



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2025

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 2023-24.

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 2024-25, public transport journeys rose by 2%, with 457 million public transport journeys made by either bus, rail, air, or ferry. This compares with the 446 million public transport journeys recorded in 2023-24.

Bus remained by far the most commonly used form of public transport in 2024-25, with 73% of public transport journeys made by bus, 19% by rail, 6% by air and 2% by ferry.

The number of bus journeys increased by 2% in 2024-25 compared to 2023-24. However, this was 167% higher than pandemic journeys in 2020-21. 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 4% over the year 2023-24. However, this was 468% higher than the pandemic year 2020-21. In the years immediately prior to the pandemic rail use had been steadily increasing.

Air passengers increased by 8% between 2023 and 2024, but are up by 303% compared with 2020. Air passenger numbers had increased by 28% in the ten years prior to the pandemic. Ferry passenger numbers remained the same in 2024 as the previous year, but were 98% higher compared to 2020.

Road traffic also rose in 2024-25. Overall road traffic increased by 2%, and has now 1% more than pre-pandemic levels. Car traffic increased by 2% in 2024-25 and is now 34% over the pandemic level. 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. There have been decreases in the years since, and cycling on the road network was estimated to be 7% lower in 2024-25 compared with 2020-21. However, cycling is still 5% higher than the pre-pandemic year 2019-20.

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

	2019-20	2020-21	2023-24	2024-25	Change over 1 year	Change since 2020-21	Change since 2019-20
Car Traffic (million/veh km)	36678	27,032	35,372	36,111	2%	34%	-1.5
Pedal Cycle Traffic (on-road) (million/veh km)	365	597	403	383	-5%	-36%	4.9
ScotRail Passengers (millions)	96.4	14.9	81.2	84.7	4%	468%	-12.2
Bus Passengers (millions)	361	125	329	334	2%	167%	-7.5
Air Passengers (millions)	28.9	7	26	28.2	8%	303%	-2.3
Ferry Passengers (millions)	10.4	4.9	9.7	9.7	0%	98%	-7.1

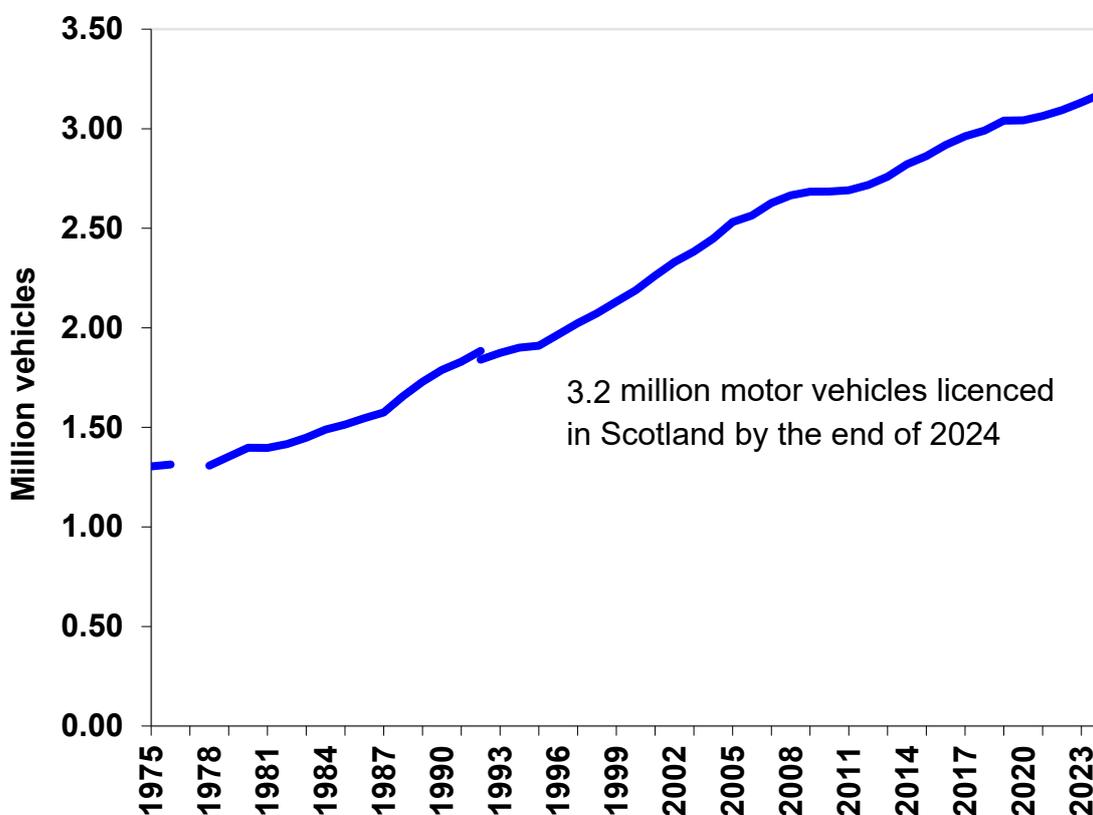
Source: STS 2025, Table S1 except Traffic estimates from table 5.3.

