84	82	83	76	76	74	82	[Not available]		
All GB long-distance operators	<i>percentage who were satisfied or said good [note 44]</i>													
Overall opinion of journey	86	88	87	86	87	87	88	85	85	84	84	[Not available]		
Punctuality / reliability	85	87	84	83	84	84	84	78	78	74	82	[Not available]		

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	2022/23
Product lifted					
				<i>Thousand tonnes</i>	
Construction Materials	577	549	375	521	386
Domestic Automotive	30	31	19	10	18
Intermodal [note 50]	3,047	3,008	2,795	3,015	3,014
Industrial Minerals	184	144	94	115	102
Metals	222	154	141	128	97
Other	68	69	79	76	78
Petroleum Product	320	327	271	364	331
Total	4,448	4,281	3,774	4,229	4,026
Product moved (full journey)	2018/19	2019/20	2020/21	2021/22	2022/23
				<i>Thousand net tonne miles</i>	
Construction Materials	109,830	95,032	59,453	74,253	57,384
Domestic Automotive	12,213	12,048	7,578	3,972	7,512
Intermodal [note 50]	892,166	894,302	824,048	896,958	892,394
Industrial Minerals	31,512	24,890	27,923	30,726	24,218
Metals	54,379	38,206	34,541	32,164	24,753
Other	16,445	16,730	19,230	17,542	18,932
Petroleum Product	37,896	39,445	38,582	52,578	45,373
Total	1,154,441	1,120,654	1,011,354	1,108,193	1,070,567
Product moved (Scotland mileage only)	2018/19	2019/20	2020/21	2021/22	2022/23
				<i>Thousand net tonne miles</i>	
Construction Materials	56,693	49,510	44,961	53,749	40,025
Domestic Automotive	2,406	2,458	1,502	772	1,547
Intermodal [note 50]	280,425	285,105	264,742	284,371	277,793
Industrial Minerals	17,833	16,135	20,319	22,045	19,701
Metals	33,703	26,784	21,606	21,245	16,511
Other	5,759	6,213	7,044	5,930	6,844
Petroleum Product	32,507	32,143	28,226	37,328	34,110
Total	429,326	418,348	388,399	425,440	396,531
Product moved (full journey)	2018/19	2019/20	2020/21	2021/22	2022/23
				<i>Thousand net tonne kilometres</i>	
Construction Materials	176,754	152,939	95,679	119,499	92,350
Domestic Automotive	19,655	19,389	12,196	6,393	12,089
Intermodal [note 50]	1,435,799	1,439,237	1,326,173	1,443,511	1,436,165
Industrial Minerals	50,714	40,056	44,937	49,448	38,975
Metals	87,514	61,487	55,588	51,763	39,836
Other	26,465	26,925	30,948	28,230	30,468
Petroleum Product	60,988	63,481	62,092	84,615	73,021
Total	1,857,888	1,803,514	1,627,613	1,783,459	1,722,906
Product moved (Scotland mileage only)	2018/19	2019/20	2020/21	2021/22	2022/23
				<i>Thousand net tonne kilometres</i>	
Construction Materials	91,238	79,679	72,357	86,501	64,414
Domestic Automotive	3,872	3,956	2,416	1,242	2,490
Intermodal [note 50]	451,299	458,830	426,061	457,649	447,063
Industrial Minerals	28,700	25,967	32,700	35,477	31,706
Metals	54,240	43,104	34,771	34,191	26,571
Other	9,268	9,999	11,337	9,544	11,015
Petroleum Product	52,315	51,730	45,424	60,074	54,895
Total	690,932	673,265	625,066	684,678	638,154

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	2021-22 [Note 85]
Linear routes											<i>kilometres</i>
Electrified	676	676	709	709	709	709	893	893	893	893	886
Non electrified	2,087	2,087	2,054	2,110	2,110	2,110	1,803	1,803	1,803	1,803	1,807
Total	2,763	2,763	2,763	2,819	2,819	2,819	2,696	2,696	2,696	2,696	2,693
Total rail length(including sidings etc)											
Electrified	..	..	..	..	..	..	902	902	904	904	890
Non electrified	..	..	..	..	..	..	1,856	1,856	1,840	1,840	1,840
Total	..	..	..	..	..	..	2,758	2,758	2,744	2,744	2,730

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	2021-22
Passenger and parcel	351	351	351	358	359	359	359	359	359	360	360
Freight only	119	119	119	119	119	119	119	119	119	119	119
Total	470	470	470	477	478	478	478	478	478	479	479

Table 7.16 Number of passenger stations by local authority, 2021-22 [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 7.18 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.rsb.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	2022
Railway accidents												
PHRTA [note 66]												
Train collision [note 67]	-	-	1	2	1	1	1	1	1	-	-	-
Deraillments [note 68]	2	3	-	1	1	-	-	5	1	1	1	1
Collision with road vehicle not at level crossing	-	-	-	-	-	-	-	-	-	1	-	-
Bufferstop collision	-	-	-	-	-	-	-	-	-	-	-	1
Non- PHRTA [note 69]												
Striking level crossing gates or barrier	1	-	-	-	1	-	-	-	-	-	-	1
Train striking object	20	22	7	11	14	9	7	7	5	8	10	8
Train striking animal [note 73]	23	16	20	18	25	18	21	25	12	10	15	7
Train fire	1	4	-	-	1	1	1	5	10	3	16	9
Train struck by missile	7	4	3	3	2	3	2	2	0	2	-	1
Open door collision	-	-	-	1	-	-	-	-	2	-	-	-
Collisions	-	1	-	-	-	1	-	-	1	-	-	-
Bufferstop collision [note 74]	-	-	-	-	-	-	-	1	-	-	-	-
Deraillments	-	-	-	-	-	-	-	-	-	-	2	1
All accidents	54	50	31	36	45	33	32	46	32	25	44	29
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	1	1
- injuries [note 71]	579	561	537	608	564	722	550	465	609	277	371	471
Accidents on trains - deaths [note 70]	-	-	-	-	-	-	-	-	-	-	-	-
- injuries [note 71]	120	129	150	163	167	140	148	230	324	80	118	142
Accidents outside of trains and stations (not including suicides and or trespass) - deaths [note 70] [note 72]	1	-	-	1	-	-	-	1	2	-	-	1
- injuries [note 71] [note 72]	251	219	219	261	218	252	226	196	193	168	177	153
Trespassers and suicides - deaths	21	29	24	23	20	29	18	21	17	36	23	18
- injuries [note 71]	8	12	15	6	9	21	5	16	15	8	11	16
Total deaths	22	29	24	24	20	31	18	23	19	40	24	20
Total injuries	960	929	927	1,039	962	1,139	933	908	1,145	542	678	782

Table 7.19 Railway fatalities by local authority and category, 2022 [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	-	1			-	-	1
City of Edinburgh	-				-	1	1
East Ayrshire	-	1	1		-	-	2
East Dunbartonshire	-	1			-	-	1
East Lothian	-	2			-	-	2
East Renfrewshire	-	1			-	-	1
Glasgow City	-	3			-	-	3
Highland	-	2			-	-	2
North Lanarkshire	-	1			-	-	1
Scottish Borders	-	1			-	-	1
South Ayrshire	-	1			-	-	1
South Lanarkshire	-	1			-	-	1
Stirling	-	1			-	-	1
West Lothian	-	2			-	-	2
Scotland	-	18	1		1		20

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 2023

Air Transport

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Introduction

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 21 million air passengers at Scottish airports in 2022, 206% more than in the previous year.
- 52% travelled to or from Edinburgh and 30% to or from Glasgow.
- 50 thousand tonnes of freight were carried by air in 2022.

Main Points

Passengers and Airports

There were 21 million air terminal passengers in 2022, 14 million 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. They have now increased by 207% to 21 million in 2022. (Table 8.1)

Edinburgh airport had 11 million terminal passengers in 2022 (272% increase) and Glasgow airport had 6.5 million, 215% more than the previous year. Aberdeen had 2.0 million, (up 82%) and Inverness had 700,000 (96% more). Together these four airports accounted for 92% 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)

In 2022, London Heathrow accounted for 39% of passengers on selected domestic routes to and from Aberdeen, 25% for Edinburgh and 24% for Glasgow. London Gatwick had 34% of the domestic passengers to/from Inverness. Other domestic routes with large passenger numbers included those between Edinburgh and Gatwick, Belfast, London City and Bristol, and between Glasgow and Gatwick, Belfast, Bristol and Stansted. 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

The most popular country of origin/destination for passengers flying directly to and from Scottish airports was Spain (excluding the Canary Islands) with 2.2 million passenger journeys in 2022, 16% of all passengers on direct flights abroad. Other popular origins/destinations were Spain(Canary Islands) and the Irish Republic (both 1.2 million passengers), the Netherlands (1.1 million passengers) and France (0.8 million passengers). 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*)

Some countries e.g. Jamaica and the republic of Serbia are only served by charter flights, whereas all those who travelled to/from Qatar and Malta used scheduled flights. (*Table 8.4*)

The most popular international airports (those with the largest numbers of passenger journeys for flights directly to and from Scotland's main airports in 2022) were Amsterdam and Dublin, both with just over 1 million 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*)

In 2022, 4% of all terminal passenger traffic was within Scotland, 34% was to/from other parts of the UK, and 49% was between Scotland and mainland Europe. (*Table 8.6*)

Delays and Movements

In 2022, the overall average delay was 23 minutes for flights to or from Edinburgh airport and 18 minutes from Glasgow (the user guide section describes the basis for these figures). Around 24% of flights to or from Edinburgh 18% of flights to or from Glasgow airports were delayed by more than 30 minutes. (*Table 8.8*)

The total number of aircraft movements in 2022 was 350,000. Edinburgh had the highest number of aircraft movements with 98,000, (96% of which were commercial movements), followed by Aberdeen (74,000) and Glasgow (70,000). (*Table 8.9*)

Air freight

Air freight carried in 2022 decreased by 5,238 tonnes (9%) over the previous year to 50,106 tonnes. (*Table 8.13*)

Other statistics

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*)

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
2022	21,472	20	21,492

Table 1.1b: 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 W, F]

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

Airport	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Aberdeen	3,083	3,320	3,440	3,723	3,469	2,955	3,090	3,056	2,913	994	1,076	1,960
Bama	10	11	9	11	11	13	15	15	15	6	10	13
Bembecula	34	31	31	31	32	32	33	35	35	13	20	30
Campbelltown	9	9	9	9	8	8	9	8	8	2	3	6
Dundee	62	55	26	22	22	36	21	21	21	9	20	37
Edinburgh	9,384	9,194	9,775	10,159	11,113	12,346	13,409	14,292	14,734	3,474	3,024	11,246
Glasgow	6,856	7,150	7,358	7,709	8,710	9,324	9,895	9,653	8,843	1,945	2,071	6,516
Glasgow Prestwick	1,296	1,067	1,145	912	610	672	696	691	639	91	78	444
Inverness	579	602	607	611	668	762	874	893	938	240	357	700
Jalry	26	21	26	27	29	28	32	33	35	9	13	26
Kirkwall	134	132	150	151	150	153	164	170	162	55	76	123
Lerwick (Tingwall)	5	5	4	4	4	4	4	4	3	1	2	3
Scabta	288	304	298	280	254	162	171	175	109	36	-	-
Stornoway	122	116	120	127	125	124	132	133	130	43	61	101
Sumburgh	143	149	210	263	270	249	256	246	267	114	182	246
Tirane	8	7	8	9	10	11	12	12	12	5	8	11
Umsat	-	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats	24	25	33	28	24	20	18	17	13	2	-	7
Total (note 1)	22,065	22,207	23,251	24,076	25,509	26,923	28,831	29,444	28,877	7,039	7,000	21,472

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
2022	132		127		15		76			350

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	2022
Edinburgh	-	-	-	-	-	-	-	-	-	-	0.1	0.3
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	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	41.4
Scatsta	154.1	168.1	165.7	159.9	142.7	75.1	94.6	94.1	60.6	19.2	-	-
Stormoway	6.0	5.6	5.5	6.2	5.5	3.6	4.8	6	-	-	-	-
Sumburgh	69.1	75.2	115.3	150.7	143.7	107.4	155.5	140.7	116.1	51	77.8	91.1
Wick John O'Groats	14.8	14.6	13.9	14.4	12.8	5.7	6.9	7.8	5.3	0.5	-	7.1
Gatwick	177.8	233.9	173.2	161.8	163.2	143.7	156.4	150.1	10.5	0.1	51.8	162.3
Heathrow	652.5	663.8	712.2	776.9	726.7	592.7	622	675.8	692.3	203.1	244.4	411.7
London City	-	15.8	73.2	72.0	63.3	64.5	54.4	42.2	5	-	-	4.4
Luton	147.7	120	82.8	74.5	71.3	72.1	75.1	72.6	79.6	25.4	34.9	67.6
Belfast (note7)	18.9	21.5	30.2	37.5	40	43.3	42.8	41.9	38.7	6	11.1	21.9
Birmingham	83.0	87.3	96.8	125.1	115.8	129.6	131.1	112.6	113.1	17.8	17.3	50.1
Bristol	32.8	32.9	34.9	31.8	26.4	21.6	16.7	13.2	15.8	4.5	22.3	16.1
Cardiff Wales	10.5	14.1	13.2	12.9	10.6	5.6	8.4	6.8	0.6	0.8	-	-
Durham Tees valley	31.3	33.4	32.7	35	28.2	13.2	17.5	21.5	17.1	-	-	-
East Midlands	18.9	19.8	18.4	16.7	15.5	5.4	-	-	0.1	-	-	-
Exeter	22.4	4.8	-	-	-	-	0.1	-	0.1	0.1	2.4	5.1
Humberside	30.2	32.2	34.2	36.6	30.1	18.2	23.6	23.1	19.3	8.1	12.4	11.2
Leeds/Bradford	0.5	0.6	12.3	7.0	9.2	3.6	5.1	2.2	0.1	-	-	-
Manchester	144.5	180.7	203.3	226.1	202.6	202.4	208.1	218.6	214	39.8	31.7	72.8
Newcastle	24.8	24.9	30.8	30.2	20.8	8.9	11.4	10.9	22.2	9.1	3.8	7.3
Newquay	-	-	-	-	-	-	-	-	-	-	9.7	23.6
Norwich	61.7	64.6	63.8	60.2	50.6	42.4	45.4	41.9	45.6	18.2	19.7	28.6
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	3.1
Teeside	-	-	-	-	-	-	-	-	6.2	6.2	9.3	18.3
Total these routes	1,766	1,877	1,971	2,099	1,941	1,602	1,749	1,747	1,539	437	578	1,044
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	-	-	-	-	-	-	-	-	-	0.2	-	-

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	2022
Glasgow	-	-	-	-	-	-	2.8	2.8	1.4	1.4	0.5	0.2
Inverness	-	-	-	-	-	0.1	0.2	-	0.4	-	0.1	0
Kirkwall	36.5	40.0	43.5	45.4	44.5	45.8	45.9	46.2	48.4	13.0	15.4	34.5
Prestwick	-	-	-	-	-	-	-	-	-	-	0.1	0
Stornoway	21.7	19.9	19.3	20.5	20.6	20.6	16.9	17.9	18.4	4.2	7.8	16.6
Sumburgh	35.6	36.9	39.9	45.0	44.8	43.5	47.1	47.6	44.8	11.7	19.3	38.4
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	408.8
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	732.4
London City	344.9	322.7	333.9	352.3	532.9	528.0	484.9	497.0	513.4	95.4	90.9	304
Luton	259.4	269.8	273.5	259.7	266.6	272.5	309.1	315.1	312.7	96.3	123.4	246.5
Stansted	390.4	346.4	326.6	360.3	622.2	836.9	720.3	732.0	618.6	100.2	106.9	265.8
Belfast [note7]	351.9	361.5	372.8	377.9	400.8	439.9	456.9	479.4	482.3	144.4	215.8	307.4
Birmingham	289.0	285.9	284.2	284.0	277.9	267.3	255.1	267.7	265.8	56.1	82.2	171.5
Bournemouth	-	0.2	0.1	-	0.3	0.1	-	0.1	-	-	11.8	0
Bristol	286.6	295.5	305.2	322.8	352.0	381.9	393.9	400.0	396.9	129.9	174.8	296.6
Cardiff Wales	83.6	77.7	77.0	57.6	69.2	94.3	99.4	102.1	111.4	16.8	6.9	20.5
City of Derry	-	-	-	-	-	-	-	13.4	77.0	24.8	-	6.7
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	23.9
Leeds/Bradford	9.8	2.2	-	-	-	-	-	-	-	-	-	0.1
Liverpool	-	-	-	-	-	15.9	-	0.2	-	-	-	0.7
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	12.8
Norwich	46.4	39.7	24.7	28.5	29.3	25.8	28.6	29.8	33.8	5.5	4	1.3
Southampton	203.6	204.5	207.6	203.2	194.1	198.5	208.1	183.2	182.7	28.9	35.1	81.6
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	2,970.3
Channel Islands	14.6	11.1	9.2	3.2	6.4	7.0	5.5	20.3	24.9	4.7	11.7	3.8
Isle of Man	11.6	10.8	4.2	0	0	0	3.5	6.2	7.9	1.8	3.7	9.7

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	2022
Barra	8.4	9.0	9.1	10.5	10.7	12.8	14.9	14.7	14.6	6.1	9.9	13.1
Benbecula	22.6	19.7	21.8	23.0	23.5	24.2	24.1	26.1	25.8	8.6	14.8	24
Campbeltown	9.2	8.6	9.3	9.3	8.2	8.4	8.6	8.4	7.9	2.0	2.7	5.7
Inverness	-	-	-	0.1	-	0.5	0.2	0.2	0.1	-	0.1	0
Islay	25.5	25.1	25.6	27.2	28.7	22.3	32.6	32.8	29.0	8.5	12.6	26
Kirkwall	15.3	15.1	17.6	17.3	17.4	16.0	19.6	22.5	20.2	5.3	7.5	16.3
Stormoway	55.1	55.6	57.5	61.9	62.4	55.4	75.0	75.9	75.8	26.1	38	62.2
Sumburgh	17.9	18.0	20.1	24.5	28.6	24.5	33.0	29.2	23.3	5.8	9.8	21.7
Tiree	7.8	7.9	7.6	8.0	8.7	8.3	11.3	11.7	11.6	4.9	8	10.8
Gatwick	565.8	607.4	606.3	613.3	612.5	608.6	618.7	620.4	641.6	175.3	194.4	434.4
Heathrow	820.9	828.5	870.0	871.0	907.9	893.8	909.1	911.2	865.0	271.7	369	694.3
London City	149.4	158.2	175.4	207.9	238.4	235.1	231.1	230.2	253.8	51.6	58.1	176.8
Luton	274.6	276.5	280.7	270.2	215.1	214.7	234.8	243.7	245.6	79.2	109	210.7
Stansted	342.8	331.6	308.7	304.2	533.3	652.4	527.1	432.3	278.5	82.1	108.8	215
Belfast [note7]	352.8	367.0	370.1	384.6	421.5	452.2	424.6	440.3	435.7	133.2	173.4	364.2
Birmingham	211.9	208.1	203.5	229.4	226.7	226.7	221.7	234.5	230.0	44.0	59.3	183.5
Bristol	222.2	239.7	257.4	245.3	267.2	297.3	307.0	312.1	322.1	99.1	140.9	290.7
Cardiff Wales	47.2	39.8	48.2	27.9	18.1	37.7	28.9	33.3	24.6	1.2	0.8	0.3
City of Derry	-	-	-	13.3	76.0	80.7	85.0	64.7	14.4	4.1	11.1	15.6
East Midlands	103.4	70.7	85.5	91.9	95.0	109.5	102.7	97.1	64.9	6.8	0.1	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	12.9
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	-	0.1
Newcastle	-	-	-	-	-	-	-	-	-	-	0.3	0.1
Newquay	0.9	3.6	1.8	-	-	2.3	3.1	2.0	3.8	-	6.8	5.5
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	74.8
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	2,858.8
Channel Islands	17.0	28.3	36.4	34.1	34.7	40.7	56.1	55.7	51.1	10.5	30.3	49.4
Isle of Man	11.0	11.1	4	7.5	9.9	8	5.5	2	0.1	-	-	-

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	2022
Luton	-	-	-	-	-	-	-	-	-	-	-	0.2
Stansted	88.5	-	-	-	-	-	0.1	-	-	-	0.1	0.2
Belfast City	-	-	-	-	-	-	0.2	-	-	-	-	-
Birmingham	-	-	-	-	-	-	-	-	0.1	-	-	0.1
Bournemouth	-	-	-	-	-	-	-	-	-	-	-	-
Cardiff Wales	-	-	-	-	-	-	0.1	-	-	-	-	-
City of Derry	70.6	72.8	69.5	52.1	-	-	-	-	-	-	-	-
Liverpool	-	-	-	-	-	-	-	-	-	-	-	0.1
Total these routes	159.1	72.8	69.5	52.1	-	-	0.4	-	0.1	-	0.1	0.3
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	2022
Benbecula	-	-	0.7	1.4	2.1	-	-	-	-	-	-	3.2
Kirkwall	21.7	16.8	19.2	19.1	19.9	19.2	23.7	22.6	21.6	4.3	7.3	1.9
Stornoway	36.4	36.2	32.9	29.1	27.1	31.2	29.2	27.6	29.8	10.1	14	13.2
Sumburgh	1.5	4.2	3.3	3.4	3.7	3.5	1.0	0.1	0.2	-	0.3	12.8
Gatwick	222.7	230.4	219.3	192.9	207.1	237.9	263.4	262.2	258.4	83.5	111	217.2
Heathrow	-	-	-	-	-	57.9	79.1	97.6	140.4	42.9	64	132.5
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	116.4
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	19.4
Birmingham	30.3	33	34.8	41.2	41.4	42.5	44.1	45.1	39.7	4.6	10.3	18.7
Bristol	75.4	78.1	81.2	77.6	82.4	87.7	96.7	92.8	91	28.2	47.2	68.2
East Midlands Int	-	0	0	0	0	0	0	0.1	3.7	0.1	-	-
Manchester	49.2	51	55.8	70.5	84.5	68.2	65.6	56.7	50.4	10.2	11.2	35.4
Newquay	-	-	-	-	-	-	-	-	-	-	1.8	0.2
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	639.1
Channel Islands	1.8	1.6	1.7	1.8	2.1	1.9	2	1.8	1.8	-	0.1	0
Isle of Man	-	-	-	-	-	-	-	-	0.1	-	-	-

Table 8.3a: International air passenger traffic to and from the main Scottish international airports (Aberdeen, Edinburgh, Glasgow, Glasgow Prestwick) 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	2022
Austria	28.2	28.3	28.6	29.9	29.0	79.6	89.7	165.2	81.5	33.1	7.9	45.3
Belgium	110.6	115.6	153.7	153.0	172.2	194.8	216.5	239.9	290.1	47.6	20.5	177.5
Bulgaria	45.6	46.8	46.1	39.3	39.3	49.6	73.6	91.1	101.8	29.6	18.5	60.7
Croatia (note8)	7.1	12.9	31.6	42.0	56.3	62.2	109.7	102.7	88.1	4.8	15.9	96.4
Cyprus	148.7	152.9	119.6	112.4	134.3	162.4	175.4	161.5	178.7	29.7	30.7	120.7
Czech Republic	47.9	48.0	89.6	79.0	96.3	97.9	124.6	181.4	181.5	45.9	19.4	89.0
Denmark	178.2	188.6	220.3	187.0	254.0	298.3	266.5	279.2	290.9	47.8	40.4	232.0
Estonia	29.1	-	-	-	0.2	0.1	-	8.6	35.1	10.4	2.9	22.9
Finland	37.4	32.1	3.7	4.5	4.8	32.1	39.9	54.9	68.3	6.6	16.2	40.3
France	787.5	808.3	806.7	727.2	725.7	861.7	909.6	967.5	923.9	216.2	111.2	820.3
Germany	682.0	688.7	781.2	823.5	852.6	1,009.8	1,127.6	1,186.8	1,159.5	192.0	105.1	719.1
Greece	163.7	212.9	193.0	270.3	226.6	277.2	335.2	370.1	359.9	66.4	60.1	377.6
Hungary	24.4	36.5	37.9	37.1	60.6	86.9	84.1	131.5	138.7	65.4	28.3	126.4
Irish Republic	852.8	816.6	843.9	950.6	1,102.3	1,239.0	1,296.6	1,313.5	1,354.4	286.0	272.8	1,207.9
Italy	342.3	384.3	396.9	376.4	398.7	594.9	694.2	753.2	804.4	174.3	86.5	546.6
Latvia	46.5	20.2	31.9	38.5	20.3	29.5	43.5	37.3	34.8	16.8	19.8	63.8
Lithuania	32.3	29.0	24.8	21.3	29.8	36.2	42.4	37.4	28.5	14.4	14.2	42.3
Luxembourg	-	0.2	0.1	0.1	0.0	0.5	0.8	0.1	35.5	9.5	0.0	0.0
Malta	71.2	57.5	61.5	67.1	74.8	84.8	96.3	114.7	104.0	15.0	20.7	45.2
Netherlands	1,135.0	1,223.3	1,244.6	1,323.5	1,353.4	1,388.7	1,409.3	1,438.7	1,490.0	411.2	323.0	1,080.6
Poland	326.9	341.3	431.4	355.7	489.7	589.8	625.2	611.8	614.0	282.7	161.2	533.9
Portugal (excl Madeira)	296.0	273.9	298.3	294.6	305.6	346.0	436.1	440.8	448.9	81.4	91.6	465.2
Portugal (Madeira)	23.1	22.8	21.3	29.3	53.4	55.7	52.5	36.0	35.5	13.2	13.9	31.4
Romania	-	-	-	0.4	1.9	58.2	70.6	44.5	56.5	39.4	30.7	77.3
Slovak Republic	44.2	33.6	32.1	23.1	23.8	30.9	39.3	38.0	37.1	12.0	5.7	47.8
Slovenia	0.9	-	-	0.3	-	0.4	1.1	0.6	-	-	0.0	0.1
Spain (excl Canary Isles)	1,728.8	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	2,201.0
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	1,217.3
Sweden	137.4	126.2	112.6	83.5	105.7	107.8	136.6	164.4	179.3	17.8	13.8	90.0
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	10,575.9
Total EU15 countries (note9)	7,323.5	7,497.1	7,853.9	8,051.0	8,537.2	9,952.0	11,156.2	11,407.7	11,340.7	2,242.6	1,816.0	9,270.4
Armenia	-	-	-	-	-	-	-	-	-	-	0.1	0.1
Azerbaijan	4.1	5.8	-	-	0.2	-	-	-	-	-	0.1	0.0
Barbados	7.6	6.0	5.2	6.4	7.3	5.1	7.8	8.1	6.7	4.2	1.6	5.2
Canada	112.4	117.8	105.1	112.3	148.4	166.6	168.0	182.0	168.8	9.0	1.0	168.7
Cape Verde Islands	13.4	22.0	0.2	-	-	3.3	20.8	16.0	-	-	-	0.0
China	-	-	-	-	-	-	19.3	29.2	0.7	-	0.5	0.5
Cuba	1.3	0.8	0.6	0.8	0.9	2.9	0.6	0.6	-	-	-	0.0
Dominican Republic	16.8	0.7	-	6.1	-	-	-	0.2	-	-	-	8.6
Egypt	72.9	66.3	67.0	46.8	44.9	-	3.6	8.1	4.7	-	0.2	2.8
Faroe Islands	0.9	0.6	1.5	1.4	8.6	11.0	12.7	15.5	15.2	1.6	3.3	15.3
Gibraltar	-	-	-	-	-	-	-	-	-	-	-	0.0
Greenland	8.7	-	0.2	-	-	-	-	-	-	-	-	0.0
Iceland	33.2	42.6	72.8	97.0	112.6	172.0	227.6	213.3	160.9	32.6	13.8	95.4
India	-	-	-	-	-	-	-	-	-	-	-	0.1
Israel	-	-	-	-	-	-	-	-	-	-	0.1	0.9
Jamaica	0.9	-	-	0.2	1.3	0.8	3.0	4.6	4.1	0.9	-	2.1
Kuwait	-	-	-	-	-	-	-	-	-	-	0.2	0.1
Mexico	35.3	33.2	30.5	29.2	37.1	38.7	39.5	48.3	45.3	-	-	47.8
Morocco	25.2	0.2	0.2	5.4	30.9	15.8	-	-	-	-	-	32.4
Norway	309.4	337.4	339.9	352.8	320.5	288.1	271.6	293.1	320.5	82.9	49.6	66.7
Pakistan	1.9	-	-	-	-	-	-	-	-	-	-	-
Qatar	-	-	-	54.0	115.5	134.0	133.3	140.7	168.0	40.9	26.9	144.9
Republic of Serbia	-	-	-	-	-	-	-	-	-	-	-	1.7
Republic of South Africa	-	-	-	-	-	-	-	-	-	-	-	0.1
Russia	-	0.7	0.8	-	0.1	0.1	-	1.0	0.3	-	0.1	0.0
Saudi Arabia	-	-	-	-	-	-	-	-	-	-	0.4	0.0
Switzerland	215.4	236.5	241.1	266.0	276.9	281.8	350.1	353.7	367.2	100.1	24.6	300.5
Tunisia	21.6	32.7	61.4	67.7	35.2	-	-	14.4	39.4	-	-	0.0
Turkey	328.0	316.0	351.7	404.0	425.7	319.1	257.3	369.4	441.8	111.7	41.8	552.5
Ukraine	-	-	-	-	-	-	-	-	-	-	0.2	0.0
United Arab Emirates	275.4	314.7	402.3	424.6	502.4	555.7	585.7	580.6	621.7	162.8	67.5	244.2
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	367.7
Total non-EU countries	1,895.3	1,901.6	2,048.4	2,321.3	2,557.5	2,519.7	2,757.7	2,950.7	2,961.4	583.0	240.0	2,221.8
Total all countries (note10)	10,043.5	10,177.3	10,818.7	11,198.7	12,121.7	13,760.8	15,409.9	15,937.3	15,899.8	3,391.7	2,423.9	#####

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
2022	145	225	12136.3

Table 8.4: Passenger traffic on selected international routes, to and from Scotland's main airports (Aberdeen, Edinburgh, Glasgow, Glasgow Prestwick), 2022

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	-	99	99
Austria	53,560	10,167	63,727
Azerbaijan	-	0	-
Barbados	2,209	2,968	5,177
Belgium	176,702	799	177,501
Bulgaria	50,072	10,586	60,658
Canada	168,701	19	168,720
China	-	470	470
Croatia	94,583	1,825	96,408
Cyprus	100,387	20346	120,733
Czech Republic	88,970	62	89,032
Denmark	230,205	1787	231,992
Egypt	2,792	0	2,792
Estonia	22,943	0	22,943
Faroe Islands	14,974	341	15,315
Finland	33,390	6874	40,264
France	798,274	22070	820,344
Germany	713,141	5952	719,093
Gibraltar	16,274	0	16,274
Greece	314,130	63499	377,629
Hungary	126,279	138	126,417
Iceland	94,440	941	95,381
India	-	-	-
Irish Republic	1,206,140	1711	1,207,851
Israel	-	897	897
Italy	523,384	23177	546,561
Ivory Coast	-	-	-
Jamaica	-	2076	2,076
Kosovo	-	189	189
Kuwait	-	110	110
Latvia	63,595	234	63,829
Lithuania	42,251	-	42,251
Luxembourg	-	-	-
Malta	45,249	-	45,249
Mexico	40,435	7322	47,757
Morocco	32,413	-	32,413
Netherlands	1,078,612	1951	1,080,563
Norway	219,920	2806	222,726
Poland	532,406	1508	533,914
Portugal(excluding Madeira)	461,059	4174	465,233
Portugal(Madeira)	31,399	-	31,399
Qatar	144,895	-	144,895
Republic of Moldova	-	-	-
Republic of Serbia	-	1746	1,746
Republic of South Africa	-	-	-
Romania	77,262	-	77,262
Russia	-	-	-
Saudi Arabia	-	-	-
Slovak Republic	26,654	5	26,659
Slovenia	-	138	138
Spain	1,998,836	202137	2,200,973
Spain(Canary Islands)	1,064,426	152824	1,217,250
Sweden	89,483	494	89,977
Switzerland	300,440	74	300,514
Turkey	471,286	81247	552,533
Ukraine	-	-	-
United Arab Emirates	243,992	228	244,220
USA	340,147	27524	367,671
Total passenger traffic counted for these countries for Scotland's main airports [note13]			
	12,136,310	661,515	12,797,825
Other international traffic at main Scottish airports [note13]			
	[not available]	[not available]	-
All international traffic for Scotland's main airports			
	[not available]	[not available]	12,797,825
International traffic at other Scottish airports			
	[not available]	[not available]	59,588
Total International traffic at all Scottish airports			
	[not available]	[not available]	12,857,413