Motor vehicles, traffic and road casualties

Motor vehicles

There were 3.2 million motor vehicles licensed in Scotland in 2024. Having increased slightly from 2023, 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 12% higher than in 2014 and has more than tripled since 1964.

The number of *new* vehicle registrations in 2024 was 212,000. Whilst this was 3% higher than in 2023, 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 (57 compared to 60 per hundred population), as has consistently been the case in recent years.

The road network

There were 57,452 kilometres of public road in Scotland in 2024. 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 5.9 km per 1,000 people in GB as a whole.

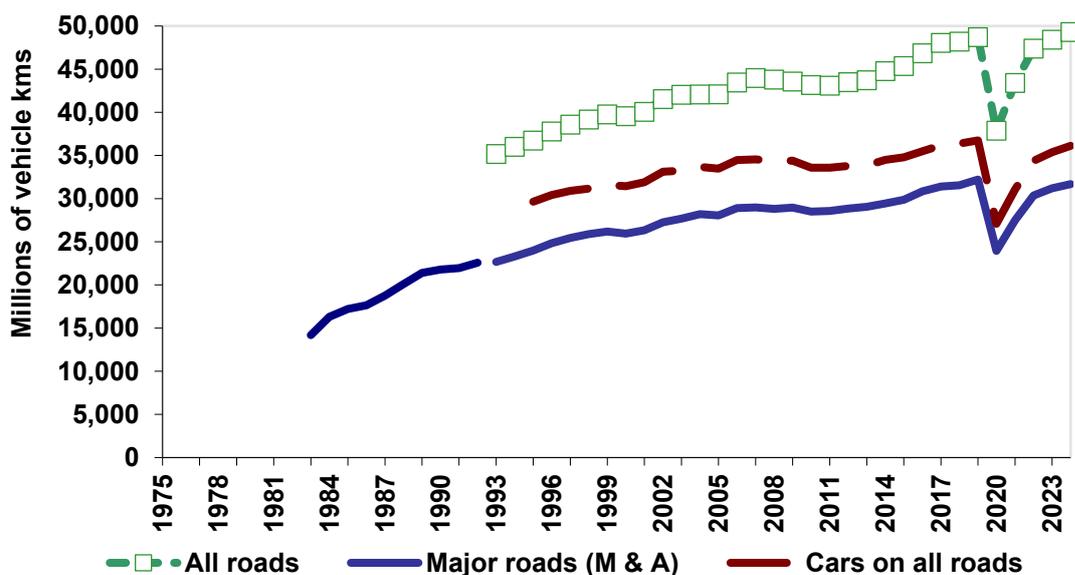
Road traffic

In 2024, 49.3 billion vehicle kilometres were travelled, an increase of 2% compared to the previous year, and 1% more 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 12% of journeys were delayed due to traffic congestion in 2023.

Figure 2: Traffic in Scotland (million vehicle km)