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) , 2022

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	1,022,920	899	1,023,819
Dublin	1,001,205	1124	1,002,329
Tenerife (Surreina Sofia)	526,129	93,268	619,397
Alicante	537,430	21660	559,090
Malaga	444,751	15519	460,270
Palma de Mallorca	340,925	94610	435,535
Paris (Charles de Gaulle)	410,159	2879	413,038
Faro	328,307	1485	329,792
Frankfurt Main	307,163	219	307,382
Arrecife	260,025	33161	293,186

Table 8.6: Terminal passenger traffic by origin/destination, 2022

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	140,138	904,246	349,263	27,012	544,743	45	110	1,965,557
Barra	13,102	-	-	-	-	-	-	13,102
Benbecula	30,239	-	-	-	-	-	-	30,239
Campbeltown	5,793	-	-	-	-	-	-	5,793
Dundee	1,352	35,958	-	-	34	-	-	37,344
Eday	302	-	-	-	-	-	-	302
Edinburgh	89,987	2,978,724	-	777,142	6,809,302	411,496	178,763	11,245,414
Fair Isle	1,921	-	-	-	-	-	-	1,921
Foula	1,013	-	-	-	-	-	-	1,013
Glasgow	180,016	2,728,352	-	402,612	2,776,049	124,850	301,809	6,513,688
Inverness	31,230	608,177	-	5,495	52,410	-	-	697,312
Islay	26,131	116	-	-	-	-	-	26,247
Kirkwall	121,401	-	24	-	6	-	-	121,431
Lerwick (Tingwall)	2,886	-	-	-	-	-	-	2,886
North Ronaldsay	5,531	-	-	-	-	-	-	5,531
Oban	296	-	-	-	-	-	-	296
Papa Stour	-	-	-	-	-	-	-	-
Papa Westray	4,595	-	-	-	-	-	-	4,595
Glasgow Prestwick	-	597	-	1,085	442,682	-	125	444,489
Sanday	3,002	-	-	-	-	-	-	3,002
Scatsta	-	-	-	-	-	-	-	-
Stornoway	95,016	-	-	-	-	-	-	95,016
Stronsay	2,995	-	-	-	-	-	-	2,995
Sumburgh	173,204	8,973	74,183	-	1,643	-	-	258,003
Tiree	11,098	152	-	-	-	-	-	11,250
Westray	3,216	-	-	-	-	-	-	3,216
Wick John O'Groats	7,140	-	-	-	-	-	-	7,140
Total	951,604	7,265,295	423,470	1,213,346	10,626,869	536,391	480,807	21,497,782

Table 8.7: Terminal air passengers by airport, international/domestic and type of service, 2022

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	472,001	449,045	921,046	1,003,768	35,069	1,038,837	1,959,883
Barra	-	-	-	13,102	-	13,102	13,102
Benbecula	-	-	-	30,095	135	30,230	30,230
Campbeltown	-	19	19	5,793	-	5,793	5,812
Dundee	-	353	353	36,471	58	36,529	36,882
Edinburgh	8,084,322	92,063	8,176,385	3,067,179	4,895	3,072,074	11,248,459
Glasgow	3,137,901	467,420	3,605,321	2,909,414	1,294	2,910,708	6,516,029
Glasgow Prestwick	441,344	2,375	443,719	188	526	714	444,433
Inverness	55,645	2,329	57,974	641,413	595	642,008	699,982
Islay	-	-	-	26,148	-	26,148	26,148
Kirkwall	6	24	30	123,025	-	123,025	123,055
Lerwick (Tingwall)	-	-	-	2,886	-	2,886	2,886
Scatsta	-	-	-	-	-	-	-
Stornoway	-	15	15	101,106	-	101,106	101,121
Sumburgh	1,643	74,214	75,857	133,175	37,358	170,533	246,390
Tiree	-	-	-	10,982	-	10,982	10,982
Wick John O'Groats	-	-	-	6,935	-	6,935	6,935
Total	12,192,862	1,087,857	13,280,719	8,111,680	79,930	8,191,610	21,472,329

Table 8.6a: Punctuality of flights at Edinburgh airport

Freeze panes are active on this sheet. To turn off freeze panes select the 'New' 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	2022
Matched (UK)	58,404	56,926	55,314	54,580	58,822	57,931	58,314	57,117	56,853	16,832	16,853	37,487
Unmatched - actual (UK) [note 7]	106	82	83	71	71	20	-	2	-	-	-	-
Unmatched - planned (UK) [note 10]	274	237	224	212	205	-	-	-	-	-	-	-
early to 15 mins late (UK) (proportion)	84	84	85	82	80	75	75	75	78	86	87	64
16 to 30 mins late (UK) (proportion)	8	8	7	9	10	11	11	10	9	5	5	12
31 to 60 mins late (UK) (proportion)	5	5	5	5	5	5	8	7	6	3	4	11
1 hr 1 min to 3 hrs late (UK) (proportion)	3	3	3	4	4	6	5	6	5	3	3	9
3hrs 1 min to 6 hrs late (UK) (proportion)	0	0	0	0	0	0	0	0	0	0	0	1
more than 6 hrs late (UK) (proportion)	0	0	0	0	0	0	0	0	0	0	0	0
Average delay (UK) (minutes) [note 10]	9	9	9	10	12	15	14	14	12	7	7	20
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	86,727
Unmatched - actual (UK and International) [note 17]	276	188	150	113	134	36	1	2	1	-	-	1
Unmatched - planned (UK and International) [note 18]	352	312	279	290	304	-	-	-	-	-	-	-
early to 15 mins late (UK and International) (proportion)	83	84	84	82	78	73	73	73	76	86	86	60
16 to 30 mins late (UK and International) (proportion)	9	8	8	9	11	13	14	11	11	6	7	15
31 to 60 mins late (UK and International) (proportion)	5	5	4	5	6	8	9	8	7	3	4	13
1 hr 1 min to 3 hrs late (UK and International) (proportion)	3	3	3	3	4	5	5	5	4	2	2	10
3hr 1 min to 6 hrs late (UK and International) (proportion)	0	0	0	0	0	0	0	0	0	0	0	1
more than 6 hrs late (UK and International) (proportion)	0	0	0	0	0	0	0	0	0	0	0	0
Average delay (UK and International) (minutes) [note 18]	10	9	9	9	12	15	15	15	13	7	7	23

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	2022
Matched (UK)	46,214	47,010	46,137	47,175	50,224	51,293	52,693	49,193	46,319	16,391	19,218	33,418
Unmatched - actual (UK) [note 17]	118	88	70	77	132	16	6	14	5	13	-	-
Unmatched - planned (UK) [note 18]	305	240	205	229	247	-	-	-	-	-	-	-
early to 15 mins late (UK) (proportion)	85	85	84	83	77	77	77	75	78	84	85	71
16 to 30 mins late (UK) (proportion)	7	7	7	8	10	10	10	8	9	5	5	10
31 to 60 mins late (UK) (proportion)	4	4	5	5	7	7	7	7	6	3	4	6
1 hr 1 min to 2 hrs late (UK) (proportion)	3	3	3	3	5	5	5	6	5	3	3	7
3hrs 1 min to 6 hrs late (UK) (proportion)	0	0	0	0	1	0	1	1	0	0	0	1
more than 6 hrs late (UK) (proportion)	0	0	0	0	0	0	0	0	0	0	0	0
Average delay (UK) (minutes) [note 19]	9	9	10	10	14	14	14	14	12	7	8	16
Matched (UK and International)	69,507	71,637	71,901	73,396	79,619	83,691	88,246	83,312	77,535	24,836	26,310	57,095
Unmatched - actual (UK and International) [note 17]	176	160	136	152	238	41	6	16	9	13	2	3
Unmatched - planned (UK and International) [note 18]	393	297	252	282	314	-	-	-	-	-	-	-
early to 15 mins late (UK and International) (proportion)	83	83	83	82	76	75	75	75	77	85	85	66
16 to 30 mins late (UK and International) (proportion)	8	8	8	9	11	11	12	10	10	5	6	12
31 to 60 mins late (UK and International) (proportion)	5	5	5	5	7	8	8	7	7	4	4	10
1 hr 1 min to 2 hrs late (UK and International) (proportion)	4	4	3	3	5	5	5	5	5	3	3	7
3hr 1 min to 6 hrs late (UK and International) (proportion)	1	1	1	0	1	0	1	1	0	0	0	1
more than 6 hrs late (UK and International) (proportion)	0	0	0	0	0	0	0	0	0	0	0	0
Average delay (UK and International) (minutes) [note 19]	11	11	11	11	14	14	14	14	13	8	8	16

Table 8.9: Aircraft movements, by airport and type of movement, 2022

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	61,298	3,938	51	65,287	2,661	2,930	2,661	-	2	119	438	8,811	74,098
Bairn	1,238	2	-	1,240	6	-	-	26	-	2	-	34	1,274
Benbecula	2,254	189	65	2,508	5	167	1	47	22	16	6	264	2,772
Campbeltown	949	55	11	1,015	27	30	24	149	17	10	68	325	1,340
Dundee	1,745	279	238	2,262	889	66	8,887	590	8	23	797	11,260	13,522
Edinburgh	92,107	1,717	8	93,832	9	20	-	4,099	3	102	-	4,233	98,065
Glasgow	59,829	1,211	62	61,102	379	3,677	4,755	-	7	151	320	9,289	70,391
Glasgow Prestwick	3,746	597	-	4,343	3,815	-	4,959	2,158	-	3,759	-	14,691	19,034
Inverness	11,650	1,560	719	13,929	1,154	1,144	5,086	1,096	501	82	828	9,891	23,820
Islay	1,374	85	16	1,475	15	280	-	443	54	4	179	975	2,450
Kirkwall	10,089	331	89	10,509	173	632	12	197	207	10	18	1,249	11,758
Lerwick (Tingwall)	1,005	217	-	1,222	-	2	-	91	-	-	-	93	1,315
Scatsta	-	-	-	-	-	-	-	-	-	-	-	-	0
Stornoway	5,029	101	284	5,414	684	557	-	310	274	66	79	1,970	7,384
Sumburgh	14,277	1,085	215	15,577	696	1,232	-	74	98	30	8	2,138	17,715
Tiree	1,338	3	18	1,359	4	56	-	129	30	-	-	219	1,578
Wick John O'Groats	924	117	105	1,146	186	437	51	910	31	172	65	1,852	2,998
Total	268,852	11,487	1,881	282,220	10,703	11,230	26,436	10,319	1,254	4,546	2,806	67,294	349,514

Table 8.10: Air transport movements by airport, type of service and operator, 2022

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	19,237	6,439	25,676	31,165	41	31,206	5,477	62,359
Barra	1,456	-	1,456	-	-	-	2	1,458
Benbecula	1,683	-	1,683	294	-	294	328	2,305
Campbeltown	1,058	-	1,058	-	2	2	22	1,082
Dundee	1,366	-	1,366	14	78	92	324	1,782
Edinburgh	48,845	43,297	92,142	646	216	862	475	93,479
Glasgow	44,735	11,152	55,887	2,578	225	2,803	2,655	61,345
Glasgow Prestwick	136	3,480	3,616	34	97	131	4	3,751
Inverness	8,315	676	8,991	1,323	35	1,358	1,410	11,759
Islay	1,397	-	1,397	-	-	0	87	1,484
Kirkwall	9,586	1	9,587	294	-	294	492	10,373
Lerwick (Tingwall)	823	-	823	-	-	-	185	1,008
Scatsta	-	-	-	-	-	0	-	0
Stornoway	4,245	-	4,245	281	-	281	598	5,124
Sumburgh	4,944	-	4,944	6,389	-	6,389	2,695	14,028
Tiree	1,471	-	1,471	-	-	-	14	1,485
Wick John O'Groats	875	-	875	-	-	0	78	953
Total	150,172	65,045	215,217	43,018	694	43,712	14,846	273,775

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	2022
Aberdeen	99,452	104,227	106,755	112,537	106,795	86,735	85,727	84,674	83,614	50,575	51,956	62,359
Barns	1,183	1,319	881	888	881	1,322	1,387	1,302	1,357	1,049	1,250	1,458
Bentley	3,912	3,958	3,286	3,013	3,286	3,194	3,211	3,369	3,245	2,252	2,664	2,305
Campbelltown	1,133	1,105	1,123	1,150	1,123	1,135	1,173	1,221	1,193	1,108	1,027	1,062
Durdee	3,033	2,872	1,543	1,407	1,543	1,651	1,392	1,429	1,436	820	1,147	1,762
Edinburgh	106,708	106,958	106,748	103,389	106,748	117,293	123,626	126,179	127,975	44,100	39,922	93,479
Glasgow	72,377	74,815	75,585	77,447	75,585	90,734	91,155	88,326	81,393	27,749	29,436	61,346
Glasgow Prestwick	10,017	8,165	8,623	8,658	8,623	4,698	5,076	4,869	4,637	2,006	2,093	3,751
Inverness	15,067	14,814	14,425	13,886	14,425	15,258	16,415	15,980	16,296	7,325	9,393	11,750
Inlay	2,004	1,817	1,739	1,739	1,739	1,774	2,067	2,004	2,268	1,382	1,464	1,484
Kirkcaldy	12,599	12,400	12,951	12,935	12,951	12,927	13,488	13,335	12,819	8,821	9,862	10,373
Levenick (Tingwall)	1,817	1,783	1,748	1,563	1,748	1,802	1,389	1,270	1,214	822	888	1,006
Scotts	13,169	13,915	13,338	12,503	13,338	7,468	7,780	8,061	4,620	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	5,124
Sumburgh	9,156	10,963	13,606	14,677	13,606	17,534	16,881	11,627	13,795	7,581	10,478	14,028
Tiree	1,019	1,121	1,111	1,138	1,111	1,854	1,925	1,905	1,713	1,147	1,391	1,485
Unst	-	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats	2,416	2,660	4,276	2,888	4,276	2,147	2,119	1,944	1,799	549	297	953
Total [note 21]	366,312	372,060	376,382	376,184	376,382	375,262	383,856	376,564	367,486	163,857	168,609	273,775

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) - Net National Statistics

Country	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Aberdeen	108,852	115,013	118,219	124,282	118,219	98,156	97,007	91,279	91,248	59,250	62,580	74,058
Barn	1,258	1,403	986	988	966	1,345	1,412	1,439	1,389	970	1,147	1,274
Berwick	4,368	4,478	3,708	3,504	3,768	3,648	3,420	3,650	3,484	2,367	2,931	2,772
Campbelltown	1,993	1,527	1,596	1,628	1,596	1,452	1,410	1,887	1,823	1,032	1,094	1,340
Dundee	36,815	40,926	40,427	35,730	40,427	36,730	38,096	39,985	43,354	19,011	23,956	13,522
Edinburgh	113,357	110,288	111,736	109,945	111,736	122,220	128,875	135,016	131,817	45,966	43,674	98,085
Glasgow	78,111	80,472	79,530	84,050	79,530	98,127	102,768	97,157	99,812	34,715	39,713	70,391
Glasgow Prestwick	28,546	25,670	24,305	25,643	24,305	25,714	24,897	24,904	24,463	14,085	17,126	19,034
Inverness	30,755	31,764	28,947	28,495	28,947	30,450	31,002	29,690	31,338	19,610	25,267	23,620
Inlay	3,003	2,969	2,637	2,610	2,637	2,540	2,637	2,751	3,199	1,833	2,364	2,450
Kirkwall	14,131	13,980	14,403	14,420	14,403	14,359	14,754	14,771	14,247	9,468	11,114	11,758
Lerwick (Tingwall)	1,926	1,924	2,084	2,169	2,084	2,426	1,795	1,947	1,461	1,854	1,175	1,315
Scalata	14,475	15,587	14,668	13,778	14,668	7,864	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	5,862	6,809	7,384
Sumburgh	12,228	14,049	16,771	18,171	16,771	21,129	22,347	16,628	18,056	10,839	16,699	17,715
Tise	1,111	1,224	1,247	1,295	1,247	1,907	1,903	1,855	1,800	1,170	1,480	1,578
Umsi	-	-	-	-	-	-	-	-	-	-	-	-
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	2,998
Total (note21)	466,926	478,308	480,070	482,878	480,070	481,334	495,096	495,680	477,786	231,679	260,373	349,514

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	2022
Aberdeen	5,311	6,166	7,162	8,278	8,545	5,731	5,870	5,706	5,966	5,424	6,279	1,632
Barns [note23]	29	27	26	21	19	18	15	14	13	12	6	4
Benbecula [note23]	466	475	457	310	313	339	346	366	390	375	544	479
Campbeltown [note23]	1	-	1	-	-	-	-	-	-	-	-	-
Dundee	-	-	-	-	-	-	-	-	-	-	-	-
Edinburgh [note22]	19,332	19,115	18,624	19,369	19,322	20,969	20,859	20,316	19,410	17,322	18,815	18,918
Glasgow [note22]	2,430	9,497	11,837	15,411	13,193	12,952	15,535	15,466	12,822	8,801	5,436	6,618
Glasgow Prestwick	11,846	10,314	9,526	12,540	11,242	10,822	11,393	13,003	13,054	12,049	16,209	15,208
Inverness [note25]	1,833	2,601	2,524	2,507	2,507	2,594	2,536	2,827	2,946	3,191	3,726	3,796
Jalay [note23]	287	284	273	276	288	303	308	347	364	367	231	311
Kirkwall [note23]	132	97	103	107	94	97	246	1,054	1,101	1,104	1,250	979
Lerwick (Tingwall)	-	-	-	-	-	-	-	-	-	-	-	-
Scabla	808	873	849	788	702	458	490	449	275	-	-	-
Stornoway [note23]	1,859	1,704	1,752	1,200	1,173	1,153	1,271	1,330	1,294	1,364	1,523	885
Sumburgh [note23]	979	990	1,095	1,018	968	1,005	1,150	1,381	1,199	1,113	1,270	1,138
Tinne [note23]	49	57	55	52	44	53	44	50	60	52	55	47
Ulms	-	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Grada [note23]	1	-	1	1	1	1	-	-	-	-	-	-
Total [note21]	45,162	52,200	54,225	59,878	56,441	55,890	60,263	62,308	58,914	49,013	55,343	50,106

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**
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Scottish Transport Statistics 2023

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Introduction

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.

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.

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 **59 million tonnes of freight handled by ports in Scotland in 2022.**
- There was a total of **7.6 million passengers and 2.6 million vehicles carried on ferry routes within Scotland in 2022.**
- There were **1.7 million passengers and 0.48 million vehicles carried between Scotland and Northern Ireland in 2022.**

Main Points

Freight Tonnage

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 2022 (there has been a 18% 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 11.5 million tonnes, considerably less than the volume of exports. (*Table 9.2*)

Waterborne freight (both incoming and outgoing) passing through all ports increased by 2% in 2022 to 59 million tonnes. This was 17% less than in 2013, continuing a steady fall. In 2022, the eleven major ports accounted for 94% of the total traffic through Scottish ports. Exports accounted for 46% of the total freight through major Scottish ports and domestic traffic accounted for 33%. Imports, and incoming domestic freight were much lower, together accounting for 33% of the total freight through major Scottish ports. (*Table 9.2*)

Ports and Destinations

Forth (21 million tonnes) and Clyde (10 million tonnes) accounted for the highest freight traffic in 2022. Forth traffic is 4% higher than 2021, and is 19% below 2012. Clyde's freight traffic has fluctuated between 2012 and 2022, falling overall from 15 million tonnes to 10 million tonnes in 2022. 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*)

Bulk fuel accounted for 34 million tonnes (61%) of the total traffic through major Scottish ports in 2022. (*Table 9.4*)

Top ports for foreign traffic were: Forth (18.8 million tonnes); Clyde (8.1 million tonnes) and Sullom Voe (4.6 million tonnes). Clyde (6.7 million tonnes) and Forth (3.8 million tonnes) together accounted for almost all the imports from foreign traffic. Glensanda (3.0 million tonnes), Cairnryan (2.0 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 (1.3 million tonnes) were the main ports for inwards domestic traffic. (*Table 9.6b*)

The main types of traffic through the major ports in 2022 were crude oil (24 million tonnes), other dry bulk (8 million tonnes) and oil products (7 million tonnes). (*Table 9.7*)

In 2022 most exports were destined for Netherlands (9.7 million tonnes), Asia (3.2 million tonnes), Germany (3.0 million tonnes) and Belgium (1.9 million tonnes) while most imports arrived from the USA (2.8 million tonnes) and the Norway (2.6 million tonnes). (*Table 9.8*)

Passenger Services

Routes to Northern Ireland and Europe

In 2022, 1.7 million passengers were carried on ferry services between Scotland and Northern Ireland. There were 0.48 million vehicles carried between Scotland and Northern Ireland in 2022, a 7 per cent increase on 2021. 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

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.

There were 7.6 million passengers carried on routes within Scotland in 2022, a rise of 22 per cent compared to 2021 and 10 per cent below the recent peak in numbers in 2007. Caledonian MacBrayne carried 4.9 million of these passengers (64%) and Western Ferries carried a further 16 per cent on the Gourock-Dunoon route. (*Table 9.12a*)

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

Caledonian MacBrayne ferries carried 4.9 million passengers in 2022, 0.9 million (24%) more than in 2021. There were 1.4 million cars carried, (13%) more than 2021, and 88,000 commercial vehicles and buses, 4% more than 2020. (*Table 9.14a*)

Serco Northlink Ferries carried 339,000 passengers in 2022, a 47 per cent increase compared to 2021. There were 82,000 cars carried on these routes in 2022, 30% more than 2021. (*Table 9.14a*)

Local authority ferry services

Shetland Islands Council services carried 656,500 passengers in 2022, 5% more than 2021. There were 338,000 vehicles carried, a rise of 2% on 2021.

Orkney Ferries services carried 321,000 passengers in 2022, 37% more than in 2021. There were 101,000 vehicles carried on these routes, 25% more than the previous year. (*Table 9.14b*)

Ferries operated by Argyll and Bute Council carried 167,000 passengers in 2022. (*Table 9.14b and 9.16a*)

Ferry routes within and to/from Scotland

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 1.2 million passengers in 2022. There were 610,000 cars carried on this route and 27,800 commercial vehicles and buses in 2022. (*Table 9.16*)

The second busiest Scottish ferry route over recent years in terms of passenger numbers has been the Cairnryan / Belfast route. This route carried 1.3 million passengers in 2022. (*Table 9.13a*)

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*)

The busiest subsidised ferry routes are operated by Caledonian MacBrayne. The busiest route in terms of passengers in 2022 was Ardrossan-Brodick, with 692,518 passengers. Largs - Cumbrae was the busiest subsidised route for car traffic in 2022 with 185,052 car crossings, an increase of 5 per cent over the previous year. (*Table 9.15*)

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 2,311,300 passengers in 2021 and 722,200 cars. The Clyde routes where Road Equivalent Tariff (RET) has been rolled out carried 2,586,900 passengers in 2022 and 701,100 cars. (*Table 9.15*)

Ferry Punctuality

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 98.7% in 2022-23 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 99.7% for Aberdeen routes and 99.8% for the Pentland Firth in 2022-23. *(Table 9.17)*

Coastguard callouts

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 all cargo lifted in Scotland for offshore installations and for dumping at sea. 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.
note 5	Excludes Coastwise and One Port components of Inland Waterway traffic to avoid double counting. DTT 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 6	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 7	Figures for tonne-kilometres are not available for exports (and, in any case, would not be relevant to Scottish transport statistics).
note 8	Covers all coastwise cargo discharged in Scotland, whether it was loaded in Scotland or elsewhere in the UK.
note 9	One port traffic covers cargoes from offshore installations and sea dredged aggregates unloaded in Scotland; figures from 2012 subject to revision.
note 10	Information about Inland Waterway traffic discharged in Scotland is not available from the statistics compiled by DTT.
note 11	Figures for tonne-kilometres are not available for imports (and, in any case, would not be relevant to Scottish transport statistics).
note 12	Stranraer port was closed from 20 November 2011 and operations were transferred to Loch Ryan port.
note 13	Figures for 2012 may differ from 2011 due to the transfer of operations from Stranraer.
note 14	The increase in tonnage on the new Loch Ryan route compared to Stranraer is due to larger ships being used.
note 15	Other West Coast ports are: Troon; Ardrishaig; Corrach; Stornoway; Kyle of Lochalsh; Girvan;
note 16	Kirkcubright; Port Askaig
note 17	Including Rosyth, Breckoff Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil
note 18	Other East Coast ports are: Scrabster; Wick; Gills Bay; Buckie; Fraserburgh; Inverkeithing; Scalloway.
note 19	From 1995 onwards, separate figures for bulk fuel and other are available for major ports only. 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 20	With effect from 1995, traffic at smaller ports is estimated.
note 21	Includes road goods vehicles, unaccompanied trailers, and shipborne port to port trailers.
note 22	Includes also Caledonian Canal, lochs Fyne, Leven and Linnhe, Moray Firth, River Tay. From 2015 the totals do not include other waterways.
note 23	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 24	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 25	Only includes main routes listed in Table 9.16.
note 26	Bruce Watt Cruises no longer operates due to retirement.
note 27	This service ceased to operate from May 2001.
note 28	No data is available for Pentland ferries.
note 29	Figures for 2020 and 2021 were affected by restrictions due to the COVID 19 pandemic.
note 30	The Stranraer - Belfast ferry service was replaced by the Cairnryan-Belfast route in November 2011.
note 31	The Troon - Larne ferry service was withdrawn in September 2015.
note 32	The Troon - Belfast ferry service was withdrawn in December 2004.
note 33	The service was closed in April 2016. 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 34	These are passenger numbers only as car and commercial vehicles are not recorded.
note 35	Records for Rosyth-Zebrugge 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 36	Figures include charter and contract carryings (see table 15).
note 37	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 38	Financial year beginning 1 April of year.
note 39	Gourock-Dunoon service transferred to CalMac Ferries in January 2019.
note 40	P&O Scottish Ferries stopped operating its services on 30 September 2002.
note 41	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 42	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 43	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. The subsidy in 2018 has increased due to the change in Freight vessel charter arrangements.
note 44	The figures published previously for 2003 to 2005 were wrong. Corrected figures for 2003 and 2004 are not readily available.
note 45	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 46	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 47	Passenger figures for the Corran Ferry are first included in 2013.
note 48	Seasonal carryings.
note 49	These figures are an aggregate of the Uig-Tarbert-Lochmaddy, Uig-Lochmaddy, Uig-Tarbert & Tarbert-Lochmaddy routes.
note 50	Berneray-Leverburgh replaced the Ottemish-Leverburgh service and started in 2002.
note 51	Ballycastle-Rathlin was operated by CalMac prior to April 2007
note 52	This route was out of service between March 2003 and June 2003.
note 53	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 54	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 55	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. Day charters and livestock specials are included in the figures for some routes.
note 56	Route commenced May 2013.
note 57	Between 2013 and 2015 route operated as pilot scheme on Tuesday and Saturday during winter timetable. Full service started Summer 2016.
note 58	CalMac took over the operation of this route from Strathclyde Partnership for Transport in 2020. The figures for 2020 cover the period from 1 June 2020 to 31 December 2020.
note 59	Road Equivalent Tariff (RET) was introduced on these routes in October 2008
note 60	Road Equivalent Tariff (RET) was introduced on these routes in October 2012
note 61	Road Equivalent Tariff (RET) was introduced on these routes in October 2015
note 62	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. 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 63	Figures for 2000 and 2001 are estimates.
note 64	As foot passengers carried on the Corran Ferry travel for free, exact numbers are not recorded. 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-Kilcregan 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 route from 1/06/20. 2004 is the first full calendar year of the electronic ticketing system and the statistics quoted for the Cuan, Easdale and Appin 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. Figures for Gutcher/Belmont to Hamarsness are included in these figures.
note 70	The Gairloch to Portree service operated by West Highland Seaways was withdrawn from 22 August 2004.
note 71	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 72	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 73	Data for Pentland Ferries is not available
note 74	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 75	Total does not include unspecified traffic.

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	2022
Coastwise traffic - Liquid bulks [note9]		2.06	2.14	1.91	1.74	available	available	available	available	available	available	available	available
Coastwise traffic - Coal [note9]		0.08	0.01	0.02	-	available	available	available	available	available	available	available	available
Coastwise traffic - Other [note9]		3.83	4.28	3.98	4.06	available	available	available	available	available	available	available	available
Coastwise traffic - Total [note9]		5.97	6.43	5.91	5.79	4.62	available	available	available	available	available	available	available
One Port traffic - To rigs [note10]		2.86	3.89	2.23	2.07	available	available	available	available	available	available	available	available
One Port traffic - Sea dredged [note10]		-	-	-	-	available	available	available	available	available	available	available	available
One Port traffic - Total [note10]		2.86	3.89	2.23	2.07	available	available	available	available	available	available	available	available
Inland waterway traffic [note11]		available	available	available	available	available	available	available	available	available	available	available	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	11.50

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	2022
Foreign - Imports	14,216	16,254	16,501	16,554	13,481	9,486	10,649	11,462	11,932	8,981	10,752	11,504
Foreign - Exports	33,358	32,060	31,583	30,842	30,259	32,974	30,886	33,330	33,435	29,917	26,068	25,825
Foreign - Total [Note 79]	47,573	48,313	48,084	47,396	43,740	42,458	41,538	44,792	45,367	38,899	36,820	37,328
Domestic - Inwards	7,999	9,447	7,160	7,053	6,281	6,643	6,343	6,268	6,639	6,071	6,454	6,682
Domestic - Outwards	18,378	15,072	12,673	13,167	16,531	14,308	15,467	10,909	11,155	10,477	11,270	11,821
Domestic - Total [Note 79]	26,379	24,519	19,833	20,219	22,813	20,950	21,811	17,178	17,794	16,549	17,725	18,503
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	55,845
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	59,249

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	2022
Stranraer - Inwards [note13]	442	-	-	-	-	-	-	-	-	-	-	-
Stranraer - Outwards [note13]	986	-	-	-	-	-	-	-	-	-	-	-
Stranraer - Total traffic [note13]	1428	-	-	-	-	-	-	-	-	-	-	-
Loch Ryan - Inwards [note14] [note15]	-	943	898	1,022	1,076	1,166	1,155	1,263	1,367	1,358	1,399	1,423
Loch Ryan - Outwards [note14] [note15]	-	872	885	1,016	1,087	1,190	1,233	1,283	1,283	1,258	1,330	1,326
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	2,749
Cairnryan - Inwards	1,340	1,246	1,103	1,096	1,179	1,290	1,399	1,323	1,224	1,209	1,474	1,701
Cairnryan - Outwards	1,592	1,364	1,261	1,272	1,370	1,450	1,448	1,534	1,481	1,468	1,655	1,962
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	3,663
Ayr - Inwards	212	205	347	284	217	256	209	215	235	214	214	229
Ayr - Outwards	190	99	123	71	63	50	31	55	104	67	67	4
Ayr - Total traffic	402	304	470	355	280	306	240	270	339	281	281	233
Clyde - Inwards	9,881	12,026	12,148	13,221	9,678	6,273	6,500	6,825	6,700	5,119	6,595	7,693
Clyde - Outwards	3,450	3,394	2,635	2,980	2,806	2,469	2,396	2,262	2,101	1,814	1,815	2,119
Clyde - Total traffic	13,331	15,421	14,783	16,201	12,484	8,742	8,895	9,087	8,801	6,933	8,410	9,813
Glenislands - Inwards	-	-	-	-	-	-	-	-	-	-	-	-
Glenislands - Outwards	6,060	5,541	5,746	6,347	5,697	5,487	6,138	5,943	6,646	6,458	6,123	6,041
Glenislands - Total traffic	6,060	5,541	5,746	6,347	5,697	5,487	6,138	5,943	6,646	6,458	6,123	6,041
Other West Coast - Inwards [note16]	347	337	294	337	271	303	320	307	488	413	463	506
Other West Coast - Outwards [note16]	362	342	369	466	386	243	243	247	458	380	367	343
Other West Coast - Total traffic [note16]	709	680	663	803	656	546	563	554	946	793	830	849
Orkneys - Inwards	186	200	180	182	195	204	210	210	205	184	250	217
Orkneys - Outwards	2,158	1,529	874	969	3,750	4,411	4,643	3,260	2,845	2,476	2,528	2,005
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	2,222
Leerwick - Inwards	344	407	495	437	410	359	325	276	279	364	303	319
Leerwick - Outwards	241	263	328	401	326	269	279	237	269	362	256	281
Leerwick - Total traffic	585	670	824	838	746	629	604	513	548	756	559	599
Sulom Voe - Inwards	748	2,196	201	1	6	-	-	-	-	-	2	23
Sulom Voe - Outwards	9,405	9,202	6,192	7,183	6,114	6,183	5,179	5,329	7,371	6,827	6,192	5,606
Sulom 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	5,629
Cromarty Firth - Inwards	1,852	1,313	1,605	810	145	242	158	189	819	254	243	249
Cromarty Firth - Outwards	2,138	1,314	1,773	781	117	153	69	86	110	168	181	234
Cromarty Firth - Total traffic	4,020	2,628	3,378	1,591	262	395	227	275	929	421	424	483
Inverness - Inwards	437	368	409	321	394	510	421	522	460	403	586	453
Inverness - Outwards	162	154	155	154	172	154	144	150	185	169	181	220
Inverness - Total traffic	599	521	563	475	566	664	565	672	645	572	767	673
Peterhead - Inwards	541	584	589	768	950	695	842	732	717	582	637	502
Peterhead - Outwards	513	440	382	608	518	453	447	399	377	393	329	274
Peterhead - Total traffic	1,054	1,024	971	1,377	1,468	1,148	1,288	1,131	1,090	976	966	776
Aberdeen - Inwards	1,966	2,084	2,055	1,986	2,031	1,728	1,948	2,022	2,060	1,661	1,703	1,631
Aberdeen - Outwards	2,198	2,409	2,209	2,245	2,345	2,042	2,111	2,116	2,135	1,728	1,861	1,773
Aberdeen - Total traffic	4,165	4,493	4,264	4,231	4,376	3,770	4,058	4,138	4,195	3,389	3,563	3,404
Montrose - Inwards	359	336	417	452	387	362	348	402	362	322	356	291
Montrose - Outwards	129	182	171	150	106	142	96	132	172	237	233	224
Montrose - Total traffic	488	518	588	601	493	504	444	534	534	559	589	515
Dundee - Inwards	721	666	704	463	489	449	500	546	475	408	431	527
Dundee - Outwards	268	176	111	54	47	84	67	62	28	23	21	8
Dundee - Total traffic	929	842	815	517	515	534	566	608	503	430	452	535
Perth - Inwards	61	42	37	49	58	28	23	12	29	23	16	5
Perth - Outwards	13	19	23	12	5	5	9	-	-	-	-	1
Perth - Total traffic	74	62	60	61	63	33	31	12	29	23	16	6
Forth - Inwards [note17]	4,307	4,442	4,177	4,056	4,035	4,080	4,296	4,621	5,010	4,266	4,473	4,231
Forth - Outwards [note17]	23,571	20,890	22,188	20,552	23,039	23,359	23,259	21,966	20,211	16,766	15,304	16,298
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	20,529
Other East Coast - Inwards [note18]	302	289	328	348	345	377	344	318	323	275	269	260
Other East Coast - Outwards [note18]	303	263	239	294	268	224	240	241	235	255	223	269
Other East Coast - Total traffic [note18]	605	552	565	632	612	601	584	559	558	530	492	529
Scotland - Inwards	24,277	27,684	25,976	25,835	21,845	18,322	18,986	19,781	20,748	17,067	19,414	20,260
Scotland - Outwards	53,135	48,454	45,663	45,546	48,126	48,368	47,999	45,302	46,012	41,895	38,655	38,889
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	59,249

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	2022
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	2,749
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	3,663
Ayr - Bulk fuel	-	-	-	-	-	-	-	-	-	-	-	-
Ayr - All other traffic	402	304	470	355	280	306	240	270	339	281	281	233
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	8,178
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	1,635
Gleensanda - Bulk fuel	-	-	-	-	-	-	-	-	-	-	-	-
Gleensanda - All other traffic	6,000	5,541	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123	6,041
Other West Coast - Bulk fuel [note16]	available	available	available	available	available	available	available	available	available	available	available	available
Other West Coast - All other traffic [note16]	709	680	653	803	656	546	563	554	946	793	830	849
Orkneys - Bulk fuel	2,096	1,487	825	918	3,689	4,348	4,585	3,194	2,778	2,414	2,475	1,955
Orkneys - All other traffic	248	242	229	233	256	267	267	276	273	256	303	267
Lerwick - Bulk fuel	-	-	-	-	-	-	-	-	-	-	-	-
Lerwick - All other traffic	585	670	824	838	746	629	604	513	548	796	559	599
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	5,603
Sullom Voe - All other traffic	19	59	41	5	12	4	4	3	3	4	4	26
Cromarty Firth - Bulk fuel	3,821	2,410	3,181	1,339	87	207	63	24	20	23	26	16
Cromarty Firth - All other traffic	199	218	197	252	175	188	164	251	909	398	398	467
Inverness - Bulk fuel	available	available	available	available	available	available	available	available	available	available	available	available
Inverness - All other traffic	599	521	563	475	566	664	565	672	645	572	767	673
Peterhead - Bulk fuel	260	282	305	236	330	443	456	471	411	382	387	347
Peterhead - All other traffic	794	742	667	1,141	1,138	705	832	660	678	593	579	429
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	1,064
Aberdeen - All other traffic	3,147	3,420	3,190	3,212	2,988	2,640	2,734	2,751	2,792	2,239	2,441	2,340
Montrose - Bulk fuel	available	available	available	available	available	available	available	available	available	available	available	available
Montrose - All other traffic	488	518	588	601	493	504	444	534	534	559	589	515
Dundee - Bulk fuel	560	457	378	169	149	137	127	137	122	73	95	82
Dundee - All other traffic	369	385	437	349	366	397	439	470	381	357	357	453
Perth - Bulk fuel	-	-	-	-	-	-	-	-	-	-	-	-
Perth - All other traffic	74	62	60	61	63	33	31	12	29	23	16	6
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	17,032
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	3,497
Other East Coast - Bulk fuel [note18]	available	available	available	available	available	available	available	available	available	available	available	available
Other East Coast - All other traffic [note18]	605	552	565	632	612	601	584	569	556	530	492	529
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	34,277
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	21,568
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	55,845
All traffic - all ports	77,414	76,140	71,639	71,381	69,968	66,692	66,965	65,063	66,761	58,962	58,078	59,250

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	2022
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	2,749
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	2,749
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	3,663
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	3,663
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	8,159
Clyde - Dry bulk	7,564	8,778	8,377	8,451	4,899	1,668	1,125	1,144	818	692	833	891
Clyde - Container & roll on traffic	599	588	499	576	634	651	599	641	596	533	575	590
Clyde - Other general cargo	144	109	130	221	223	298	223	209	174	116	139	173
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	9,813
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	6,041
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	6,041
Orkney - Liquid bulk	2,095	1,486	824	918	3,688	4,348	4,585	3,194	2,778	2,413	2,474	1,955
Orkney - Dry bulk	25	15	11	12	16	9	9	15	9	14	55	49
Orkney - Container & roll on traffic	211	215	208	209	234	243	242	242	236	215	217	191
Orkney - Other general cargo	13	13	11	12	7	15	16	19	27	27	31	27
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	2,222
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	5,603
Sullom Voe - Dry bulk	12	57	13	-	5	4	3	3	3	3	4	26
Sullom Voe - Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-	-
Sullom Voe - Other general cargo	7	2	24	5	-	-	-	-	0.1	0.2	0.1	0
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	5,629
Cromarty Firth - Liquid bulk	3,821	2,408	3,178	1,337	89	213	71	35	20	26	30	22
Cromarty Firth - Dry bulk	159	144	115	174	109	108	131	105	745	126	63	57
Cromarty Firth - Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-	-
Cromarty Firth - Other general cargo	41	76	85	80	64	74	24	135	164	269	332	404
Cromarty Firth - All traffic	4,020	2,628	3,378	1,591	262	395	227	275	929	421	424	483
Peterhead - Liquid bulk [note20]	390	386	364	536	735	535	560	606	590	516	522	507
Peterhead - Dry bulk [note20]	158	100	53	155	97	64	32	43	59	85	42	10
Peterhead - Container & roll on traffic [note20]	-	-	-	-	-	-	-	-	-	-	-	-
Peterhead - Other general cargo [note20]	506	538	554	686	635	549	696	483	441	374	402	259
Peterhead - All traffic [note20]	1,054	1,024	971	1,377	1,468	1,148	1,288	1,131	1,090	976	966	776
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	1,679
Aberdeen - Dry bulk	606	439	474	487	455	367	405	519	498	344	463	376
Aberdeen - Container & roll on traffic	405	468	474	430	408	409	505	486	416	383	480	393
Aberdeen - Other general cargo	1,231	1,527	1,329	1,328	1,215	806	1,018	1,038	1,076	908	914	955
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	3,404
Dundee - Liquid bulk [note20]	571	467	379	183	157	147	145	180	156	109	133	128
Dundee - Dry bulk [note20]	277	294	369	259	310	304	330	354	285	275	284	330
Dundee - Container & roll on traffic [note20]	-	-	-	-	-	-	-	-	-	-	-	-
Dundee - Other general cargo [note20]	81	82	67	75	48	82	92	74	62	46	35	76
Dundee - All traffic [note20]	929	842	815	517	515	534	566	608	503	430	452	535
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	17,247
Forth - Dry bulk [note17]	1,392	1,283	1,125	1,056	958	963	979	1,138	1,362	1,317	1,356	1,233
Forth - Container & roll on traffic [note17]	2,656	2,798	2,858	2,834	2,643	2,792	2,737	2,538	2,432	2,158	2,184	1,941
Forth - Other general cargo [note17]	466	512	273	355	290	361	272	132	233	491	321	109
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	20,529

Table 9.6a: 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 [Note 79]
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 9.6b: Foreign and domestic freight traffic at the major ports by type of traffic, thousand tonnes, 2022

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 [Note 79]
Loch Ryan	-	-	-	1,423	1,326	2,749	2,749
Cairnryan	-	-	-	1,701	1,962	3,663	3,663
Clyde	6,652	1,454	8,105	1,034	665	1,699	9,805
Glensanda	-	3,058	3,058	-	2,983	2,983	6,041
Orkney	7	1,356	1,363	210	648	859	2,222
Sullom Voe	22	4,549	4,570	2	1,057	1,059	5,629
Cromarty Firth	193	34	228	56	199	255	483
Peterhead	5	17	22	497	257	754	776
Aberdeen	327	327	654	1,303	1,447	2,750	3,404
Dundee	481	-	481	46	8	54	535
Forth [note17]	3,817	15,030	18,847	409	1,268	1,678	20,525
All Major Ports	11,504	25,825	37,328	6,682	11,821	18,503	55,832

Table 9.7: All traffic at the major ports by mode of appearance and commodity, thousand tonnes, 2022

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 [Note 79]
Liquid bulk - Liquefied gas	663	1,684	2,274	-	233	233	2,507
Liquid bulk - Crude oil	4,792	16,680	21,635	563	2,285	2,848	24,483
Liquid bulk - Oil products	1,754	1,641	4,699	1,358	1,196	2,554	7,253
Liquid bulk - Other liquid bulk products	464	81	367	195	495	690	1,057
Liquid bulk - All traffic	7,673	20,086	28,975	2,117	4,209	6,325	35,300
Dry bulk - Ores	217	495	510	-	54	54	564
Dry bulk - Coal	0	-	33	-	-	-	33
Dry bulk - Agricultural products (eg grain, soya, tapioca)	559	16	583	141	25	166	749
Dry bulk - Other dry bulk	889	3,354	4,126	534	3,007	3,541	7,667
Dry bulk - All traffic	1,664	3,865	5,253	675	3,085	3,761	9,013
Containers - 20' freight units	263	354	497	21	33	54	551
Containers - 40' freight units	395	987	473	18	94	112	585
Containers - Freight units >20' & <40'	42	100	1,083	1	-	1	1,084
Containers - Freight units >40'	203	243	306	8	6	14	321
Containers - All traffic	903	1,685	2,359	48	133	181	2,539
Roll-on/roll-off (self-propelled) - Road goods vehicles with or without accompanying trailers	0	0	0	1,820	1,926	3,746	3,746
Roll-on/roll-off (self-propelled) - Import/Export motor vehicles	0	0	-	3	4	7	7
Roll-on/roll-off (self-propelled) - All traffic	0	0	0	1,823	1,929	3,753	3,753
Roll-on/roll-off (non self-propelled) - Unaccompanied road goods trailers & semi-trailers	8	11	19	1,543	1,608	3,151	3,170
Roll-on/roll-off (non self-propelled) - Unaccompanied caravans and other road, agricultural and industrial vehicles	-	-	-	0	4	4	4
Roll-on/roll-off (non self-propelled) - Rail wagons, shipborne port to port trailers, and shipborne barges engaged in goods transport	5	6	17	18	15	33	49
Roll-on/roll-off (non self-propelled) - All traffic	14	17	35	1,561	1,627	3,188	3,223
Other general cargo - Forestry products	171	39	258	-	59	59	317
Other general cargo - Iron and steel products	68	196	97	12	4	16	113
Other general cargo - Other general cargo & containers <20'	259	180	352	448	775	1,222	1,574
Other general cargo - All traffic	498	415	706	459	838	1,297	2,003
Total traffic	10,752	26,068	37,328	6,682	11,821	18,503	55,832

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	[note6]											
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
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	1.63
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	7.00
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	8.63
Freight moved, River Clyde (million tonne-kilometres)	100	89	76	74	77	78	67	59	42	41	57	63
Freight moved, River Forth (million tonne-kilometres)	170	178	184	158	173	178	184	188	168	138	137	147
Freight moved, all waterways (million tonne-kilometres) [note2]	270	269	260	234	250	257	252	247	210	178	194	210

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 [note30]	2021 [note30]	2022
Caledonian MacBrayne	4,575	4,511	4,595	4,654	4,627	5,056	5,237	5,253	5,688	2,370	3,950	4,898
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	339
Orkney Ferries	338	336	328	320	315	329	331	339	336	170	235	321
Shetland Islands Council [note26]	615	811	777	762	742	775	776	764	777	467	623	657
Argyll & Bute Council	134	140	138	138	141	150	144	139	141	90	152	167
Highland Council [note27]	3	5	10	10	11	9	8	8	8	5	9	11
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	1,226
Brussard 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	7,619
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	1,671
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	9,290

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 [note30]	2021 [note30]	2022
Caledonian MacBrayne	1,173	1,156	1,168	1,200	1,267	1,445	1,519	1,520	1,385	874	1,344	1,511
Cowal Ferries [note24]	65	27	0	0	0	0	0	0	0	0	0	0
Argyll Ferries Ltd [note24]	0	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	0
Serco Northlink [note25]	63	61	56	56	59	63	68	72	77	35	63	82
Orkney Ferries	87	87	84	84	85	87	89	94	94	66	81	101
Shetland Islands Council [note26]	297	392	377	386	367	387	413	375	382	264	333	338
Argyll & Bute Council	33	33	30	33	36	43	42	41	42	32	50	51
Highland Council [note27]	254	253	246	259	259	263	270	272	277	127	201	0
Western Ferries	616	646	616	628	635	642	659	671	663	465	566	638
Orkney Line (Previously Orcargo) [note29]	0	0	0	0	0	0	0	0	0	0	0	0
Total within Scotland	2,569	2,655	2,577	2,626	2,706	2,930	3,060	3,043	3,120	1,861	2,638	[Unavailable]
Scotland and Northern Ireland	479	412	354	408	398	408	413	405	415	252	444	477
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	477

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 [note30]	2020	2021	2022
										[note30]	[note30]	[note30]
Cairnryan - Larne - Numbers of vehicles	153	126	117	121	119	135	136	132	123	58	110	102
Cairnryan - Larne - Numbers of passengers	631	524	501	492	472	536	551	521	467	242	396	369
Cairnryan - Belfast - Numbers of vehicles [note31]	48	239	187	237	243	273	276	273	291	194	334	375
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	1,302
Campbelltown - Ballycastle - Numbers of vehicles [note32]	--	--	--	--	--	--	--	--	--	--	--	--
Campbelltown - 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 [note30]	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	477
Total - Numbers of passengers	1,858	1,809	1,831	1,794	1,729	1,763	1,763	1,750	1,771	850	1,391	1,671

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 B.14a: Shipping services, operators on subsidised routes

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

Operator	Unit	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		
		[note3]	[note3]	[note3]	[note3]	[note3]	[note3]	[note3]	[note3]	[note3]	[note3]	[note3]	[note3]	
Calsondon MacBryane	Cars carried (thousands)	1,062	1,046	1,064	1,068	1,169	1,326	1,428	1,429	1,451	624	1,259	1,423	
Calsondon MacBryane	Commercial vehicles and buses (thousands)	111	110	104	104	98	80	91	91	91	70	85	88	
Calsondon MacBryane	Vehicles (Coast ferries) (thousands)	65	27											
Calsondon MacBryane	Vehicles (Argyll ferries) (thousands)													
Calsondon MacBryane	Passengers (thousands)	4,575	4,511	4,595	4,654	4,627	5,056	5,237	5,263	5,686	2,370	3,950	4,698	
Calsondon MacBryane	Passengers (Coast ferries) (thousands)													
Calsondon MacBryane	Passengers (Argyll ferries) (thousands)	409.2	341.3	299.2	310.1	306.5	303.4	301.8	288					
Calsondon MacBryane	Loose freight (calendar year) (thousands tonnes) [note3B]	3.0	3.0	3.0	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	
Calsondon MacBryane	Revenue from users (thousands pounds) [note37]	58,667	62,118	64,717	67,668	66,055	63,533	69,375	73,367	75,763	41,800	70,009	80,182	
Calsondon MacBryane	Subsidy (thousand pounds) [note39]	69,308	71,163	68,777	103,387	122,462	152,216	159,820	154,123	148,822	166,668	168,292	170,419	
Calsondon MacBryane	Coast ferries (subsidy) (thousands pounds) [note39]	1,508												
Calsondon MacBryane	Argyll Ferries (subsidy) (thousands pounds) [note39]	1,309	1,616	3,027	3,542	3,440	3,633	4,062	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 Ferries	Cars carried (thousands)	63	61	56	55	59	63	67	71	77	35	63	82	
Northlink Orkney & Shetland Ferries / Northlink Ferries	Commercial vehicles (thousands) [note43]				0.4	0.5	0.4	0.4	0.6	0.5	0.5	0.016	0.031	0.200
Northlink Orkney & Shetland Ferries / Northlink Ferries	Passengers (thousands)													
Northlink Orkney & Shetland Ferries / Northlink Ferries	Loose freight [note 46]													
Northlink Orkney & Shetland Ferries / Northlink Ferries	Revenue from users (thousand pounds) [note44]	25,718	28,426	29,385	30,875	31,976	32,316	34,116	36,610	30,579	29,128	39,328	43,025	
Northlink Orkney & Shetland Ferries / Northlink Ferries	Subsidy (thousand pounds) [note44]	37,172	39,166	39,368	44,773	51,084	52,374	59,625	59,681	24,075	34,174	38,651	47,100	
Total for these Shipping Services	Vehicles carried (thousands)	1,301	1,245	1,224	1,250	1,326	1,508	1,586	1,591	1,662	608	1,407	1,593	
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	2,462	4,179	5,286	
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	1.6	
Total for these Shipping Services	Revenue from users (thousand pounds)	66,995	63,396	66,710	101,146	107,713	98,604	105,194	113,019	103,286	72,916	111,875	126,476	
Total for these Shipping Services	Subsidy (thousand pounds)	113,327	119,060	124,659	135,210	151,527	182,015	173,641	178,426	182,386	201,007	209,735	230,930	

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	2022
											[note30]	[note30]	
Orkney Ferries	Vehicles carried (thousands)	87	87	84	84	85	87	89	84	84	86	81	101
Orkney Ferries	Passengers (thousands)	338	336	328	320	315	329	331	339	336	170	235	321
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	1.2
Orkney Ferries	Revenue from users (thousand pounds) [note39]	2,950	2,822	2,608	2,613	2,682	2,755	2,703	3,042	2,924	1,988	2,448	2,668
Orkney Ferries	Subsidy (thousand pounds) [note39]	6,847	6,702	6,504	7,040	7,341	7,625	7,196	8,688	9,459	10,025	12,612	13,402
Shetland Islands Council [note47]	Vehicles carried (thousands)	297	392	377	366	367	387	413	375	382	264	333	338
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	656.5
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	Unavailable
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	11.0
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	51.2
Argyll and Bute Council	Passengers (thousands)	133.8	138.6	138.4	138.2	141.2	149.5	144.2	138.9	141.1	90.3	151.9	167.2
Total for Local Authority operators	Vehicles carried (thousands)	672	765	737	742	746	780	814	781	795	488	665	Unavailable
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	1,156

Table 8.15: Passenger traffic on subsidised ferry services, thousands

Freeze lanes are active in this column. To turn off freeze lanes 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	2022
Clyde	Androssan-Brodick [note2]	CaIMac	692.4	688.7	706.1	715.1	761.9	828.3	844.2	840.1	845.5	320.3	526.7	692.5
Clyde	Androssan-Campbelltown [note57] [note62]	CaIMac	--	--	9.8	11.3	10.7	10.3	10.0	8.8	10.0	0.0	8.4	8.9
Clyde	Ballycastle-Rathlin [note52]	Rathlin Ferries	--	--	--	--	--	--	--	--	--	--	--	--
Clyde	Colintraive-Rhubodach [note62]	CaIMac	228.0	217.1	222.1	214.5	209.4	232.0	216.2	201.9	199.2	116.4	165.3	175.8
Clyde	Gourock - Kilebeggan [note59]	CaIMac	--	--	--	--	--	--	--	--	--	16.1	39.3	47.7
Clyde	Gourock-Dunoon [note24] [note53]	CaIMac	--	--	--	--	--	--	--	--	--	--	--	--
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	194.9	131.6	196.1
Clyde	Largs-Cumbrave [note62]	CaIMac	697.7	695.4	708.9	706.1	697.1	738.5	745.6	730.2	796.8	421.8	619.1	690.2
Clyde	Lochranna-Tarbet/Claonaig [note49] [note62]	CaIMac	46.9	43.7	43.0	46.7	58.8	66.4	67.2	72	75.3	30.5	68.2	76.4
Clyde	Tarbert-Portavadie [note62]	CaIMac	61.7	60.9	61.7	62.7	63.3	85.8	85.7	88.5	95.8	47.5	77.0	86.4
Clyde	Wemyss Bay-Rothesay [note62]	CaIMac	711.5	690.1	676.9	674.1	631.7	675.7	712.9	724.5	727.1	332.2	503.5	613.1
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	1,399.8	2,149.1	2,586.9
West Coast	Arndhor (Barra)-Eriskay [note62]	CaIMac	48.4	46.1	45.5	47.4	48.1	57.1	60.0	61.1	63.7	25.2	49.2	61.5
West Coast	Bernera-Leveburgh [note51] [note62]	CaIMac	58.1	52.8	54.4	57.7	54.4	63.1	68.4	69.6	75.5	28.3	56.7	64.0
West Coast	Fionnphor-Iona [note62]	CaIMac	221.7	213.5	224.2	223.9	215.4	243.2	250.3	229.5	243.4	56.6	133.9	204.6
West Coast	Fionnphor-Lochaline [note62]	CaIMac	117.1	110.7	108.8	110.9	109.7	105.1	103.4	112.3	116.9	58.2	110.9	125.8
West Coast	Gallanach - Kerera	CaIMac	--	--	--	--	--	--	--	--	--	27.9	55.4	64.0
West Coast	Kennacraig-Islay/CsaryOban [note61]	CaIMac	11.0	11.4	19.0	19.2	20.8	22.7	22.2	20.6	21.5	4.2	14.9	18.2
West Coast	Kennacraig-Islay [note61]	CaIMac	174.1	178.4	180.7	189.8	194.8	203.2	214.3	223.8	231.5	86.5	147.3	202.3
West Coast	Mallaig-Egg/Kilmuck/Ram/Canna [note62]	CaIMac	25.6	26.6	25.9	29.8	27.8	30.4	30.5	30	30.5	6.3	17.4	22.4
West Coast	Mallaig-Armadale [note62]	CaIMac	220.8	217.3	237.4	239.4	247.6	250.8	285.5	283.4	305.4	52.6	121.4	212.8
West Coast	Mallaig-Lochaline [note59] [note62]	CaIMac	--	--	0.4	1.2	1.0	22.8	27.6	21.2	29.2	8.9	20.5	1.2
West Coast	Oban-Coll/Tiree/Castlebay [note60]	CaIMac	10.6	9.5	9.9	10.7	9.6	5.7	5.4	4.9	5.6	0.0	5.2	5.1
West Coast	Oban-Colonsay [note61]	CaIMac	14.7	14.2	15.7	13.4	11.8	12.0	13.4	13.8	12.4	7.8	11.5	12.7
West Coast	Oban-Lismore [note62]	CaIMac	20.1	20.1	20.3	19.7	19.9	24.3	26.0	25.4	25.2	16.2	22.2	24.8
West Coast	Oban-Castlebay - Lochboisdale [note60]	CaIMac	61.6	59.3	58.2	57.7	55.8	43.3	47.2	53.4	49.1	18.4	42.4	46.3
West Coast	Oban-Coll/Tiree [note60]	CaIMac	50.3	51.4	52.4	52.5	51.5	56.4	59.7	59.9	59.5	27.1	50.3	55.8
West Coast	Oban-Craigruie [note62]	CaIMac	543.7	549.4	553.4	572.0	555.2	644.8	670.3	634.6	652.3	238.2	391.3	550.5
West Coast	Otterish-Leveburgh [note51]	CaIMac	--	--	--	--	--	--	--	--	--	--	--	--
West Coast	Raasay-Sooner [note62]	CaIMac	53.6	56.5	57.6	57.4	60.3	70.7	82.0	83.8	88.2	37.9	72.5	83.7
West Coast	Tayincom-Gigha [note61]	CaIMac	57.9	56.1	58.4	64.1	59.8	63.8	68.0	72.3	74.2	39.9	70.1	70.5
West Coast	Tobermory-Kilchoan [note62]	CaIMac	34.3	34.2	35.7	35.3	36.4	47.1	49.6	50.3	55.6	16.8	38.2	44.4
West Coast	Fionnphor-Iona [note62]	CaIMac	221.7	213.5	224.2	223.9	215.4	243.2	250.3	229.5	243.4	56.6	133.9	204.6
West Coast	Fionnphor-Lochaline [note62]	CaIMac	117.1	110.7	108.8	110.9	109.7	105.1	103.4	112.3	116.9	58.2	110.9	125.8
West Coast	Gallanach - Kerera	CaIMac	--	--	--	--	--	--	--	--	--	27.9	55.4	64.0
West Coast	Kennacraig-Islay/CsaryOban [note61]	CaIMac	11.0	11.4	19.0	19.2	20.8	22.7	22.2	20.6	21.5	4.2	14.9	18.2
West Coast	Kennacraig-Islay [note61]	CaIMac	174.1	178.4	180.7	189.8	194.8	203.2	214.3	223.8	231.5	86.5	147.3	202.3
West Coast	Mallaig-Egg/Muck/Ram/Canna [note62]	CaIMac	25.6	26.6	25.9	29.8	27.8	30.4	30.5	30	30.5	6.3	17.4	22.4
West Coast	Mallaig-Armadale [note62]	CaIMac	220.8	217.3	237.4	239.4	247.6	250.8	285.5	283.4	305.4	52.6	121.4	212.8
West Coast	Mallaig-Lochaline [note59] [note62]	CaIMac	--	--	0.4	1.2	1.0	22.8	27.6	21.2	29.2	8.9	20.5	1.2
West Coast	Oban-Coll/Tiree/Castlebay [note60]	CaIMac	10.6	9.5	9.9	10.7	9.6	5.7	5.4	4.9	5.6	0.0	5.2	5.1
West Coast	Oban-Colonsay [note61]	CaIMac	14.7	14.2	15.7	13.4	11.8	12.0	13.4	13.8	12.4	7.8	11.5	12.7
West Coast	Oban-Lismore [note62]	CaIMac	20.1	20.1	20.3	19.7	19.9	24.3	26.0	25.4	25.2	16.2	22.2	24.8
West Coast	Oban-Castlebay - Lochboisdale [note60]	CaIMac	61.6	59.3	58.2	57.7	55.8	43.3	47.2	53.4	49.1	18.4	42.4	46.3
West Coast	Oban-Coll/Tiree [note60]	CaIMac	50.3	51.4	52.4	52.5	51.5	56.4	59.7	59.9	59.5	27.1	50.3	55.8
West Coast	Oban-Coll/Tiree [note60]	CaIMac	50.3	51.4	52.4	52.5	51.5	56.4	58.7	56.9	59.5	27.1	50.3	55.8