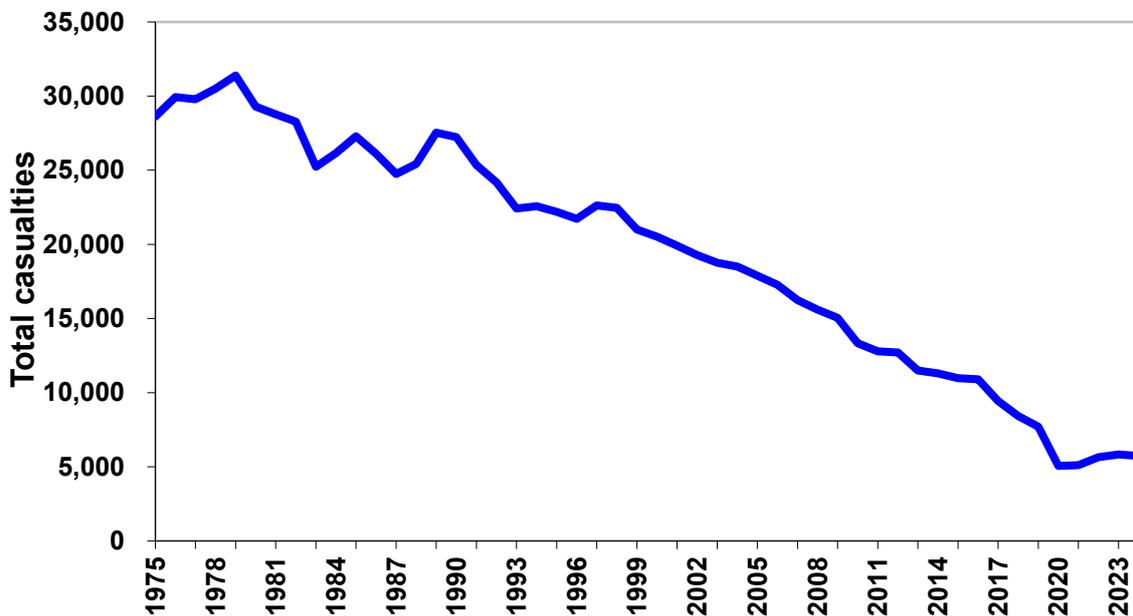


Road casualties

In 2024, 161 people were killed and 1,978 seriously injured in road collisions.

The total number of casualties on Scottish roads rose 2% between 2023 and 2024. 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 49% 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 2024, for every thousand people in the population, 0.39 were killed or seriously injured in road collisions, compared to 0.44 for Great Britain.

In 2024, car users accounted for three fifths of all casualties (60%), with car casualties increasing by 0.1% and pedestrian casualties falling by 5% in 2024 [

Figure 4: Road collision casualties by mode of transport

	Share of all road casualties	Yearly change in number of casualties
	60%	+0.1%
	16%	-5%
	8%	-5%
	7%	-2%

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 2024, there were 334 million bus passenger journeys, an increase of 2% on the previous year [Figure 5]. Over one half of all bus journeys in 2024 were made under the National Concessionary Travel scheme. This compares with 38% of journeys in 2019, although 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 was 5% higher in 2024 than 2023, the number of passengers carried rose by 2%.

Rail

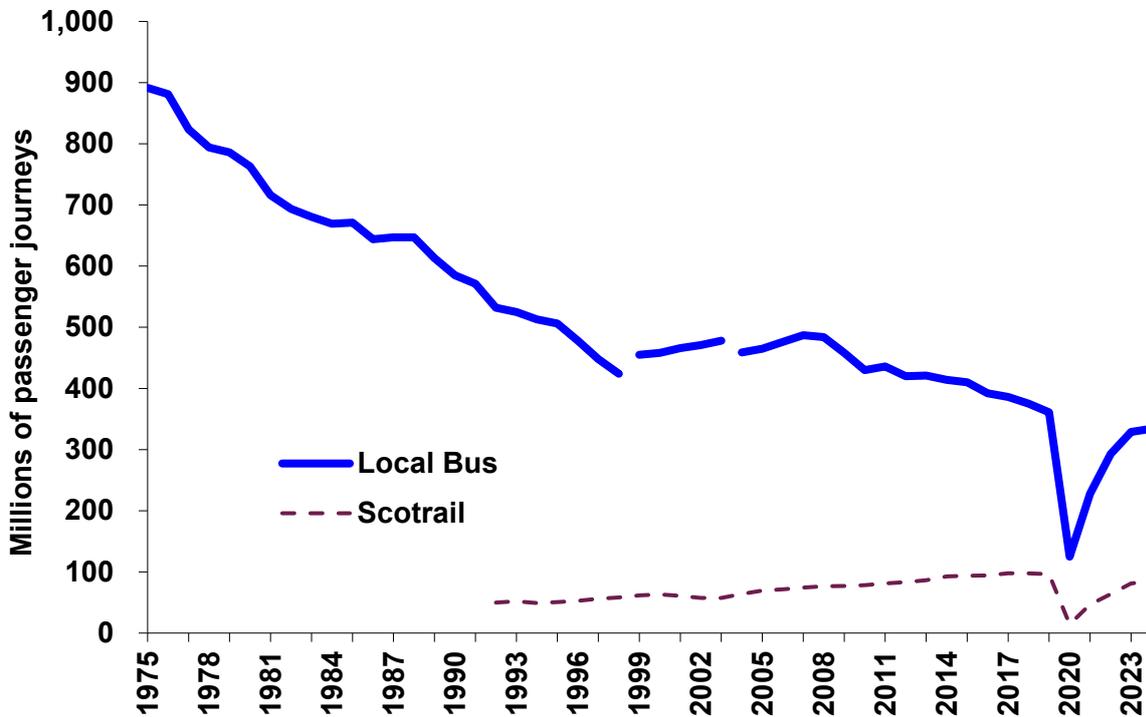
Rail travel in Scotland was profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020 and some of 2021.

There were 84.7 million ScotRail passenger journeys in 2024-25, an increase of 4% from 2023-24 [Figure 5].

Prior to the pandemic, rail patronage had been rising steadily and but it was 9% lower in 2024-25 compared to 2014-15.