Table 9.15(ccont): 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	2020	2021	2022
													[note30]		[note30]
Clyde	Ardrossan-Brodick [note62]	CaIMac	11.4	12.0	12.4	12.1	9.2	10.7	10.4	10.0	9.4	6.9	9.2	9.2
Clyde	Ardrossan-Campbelltown [note57] [note62]	CaIMac	--	--	0.2	0.4	0.2	0.2	0.1	0.1	0.2	0.0	0.0	0.0
Clyde	Colintrave-Rhubodach [note62]	CaIMac	15.0	14.1	12.9	12.4	11.6	9.2	8.2	8.5	8.6	6.8	7.5	7.5
Clyde	Gourock-Dunoon [note24] [note53]	CaIMac	--	--	--	--	--	--	--	--	--	--	--	--
Clyde	Gourock-Dunoon [note24]	Cowal Ferries	1.5	--	--	--	--	--	--	--	--	--	--	--
Clyde	Gourock-Dunoon [note24]	Argyll Ferries	--	--	--	--	0.5	--	--	--	--	--	--	--
Clyde	Largo-Gumfries [note62]	CaIMac	5.4	5.6	6.8	6.2	6.5	4.2	4.2	4.4	4.1	4.6	4.7	4.6
Clyde	Lochranza-Tarbert/Claonaig [note49] [note62]	CaIMac	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.3	0.5	1.0
Clyde	Tarbert-Portavadie [note62]	CaIMac	0.6	0.6	0.5	0.4	0.7	0.5	0.5	0.5	0.5	0.2	0.3	0.2
Clyde	Wemyss Bay-Rothesay [note62]	CaIMac	14.1	14.2	13.2	13.7	11.9	8.9	9.5	9.2	9.2	6.8	8.5	8.7
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	31.3
West Coast	Ardmhor (Barra)-Eriskay [note52]	CaIMac	1.3	1.4	1.2	1.3	1.3	1.3	2.0	2.1	2.1	0.9	0.8	1.0
West Coast	Berneray-Leverburgh [note51] [note62]	CaIMac	2.2	2.0	1.9	1.3	1.8	1.1	1.4	1.4	1.5	1.2	1.6	1.6
West Coast	Fionnphort-Iona [note62]	CaIMac	0.9	0.9	1.1	0.9	1.2	0.9	0.9	0.8	0.9	0.5	0.6	0.6
West Coast	Falnish-Lochaline [note62]	CaIMac	3.8	4.5	4.0	3.4	3.7	2.8	2.1	3.1	2.8	2.3	3.5	3.6
West Coast	Gallanach - Kerrera	CaIMac	--	--	--	--	--	--	--	--	--	0.0	0.0	0.0
West Coast	Kernacraig-Islay/Craigh/Oban [note61]	CaIMac	0.6	0.6	0.6	0.6	0.8	0.9	0.8	0.6	0.6	0.2	0.5	0.7
West Coast	Kernacraig-Islay [note61]	CaIMac	10.9	12.4	10.3	10.9	10.8	11.4	11.6	12.5	13	10.4	13.0	14.3
West Coast	Mallaig-Armadale [note62]	CaIMac	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.1	0.2	0.2	0.2
West Coast	Mallaig-Armadale [note62]	CaIMac	1.9	2.2	2.5	2.5	2.7	2.2	2.5	2.5	2.5	0.1	0.2	1.4
West Coast	Mallaig-Lochboisdale [note59] [note62]	CaIMac	--	--	0.02	0.04	0.03	0.6	0.5	0.5	0.4	0.2	0.2	0.3
West Coast	Oban-Coll/Trees/Caslebury [note60]	CaIMac	0.3	0.2	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.0	0.2	0.2
West Coast	Oban-Colonsay [note61]	CaIMac	0.3	0.4	0.3	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.3
West Coast	Oban-Liamore [note62]	CaIMac	0.6	0.6	0.5	0.5	0.6	0.5	0.7	0.7	0.6	0.2	0.4	0.3
West Coast	Oban-Caslebury - Lochboisdale [note60]	CaIMac	1.3	1.3	1.3	1.4	1.3	1.1	1.2	1.4	1.1	0.9	1.0	1.1
West Coast	Oban-Coll/Trees [note60]	CaIMac	2.2	1.7	1.6	1.7	1.7	1.8	1.7	1.8	1.7	1.8	1.7	1.8
West Coast	Oban-Craighnure [note62]	CaIMac	11.3	12.2	10.9	10.7	10.6	9.3	9.7	8.9	8.9	5.6	7.3	7.7
West Coast	Obernish-Leverburgh [note51]	CaIMac	--	--	--	--	--	--	--	--	--	--	--	--
West Coast	Raasay-Scensey [note62]	CaIMac	1.1	1.3	1.0	0.5	0.6	0.7	1.0	0.5	0.7	0.6	0.6	0.5
West Coast	Taynton-Gigha [note61]	CaIMac	1.4	1.4	1.3	1.1	1.2	1.1	1.2	1.3	1.2	1.5	1.2	1.2
West Coast	Tolermoy-Kilchoan [note62]	CaIMac	0.0	0.0	0.1	0.1	0.05	0.02	0.04	0.1	0.1	0.0	0.1	0.0
West Coast	Uig-Tarbert-Lochmaddy [note50] [note60]	CaIMac	8.0	6.7	6.0	6.2	6.1	6.2	6.0	6.2	6.0	5.6	6.1	5.6
West Coast	Ullapool-Stornoway [note60]	CaIMac	15.9	13.2	12.3	13.0	11.6	12.9	13.0	12.9	13.9	12.5	14.1	13.9
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	56.4
North	Aberdeen - Kirkwall [note42] [note55] [note5]	Serco Northlink	--	--	0.02	0.02	0.03	0.02	0.02	0.01	0.01	0.00	0.00	0.01
North	Aberdeen - Lerwick [note42] [note56]	Serco Northlink	--	--	0.13	0.13	0.11	0.12	0.14	0.14	0.14	0.01	0.01	0.08
North	Aberdeen - Stromness [note42] [note55] [note5]	Serco Northlink	--	--	--	--	--	--	--	--	--	--	--	
North	Lerwick - Kirkwall [note42] [note56]	Serco Northlink	--	--	0.06	0.07	0.06	0.08	0.09	0.06	0.06	0.00	0.00	0.04
North	Scrabster - Stromness [note42] [note56]	Serco Northlink	--	--	0.20	0.24	0.23	0.22	0.31	0.30	0.32	0.00	0.01	0.16
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	0.293
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	88.0

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	2019	2020	2021	2022
												[note30]	[note30]	
Clyde	Ardrossan-Brodick [note62]	CallMac	127.9	127.0	130.4	139.6	189.9	202.8	205.5	199.0	207.7	103.4	159.9	183.1
Clyde	Ardrossan-Campbelltown [note57] [note62]	CallMac	--	--	2.0	2.2	2.3	2.5	2.5	2.2	2.9	0.0	3.7	2.7
Clyde	Colintraive-Rhubodach [note62]	CallMac	80.9	76.4	75.5	74.6	83.7	95.2	91.6	84.7	86.6	56.9	77	80.6
Clyde	Gourock-Dunoon [note24] [note53]	CallMac	--	--	--	--	--	--	--	--	--	--	--	--
Clyde	Gourock-Dunoon [note24]	Cowal Ferries	25.8	--	--	--	--	--	--	--	--	--	--	--
Clyde	Gourock-Dunoon [note24]	Argyll Ferries	--	--	--	--	--	--	--	--	--	--	--	--
Clyde	Largs-Cumbrave [note62]	CallMac	136.0	134.1	134.9	135	138.2	161.3	169.9	174.1	178.9	125.7	175.5	185.1
Clyde	Lochranza-Tarbet/Olaonaig [note49] [note62]	CallMac	14.7	14.0	13.9	14.9	20.8	23.9	24.2	25.5	27.5	12.2	26.8	29.2
Clyde	Tarbet-Portavadie [note62]	CallMac	19.7	19.0	18.5	18.5	17.9	25.5	26.6	28.8	30.2	18.4	27.8	29.9
Clyde	Wemyss Bay-Rothesay [note62]	CallMac	152.9	150.1	144.8	147.5	145.1	172.9	188.7	193.7	198.1	112.7	165.8	190.5
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	701.1
West Coast	Ardmhor (Barra)-Eriskay [note62]	CallMac	17.0	16.7	16.6	17.0	17.3	22.0	23.0	23.9	25.3	13.1	21.4	24.5
West Coast	Bemeraig-Leveburgh [note51] [note62]	CallMac	23.4	21.7	22.2	23.9	22.5	28.2	29.7	30.4	32.3	14.4	28.7	28.3
West Coast	Fionnphort-Iona [note62]	CallMac	5.6	6.1	6.7	6.7	6.7	8.3	8.8	9.1	9.2	6.8	8.2	8.5
West Coast	Fishnish-Lochaline [note62]	CallMac	46.2	43.7	43.4	44.6	45.1	42.7	42.9	45.5	46.7	28.4	51.8	56.5
West Coast	Gallanach - Kerrera	CallMac	--	--	--	--	--	--	--	--	--	1.5	2.1	2.2
West Coast	Kennacraig-Islay/C'say/Oban [note61]	CallMac	3.2	3.1	5.5	6.0	6.6	7.7	7.3	6.8	7.1	1.7	5.6	6.7
West Coast	Kennacraig-Islay [note61]	CallMac	56.0	57.3	61.8	65.8	66.8	69.7	76.4	79.5	81.6	36.4	60.8	75.5
West Coast	Mallaig-Eigg/Muck/Rum/Garra [note62]	CallMac	0.8	1.0	0.9	1.1	1.1	1.7	1.7	1.7	1.8	2.5	3.2	3.2
West Coast	Mallaig-Armdale [note62]	CallMac	52.4	50.3	52.4	53.1	54.9	61.8	70.0	67.8	75.8	19.8	42.3	57.7
West Coast	Mallaig-Lochboisdale [note59] [note62]	CallMac	--	--	0.1	0.4	0.4	8.3	11.1	8.3	11.5	4.2	8.6	12.7
West Coast	Oban-Coll/Tiree/Castlebay [note60]	CallMac	2.5	2.6	2.6	2.6	2.5	1.8	1.9	1.6	1.8	0.0	1.9	2.0
West Coast	Oban-Colonsay [note61]	CallMac	4.3	4.3	4.8	4.4	4.2	4.5	4.9	5.1	5	3.6	5.2	5.4
West Coast	Oban-Lismore [note62]	CallMac	2.7	3.1	3.1	3.4	3.8	5.8	6.7	6.7	6.7	5.7	7.9	8.2
West Coast	Oban-Castlebay - Lochboisdale [note60]	CallMac	19.3	18.6	17.9	18.4	18.0	15.7	17.1	20	18.3	8.8	17.0	18.4
West Coast	Oban-Coll/Tiree [note60]	CallMac	15.2	15.9	16.0	15.7	15.8	17.8	18.8	18	19.2	10.5	19.4	20.1
West Coast	Oban-Craignure [note62]	CallMac	108.9	105.8	109.9	112.6	115.4	162.3	168.1	164	169.7	84.3	127.8	156.4
West Coast	Otterish-Leveburgh [note51]	CallMac	--	--	--	--	--	--	--	--	--	--	--	--
West Coast	Raasay-Sconser [note62]	CallMac	19.0	19.8	20.1	19.2	20.3	25.2	29.2	29.9	31.3	17.7	28.5	31.0
West Coast	Tayinloch-Gigha [note61]	CallMac	12.7	12.7	14.3	15.8	15.7	17.5	19.5	20.7	22.9	15.0	23.2	23.8
West Coast	Tobermory-Kilchoan [note62]	CallMac	5.3	5.2	5.3	5.5	6.1	10.6	11.7	11.6	14.4	4.8	10.3	11.4
West Coast	Uig-Tarbet/Lochmaddy [note50] [note60]	CallMac	67.6	69.8	72.0	76.1	74.8	74.7	78.2	78.7	80.5	39.5	65.1	65.4
West Coast	Ullapool-Stornoway [note60]	CallMac	67.8	67.2	68.6	70.3	72.0	86.2	92.1	94.7	100.9	55.7	87.4	104.4
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	722.2
North	Aberdeen - Kirriwaal [note42] [note55] [note6]	Serco Northlink	5.0	4.6	4.8	4.2	4.5	4.5	4.6	5.1	5.6	2.5	3.7	4.9
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	26.0
North	Aberdeen - Stromness [note42] [note56]	[not Serco Northlink	--	--	--	--	--	--	--	--	--	--	--	--
North	Lerwick - Stromness [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	3.6
North	Sorabster - Kirriwaal [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	47.1
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	81.6
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	1,504.9

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	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
											[note30]	[note30]	
Western Ferries [note64]	Gourock-Dunoon	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	1,226
Strathclyde Partnership for Transport	Renfrew - Yoker [note68]	-	-	-	-	-	-	-	-	-	-	-	-
Strathclyde Partnership for Transport	Gourock - Kilcreggan [note70]	57.7	52.6	57.0	54.4	53.4	55.5	41.2	42.9	41.0	1.3	-	-
Strathclyde Partnership for Transport	Total	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]	33.4	37.3	44.4	40.2	39.1	45.7	44.0	41.4	40.6	22.7	38.4	41.2
Argyll & Bute Council	Islay - Jura	71.3	70.2	62.8	67.7	68.1	68.0	72.3	69.6	70.7	37.5	61.5	68.0
Argyll & Bute Council	Cuan-Luing [note65] [note71]	16.0	17.7	16.1	14.4	17.1	21.3	15.3	16.1	17.6	21.1	29.3	33.1
Argyll & Bute Council	Sesil-Easdale [note71]	13.1	14.4	15.1	15.9	16.9	14.5	12.6	11.8	12.2	9.0	22.7	24.9
Argyll & Bute Council	Total	133.8	139.6	138.4	138.2	141.2	149.5	144.2	138.9	141.1	90.3	151.9	167.2
Highland Council	Artgour-Nether Lochaber (Corran Ferry) [note66]	-	-	560	566	557	572	580	590	598	320	450	460
Highland Council	Camusnangul - Fort William [note67]	3.0	5.1	10.3	10.0	11.2	8.9	8.4	8.3	8.1	5.0	9.0	11.0
Highland Council	Total [note78]	3.0	5.1	10.3	10.0	11.2	8.9	8.4	8.3	8.1	5.0	9.0	11.0
West Highland Seaways [note74]	Gairloch (Wester Ross) - Portree (Skye)	-	-	-	-	-	-	-	-	-	-	-	-
Bruce Watt Cruises [note27]	Mallaig-Loch Nevis	4.9	4.6	-	-	-	-	-	-	-	-	-	-
Orkney Ferries [note63] [note75]	Houton - Lyness/Fliotta	81.7	77.1	79.3	77.5	77.7	81.6	84.1	79.1	81.6	48.2	64.5	84.4
Orkney Ferries [note63] [note75]	Tingwall - Rousay/Egilsay/Wyre	58.4	56.3	58.8	54.8	55.0	53.6	57.5	60.3	58.1	30.8	40.2	54.9
Orkney Ferries [note63] [note75]	Kirkwall - Shapinsay	67.0	68.7	65	64.9	58.7	62.7	61.2	65.7	62.8	34.5	40.6	59.8
Orkney Ferries [note63] [note75]	Kirkwall - Westray/Stronsay	104.6	108.6	99.3	96.6	97.4	103.5	101.7	104.7	103.6	44.6	71.1	98.0
Orkney Ferries [note63] [note75]	Stromness-Hoy/Graemsay	26.2	24.9	26	26.5	26.4	27.8	26.9	29.1	29.5	12.0	18.9	23.7
Orkney Ferries [note63] [note75]	Total	337.8	335.6	328.4	320.3	315.2	329.2	331.4	338.9	335.6	170.2	235.3	320.8
Orkney Line (previously Orcargo)	Invergordon - Orkney [note27]	-	-	-	-	-	-	-	-	-	-	-	-
Shetland Islands Council [note63]	Laxo or Vidlin - Symbister (Whalsay)	169	173.1	166.1	165.8	163.4	169.8	162.6	161.0	164.5	98.1	121.2	135.7
Shetland Islands Council [note63]	Toft - Ullsta	254.0	269.3	280.9	270.0	261.1	273.2	273.1	265.4	268.7	162.4	216.4	207.6
Shetland Islands Council [note63]	Bluemunk [note73]	-	172.1	159.3	152.7	137.8	146.9	151.7	147.7	145.1	79.2	115.6	133.2
Shetland Islands Council [note63]	Lerwick - Bressay [note68]	182.0	186.8	170.9	173.0	170.7	176.3	181	181.4	190.8	123.2	162.3	172.3
Shetland Islands Council [note63]	Gutcher - Oddsta [note72]	-	-	-	-	-	-	-	-	-	-	-	-
Shetland Islands Council [note63]	Vidlin/Lerwick - Skerries	-	-	-	-	5.5	5.2	4.5	4.4	4.2	2.5	4.0	4.3
Shetland Islands Council [note63]	West Burraveth - Papa Slour	-	-	-	-	3.0	2.8	2.6	2.7	3.0	2.0	3.2	3.2
Shetland Islands Council [note63]	Fair Isle - Gruiness/Lerwick	-	-	-	-	0.5	0.7	0.6	1.4	0.5	-	-	0.2
Shetland Islands Council [note63]	Total	615.0	811.3	777.1	761.5	742.0	774.9	776.1	763.9	776.8	467.4	622.7	656.5
Cromarty Ferry Company	Cromarty-Nigg	-	-	-	-	-	-	-	-	-	-	-	-
All operators	Total all routes	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	2,381.5

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	2020	2021	2022	
										2019 [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	610
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	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	17.8
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	44.8
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 [Unavailable]	
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]	Houison - Lyness/Flotta	17.8	15.9	15.6	14.8	15.4	16.2	17.6	17.4	20.3	11.6	17.7	23.5
Orkney Ferries [note63]	Tingwall - Rousay/Egilsay/Wyre	9.1	10.4	9.4	10.7	10.2	8.8	9.43	10.6	10.5	6.5	9.4	15.1
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	10.0
Orkney Ferries [note63]	Kirkwall - Westray/Stromsay	21.3	20.8	19.5	20.4	21.1	22.7	22.5	22.9	23.4	12.1	16.5	24.8
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	73.3
Orkney Line (previously Orcargo)	Invergordon - Orkney 17	-	-										
	Laxo or Vidlin - Symbister												
Shetland Islands Council [note63] (Whalsay)		78.0	77.9	77.8	75.6	78.7	81.9	81.9	76.0	79.3	57.4	69.3	71.2
Shetland Islands Council [note63] Toft - Uista		134.0	130.6	138.1	126.9	139.6	147.3	150.6	136.4	139.4	91.6	118.5	120.9
Shetland Islands Council [note63] Blueness [note73]		-	88.8	78.3	73.9	78.2	84.5	85.3	77.8	75.1	46.4	64.5	68.4
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	59.1
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	1.9
Shetland Islands Council [note63] West Burrafrith - Papa Stour		-	-	-	-	1.3	1.3	1.1	1.2	1.2	1	1.3	1.2
Shetland Islands Council [note63] Fair Isle - Grutness/Lerwick		-	-	-	-	0.2	0.2	0.1	0.1	0.1	-	-	0.04
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	322.8
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	1,050.9

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	2020	2021	2022
											[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	27.8
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	5.2
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	1.2
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	6.4
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	[Unavailable]
Highland Council	Total [note76]	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	8.1
Orkney Ferries [note63]	Tingwall - Rousay/Egilsay/Wyre	6.8	4.9	4.9	4.5	4.8	4.7	4.6	5.3	4.7	4.5	3.6	2.4
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	2.8
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	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	27.8
Orkney Line (previously Orcargo Invergordon - Orkney [note27])		-	-										
	Laxo or Vidlin - Symbister												
Shetland Islands Council [note63 (Whalsay)]		4.3	4.0	2.2	2.9	-	-	2.0	1.9	1.9	1.8	1.8	1.5
Shetland Islands Council [note63 Toft - Ullsta]		7.6	12.6	9.0	12	-	-	12.6	9.5	9.9	8.4	9.4	7.3
Shetland Islands Council [note63 Gutcher - Belmont [note73]]		-	7.2	3.9	6.4	-	-	3.7	4.1	3.8	2.8	3.0	4.4
Shetland Islands Council [note63 Vidlin/Lerwick - Skerries]													0.02
Shetland Islands Council [note63 Lerwick - Bressay [note68]]		3.5	4.7	2.5	4	-	-	2.2	2.2	1.7	1.5	1.8	1.9
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	15.1
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	77.1

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	2022-23
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	172,370
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	98.7
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	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	3,174
NorthLink	Punctuality - Aberdeen routes (percentage)	99.8	99.8	99.8	99.7	99.9	99.9	99.9	100	99.8	99.7	99.6	99.7
NorthLink	Punctuality - Pentland Firth (percentage)	99.1	99.5	92.1	100	99.5	100	99.9	100	99.9	100	99.9	99.8



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2023

Transport Finance

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Introduction

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.

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 £3,172 million on transport in 2022/23. Local Authorities spent £1,089 million in 2022/23.**
- **Personal spend on transport and travel accounted for 15% of household spending between 2020 and 2022.**
- **In 2023 petrol prices started at 148.5 pence per litre in January before falling to 143.7 pence in December. Diesel prices also fell in 2023 from 171.3 in January to 151.9 pence by December.**

Main Points

Motorways & Trunk Roads

The total of capital and current expenditure on motorways and trunk roads in 2022-23 was estimated at £655 million, £18 million (3%) less than the 2021/22 figure. Total expenditure on transport within Scottish Ministers' responsibility in 2022-23 was

budgeted at £3,172 million, £121 million (4%) less than in the previous year.
(Table 10.1)

Expenditure on the management and maintenance of the trunk road network totalled £309m in 2021-22. The expenditure is split £52.5m on capitalised maintenance and £256.9m on routine and winter maintenance, network management and network strengthening. (These figures do not include spending on new construction). (Table 10.2)

Local Authorities

In 2022-23, net revenue expenditure on transport controlled by local authorities was £435 million. In cash terms, this was 8 per cent more than in 2021-22. Road maintenance (£243 million in 2022-23) accounted for 56% of the expenditure. The other main categories of expenditure in 2022-23 were:

- Contributions to passenger transport (excluding concessionary fares) - £116 million;
- Road lighting - £58 million;
- Network and traffic management (excluding school crossing patrols) - £36 million;

In 2022-23, the net costs for parking was £39 million, £12 million more than 2021-22.
(Table 10.1)

The Local Authorities with the highest net revenue expenditure on roads and transport (excluding loan charges) in 2022-23 were: Highland, (£37.4 million), Fife (£37.2 million), South Lanarkshire (£27 million) and North Lanarkshire (£26.2 million). (Table 10.3) The table also shows local authorities' figures for other types of expenditure in 2022/23:

- **Road maintenance/Winter maintenance** Fife had the highest expenditure on road maintenance (£15.4 million), followed by Glasgow (£12.9 million). Highland spent the most on winter maintenance (£10.5 million).

- **Contributions to Public Transport** in terms of the total net revenue expenditure on 'local authority' and 'non LA' public transport, Fife (£12.9 million) made the largest contributions to passenger transport. Edinburgh spent £10.6 million.
- **Road Lighting** Glasgow spent most on road lighting (£8.4 million), followed by North Lanarkshire (£4.7 million).
- **Parking** Edinburgh had the largest and only net income from parking (£22.8 million).

Gross Capital Expenditure

Gross capital account expenditure by councils and boards on local authority roads and transport totalled £654 million in 2022-23, 21% more than the previous year. Of this total £386 million was spent on roads and £113 million on other public transport. (*Table 10.5*)

The local authorities with the highest gross capital account expenditure on roads and transport in 2022-23 were: Edinburgh (£116.6 million), Perth and Kinross (£52.1 million) and Renfrewshire (£44.6 million). Perth and Kinross spent the most on roads (£29.1 million) followed by Perth and Kinross (£48.7 million). (*Table 10.5*)

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

Between 2022 and 2023 the average price of unleaded petrol decreased by 17.0 pence, and diesel increased by 19.5 pence per litre in Great Britain. In 2023, petrol

prices decreased by 4.8 pence between January and December and diesel prices decreased by 19.4 pence over the same period. Tax (duty plus VAT) represented 53% of the price for unleaded petrol and 50% of the price for diesel in Great Britain in 2023, lower than they were in 2011. (*Table 10.6*)

The UK Retail Prices Index (RPI) rose by 49% between 2013 and 2023. 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 42%, and there was a 193% rise in the cost of vehicle tax and insurance. The cost of purchasing a motor vehicle also rose by 22% and the cost of petrol and oil rose by 12% in cash terms over the last ten years. As a result, motoring expenditure index fell by 4%, lower than the 49% increase in the RPI and therefore a real term fall between 2013 and 2023. Over the same period, fares and other travel costs rose by 68% in cash terms - rail fares by 36% and bus and coach fares by 60%, a decrease of 14% for rail fares and an increase 11% for bus and coach travel compared to general inflation. (*Table 10.7*)

Average weekly household expenditure in Scotland on transport and vehicles in 2020-22 was £69.20, representing 14.5% of total household expenditure. On average, £28.50 was spent on the purchase of vehicles, £25.80 on the operation of personal transport (including £16.60 on petrol, diesel and other motor oils) and £14.80 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 and ended in 2020/21
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 05 respectively

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	2022-23
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	80
Forth Replacement Crossing	152	242	193	232	217	114	74	17	12	4	1	0
Capital maintenance [note 2]	18	12	10	8	14	-	7	5	8	13	62	79
Total	215	301	304	316	415	434	265	180	165	124	176	159
Current												
Routine and winter maintenance etc	69	75	73	78	79	73	93	96	87	96	104	118
Network Strengthening and Improvements [note 3]	85	77	85	71	72	115	119	129	201	172	202	206
Other	-	32	21	18	18	18	33	53	60	61	62	30
Design, build, finance, operate payments	54	57	59	68	80	73	110	122	121	130	129	142
Total	208	241	238	235	249	279	355	400	469	459	497	496
Total capital and current (a)	423	542	542	551	664	713	620	580	634	583	673	655
Central Government support to transport industries												
Highlands and Islands Airports Ltd	27	23	21	34	38	25	29	28	39	62	84	60
Caledonian MacBrayne Ltd	68	74	86	107	123	134	131	142	134	144	147	179
Scottish Canals [note 7]	11	11	14	11	10	10	12	19	15	33	145	38
Rail Services in Scotland [note 7]	777	783	803	676	745	731	756	756	832	1,406	1,364	1,199
Northern Isles Ferries [note 8]	43	41	38	36	32	35	46	43	42	49	39	50
Bus Service Operators Grant [note 8]	61	62	50	51	53	53	51	52	52	51	51	142
Freight Facilities Grant [note 8]	2	1	1	1	1	1	1	1	1	1	0	1
Integrated Transport Fund [note 8]												
Major public transport projects	70	36	35	3	3	6	5	0	0	176	159	193
National Concessionary Travel schemes (including Smartcards) [note 9]	188	193	197	197	196	196	201	207	220	227	239	270
Other [note 4]	52	68	93	115	150	170	273	268	360	470	393	385
Total (b)	1,229	1,292	1,336	1,231	1,351	1,361	1,505	1,516	1,694	2,619	2,620	2,517
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	3,172
Local government gross capital expenditure on Roads and Transport												
New construction and improvement	411	439	401	366	361	377	306	353	390	345	460	571
Other investment	46	39	25	40	43	84	85	90	57	34	54	56
Total Gross Capital Expenditure	457	478	426	406	404	461	391	443	447	379	514	627
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	1
Road maintenance (incl winter maintenance)	252	268	228	216	216	203	221	198	199	220	209	243
Road lighting	66	72	68	69	68	66	63	63	57	58	57	58
Parking	-26	-30	-29	-32	-35	-39	-41	-44	-45	3	-28	-39
Network and traffic management (other than school crossing patrols)	40	44	45	43	44	36	31	33	28	33	32	36
Concessionary fares	6	7	8	8	8	7	7	6	6	5	6	6
Contributions to passenger transport	115	89	90	99	99	108	132	109	123	124	113	116
School crossing patrols	14	14	14	14	13	14	13	12	13	13	12	13
Total Net Revenue Expenditure	472	468	439	423	418	398	430	382	381	456	403	435

Table 10.2 Net expenditure on management and maintenance of motorways and trunk roads by Operating Companies [note 12], 2021-22
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
 Source: Transport Scotland

Operating company	Capital Maintenance	Current Routine, Cyclical and Winter Maintenance and Network Management [note 13]	Total
		<i>£ thousand at outturn prices</i>	
North East Operating Company	5,125	55,466	60,590
North West Operating Company	11,718	74,400	86,119
South East Operating Company	17,579	49,539	67,118
South West Operating Company	18,119	77,538	95,658
Forth Bridges Operating Company [note 14]	0	0	0
Total	52,541	256,943	309,485

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).