The distance covered by scheduled trains in Scotland rose by 4% in 2024-25 the same as the increase in passenger journeys.

Figure 5: Bus and rail passenger numbers in Scotland



Air and ferry passengers

Air

There were 28 million air terminal passengers in 2024, up 8% compared to the previous year, but 3% 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].

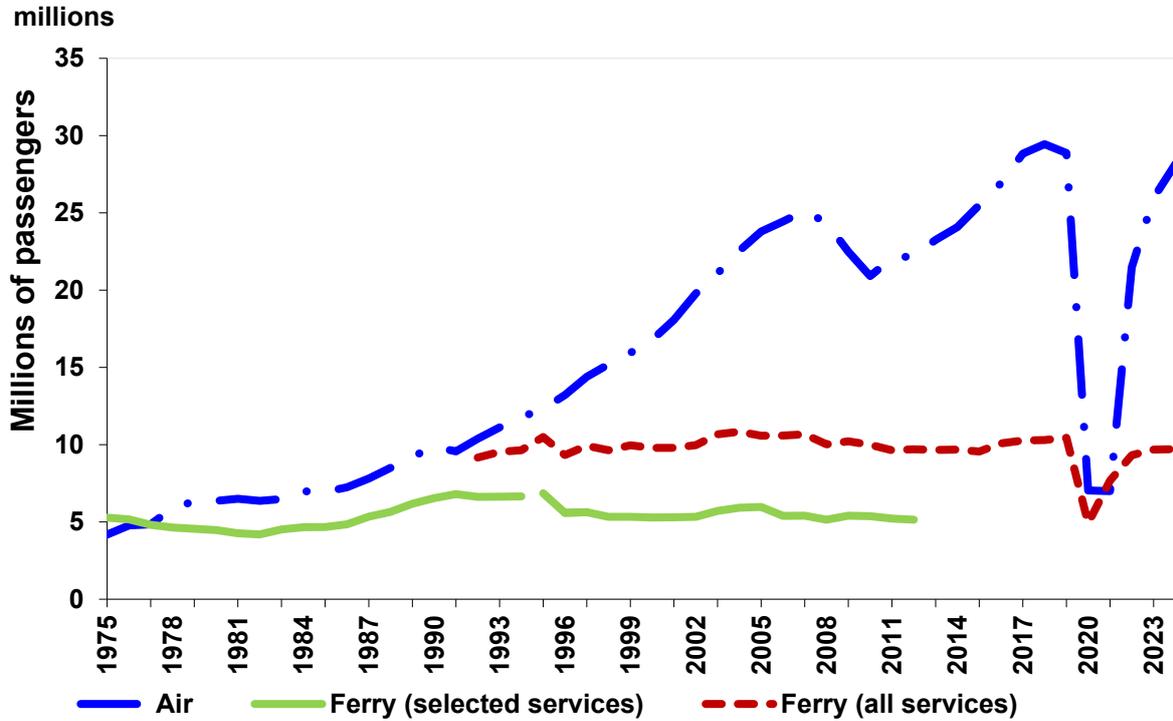
In 2024, 3.8% of all terminal passenger traffic was from within Scotland, 34% was to or from other parts of the UK, 49% was between Scotland and mainland Europe.

Ferry

In 2024, 9.7 million passengers travelled by ferry (including traffic within Scotland and to and from Northern Ireland), a 0.3% increase on the previous year [Figure 6].

Across all ferry routes, 3.5 million vehicles were carried in 2024 (including traffic between Scotland and Northern Ireland and within Scotland), a 3% increase on 2023.

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 2024, 71% of people aged 17 or over had a full driving licence. The proportion of men aged 17+ holding a licence was higher than women (75% compared to 67%).

35% of people drove every day in 2024, with around 73% of households having access to at least one car.

Twenty five per cent of employed people reported that they currently worked from home. This compares with 16% in 2019.

Of those that travelled to work in 2024, 31% of journeys to work were by public or active travel [Figure 7].

Figure 7: Main modes of travel to work and school

Main mode of travel to work 2024:		Main mode of travel to school 2023:	
Car (driver) 	61.6%	Walk 	52.9%
Walk 	11.9%	Car/Van 	24.0%
Bus 	10.1%	Bus 	17.8%
Car(passenger) 	4.5%	Other	2.4%
Rail 	6.4%	Cycle 	1.9%
Cycle 	2.3%	Rail 	1.0%
Other	3.2%		

Sixty four per cent of people were either very or fairly satisfied with public transport in 2024, the same as 2023.

Cross-border transport

As with transport more generally, cross-border transport was significantly affected by the Coronavirus pandemic. In 2024, there were 11 million air and ferry passenger journeys to other parts of the UK, the same as 2023. The majority of these journeys were made by air (10 million).

The most recently available figures for cross-border rail journeys are for 2023. These show 10 million passenger journeys were made to other parts of the UK in 2023.

In 2024, 16.7 million passenger journeys were made to and from other countries by air, an increase of 48% since 2014.

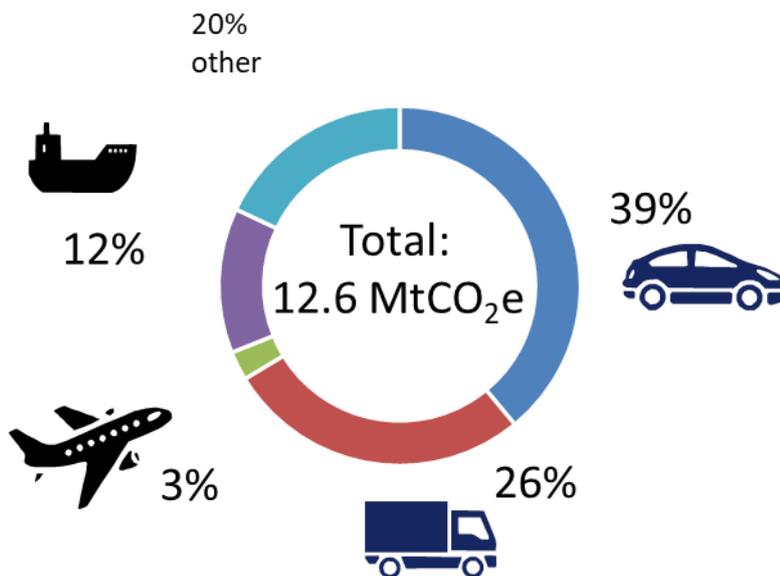
Environment and emissions

The most recently available figures for transport emissions relate to 2022.

Transport accounted for 33.2% of Scotland's total greenhouse gas emissions in 2023. Scotland's transport emissions in 2023 were 1.1% higher than in 2022, and 12.8% lower than in 1990.

In 2023, passenger cars accounted for 39% of transport greenhouse gas emissions **[Error! Not a valid bookmark self-reference.]**.

Figure 8: Share of greenhouse gas emissions by mode in 2023



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 8% over the last ten years.

At the end of 2024, ultra-low emission vehicles (ULEVs) accounted for 3.8% of vehicles licensed in Scotland, an increase from 2.9% at the end of 2023.

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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Future publications

Details of future publications can be found on our [forthcoming publications](#) page.

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<u>Table SGB1</u>	Comparisons of Scotland and Great Britain (or the UK) - numbers
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<u>Table H1</u>	Summary of passenger traffic
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Notes

This worksheet contains one table.