Table 10.3: Local government net revenue expenditure on Roads and Transport, excluding loan charges, in 2022-23 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 2022-23, 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 concessionary fares [note 16]	Other non Local Authority public transport	Total
Aberdeen City	-	1,972	6,613	3,320	86	1,083	-	-	-	204	13,278
Aberdeenshire	-	7,470	5,183	1,577	411	1,856	177	-	96	7,997	24,767
Angus	-	3,233	5,440	809	-	-	112	-	-	2,506	12,100
Argyll & Bute	37	2,746	6,340	1,415	158	547	-193	131	209	2,370	13,760
Clackmannanshire	901	541	688	688	32	27	26	-	77	400	3,380
Dumfries & Galloway	-	1,806	5,563	863	312	2,307	213	-	132	4,677	15,873
Dundee City	-	1,904	1,608	803	-	1,042	-1,215	-	62	2,054	6,258
East Ayrshire	-	1,304	3,717	1,936	221	643	-632	-	236	2,103	9,528
East Dunbartonshire	-	894	2,807	852	439	991	190	-	228	1,729	8,130
East Lothian	-	1,449	1,730	1,233	307	724	-143	-	7	1,279	6,586
East Renfrewshire	-	791	6,216	989	280	148	65	-	182	1,577	10,248
Edinburgh, City of	-	2,130	12,142	3,861	1,416	140	-22,848	-	1,035	9,588	7,464
Eilean Siar	-	2,143	1,583	365	14	1	75	567	-	3,118	7,866
Falkirk	-8	1,175	1,277	1,179	449	2,043	-265	-	71	2,254	8,175
Fife	-4	4,204	15,397	3,542	308	1,407	-515	-	593	12,284	37,216
Glasgow City	-	1,525	12,861	8,429	3,159	1,986	-15,090	-	840	7,400	21,110
Highland	-	10,467	12,806	3,731	385	3,451	-775	955	89	6,258	37,367
Inverclyde	-	357	1,210	908	160	230	144	-	156	1,255	4,420
Midlothian	-	1,160	1,505	1,170	368	894	148	-	-24	699	5,920
Moray	-	2,620	2,399	532	-	993	-160	227	-	531	7,142
North Ayrshire	-	869	6,009	1,706	402	263	186	-	286	2,187	11,908
North Lanarkshire	-	4,695	7,753	4,720	1,085	1,660	-	-	595	5,642	26,150
Orkney Islands	-	1,717	2,583	265	35	448	59	4	139	3,552	8,802
Perth & Kinross	-	4,684	3,683	1,332	180	893	-403	-	74	3,314	13,757
Renfrewshire	23	4,252	1,174	1,814	1,017	1,706	605	429	-	3,417	14,437
Scottish Borders	40	4,550	6,440	1,164	99	576	335	-	7	2,460	15,671
Shetland Islands	-	2,027	2,779	347	15	623	68	377	11	4,033	9,526
South Ayrshire	-	329	5,076	950	134	514	250	-	263	1,988	9,504
South Lanarkshire	326	5,142	3,786	3,583	840	7,645	-157	-	604	5,187	26,956
Stirling	-	912	5,204	977	66	378	371	-	-	1,776	9,684
West Dunbartonshire	-	783	1,730	878	167	542	108	-	-	1,405	5,613
West Lothian	-	2,225	7,728	2,203	476	442	184	-	234	2,810	16,302
HITRANS	-	-	-	-	-	-	-	-	-	-18	-18
NESTRANS	-	-	-	-	-	-	-	-	-	-1,082	-1,082
SESTRAN	-	-	-	-	-	-	-	-	-	574	574
SWESTRANS	-	-	-	-	-	-	-	-	-	-	-
SPT	-	-	-	-	-	-	-	-	-	6,413	6,413
TACTRAN	-	-	-	-	-	-	-	-	-	-25	-25
ZetTrans	-	-	-	-	-	-	-	-	-249	383	134
Scotland	1,315	82,076	161,030	58,141	13,021	36,203	-39,080	1,936	5,953	114,299	434,894

Table 10.4: Service breakdown of local authorities' total expenditure on Roads and Transport to be met from capital resources in 2022-23, £ 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 2022-23, 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	7,155	354,365	10,834	363	1,528	11,970	386,215
Network and Traffic Management	929	59,041	3,905	323	-	-	64,198
Bridges	929	82,656	566	-	115	-	84,266
Parking services	150	2,376	148	-	7	143	2,824
Rail	-	3,727	-	-	600	-	4,327
Other Public Transport	55	68,763	30,125	106	85	13,506	112,640
Total Roads and Transport	9,218	570,928	45,578	792	2,335	25,619	654,470

Table 10.5: Local government total expenditure on Roads and Transport to be met from capital resources in 2022-23 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 2022-23, LFR CR

Authority	Network and Traffic				Rail	Other Public Transport	Total Roads and Transport
	Roads	Management	Bridges	Parking services			
Aberdeen City	30,788	259	-	-	-	-	31,047
Aberdeenshire	30,046	708	6,054	-	-	6,006	42,814
Angus	7,992	437	-	-	-	45	8,474
Argyll & Bute	10,937	165	597	-	-	19	11,718
Clackmannanshire	3,135	-	53	-	-	73	3,261
Dumfries & Galloway	10,534	439	412	275	-	714	12,374
Dundee City	5,444	111	403	406	2	-	6,366
East Ayrshire	4,707	2,023	1,923	566	-	-	9,219
East Dunbartonshire	7,100	1,024	896	-	-	46	9,066
East Lothian	9,088	114	50	142	2,978	66	12,438
East Renfrewshire	4,734	1,094	126	-	277	-	6,231
Edinburgh, City of	20,909	20,727	15,997	57	-	58,860	116,550
Eilean Siar	678	327	327	-	-	-	1,332
Falkirk	7,271	2,881	1,439	-	-	-	11,591
Fife	11,677	3,753	2,439	98	-	-	17,967
Glasgow City	19,860	8,848	212	209	-	-	29,129
Highland	30,720	3,688	5,637	333	-	1,521	41,899
Inverclyde	4,314	604	170	150	-	-	5,238
Midlothian	5,344	1,060	36	-	-	41	6,481
Moray	5,204	2,035	3,044	38	-	-	10,321
North Ayrshire	9,302	92	1,001	-	-	-	10,395
North Lanarkshire	33,596	1,500	1,557	93	-	1,284	38,030
Orkney Islands	2,556	-	202	4	-	83	2,845
Perth & Kinross	48,657	2,272	875	31	-	224	52,059
Renfrewshire	9,512	839	34,288	-	-	-	44,639
Scottish Borders	10,626	1,697	115	-	600	-	13,038
Shetland Islands	3,068	-	525	142	-	2,871	6,606
South Ayrshire	3,925	4,174	279	-	139	271	8,788
South Lanarkshire	14,548	1,189	1,581	172	331	2,561	20,382
Stirling	8,304	606	2,510	-	-	46	11,466
West Dunbartonshire	6,886	-	-	-	-	-	6,886
West Lothian	4,753	1,532	547	108	-	126	7,066
Tay Bridge	-	-	971	-	-	-	971
HITRANS	-	-	-	-	-	-	-
NESTRANS	-	-	-	-	-	-	-
SESTRAN	-	-	-	-	-	116	116
SWESTRANS	-	-	-	-	-	556	556
SPT	-	-	-	-	-	37,111	37,111
TACTRAN	-	-	-	-	-	-	-
ZetTrans	-	-	-	-	-	-	-
Scotland	386,215	64,198	84,266	2,824	4,327	112,640	654,470

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	1991	1992	1993	1994	1995	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Unleaded Petrol [note 18]																		
Price	45.1	46.1	49.4	51.6	53.8	133.3	135.4	134.1	127.5	111.1	108.8	117.6	125.2	124.9	113.9	131.3	164.7	147.7
of which:																		
Duty	21.7	23.3	25.4	28.5	31.6	58.2	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	54.2	53.0
VAT [note 20]	6.5	6.9	7.4	7.7	8.0	22.2	22.6	22.4	21.3	18.5	18.1	19.6	20.9	20.8	19.0	21.9	27.5	24.6
All tax	29.2	30.1	32.8	36.2	39.6	80.4	80.5	80.3	79.2	76.5	76.1	77.5	79.8	78.8	76.9	79.8	81.7	77.6
All tax as a % of price	63	65	66	70	74	60	59	60	62	69	70	66	63	63	68	61	50	53
Diesel (derv) [note 21] [note 22]																		
Price	43.8	45.0	49.2	51.5	54.2	138.7	141.8	140.4	133.5	114.9	110.1	120.1	130.0	131.5	119.1	134.9	177.7	158.2
of which:																		
Duty	21.9	22.7	24.8	27.9	31.6	58.2	58.0	58.0	58.0	58.0	58.0	58.0	58.0	57.9	57.9	57.9	54.2	53.0
VAT [note 20]	6.3	6.7	7.3	7.7	8.1	23.1	23.6	23.4	22.2	19.1	18.4	20.0	21.7	21.9	19.9	22.5	29.6	26.4
All tax	28.2	29.4	32.1	35.6	39.6	81.3	81.6	81.4	80.2	77.1	76.3	78.0	79.6	79.9	77.8	80.4	83.8	79.3
All tax as a % of price	64	65	65	69	73	59	58	58	60	67	69	65	61	61	65	60	47	50

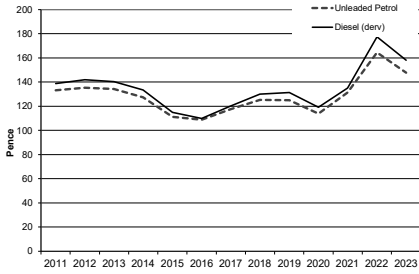
Table 10.6b Petrol and diesel prices per litre (year and month), GB [note 23] [note24]

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
2023	148.5	148.0	146.9	146.1	144.6	142.7	142.8	147.9	154.2	155.4	152.2	143.7
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
2023	171.3	169.5	166.8	162.1	155.3	145.5	144.6	150.5	158.3	162.3	160.2	151.9

Petrol and Diesel prices, year average GB



Petrol and Diesel prices, by month, 2018 to December 2023 GB

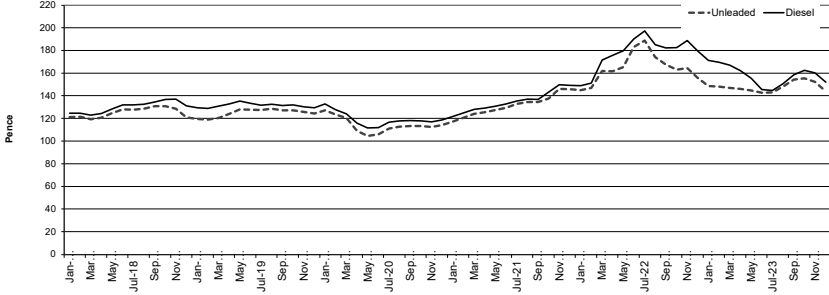


Table 10.7 Transport components of the Retail Prices Index, UK

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

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Source: Office for National Statistics

Transport expenditure	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
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	373.3
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	343.5
Purchase of motor vehicles	99.5	97.5	96.3	96.3	94.2	91.8	92.2	95	95.4	98.5	108.7	116.9	117.9
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	555.8
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	441.2
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	1556.5
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	560.1
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	494.0
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	595.7
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	512.6
Retail Prices Index (all items)	94.0	97.0	100.0	102.4	103.4	105.2	109.0	112.6	115.5	117.2	122.0	136.1	149.3
Transport components of the RPI:													
Motoring expenditure	99.3	100.1	100.0	99.2	94.9	96.3	102.5	107.0	108.5	108.6	116.0	133.6	143.1
Purchase of motor vehicles	103.3	101.2	100.0	100.0	97.8	95.3	95.7	98.7	99.1	102.3	110.8	121.4	122.4
Maintenance of motor vehicles	95.9	97.6	100.0	102.7	104.6	106.3	109.2	113.1	116.3	119.5	123.3	132.1	142.4
Petrol and oil	99.1	101.8	100.0	95.2	82.6	86.3	87.0	93.2	93.6	85.3	97.2	124.4	111.7
Vehicle tax and Insurance	97.9	99.1	100.0	102.5	107.3	124.3	146.5	151.5	158.3	171.4	169.1	203.8	253.3
Fares and other travel costs	92.7	97.1	100.0	103.4	108.2	111.9	116.8	119.6	126.2	126.9	136.6	156.4	168.3
Rail fares	91.6	96.0	100.0	103.3	105.5	105.8	108.8	112.1	116.6	119.2	122.5	129.2	135.5
Bus and Coach fares	92.5	97.5	100.0	101.7	105.1	109.2	124.7	130.6	133.9	143.4	155.8	161.1	160.0
Other travel costs	92.7	96.0	100.0	103.2	109.9	112.8	113.9	117.8	124.0	124.7	135.3	157.0	173.1
Constant prices - Adjusted for general inflation using all items RPI													
Motoring expenditure	105.6	103.1	100.0	96.9	91.8	91.5	94.1	95.0	94.0	92.7	95.1	98.2	95.8
Purchase of motor vehicles	109.9	104.3	100.0	97.7	94.6	90.6	87.9	87.6	85.8	87.3	90.9	89.2	82.0
Maintenance of motor vehicles	101.9	100.6	100.0	100.3	101.2	101.1	100.2	100.5	100.7	101.9	101.1	97.1	95.4
Petrol and oil	105.3	104.1	100.0	93.0	79.9	76.4	79.8	82.8	81.1	72.8	79.7	91.4	74.8
Vehicle tax and Insurance	103.1	102.1	100.0	100.2	103.8	118.2	134.5	134.5	137.1	146.3	138.7	149.8	196.5
Fares and other travel costs	98.6	100.1	100.0	101.0	105.7	106.3	106.3	106.2	108.4	108.3	112.0	114.9	112.8
Rail fares	97.4	98.9	100.0	101.0	102.1	100.6	99.8	99.6	101.0	101.7	100.4	95.0	90.8
Bus and Coach fares	98.3	100.5	100.0	99.4	101.7	103.8	114.5	116.0	115.9	122.4	127.7	118.4	107.2
Other travel costs	98.6	98.9	100.0	100.8	106.3	107.2	104.5	104.6	107.4	106.4	110.9	115.4	115.9

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

	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]	2020-22 [note 27]
Transport expenditure											
Purchase of vehicles	19.90	18.20	21.00	26.20	28.60	26.20	23.50	24.00	27.00	27.40	28.50
Purchase of new cars and vans	5.70	6.10	8.70	12.50	13.90	12.40	8.90	9.10	10.60	10.10	11.10
Purchase of second hand cars or vans	13.70	11.80	11.80	12.70	13.40	12.40	13.60	14.10	15.60	16.60	16.80
Purchase of motorcycles and other vehicles	0.50	[0.30]	[0.50]	[1.00]	[1.40]	[1.30]	[1.10]	0.80	0.80	0.80	0.60
Operation of personal transport	27.80	30.00	32.30	33.30	30.30	27.90	27.00	28.80	28.50	26.10	25.80
Spares and accessories	1.60	1.70	1.90	2.20	2.10	2.10	2.10	2.50	2.20	1.90	1.90
Petrol, diesel and other motor oils	19.50	21.60	23.20	23.90	21.40	19.50	18.40	19.50	19.70	17.40	16.60
Repairs and servicing	5.20	5.20	5.50	5.30	5.10	4.60	4.60	4.60	4.60	5.00	5.70
Other motoring costs	1.50	1.50	1.70	1.90	1.60	1.70	1.80	2.20	2.00	1.80	1.70
Transport services	13.50	13.60	12.40	13.80	15.10	17.60	17.70	19.90	19.70	17.60	14.80
Rail and tube fares	2.00	2.10	2.20	2.40	2.60	2.70	2.80	2.90	2.8	2.10	1.20
Bus and coach fares	1.90	2.00	2.10	1.80	1.70	1.70	1.70	1.60	1.6	1.40	1.20
Combined fares	[0.20]	[0.10]	[0.00]	[0.10]	[0.10]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
Other travel and transport	9.40	9.30	8.10	9.60	10.70	13.00	13.10	15.30	15.20	13.90	12.40
Total Transport Expenditure	61.20	61.80	65.80	73.30	74.00	71.70	68.20	72.80	75.30	71.10	69.20
Total Household Expenditure	440.60	437.30	449.00	474.40	481.70	492.30	492.20	508.20	512.40	485.40	475.90
Transport as % of total exp	13.9	14.1	14.7	15.5	15.4	14.6	13.9	14.3	14.7	14.6	14.5



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2023

**PERSONAL AND CROSS-
MODAL TRAVEL**

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Introduction

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.

The SHS is a sample survey and provides 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>

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

- 61% of people had travelled the previous day when asked as part of the 2022 Scottish Household Survey.
- Of the 396 million public transport journeys made in 2022, 76 per cent were by bus, 16 per cent were journeys by rail, air accounts for 5 per cent and ferries 2 per cent.
- Thirty per cent of journeys to work and 73 per cent of journeys to school are by public and active travel.

Main Points

Trips

In the 2022 Scottish Household Survey 61% of people reported having travelled the previous day.

As in previous years, the car was the most popular mode of transport for journeys made in 2022, with 55% of journeys made as a car driver.

Twenty two per cent of adults used the bus at least once per week in 2022, whereas only 8% used the train. The gap was less for usage over the past month, with 37% using a bus compared to 24% for the train.

Distance travelled

In 2022, most journeys tended to be over short distances, with 17% 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 4.3 km.

The average (median) walking journey was 1.0 km in length in 2022. Car journeys tended to be over greater distances, with a median car driver journey of 6.7 km.

In 2021, shopping (23%) and going to work (21%) were the most frequent journey purposes.

Duration travelled

In terms of time, most journeys in 2022 (67%) lasted for less than 20 minutes. Only 6% of journeys lasted more than an hour.

Car access

Adults in households with more cars were more likely to have travelled the previous day – in 2022, 49% of adults living in households with no cars normally available travelled the previous day, compared to 66% 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 56% where one car was available, and 72% where two or more cars were available.

Adults in households with no car access made a far higher proportion of their journeys by public and active travel in 2022. Where no cars were available there was a far higher proportion of journeys by foot: 53%, compared to 22% where one car was available and 13% where there were two or more cars. The proportion of trips by bus was also considerably higher for adults in households with no car: 24%, compared to 5% for those with one car and 2% for those with at least two cars.

Driving

The Scottish Household Survey (SHS) provides information about how often people aged 17 or over drive. In 2022, 38% of men, 31% of women and 34% of all people aged 17+ said that they drove every day. A further 32% stated they drove at least once a week (but not every day), 3% drove less frequently, 5% had a full driving licence but never drove, and 27% did not have a full driving licence. (*Table 11.10*)

The frequency of driving varied with age. In 2022, 45% of people aged 40 to 49 said they drove every day. As age rises this falls (to 13% for people aged 80 and over). The frequency of driving also varied with the annual net income of the household. Forty seven 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 16 percent of those living in households with an annual net income of up to £10,000. Over a quarter (26%) of people aged 17+ in large urban areas drove every day compared to 39% in 'remote rural' areas. (*Table 11.10*)

Walking

In 2022, 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 (71%), compared with 66% of those aged 50-59. Adults aged over 80 were the lowest at 43% (*Tables 11.11 & 11.13*)

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)

The SHS shows that 40% of employed adults worked from home in 2022. Seventy six percent of self-employed people worked from home. (Tables 11.17 & 11.21)

Overall, the SHS found that the majority (68%) 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 2022. This percentage tended to increase with age (20-39: 69%, Over 40: around 70% to 76%), type of employment (60% of those who work part-time, compared to 70% for full-time) and annual net household income (rising to 77% of those in the £50,000+ band). (Table 11.18)

Other usual means of travel to work were: walking (13%); bus (9%); rail (4%); bicycle (3%) 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 (27%) and the percentage who commuted by bus was highest in large urban areas (15%). (Tables 11.18 & 11.22)

Travel To Work (non-SHS data)

Other data sources show a similar pattern to the Scottish Household Survey data and also enable comparison with the rest of Great Britain.

Labour Force Survey results suggest that, between 2012 and 2022, 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 2012 and 70% in 2022). There was little change to walking which was 12% in 2012 and 13% in 2022. 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)

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 2022: 23 minutes by car; 42 minutes by bus and 16 minutes by foot). (Table 11.15 b)

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).

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*)

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

In 2022, 50% of children in full-time education at school usually walked to school, 21% usually went by bus, 26% by car or van, 1% cycled. There was little difference between the sexes, but varied greatly with age: 57% 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); 31% of primary pupils went by car or van compared with only 19% of secondary pupils; and only 9% of primary pupils usually travelled by bus compared with 36% of those of secondary age. (*Table 11.19*)

Those usually travelling by car/van tended to rise with household income, to around 22% of pupils from households with an annual net income between £20,000 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 (28%) in remote rural areas. The Sustrans Hands Up Scotland Survey shows similar findings. (*Tables 11.19, 11.23 & 11.23a*)

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

According to the International Passenger Survey (IPS) survey, Scottish residents made an estimated 4.6 million visits abroad in 2022 with 4.4 million visits (97%) being made by air. Edinburgh was the main airport used and accounted for about 2.3 million visits (50% of all visits abroad), followed by Glasgow (1.1 million or 23%), Aberdeen (155,000 or 3%). Around 67,000 visits abroad (1.5%) were made by sea. Figures for the Channel Tunnel were not available. (*Table 11.24*)

Around 69% of Scottish residents' visits abroad were made for holiday purposes. Of these, 1.6 million (34%) were on a package holiday whilst the rest travelled independently. There were 968,000 (21%) visits abroad to visit friends or relatives and 326,000 visits abroad for business purposes (7%). (*Table 11.24*)

Forty one per cent (1.9 million) of Scottish residents' visits abroad were made to EU countries and visits to other European areas totalled 15,000 (0.3%). Visits to Canada and the USA together totalled about 407,000 (9%). (*Table 11.25*)

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

Information on travel between different parts of Scotland is available from the Transport Model for Scotland (TMfS). The base year of TMfS is 2018.

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*)

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*)

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

158 million passenger journeys were made under all types of concessionary fare schemes in 2022-23, 73% more than in 2021-22. 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. The Young Persons' (Under 22s) Free Bus Travel scheme launched in January 2022. The scheme provides free bus travel across the country for everyone living in Scotland between the ages of 5 and 21 with a valid NEC. Including the young persons' scheme, concessionary bus travel accounted for 153 million passenger journeys in 2022-23, 97% of concessionary journeys by all modes of transport). (*Table 11.29*)

Traveline Scotland

In 2022 Traveline Scotland received 92,300 telephone calls which was 1% more than the previous year. Its Web site and smart phone app recorded 22 million hits in 2022, down 11% 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. 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 4	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	Sample size for this cell is too small for reliable estimates.
note 8	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	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.
note 32	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	City of Edinburgh, East Lothian, Midlothian, Fife (South), Scottish Borders and West Lothian
note 35	Dundee City, Angus, Perth & Kinross and Fife (North)
note 36	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.
note 46	Categorisation of unanswered calls no longer takes place.
note 47	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 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
note 50	Consists of 6,211.7 unique web visits and 1219.2 app departure board visits (thousands)
note 51	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 52	Total number of hits for 2018 will be understated due to a server logging issue
note 53	The distance travelled is a calculation of the straight line between the postcode of place of residence and postcode of workplace.
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.
note 60	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. Reimbursement is based on the fare that has been issued to the customer and every transaction is different. For example, we will reimburse 100% of the fare for some journeys, and on some routes we will also reimburse a proportion of the cabin for overnight or longer journeys. At the moment (before smart ferries is live) we have no way of distinguishing between chargeable and free journeys in this regard.
note 61	

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.10 Frequency of driving for people aged 17+: 2022 [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	1 or 2 times per week	At least 2 or 3 times per month	At least once a month	Less than once a month	Has licence but never drives	Does not have a full driving licence	Sample size
All people aged 17+	34	22	10	1	0	1	5	27	9,600
by gender:								<i>row percentages</i>	
Man	38	25	9	1	0	1	5	21	4,400
Woman	31	19	10	1	0	1	5	32	5,190
Prefer not to say	all sample]	all sample]	all sample]	all sample]	all sample]	all sample]	all sample]	all sample]	10
by age:									
17-19	17	6	4	0	0	0	2	71	140
20-29	30	16	8	0	1	1	4	40	890
30-39	40	22	9	0	0	1	4	22	1,340
40-49	45	22	8	1	0	0	4	20	1,190
50-59	41	25	11	2	0	1	4	16	1,660
60-69	32	27	13	2	0	1	6	18	1,850
70-79	23	26	12	2	1	2	7	28	1,640
80+	13	17	11	1	0	2	6	49	890
by ethnicity:									
White Scottish	35	22	9	1	0	1	4	27	7,190
White other British	34	27	14	2	1	1	6	15	1,460
White Irish	45	15	14	0	0	4	4	17	80
White Polish	26	19	4	1	1	1	6	43	100
White other	27	14	10	1	1	2	7	39	370
Asian, Asian Scottish or Asian British									
All other ethnic groups combined	20	14	10	0	0	0	4	52	230
	23	21	4	0	2	1	7	43	160
by religion:									
None	34	23	10	1	0	1	5	26	5,450
Church of Scotland	37	22	10	2	0	1	5	22	2,220
Roman Catholic	34	20	7	0	1	1	4	32	1,070
Other Christian	31	25	12	2	0	1	6	24	610
Muslim	30	17	5	0	0	0	5	43	100
All other religions	20	15	10	2	1	1	3	48	150
by whether disabled:									
Disabled	21	14	11	2	0	2	7	43	2,910
Not disabled	38	25	10	1	0	1	4	21	6,630
by current situation:									
Self employed	51	24	13	1	0	1	2	8	600
Employed full time	45	25	8	1	0	1	3	17	3,210
Employed part time	41	21	8	1	0	1	3	25	930
Looking after the home or family	25	12	15	1	0	0	5	42	250
Permanently retired from work	21	26	14	2	0	2	7	29	3,500
Unemployed and seeking work	13	9	4	1	0	1	8	65	210
At school	[small samp	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	20
In further/higher education	15	14	4	1	2	1	6	57	270
Government work or training scheme	[small samp	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	0
Permanently sick or disabled	9	7	9	2	0	1	9	62	520
Unable to work because of short-term illness or injury	10	12	6	0	0	2	10	60	90
Other	[small samp	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small sample]	0
by annual net household income:									
up to £10,000	16	17	10	1	1	1	8	47	800
over £10,000 - £15,000	15	16	9	1	0	2	8	49	1,160
over £15,000 - £20,000									
	22	18	9	2	0	1	8	39	1,400
over £20,000 - £25,000	30	21	11	1	0	1	5	30	1,120
over £25,000 - £30,000	36	22	10	1	0	2	5	24	950
over £30,000 - £40,000	39	23	10	2	0	1	3	22	1,280
over £40,000 - £50,000	45	24	8	1	0	1	4	16	940
over £50,000 p.a.	47	27	11	0	0	1	1	11	1,520
by equivalised income:									
1 (20% lowest incomes)	20	18	10	1	0	2	7	41	1,940
2	26	19	11	1	0	1	6	36	1,920
3	35	23	10	1	0	1	4	26	1,870
4	45	22	8	1	0	1	4	19	1,750
5 (20% highest incomes)	43	29	11	1	0	1	3	13	1,720
by Scottish Index of Multiple Deprivation:									
1 (20% most deprived)	24	16	6	1	0	1	7	45	1,650
2	30	18	9	1	1	1	5	34	1,820
3	35	21	11	1	0	1	4	26	2,180
4	41	26	10	1	0	1	4	16	2,190
5 (20% least deprived)	38	27	12	1	0	1	4	16	1,760
by urban/rural:									
Large urban areas	26	20	9	1	1	2	7	35	3,200
Other urban	36	22	8	1	0	1	4	28	2,770
Small accessible towns	40	24	11	1	0	0	4	20	870
Small remote towns	41	15	14	2	0	1	3	26	520
Accessible rural	41	26	13	2	0	1	2	14	1,060
Remote rural	39	26	15	1	0	1	4	14	1,180

PERSONAL AND CROSS-MODAL TRAVEL

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	Walking as a means of transport None	Walking as a means of transport 1 to 2 days	Walking as a means of transport 3 to 5 days	Walking as a means of transport 6 to 7 days	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%)	
											row percentages		
All people in 2021:		33	24	27	16	67	8,990	26	22	26	26	74	8,970
by gender:													
Men		32	25	26	17	68	3,850	25	22	26	26	74	3,840
Women		34	24	28	15	67	5,100	26	22	26	26	74	5,090
Identified in another way	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	30	[small sample]	[small sample]	[small sample]	[small sample]	0	30
Refused	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	-	[small sample]	[small sample]	[small sample]	[small sample]	0	-
by age:													
16-19		29	18	33	20	71	150	30	25	25	21	71	150
20-29		26	29	26	18	73	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	70	1,090	25	23	25	27	75	1,090
50-59		35	23	25	18	66	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	59	1,730	32	18	25	25	68	1,730
80+		58	16	16	11	43	640	50	15	17	18	50	640
by ethnicity:													
White Scottish		33	24	26	16	66	6,480	27	22	25	26	73	6,470
White other British		34	25	26	15	66	1,800	23	21	28	29	78	1,790
White Irish		25	22	21	32	75	70	14	27	18	40	85	70
White Polish		23	26	29	22	77	360	22	27	27	25	79	360
White Other		30	19	36	14	69	60	18	21	38	23	82	60
Asian, Asian Scottish or Asian British		34	28	30	9	67	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	4,510
Church of Scotland		37	24	25	14	63	2,140	30	20	24	27	71	2,140
Roman Catholic		34	24	26	15	65	1,020	28	25	24	23	72	1,020
Other Christian		37	24	26	12	62	1,120	27	24	25	24	73	1,120
Muslim		33	17	37	13	67	50	34	10	45	11	66	50
All other religions		30	25	29	16	70	130	27	22	23	28	73	130
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	81	6,400
by current situation:													
Self employed		31	20	28	21	69	460	20	23	27	31	81	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 or family		29	19	34	17	70	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 and seeking work		22	26	29	23	78	200	23	22	33	22	77	200
At school		25	10	39	26	75	70	28	21	30	21	72	70
In further/higher education		28	29	29	14	[small sample]	190	33	29	23	15	67	190
Government work or training scheme	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	-	[small sample]	[small sample]	[small sample]	[small sample]	-	-
Permanently sick or disabled		63	23	11	4	38	310	65	15	8	12	35	310
Unable to work because of short-term illness		45	23	16	16	55	60	32	23	27	17	67	60
Other	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	-	[small sample]	[small sample]	[small sample]	[small sample]	-	-
by annual net household income:													
up to £10,000 p.a.		33	22	28	17	67	590	32	20	23	25	68	590
over £10,000 - £15,000		37	25	23	15	63	900	37	21	22	21	64	900
over £15,000 - £20,000		38	21	25	17	63	1,140	32	21	22	25	68	1,130
over £20,000 - £25,000		39	21	27	13	61	1,210	31	19	26	23	68	1,210
over £25,000 - £30,000		33	23	25	19	67	960	27	21	25	27	73	960
over £30,000 - £40,000		35	26	27	12	65	1,430	26	22	27	26	75	1,430
over £40,000 - £50,000		30	28	26	16	70	940	21	25	27	26	78	940
over £50,000 p.a.		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	70	1,800
2		34	25	26	16	67	1,830	31	23	23	23	69	1,830
3		35	23	27	14	64	1,820	26	21	26	26	73	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	71	1,830	19	22	28	30	80	1,830
by Scottish Index of Multiple Deprivation:													
1 (20% most deprived)		33	23	27	16	66	1,170	38	22	20	20	62	1,160
2		34	26	25	15	66	1,530	28	23	27	23	73	1,520
3		33	26	25	17	68	1,980	25	22	26	27	75	1,970
4		35	23	27	15	65	2,220	21	23	28	29	80	2,220
5 (20% least deprived)		29	25	29	17	71	2,090	18	22	29	30	81	2,090
by urban/rural classification:													
Large urban areas		27	24	30	19	73	2,930	26	23	25	25	73	2,920
Other urban		34	25	26	14	65	2,650	28	22	25	26	73	2,650
Small accessible towns		33	23	30	13	66	850	22	21	31	25	77	850
Small remote towns		26	34	22	17	73	360	28	23	25	25	73	360
Accessible rural		43	22	23	12	57	1,210	21	21	29	29	79	1,210
Remote rural		43	25	16	15	56	990	26	20	24	31	75	990
by frequency of driving [note 1]													
every day		38	23	23	16	62	2,880	21	23	25	30	78	2,890
at least three times a week		31	27	28	13	68	2,320	20	22	30	27	79	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	74	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
Holds a full driving licence		34	25	26	15	66	7,280	22	23	27	28	78	7,270
Does NOT hold a full driving licence		30	22	29	18	69	1,710	37	21	22	20	63	1,700

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	2021	2022
										[Note 58]	<i>column percentages</i>	<i>column percentages</i>
Every Day	40.7	42.0	41.9	40.9	40.9	42.2	41.9	41.4	43.0	21.0	33.9	34.1
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	22.1
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	9.9
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	1
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	0.4
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	1.2
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	4.7
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	73.5
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	26.5
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	9600

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	1999	2000	2001	2002	2004	2005	2006	2007	2008	2009	2010	2011	2012	2014	2016	2019	2021
As means of transport																	<i>column percentages</i>
None	47.6	46.4	44.9	45	46	46	46	48	48	41	38	37	34	33	31	34	33
1-2 days	18.7	18.3	19.1	18	17	15	16	18	17	18	19	19	20	19	19	18	24
3-5 days	18.2	20.5	21.6	22	21	22	21	20	22	22	24	24	23	26	26	27	27
6-7 days	15.4	14.7	14.5	15	16	17	17	14	14	19	19	20	23	22	23	22	16
1+ days	52.4	53.6	55.1	55	54	54	54	52	53	59	62	63	66	67	69	67	67
Sample size (=100%)	available]	available]	available]	13,984	14,715	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	60.3	58.6	57.1	59	56	54	53	53	55	52	49	46	45	42	39	38	26
1-2 days	15.9	16.9	18.2	18	16	17	17	18	18	19	18	19	19	20	20	19	22
3-5 days	10.5	11.7	12.1	11	13	14	14	14	13	13	17	17	17	18	20	19	26
6-7 days	13.2	12.8	12.6	12	14	15	16	16	14	16	17	19	19	20	21	24	26
1+ days	39.7	41.4	42.9	41	44	46	47	47	45	48	51	54	55	58	61	62	74
Sample size (=100%)	13,757	14,516	14,643	14,041	14,713	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	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
	[note 10]	[note 10]	[note 10]	[note 10]	[note 10]	[note 10]	[note 10]	[note 10]	[note 10]	[note 10]	[note 10]	[note 10]
Car	23	24	25	24	24	25	24	25	25	23	22	23
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	20
Bus/coach	35	39	37	38	37	37	39	35	36	44	43	42
Rail	51	59	56	49	51	50	54	51	50	53	51	52
Walk	13	15	14	14	14	16	13	16	15	17	15	16
Other [note 12]	47	89	77	74	98	49	79	63	51	60	56	40
All	25	26	27	26	27	26	27	26	26	26	24	24

minutes

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: 2022 [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) 2012 and b) 2022