Note number **Note text**

- note 1 DfT has 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 2 Financial years
- note 3 The DfT has revised figures from 2004/05 onwards as a result of methodological improvements. Figures prior to this period are not directly comparable. See Chapter 7 for more detail. Figures from 2000 include Government support for buses which is not available for the two previous years. Passenger numbers for 2010 to 2011 have been revised. Vehicle kms for 2014 to 2021 have been revised
- note 4 Following a methodology change from paper to online data collection, it has been recognised that road goods data before and after 1st December 2007 are not comparable. Data is presented as a 12 month figure for the period ending each month. For more details on the methodology change and results from an investigation, please see here.
- note 5 The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2012 figures are provisional
- note 6 ScotRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2009/10. Figures from 2005/04 onwards present the impact of this previously reported data to provide a more meaningful year on year comparison. Note that this has no impact on actual journey undertaken
- note 7 The Office of Rail and Road (ORR) produce total passenger figures. These are not adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail figures. There is a series break between 2007-08 and 2008-09 due to a change in the methodology. From 2008-09 estimates of PTEs travel (zone series) are included
- note 8 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 11). Figures for passenger numbers on the Cornish 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 9 Totals have been revised in 2012 to include slip roads on Trunk A roads which had previously excluded. See Road/Inland chapter for more information.
- note 10 Changes in the layout of the M4/M77/M8 during 2012 are likely to have affected the traffic data for motorways.
- note 11 Due to changes in the way casualty severities are recorded, Miscellaneous figures prior to 2004 are not comparable with later years
- note 12 Miscellaneous figures prior to 2004 are not comparable with later years
- note 13 Changes in the layout of the M4/M77/M8 during 2012 are likely to have affected the traffic data for motorways.
- note 14 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/road-traffic-statistics-minor-road-benchmarking>
- note 15 The figures from 2018 onwards are not comparable with previous figures, as they are collected in a different way
- note 16 <https://www.gov.uk/government/publications/road-traffic-statistics-minor-road-benchmarking>
- note 17 The apparent year-to-year fluctuations in some of the figures may be due to sampling variability
- note 18 Due to changes in the survey in response to covid-19, 2020 and 2021 data is not directly comparable with other years, so this causes a break in the time series (see publication introduction for more information)
- note 19 The Travel diary methodology changed in 2007 and in 2012, causing a break in the time series
- note 20 Employed adults aged 16+ not working from home
- note 21 Figures for 2017 have to work by car or van or by train have been revised from 57 to 5.1.
- note 22 Train journeys were not included in publications before 2015. They have now been added, and the 2018 figure is 6.7% higher than previously published.
- note 23 Figures for 2017 Travel to school by car or van have been revised from 25.5. 2012 Q4 the question was changed to ask about access to cars / vans instead of just cars
- note 24 Data published in 2015 erroneously included a value of 12.5 because of the exclusion of vans, this table contains the revised data
- note 25 England, Wales or Northern Ireland - for the purposes of this table, UK figures are not assumed as another part of the UK
- note 26 Scotland / Northern Ireland series
- note 27 Figures for 1999 and earlier years are available on the website. They are approximate as they include an element of estimator
- note 28 The Royal/Zeebrugge service started in May 2002, there was a drop in the frequency of service from November 2002 and the passenger service ceased in December 2010. Figures for services between Lerwick and other countries are available from 1998
- note 29 Freight lifted by UK HGVs only - does not include freight carried by other HGVs or other types of vehicles (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 & processing.
- note 30 The Rail figures for Scotland UK include freight taken to Scottish, English or Welsh ports for export.
- note 31 Figures relate only to exports/imports from major ports only. Note that figures have increased over the years
- note 32 The Rail figures for Scotland UK include freight imported at an English or Welsh port, then brought into Scotland by sea
- note 33 Figures are for combined years e.g. 2011 covers 2011/12
- note 34 DfT revised its methodology from 2006, causing a break in the series.
- note 35 Passenger numbers for 2016 to 2021 have been revised
- note 36 The GB figures relate to motor vehicle traffic only, and therefore exclude a small amount of pedal cycle traffic. Estimates for the period since 2001 have been revised following the motor road review. Further details are available in the technical report, available at: <https://www.gov.uk/government/publications/road-traffic-statistics-guidance>
- note 37 Financial years
- note 38 Total passenger figures are produced by the ORR and have not been adjusted to reflect ScotRail's revised transport methodology