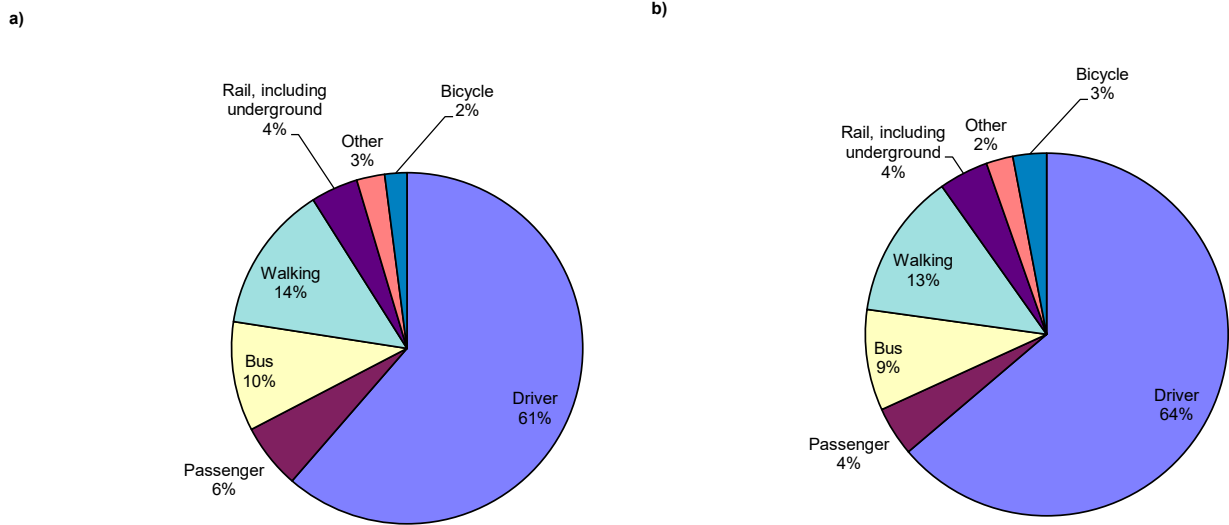
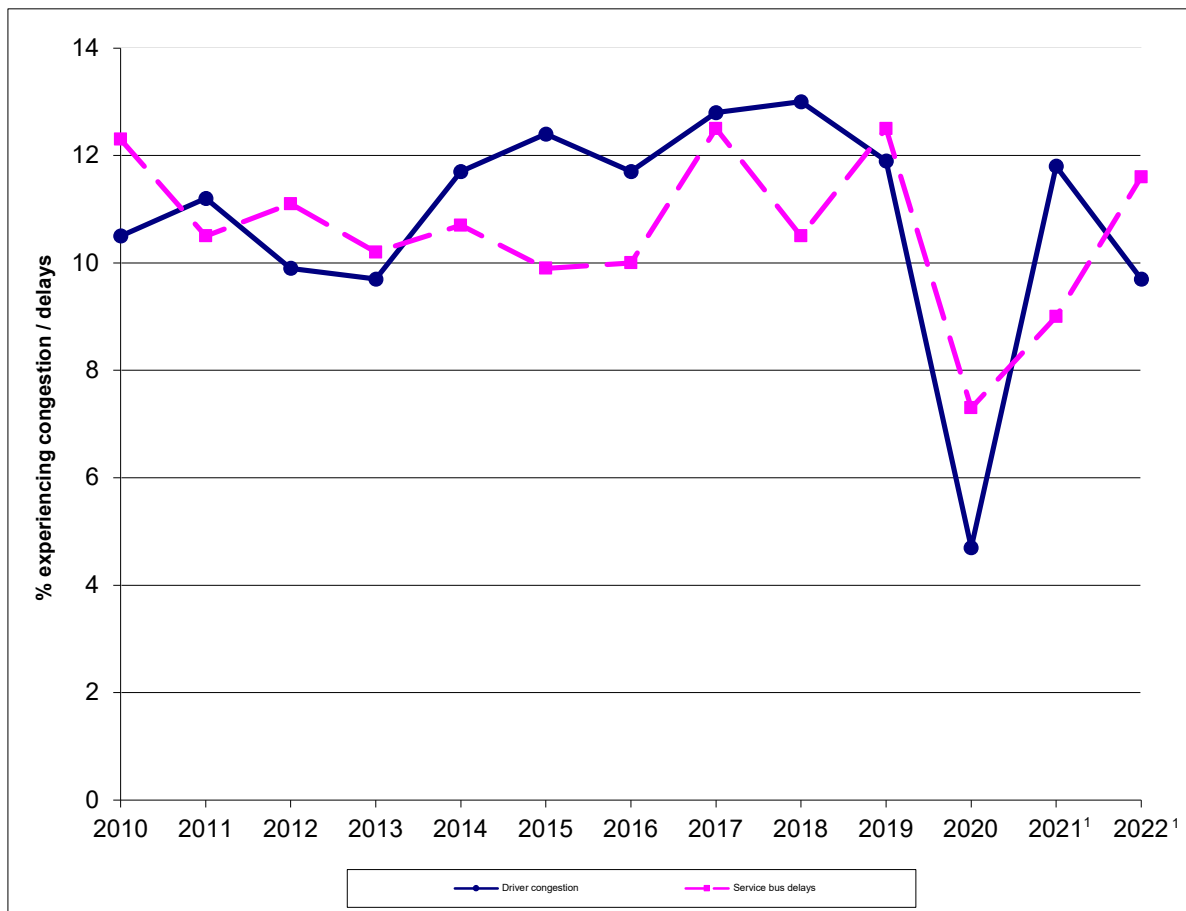


Figure 11.4: Driver experience of congestion and bus passenger experience of delays 2010-2022



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.

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.18 Employed [Note 17] adults (16+) not working from home - usual method of travel to work: 2022
 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 (includes Glasgow underground) [Note 18]	Rail (includes Edinburgh trams) [Note 19]	Sample size (=100%)	% Public / Active (Former National Indicator)
All people aged 16+:	13	64	4	68	3	9	4	2	3250	30
By gender:										
Men	10	65	3	68	5	8	5	4	1520	28
Women	16	63	5	68	1	10	4	1	1720	31
Prefer not to say	[small]	[small]	[small]	[small]	[small]	[small]	[small]	[small]	0	[small sample]
by age:										
16 - 19	[small]	[small]	[small]	[small]	[small]	[small]	[small]	[small]	40	[small sample]
20 - 29	18	50	5	55	4	15	6	2	460	42
30 - 39	11	65	4	69	4	9	3	3	780	28
40 - 49	11	68	2	70	3	7	6	3	640	27
50 - 59	10	72	4	76	2	6	5	3	810	21
60 and over	13	69	4	73	1	9	3	1	520	26
White Scottish	13	67	4	71	2	8	4	2	2350	27
White other British	13	65	3	68	4	8	4	4	490	29
White Irish	[small]	[small]	[small]	[small]	[small]	[small]	[small]	[small]	30	[small sample]
White Polish	8	53	7	60	2	28	2	0	60	40
Other White	18	42	7	49	7	16	7	3	180	48
Asian, Asian Scottish or Asian British	19	42	12	54	5	12	7	4	90	43
Other	[small]	[small]	[small]	[small]	[small]	[small]	[small]	[small]	50	[small sample]
by whether disabled:										
Disabled	13	52	5	57	6	16	3	4	460	40
Not disabled	13	66	4	70	3	8	5	2	2780	28
by current situation:										
Self employed	7	82	2	84	2	1	4	3	190	13
Employed full time	11	65	5	70	3	9	5	3	2330	28
Employed part time	22	57	3	60	2	12	3	2	730	38
by annual net household income										
up to £15,000 p.a.	21	47	9	56	3	17	2	2	220	42
over £15,000 - £20,000	24	52	7	59	3	10	2	2	350	39
over £20,000 - £25,000	18	58	4	62	1	11	4	3	370	35
over £25,000 - £30,000	11	64	5	69	2	14	3	1	360	30
over £30,000 - £40,000	15	58	4	62	4	11	4	4	570	34
over £40,000 - £50,000	11	68	5	73	4	7	4	2	520	26
over £50,000 - £60,000	7	73	4	77	2	7	6	2	390	22
over £60,000 p.a.	8	74	2	76	3	4	7	2	450	22
by equivalised income:										
1 - 20% lowest incomes										
2	17	59	10	69	2	7	1	3	230	28
3	24	51	4	55	3	14	3	2	480	44
4	15	60	5	65	3	10	3	3	730	32
5- 20% highest incomes	9	69	4	73	2	8	5	2	890	25
by Scottish Index of Multiple Deprivation										
1 (20 % most deprived)	18	50	7	57	3	18	3	2	490	41
2	17	59	6	65	3	11	3	1	620	34
3	15	65	4	69	2	7	4	3	740	29
4	9	71	3	74	3	5	5	3	810	23
5 (20% least deprived)	8	70	3	73	3	6	6	2	600	24
by urban/rural classification:										
Large urban areas	15	52	4	56	5	15	6	3	1040	41
Other urban	14	64	5	69	2	8	5	2	960	29
Small accessible towns	8	73	6	79	1	4	4	3	290	17
Small remote towns	27	57	5	62	7	1	0	4	210	34
Accessible rural	4	85	3	88	2	2	4	1	340	11
Remote rural	10	78	3	81	1	6	0	2	420	17
by number of cars:										
none	36	2	7	9	7	36	7	4	500	88
one	16	61	6	67	3	8	4	2	1460	31
two +	4	84	2	86	1	2	4	2	1290	12
Household type										
Single adult	14	60	4	64	3	12	4	3	830	34
Small adult	13	59	4	63	4	10	6	3	760	34
Single parent	26	61	1	62	0	8	1	2	190	36
Small family	8	69	4	73	4	7	5	3	560	24
Large family	16	66	4	70	2	5	5	1	190	28
Large adult	13	65	7	72	2	8	3	1	300	26
Older smaller	13	68	3	71	2	8	3	2	420	26

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Table 11.19 Usual main method of travel to school [Note 22]: 2022

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
All school children	50.0	25.5	1.0	16.1	5.2	21.3	0.2	1.9	1,640
By gender:						0.0			
Male	49	27	1	14	6	20.0	-	3	830
Female	52	24	1	18	5	23.0	-	1	810
Prefer not to say	[small]	[small]	[small]	[small]	[small]	[small]	[small]	[small]	10
by age:									
4 to 11	57	31	1	8	1	9.0	0	1	890
12 to 18	42	19	1	26	10	36.0	0	3	750
4-5	63.0	29.0	0.0	4.0	2.0	6.0	0.0	1	120
6-7	57.0	34.0	1.0	5.0	1.0	6.0	0.0	2	310
8-9	57.0	33.0	2.0	7.0	0.0	7.0	0.0	1	220
10-11	55.0	27.0	2.0	14.0	2.0	16.0	0.0	0	240
12-13	42.0	19.0	1.0	26.0	10.0	36.0	1.0	2	290
14-15	40.0	17.0	1.0	28.0	10.0	38.0	0.0	4	300
16-18	44.0	23.0	1.0	22.0	8.0	30.0	1.0	2	150
by annual net household income									
up to £20,000	55.0	17.0	1.0	15.0	10.0	25.0	0.0	2	190
£20,000 - £30,000	57.0	22.0	1.0	16.0	4.0	20.0	0.0	1	290
£30,000 - £40,000	52.0	21.0	0.0	16.0	7.0	23.0	0.0	5	270
£40,000 - £50,000	49.0	28.0	0.0	16.0	5.0	21.0	0.0	1	300
£50,000 - £60,000	45.0	30.0	2.0	18.0	5.0	23.0	0.0	0	240
over £60,000 p.a.	43.0	32.0	2.0	17.0	2.0	19.0	1.0	2	330
by equivalised income:						0.0			
1 (20% lowest incomes)	57.0	19.0	1.0	16.0	5.0	21.0	0.0	1	260
2	50.0	22.0	0.0	16.0	8.0	24.0	0.0	4	340
3	54.0	25.0	0.0	15.0	5.0	20.0	0.0	1	410
4	45.0	30.0	2.0	18.0	4.0	22.0	0.0	1	350
5 (20% highest incomes)	41.0	35.0	2.0	16.0	2.0	18.0	1.0	3	260
by Scottish Index of Multiple Deprivation									
1 (20% most deprived)	56.0	21.0	0.0	10.0	10.0	20.0	0.0	3	290
2	55.0	25.0	1.0	14.0	4.0	18.0	0.0	2	290
3	42.0	26.0	2.0	23.0	5.0	28.0	0.0	2	290
4	45.0	26.0	0.0	23.0	3.0	26.0	0.0	3	410
5 (20% least deprived)	52.0	30.0	2.0	11.0	4.0	15.0	1.0	0	360
by urban/rural classification:									
Large urban areas	58.0	23.0	1.0	7.0	9.0	16.0	0.0	1	530
Other urban	53.0	25.0	1.0	15.0	4.0	19.0	0.0	1	520
Accessible small towns	47.0	24.0	1.0	23.0	1.0	24.0	0.0	5	150
Remote small towns	46.0	39.0	3.0	11.0	1.0	12.0	0.0	0	70
Accessible rural	31.0	29.0	0.0	34.0	2.0	36.0	0.0	4	180
Remote rural	28.0	30.0	0.0	35.0	6.0	41.0	1.0	0	180
by number of cars:									
None	71.0	2.0	2.0	9.0	11.0	20.0	0.0	5	190
One	52.0	24.0	1.0	16.0	5.0	21.0	0.0	2	690
Two +	43.0	33.0	1.0	18.0	4.0	22.0	0.0	2	760
Household type:									
Single parent	61.0	18.0	1.0	13.0	4.0	17.0	0.0	2	330
Small family	49.0	28.0	1.0	16.0	5.0	21.0	0.0	1	760
Large family	46.0	27.0	1.0	18.0	5.0	23.0	0.0	3	440
Large adult	40	18	1	28	6	34.0	1	5	90

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		2021	2022
										[Note 58]	<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	30.8	
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	69.2	
All employed adults	100	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	4,740	

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			
									2019 [Note 58]	2021	2022	
Walking	12.9	13.6	12.9	12.9	13.6	12.3	12.0	11.8	12.0	11.9	12.1	13.0
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	63.8
Passenger	7.5	6.0	5.6	6.0	5.6	6.3	5.4	4.8	5.1	4.6	2.9	4.4
All	66.6	67.3	66.2	67.6	65.9	68.0	67.7	67.7	68.2	72	70.9	68.2
Bicycle	2.0	2.0	2.5	2.6	2.2	2.6	3.0	2.8	2.7	2.2	4.3	3.0
Bus	12.0	10.1	11.3	10.2	11.2	10.4	9.8	10.1	9.6	7.8	6.8	9.0
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	4.4
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	2.4
Sample size (100%)	5,508	4,103	4,157	4,130	3,950	3,970	4,070	3,910	4,050	1,230	2,490	3,250

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	2021	2022
										[Note 58]	<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	50.0
Car or van	23.4	24.1	24.4	24.5	25.8	25.6	25.5	24.2	25.1	26.1	22.0	25.5
Bicycle	1.4	0.8	1.2	1.7	1.2	1.4	0.9	1.9	1.9	2.1	1.9	1.0
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	16.1
Service	6.6	6.2	5.4	5.8	5.7	6.4	5.6	5.1	5.0	4.0	3.8	5.2
All	21.7	21.1	19.9	20.3	20.9	19.3	19.8	19.0	19.3	20.7	19.4	21.3
Rail [Note 24]	0.7	0.4	0.6	0.7	1.1	0.5	0.5	0.7	0.3	1.3	1.0	0.2
Other [Note 19]	2.2	2.2	2.2	1.7	2.1	1.5	1.7	2.0	1.7	2	1.3	1.9
<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	1,640

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	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
														<i>column percentages</i>
Walk	47.0	45.8	45.9	45.1	44.1	44.2	43.3	42.8	42.3	42.5	41.0	44.8	43.6	42.6
Cycle	2.3	2.8	3.0	2.9	3.5	3.4	3.5	3.6	3.7	3.8	4.1	3.8	4.0	3.9
Scooter/Skate	0.6	0.7	1.0	1.6	2.8	2.8	2.9	2.9	2.8	2.4	2.7	2.6	2.7	2.9
Park & Stride	6.7	7.4	7.5	7.8	7.5	7.8	7.8	9.3	9.7	9.8	10.2	9.9	9.9	9.5
Driven	23.3	22.9	22.4	22.2	21.4	21.9	22.4	22.3	22.8	23.1	23.8	22.8	23.2	23.1
Bus	18.1	18.2	18.2	18.2	18.8	17.7	17.9	16.6	16.5	16.2	16.0	14.1	14.5	15.8
Taxi	1.6	1.6	1.6	1.7	1.6	1.6	1.7	1.8	1.6	1.7	1.7	1.5	1.5	1.6
Other	0.4	0.5	0.3	0.5	0.4	0.5	0.4	0.6	0.5	0.5	0.6	0.4	0.6	0.5
<i>Sample size (100%)</i>	415,804	439,401	427,104	457,488	467,397	487,147	480,161	458,145	473,160	468,537	472,617	405,917	418,147	456,695

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.24 Scottish residents' visits abroad by means of leaving the UK [Note 60] and purpose of visit, 2022

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	767	791	160	506	73	2,297
Glasgow	543	290	38	168	13	1,052
Aberdeen	35	43	28	48	1	155
Total Edinburgh, Glasgow & Aberdeen	1,345	1,124	226	722	87	3,504
Heathrow	15	53	20	63	6	157
Gatwick	18	61	5	15	14	114
Stanstead	8	21	4	18	2	54
Manchester	87	62	7	16	7	180
Newcastle	46	32	1	10	3	93
Birmingham		8		2		10
Other UK Airports	43	134	47	90	20	334
Total Air	1,562	1,495	311	937	140	4,446
Channel Tunnel	8	36	7	14	2	67
Sea						
English Channel Ports	Not available]	ot available]	ot available]	Not available]	ot available]	t available]
English East Coast Ports	Not available]	ot available]	ot available]	Not available]	ot available]	t available]
Other UK Ports [Note 29]	Not available]	ot available]	ot available]	Not available]	ot available]	t available]
Total Sea	4	37	7	16	2	67
Total All Means of Leaving the UK	1,574	1,567	326	968	144	4,580

Table 11.25 Scottish residents' visits abroad by means of leaving the UK [Note 28] [Note 60] and area visited, 2022

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	Rest of Asia	the world	Total
							<i>thousands</i>
Air							
Edinburgh	1098	12	171	28	58	930	2,298
Glasgow	282		45	26	83	615	1,052
Aberdeen	78		8	4	7	59	155
Total	1,458	12	224	58	148	1,604	3,504
Heathrow	33		43	4	43	35	157
Gatwick	32		22		1	59	114
Stanstead	36	3				14	54
Manchester	67		15		6	91	180
Newcastle	24		8	3	5	53	93
Birmingham	6			0	2	2	10
Other UK Airports	103	0	95	2	39	93	334
Total Air	1,761	15	407	67	244	1,951	4,446
Channel Tunnel	65					2	67
Sea							
English Channel Ports	available]	t available]	ot available]	Not available]	railable]	available]	t available]
English East Coast Ports	available]	t available]	ot available]	Not available]	railable]	available]	t available]
Other UK Ports[Note 29]	available]	t available]	ot available]	Not available]	railable]	available]	t available]
Total Sea	60	-	0	-	-	7	67
Total All Means of Leaving the UK	1,886	15	407	67	244	1,960	4,580

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	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 [Note 59]	2021 [Note 59]	2022 [Note 60]
All visits abroad by Scots	4,098	4,137	4,096	4,499	4,572	4,754	5,135	5,540	5,807	[Not availab	965	4,580
<i>thousands</i>												
by means of leaving the UK												
Air Total	3,845	3,925	3,868	4,222	4,343	4,525	4,881	5,284	5,544	[Not availab	932	4,446
Edinburgh	1,261	1,238	1,357	1,431	1,579	1,828	2,206	2,514	2,678	[Not availab	482	2,297
Glasgow	1,159	1,234	1,016	1,247	1,289	1,399	1,558	1,596	1,624	[Not availab	234	1,052
Prestwick [Note 30]	445	393	411	348	285	33	0	0	0	[Not availab	0	0
Aberdeen	220	256	256	303	294	308	314	295	259	[Not availab	23	155
Total these airports	3,085	3,121	3,040	3,328	3,448	3,568	4,078	4,405	4,561	[Not availab	738	3,504
Heathrow	103	111	103	83	81	87	61	101	108	[Not availab	[Not availab	157
Gatwick	177	227	155	171	212	203	179	149	135	[Not availab	[Not availab	114
Stanstead	46	45	32	38	63	81	59	40	79	[Not availab	[Not availab	54
Manchester	133	141	173	231	200	183	172	246	227	[Not availab	[Not availab	180
Newcastle	86	94	83	94	71	91	85	125	104	[Not availab	[Not availab	93
Birmingham	15	18	21	28	24	19	21	23	18	[Not availab	[Not availab	10
Other UK Airports	200	168	261	247	245	292	225	195	312	[Not availab	[Not availab	334
Channel Tunnel	73	80	75	80	82	72	95	71	89	[Not availab	[Not availab	67
Sea Total	181	133	154	197	147	157	159	185	174	[Not availab	23	67
English Channel Ports	120	84	117	126	88	78	66	88	105	[Not availab	[Not availab	[Not available
English East Coast Ports	54	44	33	67	57	73	64	76	65	[Not availab	[Not availab	[Not available
Other UK Ports	6	5	4	4	2	6	28	20	3	[Not availab	[Not availab	[Not available
by purpose of visit												
Package holiday	1,205	1,281	1,205	1,391	1,506	1,562	1,650	1,729	2,247	[Not availab	202	1,574
Other holiday	1,484	1,469	1,513	1,644	1,613	1,553	1,655	1,804	1,742	[Not availab	314	1,567
Business	547	492	464	540	487	493	513	504	505	[Not availab	79	326
Visit friends / relatives	791	786	834	844	895	1,081	1,265	1,451	1,205	[Not availab	334	968
Misc. and other	71	110	80	79	71	64	51	52	108	[Not availab	36	144
by area visited												
EU	1,854	1,904	1,874	2,009	1,968	2,124	2,400	2,562	2,756	[Not availab	449	1,886
Other Europe	16	6	16	12	4	11	18	6	27	[Not availab	5	15
North America	327	342	315	374	367	458	423	494	429	[Not availab	31	407
Australia & New Zealand	75	61	69	83	94	68	94	97	115	[Not availab	8	67
Asia	178	181	212	262	190	258	288	382	392	[Not availab	61	244
Rest of the World	1,648	1,642	1,612	1,759	1,950	1,836	1,911	1,999	2,088	[Not availab	411	1,960
by means of leaving the UK and main purposes of visits												
Edinburgh, Glasgow, Prestwick & Aberdeen												
Package holiday	897	1,023	903	1,051	1,184	1,244	1,390	1,394	1,896	[Not availab	169	1,345
Other holiday	1,084	1,054	1,105	1,169	1,165	1,108	1,203	1,320	1,224	[Not availab	255	1,124
Business	407	365	300	374	359	352	401	397	400	[Not availab	53	226
Visit friends / relatives	648	629	683	682	713	828	1,054	1,256	970	[Not availab	236	722
Other UK airport												
Package holiday	20	20	34	29	7	10	19	31	63	[Not availab	[Not availab	43
Other holiday	68	54	79	67	43	43	79	64	118	[Not availab	[Not availab	134
Business	31	23	52	45	2	6	39	19	58	[Not availab	[Not availab	47
Visit friends / relatives	41	31	37	46	16	26	53	37	68	[Not availab	[Not availab	90
Sea or Channel Tunnel												
Package holiday	72	30	49	51	42	46	39	24	55	[Not availab	[Not availab	12
Other holiday	94	93	91	118	78	60	96	126	138	[Not availab	[Not availab	73
Business	20	17	21	27	16	29	28	26	24	[Not availab	[Not availab	15
Visit friends / relatives	21	24	23	22	27	31	36	17	38	[Not availab	[Not availab	30
by main purposes of visit and area visited												
Package holiday												
EU	398	380	347	433	419	468	559	525	850	[Not available]	47	467
Elsewhere	807	901	858	959	1,087	1,094	1,091	1,204	1,396	[Not available]	155	1,107
Other holiday												
EU	651	709	727	790	734	725	854	951	893	[Not available]	127	700
Elsewhere	833	760	786	854	879	827	800	853	850	[Not available]	187	867
Business												
EU	334	304	300	328	275	305	286	339	323	[Not available]	51	172
Elsewhere	213	188	164	212	212	188	226	165	183	[Not available]	29	154
Visit friends / relatives												
EU	428	449	457	415	513	582	676	735	628	[Not available]	202	492
Elsewhere	363	337	377	429	382	499	589	716	577	[Not available]	132	476

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	
										<i>thousands</i>
Clydeplan [Note 34]	369	12	1	0	0	9	5	3	4	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

PERSONAL AND CROSS-MODAL TRAVEL

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	2022-2023
(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	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	2.32
Underground	0.71	0.70	0.77	0.82	0.81	0.72	0.85	0.91	0.90	0.2	0.51	0.73
Ferries	0.63	0.65	0.64	0.67	0.65	0.68	0.65	0.67	0.67	0.24	0.5	0.56
Taxis	0.00	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	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	3.61
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	153.37
Rail	0.88	1.04	1.46	2.13	2.31	2.34	1.93	1.87	1.85	0.17	0.7	1.39
Underground	0.00	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] [Note 61]	0.05	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.02	0.04	0.05
Taxis	0.00	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	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	154.81
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	153.37
Rail	4.25	4.23	4.63	5.50	5.67	5.76	5.44	5.39	5.37	0.74	2.51	3.71
Underground	0.71	0.70	0.77	0.82	0.81	0.72	0.85	0.91	0.90	0.20	0.51	0.73
Ferries	0.68	0.71	0.70	0.73	0.71	0.74	0.71	0.73	0.73	0.26	0.54	0.61
Taxis	0.00	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	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	158.42
(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	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	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	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	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	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	140.40	48.60	88.10	153.37
Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ferries [Note 61]	0.05	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.05	0.02	0.04	0.05
Other	0.00	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	153.42
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	153.37
Rail	0.00	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	0.05
Other	0.00	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	153.42

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 2022

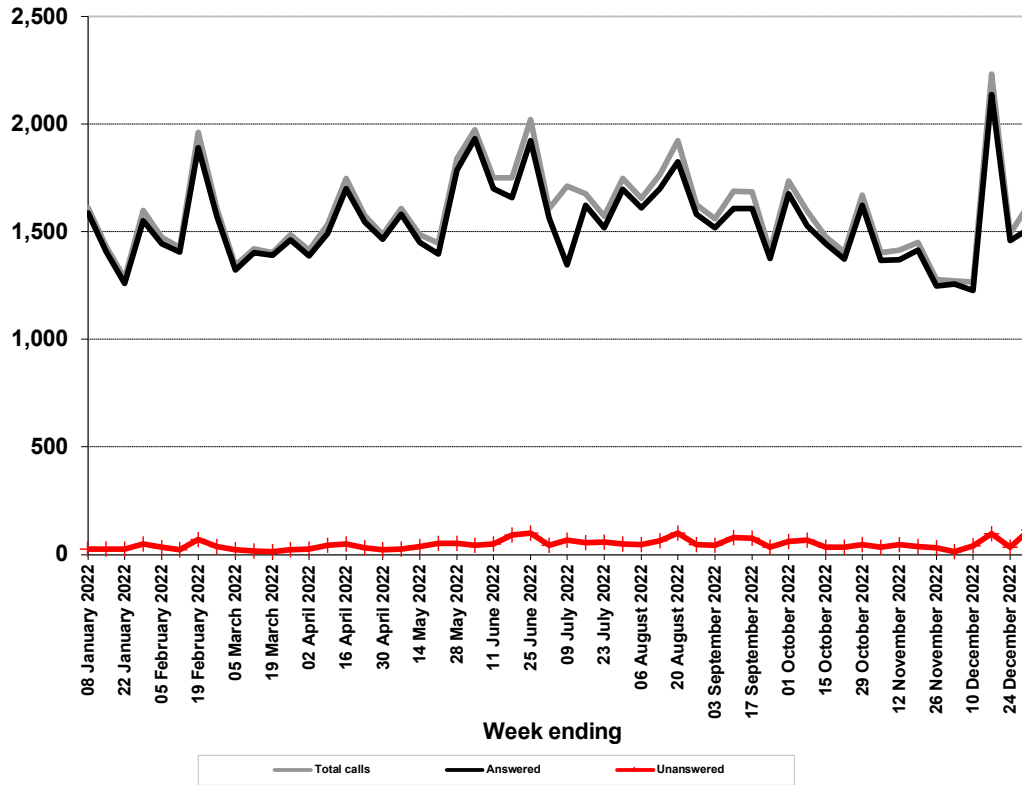
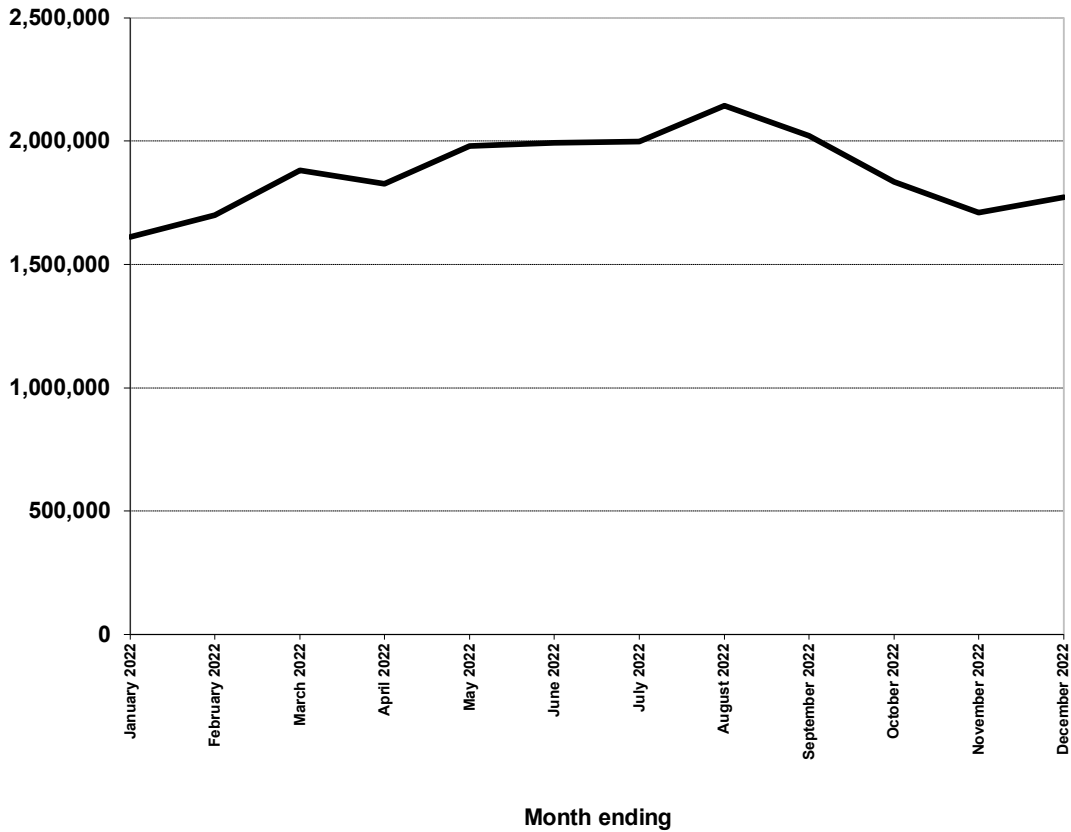


Figure 11.2 Traveline Scotland - Web & App hits in 2022





**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2023

International Comparisons

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Introduction

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.

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.

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 higher 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.**

Main points

Population

Scotland has a low population: only ten of the EU-27 (Slovak Republic, 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-14: 81; EU-27: 145). Only

seven of the EU-27 countries (Croatia, Bulgaria, Estonia, Finland, Lithuania, Latvia and Sweden) have a lower population density than Scotland.

Road Network

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-14: 15.3; EU-27: 24.3). Five of the EU-27 countries (Poland, Sweden, Romania, Estonia and Finland) have a lower figure than Scotland. This does not include Latvia and Malta which have no motorway.

The total length of the Scottish road network relative to the area of the country is 37 per cent below the EU-27 average when 'other roads' and unclassified roads in Scotland are excluded (Scotland: 378 km of road per thousand square kilometres; EU-14: 257; EU-27: 603).

Scotland has a short rail network for its area (35.2 km of route per thousand square kilometres) compared with the overall EU figure (EU-14: 20.0; EU-27: 36.9). Nine of the 27 EU countries (Belgium, Luxembourg, Netherlands, Germany, Austria, Czech Republic, Italy and Poland) have a higher value than Scotland. This does not include Cyprus and Malta which do not have a railway network.

Vehicles per Population

Scotland has few cars for the size of its population (474 per thousand population) compared with the EU as a whole (EU-14: 573; EU-27: 567). Seven of the EU-27 countries have lower figures than Scotland.

Scotland also has few goods vehicles relative to the size of its population (69 per thousand population) compared with the overall EU average (EU-14: 82; EU-27: 82). Of the EU-27, twelve countries have lower figures.

The number of new vehicle registrations in Scotland was relatively high (25 per thousand population), higher than the EU-27 average – seven of the EU-27 countries had higher rates (Luxembourg, Belgium, Denmark, Germany, Sweden, Austria and Slovenia).

Distances travelled

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 higher percentage of the total travel by those four modes in Scotland (85.7%) than the EU as a whole (EU-14 85.5%; EU-27: 85.2%).

Air travel

Relative to the size of its population, Scotland had less international air passengers to or from the EU-27 countries (0.41 per head of the population, not counting internal UK traffic) than the overall EU figure (EU-14 0.91; EU-27: 0.79).

Road Fatalities

Scotland's number of road deaths per million population is well below the overall EU average (Scotland: 26; EU-14: 38; EU-27: 45). Of the EU-27 countries, only Denmark, Malta and Sweden had a lower figures.

Freight

For freight transport, road has a low modal share in Scotland (68.8%) compared with the overall EU figure (EU-14: 73.1%; EU-27: 75.2%). The modal share of pipelines

(23.1%) 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-27.

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 <i>EU Energy and Transport in Figures</i> (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	2022	1.1	5.44	9.0	11.6	6.8	0.9	10.5	83.2	5.9	1.3	10.5	47.4	5.5	67.9	3.9	9.7	5.1	59.0	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	107	379	62	98	133	233	137	29	79	94	16	106	68	104	72	195	43	
Infrastructure and vehicles																					
Motorways																					
km	2021	2.5.1	475	1,749	1,763	806	257	1,346	13,155	1,355	199	2,159	15,860	944	11,664	1,316	1,860	995	6,978	400	
km per '000 sq km	2021	calc'd	6.1	20.9	57.5	7.3	27.8	17.1	36.8	31.6	4.4	16.4	31.3	2.8	18.3	23.3	20.0	14.2	23.1	6.1	
All roads (@)																					
'000 km	2021	Excluding Other roads (U roads)	2.5.2	29.5	36.1	16.3	7.7	8.2	55.8	229.6	74.9	16.9	42.3	165.7	26.9	400.2	17.9	32.5	19.8	167.9	21.6
km per '000 sq km	2021		calc'd	378	430	533	69	884	708	642	1,745	374	321	327	80	627	317	350	283	556	331
Railways																					
km	2021	2.5.3	2,744	4,003	3,127	3,001	-	3,234	21,100	803	225	731	10,428	3,359	16,054	994	3,221	53	12,160	152	
km per '000 sq km	2021	calc'd	35.2	47.7	102.0	27.0	-	41.0	59.0	18.7	5.0	5.6	20.6	9.9	25.1	17.6	34.6	0.8	40.3	2.3	
Passenger cars																					
million	2021	2.6.2	2.52	5.13	5.93	2.83	0.59	6.09	48.54	2.79	0.83	5.60	24.91	3.67	38.74	1.80	4.02	2.25	39.82	1.61	
per 1,000 pop'n	2021	calc'd	474	572	510	414	655	579	583	475	620	536	525	661	571	465	415	445	675	574	
Powered two wheelers (\$)																					
thousands	2021 02 & '04	2.6.5	76	910	763	213	41	1,701	4,781	197	64	1,676	5,725	646	2,778	161	203	47	10,129	69	
Goods vehicles																					
thousands	2021	2.6.4	368	568	1,000	459	118	736	3,773	417	140	1,392	5,284	685	6,865	214	638	385	4,495	153	
per 1,000 pop'n	2021	calc'd	69	63	86	67	130	70	45	71	105	133	111	123	101	55	66	76	76	55	
New registrations of passenger cars																					
thousands	2021	2.6.6	138	240	383	25	11	207	2,622	185	22	101	859	98	1,659	45	122	105	1,457	31	
per 1,000 pop'n	2021	calc'd	25	27	33	4	12	20	32	32	17	10	18	18	24	12	13	21	25	11	
Passenger transport &																					
Distance travelled (kilometres per person per year)																					
Passenger cars	2021	2.3.4 * &	8,557	7,323	8,024	7,394	6,839	6,443	9,726	10,083	9,556	8,661	6,291	11,655	9,303	5,054	6,590	10,350	8,248	10,191	
Powered two-wheeler	2021	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	2021	2.3.5 * &	651	863	800	717	1,054	850	412	833	991	1,287	499	1,091	594	598	1,257	1,628	1,357	518	
Tram / metro	2021	2.3.6 * &	0	696	82	109	0	338	135	57	44	105	135	90	108	92	182	24	96	0	
Railways (excl. t/m)	2021	2.3.7 * &	778	942	601	174	0	631	691	721	223	61	359	528	1,175	135	560	174	468	103	
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	10,576	10,308	8,395	7,892	8,261	11,844	13,205	10,814	12,593	8,007	14,172	11,861	5,878	8,589	12,821	11,921	10,812	

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	2022	1.1	5.44	0.6	1.9	0.5	17.6	37.7	10.4	19.0	10.5	2.1	5.4	446.7	344.2	5.44	65.08	67.51
Area																		
'000 sq km		1.1	78.0	2.6	64.6	0.3	37.4	311.93	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	249	29	1649	471	121	112	80	23	104	111	145	81	70	284	277
Infrastructure and vehicles																		
Motorways																		
km	2021	2.5.1	475	163	-	-	2,790	1,761	3,065	931	2,185	616	545	74,862	64,826	475	3,735	3,850
km per '000 sq km	2021	calc'd	6.1	62.8	-	-	74.6	5.6	33.2	3.9	4.9	30.4	11.1	24.3	15.3	6.1	16.3	15.8
All roads (@)																		
'000 km	2021	Excluding Other roads (U roads)	2.5.2	29.5	49.0	2.9	13.4	175.0	9.5	52.6	156.9	38.8	18.2	1,860	1,086	29.5	81.5	91.6
km per '000 sq km	2021		calc'd	378	1,114	759	9,035	360	103	221	351	1,914	370	603	257	378	356	376
Railways																		
km	2021	2.5.3	2,744	254	251	-	2,264	12,101	1,791	4,035	8,186	610	1,585	113,722	84,313	2,744	15,935	16,275
km per '000 sq km	2021	calc'd	35.2	98.0	3.9	-	60.6	38.8	19.4	16.9	18.3	30.1	32.3	36.9	20.0	35.2	69.6	66.7
Passenger cars																		
million	2021	2.6.2	2.52	0.44	0.76	0.31	8.83	25.87	5.63	7.61	4.99	1.19	2.49	253.27	197.27	2.52	31.88	32.89
per 1,000 pop'n	2021	calc'd	474	681	404	601	502	687	544	400	477	564	459	567	573	474	490	487
Powered two wheelers (\$)																		
thousands	2021 02 & '04	2.6.5	76	34	69	36	1,887	3,169	728	176	801	145	162	37,310	31,100	76	1,315	1,341.6
Goods vehicles																		
thousands	2021	2.6.4	368	50	95	53	1,118	4,140	1,396	1,191	691	124	333	36,512	28,120	368	4,911	5,070
per 1,000 pop'n	2021	calc'd	69	78	51	101	64	110	135	63	66	59	61	82	82	69	75	75
New registrations of passenger cars																		
thousands	2021	2.6.6	138	44	14	10	324	448	147	121	301	54	76	9,711	8,526	138	1,640	1,677
per 1,000 pop'n	2021	calc'd	25	69	8	20	18	12	14	6	29	26	14	22	25	25	25	25
Passenger transport &																		
Distance travelled (kilometres per person per year)																		
Passenger cars	2021	2.3.4 * &	8,557	11,794	7,776	4,753	6,011	5,929	8,418	5,255	8,673	11,568	4,595	8,370	8,879	8,557	8,684	
Powered two-wheeler	2021	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	2021	2.3.5 * &	651	1,490	725	832	168	558	551	1,027	854	1,106	585	731	717	651	565	
Tram / metro	2021	2.3.6 * &	0	57	31	0	32	76	63	167	153	0	26	124	124	0	117	
Railways (excl. t/m)	2021	2.3.7 * &	778	507	190	0	620	419	283	222	772	240	358	593	663	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	14,458	8,721	5,585	8,112	6,982	10,440	6,671	11,216	12,914	5,565	9,819	11,355	10,385	10,557	

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
Modal shares & (% of total pass-kms for specified modes)																				
Passenger cars	2021	2.3.3 (^)	85.7	75.7	84.9	88.3	87.3	81.9	88.5	86.3	88.9	86.3	85.7	87.1	85.0	87.5	77.7	85.5	82.0	94.7
Bus and coach	2021	2.3.3	6.5	8.4	8.1	8.4	12.7	8.5	3.8	7.1	8.7	12.2	7.2	8.2	4.8	9.0	14.0	12.9	12.7	4.4
Railways (excl. t/m)	2021	2.3.3	7.8	9.2	6.1	2.0	-	6.3	6.4	6.1	2.0	0.6	5.2	4.0	9.4	2.0	6.3	1.4	4.4	0.9
Tram / metro	2021	2.3.3	0.0	6.8	0.8	1.3	-	3.4	1.3	0.5	0.4	1.0	2.0	0.7	0.9	1.4	2.0	0.2	0.9	-
Total pass km these	2021	As distance travelled calc'd	9,986	9,823	9,506	8,395	7,892	8,261	10,964	11,694	10,814	10,115	7,285	13,363	11,180	5,878	8,589	12,176	10,169	10,812
International air passenger traffic between EU countries (arrivals plus departures)																				
million	2021	2.4.1***	2.18	7.36	9.57	3.66	2.30	3.07	45.12	7.90	0.93	25.31	71.53	3.45	44.90	3.35	3.11	5.36	49.35	1.40
per head of pop'n	2021	calc'd	0.41	0.82	0.82	0.53	2.54	0.29	0.54	1.34	0.70	2.42	1.51	0.62	0.66	0.87	0.32	1.06	0.84	0.50
Road fatalities																				
number	2020	2.7.1	141	362	516	561	45	532	2,562	130	55	624	1,533	225	2,931	292	544	137	2,875	148
per million pop'n	2020	calc'd	26	40	44	82	50	51	31	22	41	60	32	41	43	76	56	27	49	53
Freight transport: modal shares (Thousand million tonne-kms)																				
Road	2021	2.2.4c	17.4	27	36	35	1	64	307	15	5	21	270	30	175	14	37	12	145	58
Rail	2021	2.2.5	1.8	21.8	6.8	4.7	-	16.3	123.9	2.0	2.1	0.6	10.3	10.8	35.8	3.2	11.3	0.1	24.3	14.6
Inland waterway	2021	2.2.6	0.3#	1.5	8	5.8	-	0	48	-	-	-	-	0.1	7.2	0.841	1.9	-	0.1	0
Pipeline	2021	2.2.7	5.8	7.7	1.6	0.6	-	1.9	15.7	0.9	-	0.0	7.8	-	9.3	1.7	2.3	-	9.3	0.1
Total these modes	2021	calc'd	25.2	58.3	52.7	46.1	1	82.0	495.1	18.2	7	21.7	288.3	41	227.1	19.3	52.6	13	178.7	72.5
Freight transport: modal shares (% of total tonne-kms)																				
Road	2021	2.2.4c *	68.8	46.8	68.6	76.1	100.0	77.8	62.1	84.1	71.1	97.2	93.7	73.1	77.0	70.6	70.6	99.4	81.2	79.7
Rail	2021	2.2.5 *	7.1	37.4	12.8	10.1	-	19.9	25.0	10.9	28.9	2.7	3.6	26.5	15.7	16.4	21.6	0.6	13.6	20.1
Inland waterway	2021	2.2.6 *	1.0	2.6	15.5	12.6	-	0.0	9.7	-	-	-	-	0.4	3.2	4.4	3.6	-	0.1	0.0
Pipeline	2021	2.2.7 *	23.1	13.2	3.1	1.2	-	2.3	3.2	5.0	-	0.1	2.7	-	4.1	8.7	4.3	-	5.2	0.2

(#) (+) (@) (\$) (^) (*) (**) (***) (&) - 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	2021	2.3.3 (^)	85.7	86.0	88.2	85.9	89.0	85.3	90.8	80.0	82.9	90.0	83.3	85.2	85.5	85.7	85.6		
Bus and coach	2021	2.3.3	6.5	10.2	9.0	14.1	2.3	7.8	5.7	14.5	8.2	8.2	10.1	7.4	6.9	6.5	5.6		
Railways (excl. t/m)	2021	2.3.3	7.8	3.5	2.4	-	8.3	5.8	2.9	3.1	7.4	1.8	6.2	6.0	6.4	7.8	7.7		
Tram / metro	2021	2.3.3	0.0	0.4	0.4	-	0.4	1.1	0.7	2.4	1.5	-	0.5	1.3	1.2	0.0	1.2		
Total pass km these	2021	As distance travelled calc'd	9,986	13,791	8,721	5,585	6,832	6,982	9,315	6,671	10,451	12,914	5,565	9,819	10,382	9,986	10,145		
International air passenger traffic between EU countries (arrivals plus million)																			
	2021	2.4.1***	2.18	1.77	1.55	1.87	17.49	10.96	15.86	7.26	8.44	0.25	0.36	353.47	313.40	2.18		34.70	
per head of pop'n	2021	calc'd	0.41	2.74	0.83	3.60	0.99	0.29	1.53	0.38	0.81	0.12	0.07	0.79	0.91	0.41		0.51	
Road fatalities																			
number	2020	2.7.1	141	24	147	9	509	2,245	561	1,779	210	114	247	19,917	13,199	141	1,460	1,516	
per million pop'n	2020	calc'd	26	37	78	17	29	60	54	93	20	54	45	45	38	26	22	22	
Freight transport: modal shares (Thousand million tonne-kms)																			
Road	2021	2.2.4c	17.4	7	15	0	70	380	32	62	47	25	30	1,921	1,196	17.4: available]			
Rail	2021	2.2.5	1.8	0.2	7.4	-	7.2	54.4	1.9	13.6	23.4	4.9	8.2	410	269	1.8	16.7		
Inland waterway	2021	2.2.6	0.3#	0	-	-	47	0.1	-	13.5	0	-	0.8	136	113	0.3	1.4		
Pipeline	2021	2.2.7	5.8	-	0.2	-	6.2	17.4	0.3	1.1	-	-	4.6	89	59	5.8	4.6		
Total these modes	2021	calc'd	25.2	7	22.7	0	131.0	451.7	34.3	90.1	71	30	43.8	2,556	1,637	25.2	22.7		
Freight transport: modal shares (% of total tonne-kms)																			
Road	2021	2.2.4c *	68.8	94.6	66.6	100.0	53.6	84.1	93.5	68.7	66.8	83.5	68.9	75.2	73.1	68.8	#VALUE!		
Rail	2021	2.2.5 *	7.1	2.4	32.5	-	5.5	12.0	5.5	15.1	33.0	16.5	18.7	16.0	16.4	7.1	73.7		
Inland waterway	2021	2.2.6 *	1.0	3.0	-	-	36.2	0.0	-	15.0	0.2	-	1.9	5.3	6.9	1.0	6.2		
Pipeline	2021	2.2.7 *	23.1	-	0.9	-	4.7	3.9	1.0	1.2	-	-	10.4	3.5	3.6	23.1	20.2		

(#) (+) (@) (\$) (^) (*) (**) (***) (&) - 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 2023

Transport Environment

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Introduction

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 2021 (the most recent year available), transport (including international shipping and aviation) accounted for 28% of Scotland's greenhouse gas emissions under the definition set out in the Climate Change Scotland Act.
- Road transport made up 75% of transport greenhouse gas emissions.
- In 2022 there were 21,980 Ultra Low Emission Vehicles registered in Scotland for the first time – 23% up on 2021.
- In 2021, transport accounted for 59% of emissions of oxides of nitrogen, 17% of particulate matter PM₁₀ and 22% of particulate matter PM_{2.5}. As at 26 October 2023, there were 42 active Air Quality Management Areas related to these pollutants.

Main Points

Air pollutant emissions

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).

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.

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).

Emissions of nitrogen oxides (NO_x) were estimated to be 83kt in 2020 of which transport accounted for 59%. 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 2021, diesel cars and light goods vehicles (LGVs) accounted for 27% of NO_x emissions from transport compared with less than 2% in 1990 (Table 13.1a).

Emissions of PM₁₀ were estimated to be 12kt in 2021, of which transport accounted for 17%. Since 1990, transport emissions have declined by 71%. For particulate matter, the main source of transport emissions is non-exhaust emissions from tyre and brake wear and road abrasion. In 2021, these accounted for 62% 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).

Emissions of PM_{2.5} were estimated to be 7kt in 2021 of which transport accounted for 22%. 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 emissions and most of such emissions from shipping but only around 49% of PM_{2.5} emissions are due to road abrasion and tyre and brake wear.

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 2012-2019 the annual decreases for all three pollutants have been below five percent. By contrast the decreases from 2019 to 2020 were 13 percent for NO₂, 12 percent for PM₁₀ and 10 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. However, between 2020 and 2021 there were increases of 1 percent for NO₂, 7 percent for PM₁₀ and 6 percent for PM_{2.5}.

Air quality

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)

For many of the selected monitoring sites, nitrogen dioxide concentrations show a downward trend. In 2022 three of the 8 selected operational sites that recorded nitrogen dioxide concentrations with a data capture rate of over 75% had the lowest concentrations recorded over the period 2011-2022. In 2022, 73 sites in Scotland recorded nitrogen dioxide concentrations with a data capture rate of over 75%, of which 61 were roadside or kerbside locations. None 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)

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 2022, all of the 9 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)

PM₁₀ concentrations show a general downward trend at the selected sites. In 2022, of the 71 sites in Scotland recording PM₁₀ with a data capture rate over 75%, no

sites had concentrations greater than the air quality objective of 18 µg/m³ as an annual mean. One site (Edinburgh St John's Road) exceeded the air quality objective set as 7 occurrences of a daily mean above 50 µg/m³. (Table 13.1b)

Air Quality Management Areas

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 26 October 2023, there were 42 active AQMAs, all but one of which related to either NO₂ or PM₁₀, or both. (Table 13.1c)

Greenhouse gases

In 2021, Transport (*including* international aviation and shipping) accounted for 12 million tonnes of carbon dioxide equivalent (MtCO_{2e}). This represents 27.9% of total net greenhouse gas emissions allocated to Scotland in the *Greenhouse Gas Inventories*, 2% higher than 2020. Total net emissions from *all* sources increased by 4% between 2020 and 2021 rising from 40.0 MtCO_{2e} to 41.6 MtCO_{2e}, with transport total emissions having increased from 10.3 MtCO_{2e} to 11.6 MtCO_{2e}, an increase of 12%. Within Transport emissions, Road Transportation accounted for approximately 75.5% of the transport total. Heavy Goods Vehicles and Light Goods Vehicles were the other significant contributors to transport emissions accounting for 15.7% and 15.4%, respectively. International Aviation and Shipping contributed roughly 6.0% and domestic aviation 2.6% of transport's total emissions. The contribution from domestic shipping, 14.8%. 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.

Figure 13.2 shows transport emissions over time, by mode. Estimated car emissions have fallen by 24% 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.

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*).

Table 13.4 presents some comparisons between the UK as a whole and Scotland. Overall, Scotland's transport emissions account for 9% of the UK total. At 14% Scottish bus emissions are above a proportionate share of the UK total, while domestic aviation, at 16%, is also above that benchmark.

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 164-170 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

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 11 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 before falling back to 119 in 2022. (*Table 13.6a*)

The proportion of newly registered cars with emissions of 150g/km or lower has decreased from 83 per cent in 2012 to 80 per cent in 2022. Cars with emissions of over 191g/km have increased from 3.4 per cent of new cars in 2012 to 3.8 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)

The number of ultra-low emission vehicles registered in Scotland for the first time in 2022 was 21,980, 23% up on the corresponding figure for 2021 (17,900). At the end of 2022 there were 64,447 ULEVs registered in Scotland (*Table 13.7 and 13.8*)

Registrations by type of vehicle

The overwhelming majority (95 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 33 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

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 2,700 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 77 public charge points per one hundred thousand people, compared to 75 in England (regional totals and London excluded), 66 in Wales and 23 in Northern Ireland.

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

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
<i>thousand tonnes of pollutant</i>											
Oxides of nitrogen (NO_x)											
Road transport	33.1	32.1	30.5	29.5	28.2	27.1	26.9	24.5	22.6	16.5	17.4
<i>of which:</i> Buses and coaches	3.5	3.5	3.2	2.9	2.5	1.9	1.7	1.3	1.4	1.0	1.0
Passenger cars	12.7	12.4	12.2	12.1	11.9	11.8	12.0	11.7	11.2	7.7	8.4
<i>of which:</i> Diesel	8.4	8.8	9.3	9.7	9.9	10.1	10.5	10.3	9.9	6.8	7.4
Petrol	4.4	3.6	2.9	2.5	2.0	1.8	1.6	1.4	1.3	0.9	1.0
HGVs	11.7	10.7	9.4	8.1	6.8	5.8	4.9	3.9	3.1	2.1	1.9
Light goods vehicles	5.1	5.5	5.7	6.3	6.9	7.6	8.2	7.5	6.9	5.7	6.0
<i>of which:</i> Diesel	4.9	5.3	5.6	6.2	6.8	7.5	8.2	7.5	6.9	5.7	6.0
Petrol	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Mopeds and motorcycles	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicles fuelled by Natural Gas ⁷								0.0	0.0	0.1	0.1
Railways	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.1	0.7	0.8
Aviation	0.9	0.9	1.0	1.0	1.0	1.0	1.1	1.0	1.0	0.4	0.4
Shipping ⁶	38.9	35.1	32.2	33.7	34.8	36.3	34.3	35.7	35.3	31.2	29.1
Other transport	2.3	2.1	1.9	1.7	1.4	1.3	1.4	1.4	1.3	0.9	1.1
Total Transport	76.5	71.5	66.9	67.1	66.6	67.0	65.0	63.9	61.2	49.7	48.8
Non-transport emissions	61.4	62.5	59.1	55.4	52.0	41.4	38.4	37.5	34.3	33.0	34.4
Emissions from all sources	137.9	134.0	126.0	122.5	118.6	108.4	103.3	101.4	95.5	82.7	83.15
Transport % of all NO_x emissions	55%	53%	53%	55%	56%	62%	63%	63%	64%	60%	59%
Particulate matter (PM₁₀)											
Road transport ²	2.12	2.07	1.98	1.92	1.86	1.83	1.82	1.80	1.77	1.35	1.51
<i>of which:</i> <i>exhaust emissions</i> Buses and coaches	0.05	0.05	0.04	0.03	0.03	0.02	0.02	0.02	0.02	0.01	0.01
Passenger cars	0.37	0.35	0.33	0.29	0.27	0.25	0.23	0.21	0.21	0.13	0.14
<i>from:</i> HGVs	0.20	0.18	0.16	0.13	0.10	0.08	0.07	0.06	0.06	0.04	0.02
Light goods vehicles	0.24	0.21	0.18	0.16	0.13	0.13	0.11	0.10	0.07	0.06	0.06
Mopeds and motorcycles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
Vehicles fuelled by Natural Gas ⁷								0.00	0.00	0.00	0
Road abrasion	0.41	0.41	0.41	0.42	0.42	0.42	0.44	0.45	0.45	0.34	0.39
Tyre and brake wear	0.85	0.87	0.86	0.89	0.91	0.93	0.95	0.96	0.96	0.77	0.89
Railways	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.03
Aviation ³	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.00	0
Shipping ^{4,6}	0.97	0.88	0.75	0.72	0.67	0.70	0.67	0.70	0.69	0.51	0.49
Other transport ⁵	0.07	0.07	0.06	0.06	0.05	0.05	0.05	0.04	0.04	0.02	0.02
Total Transport	3.21	3.07	2.84	2.75	2.63	2.63	2.59	2.59	2.55	1.90	2.05
Non-transport emissions	11.07	10.25	10.46	10.15	9.88	10.10	10.50	10.35	10.11	9.28	9.94
Emissions from all sources	14.28	13.32	13.30	12.90	12.51	12.73	13.09	12.94	12.66	11.18	11.99
Transport % of all PM₁₀ emissions	22%	23%	21%	21%	21%	21%	20%	20%	20%	17%	17%
Particulate matter (PM_{2.5})											
Road transport ²	1.55	1.48	1.41	1.31	1.24	1.20	1.20	1.16	1.13	0.85	0.94
<i>of which:</i> <i>exhaust emissions</i> Buses and coaches	0.05	0.05	0.04	0.03	0.03	0.02	0.02	0.02	0.02	0.01	0.01
Passenger cars	0.37	0.35	0.33	0.29	0.27	0.25	0.23	0.21	0.21	0.13	0.14
<i>from:</i> HGVs	0.20	0.18	0.16	0.13	0.10	0.08	0.07	0.06	0.06	0.04	0.02
Light goods vehicles	0.24	0.21	0.18	0.16	0.13	0.13	0.11	0.10	0.07	0.06	0.06
Mopeds and motorcycles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
Vehicles fuelled by Natural Gas ⁷	-	-	-	-	-	-	-	0.00	0.00	0.00	0
Road abrasion	0.23	0.22	0.23	0.23	0.23	0.22	0.25	0.24	0.24	0.18	0.21
Tyre and brake wear	0.46	0.47	0.47	0.47	0.48	0.50	0.52	0.53	0.53	0.43	0.5
Railways	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02
Aviation ³	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.00	0
Shipping ^{4,6}	0.92	0.83	0.71	0.68	0.64	0.67	0.65	0.67	0.66	0.49	0.47
Other transport ⁵	0.07	0.07	0.06	0.06	0.05	0.05	0.05	0.04	0.04	0.02	0.02
Total Transport	2.59	2.43	2.23	2.10	1.98	1.97	1.94	1.91	1.87	1.38	1.45
Non-transport emissions	5.8	5.6	5.5	5.3	5.2	5.2	5.2	5.4	5.2	5.0	5.3
Emissions from all sources	8.4	8.1	7.7	7.4	7.2	7.1	7.1	7.3	7.0	6.3	6.7
Transport % of all PM_{2.5} emissions	31%	30%	29%	28%	27%	28%	27%	26%	27%	22%	22%

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	2022
Nitrogen dioxide ²		<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	27
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	21
Dundee Lochee Road	Roadside	*	53	52	46	48	45	44	43	43	31	32	29
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	17
Edinburgh St Leonards	Urban background	25	24	22	*	*	20	20	18	21	14	14	13
Glasgow Centre, St Enoch's Square	Urban centre	34	*	..	..	..	..	..	..	..	..	*	..
Glasgow Kerbside, Hope Street	Kerbside	72	72	67	68	60	65	59	61	56	36	..	39
Glasgow Byres Road	Roadside	*	39	44	*	38	38	37	34	35	23	26	25
Glasgow City Chambers	Urban background	*	..	..	..	..	..	..	..	..	..	..	..
Inverness, Telford Street	Roadside	27	29	21	21	*	24	20	18	17	13	14	13
Perth High Street	Roadside	27	26	22	22	22	23	22	21	25	15	*	..
Ozone ³													
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	69
		<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	8
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	*	*	13
Bishopbriggs, Kirkintilloch Road	Roadside	17	15	*	*	*	15	16	17	12	10	10	11
Dundee Broughty Ferry	Roadside	16	14	16	15	13	12	11	12	14	9	10	12
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	9
Glasgow Byres Road	Roadside	*	13	*	*	10	12	13	14	15	11	6	11
Glasgow Waulkmillglen Reservoir	Rural	12	11	12	*	11	*	11	9	9	7	4	8
Glasgow Kerbside, Hope Street	Kerbside	*	*	23	..	..	..	..	..	..	..	..	13
Glasgow Centre, St Enoch's Square	Urban centre	17	*	..	..	..	..	..	..	..	..	..	..
Inverness, Telford Street	Roadside	12	11	12	11	9	9	..	..	9	8	9	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	*	*	7
Auchencorth Moss	Rural	4	4	..	7	3	3	5	5	4	3	4	4
Edinburgh St Leonards	Urban background	12	..	8	..	6	6	7	6	6	4	5	5
Glasgow Kerbside, Hope Street	Kerbside	22	20	16	..	..	..	..	..	..	..	..	7
Glasgow Centre, St Enoch's Square	Urban centre	10	..	..	..	..	..	..	..	..	..	..	..
Glasgow High Street	Roadside	..	..	..	..	8	8	7	7	6	5	6	6
Glasgow Townhead	Urban background	..	..	..	7	7	7	8	7	7	5	5	6
Grangemouth	Urban industrial	11	11	..	8	9	6	6	7	8	6	5	8

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 26 October 2023

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	3	1	1	1	6
Fife Council	-	-	2	-	2
Glasgow City Council	1	-	2	-	3
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	14	11	16	1	42

Source: Scottish Air Quality website - Not National Statistics

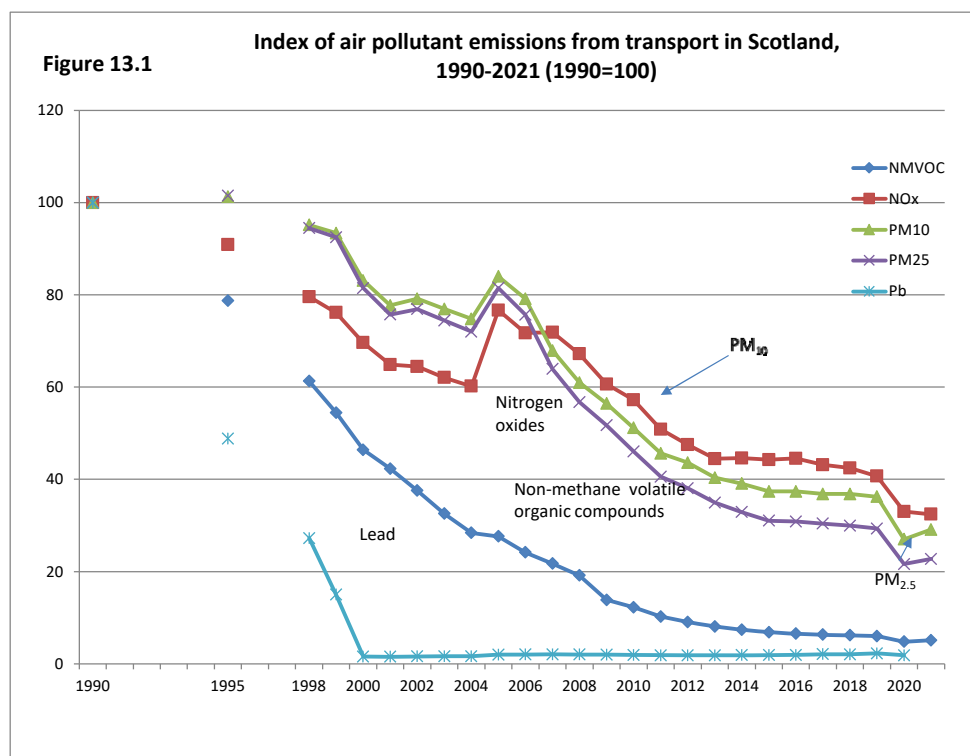


Table 13.2 Emissions of greenhouse gases by type of transport allocated to Scotland (MtCO₂e)

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Buses & coaches	0.50	0.48	0.49	0.48	0.46	0.45	0.46	0.39	0.43	0.33	0.33
Passenger cars	5.60	5.59	5.48	5.47	5.48	5.55	5.64	5.52	5.37	3.94	4.74
Heavy Goods Vehicles	1.72	1.74	1.73	1.71	1.74	1.81	1.86	1.82	1.74	1.52	1.83
Light Goods Vehicles	1.28	1.29	1.31	1.37	1.44	1.56	1.67	1.64	1.57	1.39	1.79
Mopeds & motorcycles	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.03
Other road ²	0.06	0.06	0.06	0.06	0.05	0.05	0.05	0.06	0.07	0.07	0.05
Road Transportation Total¹	9.20	9.20	9.10	9.13	9.22	9.45	9.72	9.46	9.21	7.28	8.77
Railways	0.16	0.17	0.17	0.17	0.17	0.17	0.17	0.16	0.16	0.12	0.13
International Aviation and Shipping ³	1.57	1.47	1.54	1.66	1.73	1.82	1.93	1.90	1.91	0.81	0.70
Domestic Aviation ³	0.77	0.74	0.75	0.72	0.70	0.65	0.69	0.66	0.63	0.35	0.30
Domestic Shipping and Maritime ³	2.16	1.94	1.79	1.86	1.98	2.06	1.97	2.06	2.04	1.78	1.72
Total transport	13.86	13.52	13.35	13.54	13.79	14.15	14.47	14.23	13.95	10.34	11.62
Non-transport net emissions	42.90	43.48	41.71	37.92	37.06	32.07	30.80	32.22	31.45	29.62	29.99
Net emissions all sources ⁴	56.75	57.00	55.06	51.45	50.85	46.22	45.26	46.45	45.40	39.95	41.61
Total net emissions attributed to transport (%) ⁴	24.41	23.72	24.25	26.31	27.13	30.60	31.96	30.64	30.73	25.87	27.92

Source: National Atmospheric Emissions Inventory: Greenhouse Gas Inventories for England, Scotland, Wales & Northern Ireland 1990-2020, some headings are own aggregations - **Not National Statistics**

https://naei.beis.gov.uk/reports/reports?report_id=1080

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 DERV within the UK as specified in the reporting guidelines of the Intergovernmental Panel on Climate Change. Further detail can be found in Section 3.3 of the report and in Annex 2.