- note 39 Figures are based on the origin and destination of trips and do not count stages of those trips separately
- note 40 The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2012 figures are provisional
- note 41 These figures are for freight lifted by Heavy Goods Vehicles. The GB figures are for freight transported within GB. The Scottish figures include small amounts of freight destined for Northern Ireland and outside the UK.
- note 42 Domestic height estimates for 2006 to 2009 were revised on 27 October 2011.
- note 43 Figures for 2008-09 onwards have been revised due to an error in the LENNON calculation of journeys between Edinburgh and Glasgow
- note 44 Figures are based on the origin and destination of trips and do not count stages of those trips separately
- note 45 Due to changes in the way casualty severities are recorded, Miscellaneous figures prior to 2004 are not comparable with later years
- note 46 The figures from 2018 onwards are not comparable with previous figures, as they are collected in a different way
- note 47 The figures for Car and Air are for calendar years, likewise, the figures for Bus and Rail are for the financial years which start in the specified calendar years (eg the 1996 figures are for 1996-97)
- note 48 Pre-1975, the figures are the total of passenger journeys for the Scottish Bus Group and the bus city corporations. Therefore, they include any non-stage (non-load) services. Glasgow Corporation's figures may have included passenger journeys on trolley buses and the Glasgow Underground. Figures from 2006 onwards have been subject to revision due to methodological improvements.
- note 49 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 PTEs travel (zone series) are included. Figures in 2001-02 and 2002-03 were affected by industrial action
- note 50 This grouping was used in STS until 2012 and includes those routes for which figures are available back to 1973: Caledonian MacBraynes, P1&2 Scottish Ferries / NorthLink Orkney and Shetland Ferries, and Orkney Ferries. The figures from 1995 onwards are affected by the reduction in traffic caused by the withdrawal of the Kyle-Kyleakin service when the Skye Bridge opened in October 1995.
- note 51 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 52 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 53 The figures for 'road', 'air', 'coastwise shipping' and 'inland waterways' are the total amounts lifted in Scotland. The category of 'coastal shipping' is shown for historical reasons. It is defined in a different way to the 'coastwise shipping' figures as the total lifted in Scotland plus the total lifted elsewhere in the UK which is delivered 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 54 The figures are all for calendar years except for the figures for 'air' from 1988, which are for the financial years which start in the specified calendar years (e.g. the air figures for 1991 are for 1991-96)
- note 55 The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2012 figures are provisional
- note 56 A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis
- note 57 Changes to the methodology for collecting road freight data mean that previous figures are not comparable
- note 58 Domestic height estimates for 2006 to 2009 were revised on 27 October 2011
- note 59 Domestic height estimates from 2011 to 2016 were revised in 2011
- note 60 The figures from 2018 onwards are not comparable with previous figures, as they are collected in a different way
- note 61 The figures for 'road', 'air', 'coastwise shipping' and 'inland waterways' relate to freight lifted in Scotland for 'inland' it is defined in a different way to the 'coastwise shipping' figures as the total lifted in Scotland plus the total lifted elsewhere in the UK which is delivered 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 the tonne-kilometres for one port traffic to/from oil rigs and the sea bed or for coastal shipping (as defined in part [a] of this table)
- note 62 The figures are all for calendar years except for the figures for rail which are for the financial years which start in the specified calendar year
- note 63 Over 50km
- note 64 A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis
- note 65 Changes to the methodology for collecting road freight data mean that previous figures are not comparable
- note 66 Pipeline figures for 2012 are provisional
- note 67 Revisions made to rail freight from 2001 onwards due to an error in the formula for calculating the figures
- note 68 Domestic height estimates from 2011 to 2016 were revised in 2011
- note 69 The increase in motorway traffic in 2012 is the result of new motorway opening. More detail can be found in the road network chapter
- note 70 Estimates for minor roads for the period since 2000 have been revised to take into account the minor road benchmarking exercise. Further details available at: <https://www.gov.uk/government/publications/road-traffic-statistics-minor-road-benchmarking>
- note 71 The figures for vehicles licensed for 1974 to 1978 are on different bases, due to the effect on the annual 'consent' of the transfer of licensing records from local offices to the DVLA
- note 72 For years up to 1992 estimates are taken from the DVLA annual vehicle census. From 1993 onwards estimates are taken from the Vehicle Information Database and are not consistent with previous years. The VLD figures for 1992 was 1,840,000 compared with the DVLA figure of 1,864,000