2. Other road includes urea 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	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Non-IAS Emissions											
Carbon dioxide (CO ₂)	12.166	11.928	11.689	11.753	11.941	12.198	12.403	12.196	11.913	9.423	10.837
Methane (CH ₄)	0.014	0.012	0.011	0.010	0.009	0.008	0.009	0.008	0.008	0.006	0.009
Nitrous Oxide (N ₂ O)	0.110	0.109	0.110	0.114	0.117	0.121	0.125	0.125	0.123	0.100	0.103
Total transport greenhouse gases (Excluding International Aviation and Shipping)	12.289	12.050	11.810	11.876	12.067	12.328	12.537	12.330	12.043	9.529	10.949
IAS Emissions											
Carbon dioxide (CO ₂)	1.550	1.458	1.528	1.642	1.709	1.798	1.910	1.884	1.888	0.798	0.689
Methane (CH ₄)	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)	0.017	0.015	0.016	0.017	0.018	0.019	0.019	0.019	0.019	0.009	0.007
Total greenhouse gases from International Aviation and Shipping	1.567	1.474	1.544	1.660	1.727	1.817	1.930	1.903	1.908	0.806	0.696
All transport greenhouse gases	13.856	13.524	13.354	13.536	13.793	14.145	14.467	14.233	13.951	10.336	11.645

Source: Scottish Greenhouse Gas Statistics 2020 - **Not National Statistics**

<https://www.gov.scot/publications/scottish-greenhouse-gas-statistics-2021/documents/>

1. The footnotes to Table 5.12 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.

In both of the calculation methods, and the total emissions of these GHGs from the two methods are identical. There are no emissions of other greenhouse gases by transport in the inventory.

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 (2020)	UK Emissions (2020)	Scottish Emissions (2021)	UK Emissions (2021)	Scottish Emissions as % of UK Emissions (2021)	Change in Scottish Emissions (2020-2021)	Change in UK Emissions (2020-2021)	Change in Scottish Emissions (1990-2021)	Change in UK Emissions (1990-2021)
Buses & coaches	0.59	5.20	0.33	2.10	0.33	2.32	14%	-1%	10%	-44%	-55%
Passenger cars	5.75	71.91	3.94	51.77	4.74	56.92	8%	20%	10%	-18%	-21%
Heavy Goods Vehicles	1.86	21.15	1.52	18.65	1.83	21.44	9%	20%	15%	-2%	1%
Light Goods Vehicles	0.93	11.39	1.39	15.97	1.79	18.20	10%	29%	14%	93%	60%
Mopeds & motorcycles	0.04	0.77	0.02	0.43	0.03	0.47	5%	2%	9%	-36%	-38%
Other Road	0.02	0.17	0.06	0.63	0.05	0.60	9%	-4%	-4%	168%	255%
Road Transportation Total	9.19	110.59	7.27	89.55	8.77	99.96	9%	21%	12%	-5%	-10%
Emissions by Road Type											
Urban	3.50	50.45	2.63	34.55	3.28	35.34	9%	25%	2%	-6%	-30%
Rural	4.60	41.64	3.21	35.01	3.71	40.99	9%	16%	17%	-19%	-2%
Motorway	1.05	18.15	1.37	19.18	1.71	22.91	7%	24%	19%	63%	26%
Railways	0.12	1.96	0.12	1.44	0.13	1.57	8%	6%	9%	9%	-20%
International Aviation and Shipping ¹	1.32	23.67	0.81	20.53	0.70	19.53	4%	-14%	-5%	-47%	-17%
Domestic Aviation ²	0.85	5.65	0.35	2.15	0.30	1.88	16%	-13%	-13%	-64%	-67%
Domestic Shipping and Maritime ³	3.43	9.93	1.78	5.65	1.72	10.11	17%	-3%	79%	-50%	2%
Total transport (excl International Aviation and Shipping)	13.59	128.13	9.52	98.80	10.92	113.52	10%	15%	15%	-20%	-11%
Total transport (incl International Aviation and Shipping)	14.91	151.80	10.33	119.33	11.62	133.05	9%	13%	11%	-22%	-12%

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/reports?report_id=1000

1. Includes aircraft engine emissions

2. Includes military aircraft and aircraft support vehicles

3. Includes lubricant for marine engines

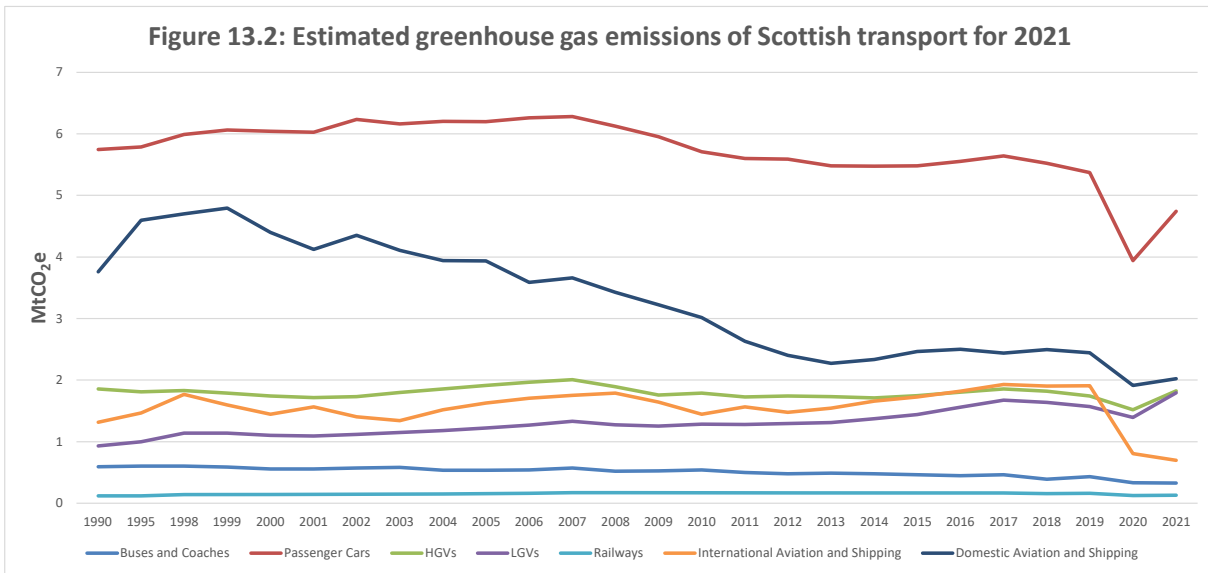


Table 13.5 UK Carbon Dioxide equivalent emissions 2023¹

Mode of Transport	gCO ₂ e per passenger kilometre
Petrol cars ²	164
Diesel cars ²	170
Hybrid ²	119
Petrol motorbike	114
	g CO ₂ e per passenger km
Bus	102
Coach	27
National rail	35
Light rail and tram	29
Ferry	113
Domestic flights ^{3,4}	161
Short haul international ^{3,4}	110
Long haul international ^{3,4}	154

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	2022
	<i>thousands</i>											
upto100_g_km	4.6	13.0	25.6	36.2	39.1	36.4	32.3	22.9	17.4	17.0	19.3	24.0
101_to_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	7.4
111_to_130_g_km	56.6	71.0	82.8	84.7	74.5	80.4	77.2	73.9	71.6	37.9	45.2	47.3
131_to_150_g_km	51.7	49.4	43.3	37.6	36.4	32.6	32.5	33.3	34.6	32.7	33.6	35.2
151_to_170_g_km	21.3	17.0	18.3	18.3	15.7	11.5	10.6	14.8	19.1	15.8	17.1	14.5
171_to_190_g_km	9.8	7.9	5.9	4.9	4.9	4.5	4.7	5.7	5.1	8.0	8.0	5.8
191_to_225_g_km	4.9	3.9	3.1	3.9	2.6	2.2	1.6	2.5	3.8	4.6	4.0	3.6
226_to_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	2.2
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	1.0
Unknown	0.5	0.7	0.7	0.6	0.7	0.8	0.7	0.8	0.8	0.8	1.4	1.1
Total	167.8	182.5	205.2	222.4	221.8	222.1	204.0	187.5	177.7	128.0	138.4	142.1
Avg CO₂	138.2	133.2	128.4	124.4	121.4	120.0	120.2	123.6	126.5	128.9	124.7	119.2
	<i>Column Percentages</i>											
upto100_g_km	2.7	7.1	12.5	16.3	17.6	16.4	15.8	12.2	9.8	13.3	13.9	16.9
101_to_110_g_km	9.1	9.5	11.5	15.6	21.1	23.7	21.4	17.4	13.6	6.4	4.9	5.2
111_to_130_g_km	33.7	38.9	40.4	38.1	33.6	36.2	37.8	39.4	40.3	29.6	32.7	33.3
131_to_150_g_km	30.8	27.1	21.1	16.9	16.4	14.7	15.9	17.8	19.5	25.5	24.3	24.8
151_to_170_g_km	12.7	9.3	8.9	8.2	7.1	5.2	5.2	7.9	10.7	12.3	12.4	10.2
171_to_190_g_km	5.8	4.3	2.9	2.2	2.2	2.0	2.3	3.0	2.9	6.3	5.8	4.1
191_to_225_g_km	2.9	2.1	1.5	1.8	1.2	1.0	0.8	1.3	2.1	3.6	2.9	2.5
226_to_255_g_km	1.4	1.0	0.7	0.4	0.3	0.2	0.1	0.2	0.4	1.6	1.5	1.5
Over_255_g_km	0.4	0.3	0.2	0.2	0.2	0.3	0.2	0.3	0.4	0.8	0.8	0.7
Unknown	0.3	0.4	0.3	0.3	0.3	0.4	0.3	0.4	0.5	0.6	1.0	0.8
Total	100.0	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

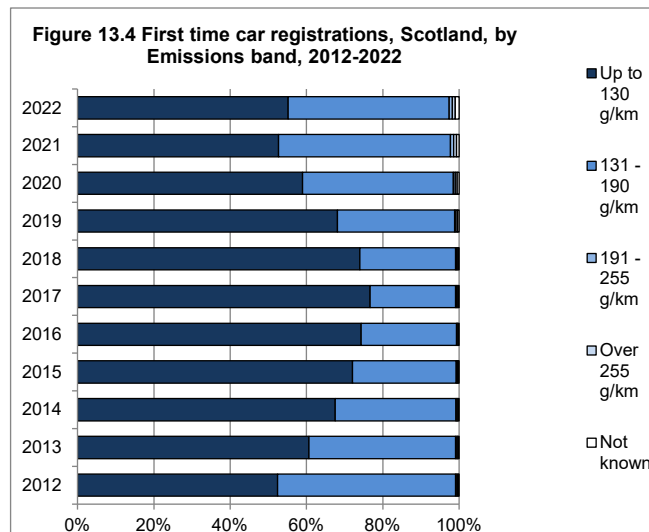
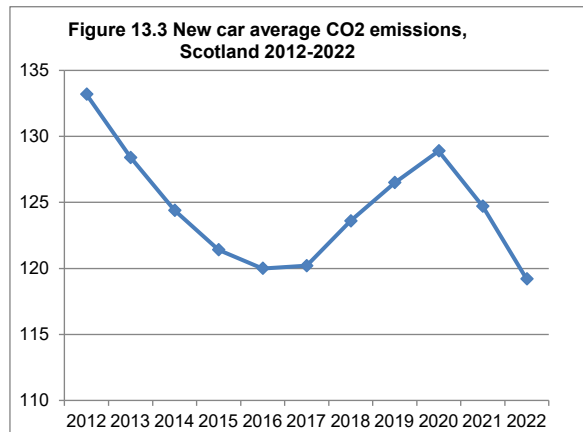


Table 13.6b: Licensed cars by CO2 emission band, Scotland

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
	<i>thousands</i>											
upto100_g_km	8.8	22.0	49.2	89.5	133.2	176.5	213.1	236.5	249.0	256.7	266.8	280.9
101_to_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	326.7
111_to_130_g_km	257.7	328.4	409.4	486.6	546.8	605.6	660.3	715.8	776.4	794.3	812.2	830.4
131_to_150_g_km	591.7	614.0	623.5	619.8	601.2	581.5	560.2	542.5	534.2	531.7	529.1	536.3
151_to_170_g_km	485.5	472.9	452.1	429.5	398.9	368.0	336.8	311.2	296.7	287.2	277.7	272.6
171_to_190_g_km	289.5	278.5	259.5	238.2	214.2	191.8	171.5	154.1	139.3	132.1	126.3	121.7
191_to_225_g_km	177.8	171.4	161.5	151.3	137.2	124.1	111.1	99.5	90.8	85.5	80.9	77.2
226_to_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	27.6
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	22.3
Unknown	296.3	225.5	169.9	130.1	100.9	79.2	63.6	53.6	47.2	43.2	42.1	41.0
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	2,536.6
Avg CO₂	160.2	157.4	153.9	150.1	146.2	142.4	139.1	136.5	134.5	133.3	132.1	130.8
	<i>Column Percentages</i>											
upto100_g_km	0.4	1.0	2.1	3.8	5.6	7.3	8.7	9.5	9.9	10.2	10.6	11.1
101_to_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	12.9
111_to_130_g_km	11.4	14.4	17.7	20.5	22.8	24.9	26.8	28.8	30.8	31.5	32.3	32.7
131_to_150_g_km	26.1	26.9	26.9	26.2	25.1	23.9	22.8	21.8	21.2	21.1	21.0	21.1
151_to_170_g_km	21.4	20.7	19.5	18.1	16.7	15.1	13.7	12.5	11.8	11.4	11.0	10.7
171_to_190_g_km	12.8	12.2	11.2	10.1	8.9	7.9	7.0	6.2	5.5	5.2	5.0	4.8
191_to_225_g_km	7.9	7.5	7.0	6.4	5.7	5.1	4.5	4.0	3.6	3.4	3.2	3.0
226_to_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	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	0.9
Unknown	13.1	9.9	7.3	5.5	4.2	3.3	2.6	2.2	1.9	1.7	1.7	1.6
Total	100.0	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

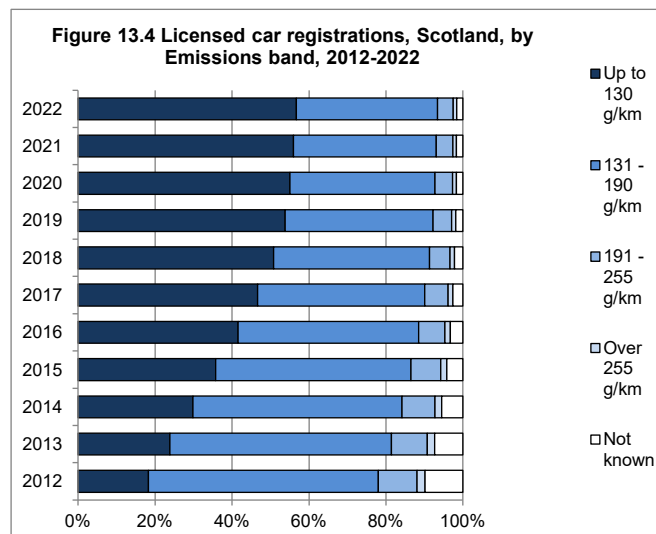
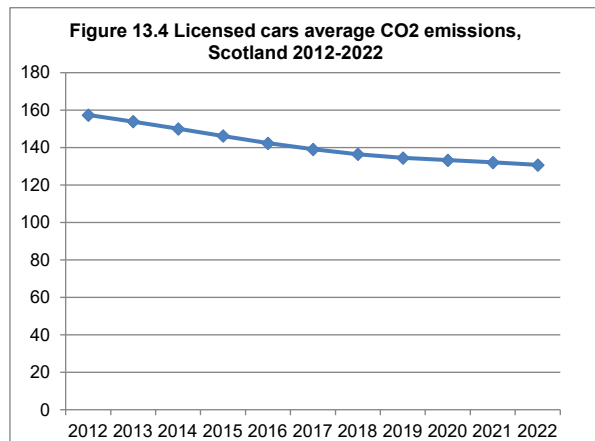


Table 13.7 Ultra low emission vehicles registered for the first time by method of propulsion, quarterly: January 2010 to December 2022

	Battery electric	Fuel cell electric	Hybrid electric petrol	Hybrid electric diesel	Plug-in hybrid electric petrol	Plug-in hybrid electric diesel	Range extended electric	Fuel cell electric	Other fuels	Total
2016 Q1		225	2	4	-	248	1	3	2	483
2016 Q2		150	-	21	-	140	-	4	-	315
2016 Q3		171	1	14	-	200	10	6	1	402
2016 Q4		147	-	19	-	137	3	13	-	319
2017 Q1		334	-	26	-	291	8	32	-	691
2017 Q2		255	-	29	-	240	3	21	-	548
2017 Q3		267	-	26	-	439	2	18	-	752
2017 Q4		144	-	30	-	351	2	23	-	550
2018 Q1		280	-	24	-	527	2	11	-	844
2018 Q2		302	-	5	-	606	2	12	-	927
2018 Q3		298	-	2	-	497	-	37	-	834
2018 Q4		279	-	-	-	601	-	42	-	922
2019 Q1		570	-	-	-	564	8	30	-	1,172
2019 Q2		491	-	-	-	457	7	15	-	970
2019 Q3		930	-	-	-	531	11	19	-	1,491
2019 Q4		877	-	-	-	511	10	34	-	1,432
2020 Q1	1,139	-	-	-	521	11	16	-	-	1,687
2020 Q2	651	-	-	-	154	9	1	-	-	815
2020 Q3	2,772	-	-	-	1,209	46	10	-	-	4,037
2020 Q4	3,056	11	-	-	1,329	43	5	11	-	4,444
2021 Q1	2,465	3	-	-	1,429	79	5	3	-	3,981
2021 Q2	2,279	-	1	-	1,563	39	3	-	-	3,885
2021 Q3	3,098	-	-	-	1,555	49	13	-	-	4,715
2021 Q4	3,854	-	-	-	1,380	79	6	-	-	5,319
2022 Q1	3,821	10	-	-	1,503	76	9	10	-	5,419
2022 Q2	3,053	-	-	-	1,331	43	3	-	-	4,430
2022 Q3	3,783	-	3	-	1,402	29	17	-	1	5,235
2022 Q4	5,156	-	4	-	1,715	5	16	-	-	6,896

Table 13.7a Ultra low emission vehicles registered for the first time by method of propulsion

	Battery electric	Fuel cell electric	Hybrid electric petrol	Hybrid electric diesel	Plug-in hybrid electric petrol	Plug-in hybrid electric diesel	Range extended electric	Fuel cell electric	Other fuels	Total
2010	36	-	-	-	-	-	-	-	-	36
2011	141	-	-	-	-	-	-	-	-	141
2012	176	-	-	-	14	-	23	-	-	213
2013	160	-	-	-	21	5	24	-	-	210
2014	562	-	-	-	261	7	66	-	-	896
2015	678	-	1	-	683	5	31	-	-	1,398
2016	693	3	58	-	725	14	26	3	-	1,519
2017	1,000	-	111	-	1,321	15	94	-	-	2,541
2018	1,159	-	31	-	2,231	4	102	-	-	3,527
2019	2,868	-	-	-	2,063	36	98	-	-	5,065
2020	7,618	11	-	-	3,213	109	32	11	-	10,983
2021	11,696	3	1	-	5,927	246	27	3	-	17,900
2022	15,813	10	7	-	5,951	153	45	10	1	21,980

Table 13.8 Ultra low emission vehicles by method of propulsion, quarterly: January 2010 to December 2022

	Battery electric	Fuel cell electric	Hybrid electric petrol	Hybrid electric diesel	Plug-in hybrid electric petrol	Plug-in hybrid electric diesel	Range extended electric	Fuel cell electric	Other fuels	Total
2016 Q1	1,975	2	6	-	1,301	22	165	2	-	3,471
2016 Q2	2,130	2	27	-	1,492	23	169	2	-	3,843
2016 Q3	2,334	2	41	-	1,747	33	167	2	-	4,324
2016 Q4	2,488	2	59	-	1,917	36	185	2	-	4,687
2017 Q1	2,771	-	82	-	2,220	44	218	-	-	5,335
2017 Q2	3,014	-	115	-	2,490	50	244	-	-	5,913
2017 Q3	3,347	-	138	-	2,919	55	262	-	-	6,721
2017 Q4	3,559	2	168	-	3,260	55	295	2	-	7,339
2018 Q1	3,876	2	190	-	3,797	56	314	2	-	8,235
2018 Q2	4,119	2	192	-	4,446	58	337	2	-	9,154
2018 Q3	4,549	2	189	-	5,009	62	381	2	-	10,192
2018 Q4	4,810	2	189	-	5,679	65	433	2	-	11,178
2019 Q1	5,329	2	185	-	6,224	71	470	2	-	12,281
2019 Q2	5,758	2	179	-	6,692	81	493	2	-	13,205
2019 Q3	6,608	2	177	-	7,226	91	526	2	-	14,630
2019 Q4	7,471	2	166	-	7,753	98	563	2	-	16,053
2020 Q1	8,658	2	167	1	8,294	105	591	2	-	17,818
2020 Q2	9,083	2	157	1	8,302	106	579	2	-	18,230
2020 Q3	11,729	2	147	1	9,417	154	587	2	-	22,037
2020 Q4	14,739	14	141	1	10,442	198	590	14	-	26,125
2021 Q1	17,190	17	148	1	11,831	276	600	17	1	30,064
2021 Q2	19,521	17	154	1	13,492	310	600	17	1	34,096
2021 Q3	22,468	17	153	1	14,922	369	619	17	1	38,550
2021 Q4	26,062	15	143	1	16,204	443	624	15	1	43,493
2022 Q1	30,077	25	142	1	17,820	516	634	25	1	49,216
2022 Q2	33,213	25	136	1	19,116	554	651	25	1	53,697
2022 Q3	36,741	25	137	1	20,384	578	665	25	2	58,533
2022 Q4	41,219	21	138	1	21,820	571	675	21	2	64,447

Table 13.8a Ultra low emission vehicles by method of propulsion

	Battery electric	Fuel cell electric	Hybrid electric petrol	Hybrid electric diesel	Plug-in hybrid electric petrol	Plug-in hybrid electric diesel	Range extended electric	Fuel cell electric	Other fuels	Total
2010	201	-	-	-	-	-	-	-	-	201
2011	317	-	-	-	-	-	-	-	-	317
2012	475	-	-	-	16	-	23	-	-	514
2013	644	-	-	-	37	5	46	-	-	732
2014	1,181	-	1	-	295	15	110	-	-	1,602
2015	1,781	-	2	-	1,023	22	151	-	-	2,979
2016	2,488	2	59	-	1,917	36	185	2	-	4,687
2017	3,559	2	168	-	3,260	55	295	2	-	7,339
2018	4,810	2	189	-	5,679	65	433	2	-	11,178
2019	7,471	2	166	-	7,753	98	563	2	-	16,053
2020	14,739	14	141	1	10,442	198	590	14	-	26,125
2021	26,062	15	143	1	16,204	443	624	15	1	43,493
2022	41,219	21	138	1	21,820	571	675	21	2	64,447

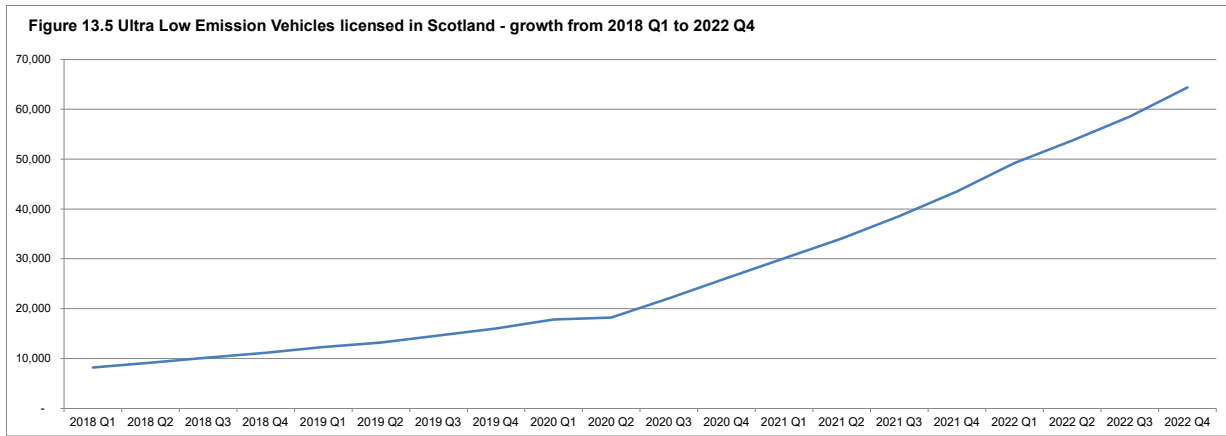


Table 13.9: Number of new registrations by body type and propulsion type in Scotland during 2022 (Thousands)

Body type	Propulsion type										Total	
	Petrol	Diesel	Battery Electric	Fuel cell electric	Plug-in hybrid electric diesel	Plug-in hybrid electric petrol	Hybrid electric diesel	Range extended electric	Hybrid electric petrol	Other fuel types		
Buses and coaches	-	0.3	0.2	-	-	-	-	-	-	-	-	0.5
Cars	82.2	11.8	14.9	-	0.2	6.2	2.6	-	23.8	-	-	142.1
Heavy goods vehicles	-	3.4	-	-	-	-	-	-	-	-	-	3.4
Light goods vehicles	0.6	20.2	0.4	-	-	-	-	-	-	-	-	21.2
Motorcycles	6.7	-	0.3	-	-	-	-	-	-	-	-	7.0
Other vehicles ¹	1.1	4.7	0.4	-	-	-	-	-	-	-	-	6.3
Total	90.6	40.4	16.2	-	0.2	6.2	2.7	-	23.8	-	-	180.5

Source: DVLA/DfT

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 2022 (Thousands)

Body type	Propulsion type												Total
	Petrol	Diesel	Hybrid electric petrol	Hybrid electric diesel	Plug-in hybrid electric petrol	Plug-in hybrid electric diesel	Battery electric	Range extended electric	Fuel cell electric	Gas	Other fuel types		
Buses and coaches	0.2	12.4	-	-	-	-	0.3	-	-	-	-	-	12.9
Cars	1,456.7	929.1	79.6	7.5	22.6	0.6	38.5	0.5	-	1.6	-	-	2,536.6
Heavy goods vehicles	0.1	36.5	-	-	-	-	-	-	-	0.1	-	-	36.7
Light goods vehicles	7.3	330.2	-	-	0.1	-	1.8	-	-	0.2	-	-	339.7
Motorcycles	76.9	-	-	-	-	-	0.6	-	-	-	-	-	77.5
Other vehicles ¹	8.7	75.3	-	-	-	-	5.1	0.2	-	0.3	0.1	-	89.7
Total	1,549.8	1,383.6	79.6	7.5	22.7	0.6	46.3	0.7	-	2.2	0.1	-	3,093.1

Source: DVLA/DfT

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 2023

Local Authority	2023		CP Units as at Dec 22
	Charging Sessions	Total kWh	Total
Aberdeen Council	53,425	1,112,115	73
Aberdeenshire Council	55,459	1,053,032	99
Angus Council	53,993	1,185,267	64
Argyll and Bute Council	32,110	607,350	81
Clackmannanshire Council	34,588	788,054	38
Comhairle nan Eilean Siar Council	9,428	201,703	191
Dumfries and Galloway Council	35,823	832,520	118
Dundee City Council	131,918	2,664,954	83
East Ayrshire Council	153,034	3,455,074	17
East Dunbartonshire Council	46,680	755,115	108
East Lothian Council	61,506	1,254,959	23
East Renfrewshire Council	48,567	1,006,108	170
Edinburgh City Council	159,207	2,645,147	103
Falkirk Council	56,354	1,224,234	102
Fife Council	90,105	2,903,246	212
Glasgow City Council	168,989	3,452,833	194
Highland Council	86,775	1,731,519	31
Inverclyde Council	14,566	275,858	51
Midlothian Council	30,158	1,623,415	41
Moray Council	28,873	592,870	38
North Ayrshire Council	43,689	816,980	50
North Lanarkshire Council	109,309	2,214,927	139
Orkney Island Council	11,375	178,003	34
Perth and Kinross Council	75,748	1,623,261	83
Renfrewshire Council	88,296	1,777,137	88
Scottish Borders Council	49,697	881,912	49
Shetland Council	10,131	199,006	32
South Ayrshire Council	85,016	1,863,555	46
South Lanarkshire Council	97,502	2,027,575	162
Stirling Council	110,147	2,195,295	134
West Dunbartonshire Council	29,330	523,520	31
West Lothian Council	61,535	1,165,855	53
Totals	2,123,333	44,832,399	2,738

Notes:

1. ChargePlace Scotland (CPS) (www.chargeplacescotland.org) is the national network of publicly available Electric Vehicle charge points, funded by the Scottish Government.
2. 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.
3. 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.
4. Monthly figures can be found on the CPS Website. <https://chargeplacescotland.org/network-performance-2/>



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