New registration results to 2004 are taken from geographical analysis provided by DVLA. Results for 1990 onwards are estimated using post town area data. The vehicle taxation system was subject to major revisions from July 1995.

note 73

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 year's figures.

note 74

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note 75

Response options for gender changed in 2022. Previously there were 4 response categories: Never/Offt, Often/Offt, In another way/Refused. From 2022 onwards there are 2 response categories: Never/Offt, Often/Offt to say. For the same analysis all categories are presented. For results from 2022 onwards only the 2 current responses are presented. While 'Often not to say' is not directly equivalent to 'Often' there is likely to be considerable overlap, so for the same analysis both groups are compared by 'Often not to say'. There is no 2022 equivalent of 'In another way'. The proportion of respondents who gave these responses was historically not large enough to meet our reporting threshold, so there would be no functional effect on comparability across years.

note 76

The question was dropped from the SHS in the 2024 questionnaire review.

note 77

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	Category	2020		2021		2022		[Note 2023]	[Note 2024]				
		2013	2014	2015	2016	2017	2018	[Note 52]	[Note 52]	[Note 52]			
Vehicles Licensed (thousands)	Private and Light Goods [Note 1]	2,436	2,496	2,537	2,594	2,638	2,665	2,711	2,708	2,712	2,724	2,738	2,748
Vehicles Licensed (thousands)	All Vehicles [Note 1]	2,759	2,821	2,863	2,919	2,962	2,991	3,041	3,042	3,064	3,093	3,132	3,174
Vehicles Licensed (thousands)	New Registrations	241	262	268	270	250	233	221	161	181	181	205	212
Local Bus Services (millions) [Note 2]	Passenger Journeys (boardings) [Note 3]	421	414	410	392	386	375	361	125	228	293	329	334
Local Bus Services (millions) [Note 2]	Vehicle Kilometres [Note 3]	332	328	333	329	326	323	325	253	287	272	272	286
Local Bus Services (£ millions) [Note 2]	Passenger Revenue at latest year's prices [Note 3]	902.1	881.6	915.6	912.6	889.3	857.1	812.9	547.5	673.5	809.7	799	907
Freight Lifted (million tonnes)	Road [Note 4]	[available]	[Unavailable]	155.1	134.1	138.7							
Freight Lifted (million tonnes)	Rail [Note 2] [Note 15]	[available]	4.45	4.28	3.77	4.23							
Freight Lifted (million tonnes)	Coastwise traffic	11.4	11.8	14.2	[available]	[available]	[available]	[available]	[available]	[Unavailable]	[Unavailable]	[Unavailable]	[available]
Freight Lifted (million tonnes)	One Port traffic	2.10	2.19	[available]	[available]	[available]	[available]	[available]	[available]	[Unavailable]	[Unavailable]	[Unavailable]	[available]
Freight Lifted (million tonnes)	Inland waterway traffic	10.69	9.41	10.14	9.42	[available]	[available]	[available]	[available]	[Unavailable]	[Unavailable]	[Unavailable]	[available]
Freight Lifted (million tonnes)	Pipelines [Note 5]	[available]	[Unavailable]	[Unavailable]	[Unavailable]	[available]							
Freight Lifted (million tonnes)	Total	[available]	[Unavailable]	[Unavailable]	[Unavailable]	[available]							
Public Road Lengths (kilometres)	Trunk (A and M) [Note 10]	3,565	3,637	3,638	3,669	3,681	3,735	3,739	3,739	3,747	3,752	3,745	3,736
Public Road Lengths (kilometres)	Other Major (A and M)	7,473	7,406	7,414	7,418	7,427	7,500	7,529	7,524	7,528	7,530	7,565	7,563
Public Road Lengths (kilometres)	Minor Roads	44,938	45,011	45,100	45,163	45,257	45,355	45,454	45,696	45,802	45,905	46,018	46,154
Public Road Lengths (kilometres)	All Roads [Note 10]	55,975	56,054	56,152	56,250	56,364	56,591	56,722	56,959	57,077	57,187	57,327	57,452
Road Traffic (million vehicle kilometres) [Note 14]	Motorways [Note 11]	7,262	7,421	7,477	7,829	8,054	8,518	8,654	6,299	7,428	8,310	8,672	8,742
Road Traffic (million vehicle kilometres) [Note 14]	A roads	21,786	22,025	22,395	23,019	23,351	23,024	23,557	17,642	20,074	22,061	22,527	22,937
Road Traffic (million vehicle kilometres) [Note 14]	All roads (incl. B, C, uncl.)	43,711	44,776	45,374	46,843	48,045	48,167	48,713	37,885	43,410	47,379	48,421	49,313
Reported Road Collision Casualties [Note 12] [Note 13]	Killed	172	203	168	191	145	161	163	133	128	165	143	161
Reported Road Collision Casualties [Note 12] [Note 13]	Killed and adjusted serious	3,074	3,102	2,961	3,056	2,723	2,663	2,548	1,671	1,749	1,950	2,095	2,139
Reported Road Collision Casualties [Note 12] [Note 13]	All (Killed, Serious, Slight)	11,492	11,302	10,977	10,898	9,433	8,424	7,704	5,057	5,106	5,641	5,834	5,734
Rail passengers (millions)	ScotRail passenger journeys [Note 6]	86.3	92.7	93.8	94.2	97.8	97.8	96.4	14.4	46.7	63.7	81.2	84.7
ORR data: (millions)	Rail journeys in/from Scotland [Note 7]	86.7	91.7	93.4	94.2	97.1	97.0	94.7	14.9	48.8	64.8	79.7	[Unavailab]
ORR data: (millions)	Passenger receipts (2023 £million)	668.0	702.3	728.16	736.2	836.5	826.7	791.5	109.7	422.6	525	576	[Unavailab]
Air Transport (thousands)	Terminal Passengers	23,251	24,076	25,509	26,923	28,831	29,444	28,877	7,039	7,000	21,472	25,965	28,156
Air Transport (thousands)	Transport Movements	376.4	376.2	376.4	376.0	383.9	376.6	367.5	163.7	168.6	273.8	300.5	307.7
Air Transport (thousands)	Freight	54.2	59.9	56.4	55.9	60.3	62.3	58.9	49.0	55.3	50.1	47.0	49.7
Ferries (thousands) [Note 8]	Passengers	9,662	9,679	9,554	10,085	10,268	10,295	10,446	4,926	7,675	9,315	9,680	9,708
Ferries (thousands) [Note 8]	Vehicles	2,973	3,075	3,148	3,374	3,501	3,459	3,526	2,112	3,088	477	3,429	3,516
Ferries (thousands) [Note 8]	Passengers of which on routes within Scotland	7,831	7,884	7,824	8,332	8,514	8,545	8,675	4,076	6,284	7,644	8,014	8,054
Ferries (thousands) [Note 8]	Vehicles of which on routes within Scotland	2,577	2,626	2,706	2,933	3,056	3,046	3,111	1,860	2,644	[Unavailable]	2,963	3,062

Table S2 Summary of Transport in Scotland - Index 2013=100

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	Category	2013	2014	2015	2016	2017	2018	2020 [Note 52]					
								2019	2020	2021	2022	2023	2024
Vehicles Licensed	Private and Light Goods [Note 1]	100.0	102.4	104.1	106.5	108.3	109.4	111.3	111.2	111.3	111.8	112.4	112.8
Vehicles Licensed	All Vehicles [Note 1]	100.0	102.3	103.8	105.8	107.3	108.4	110.2	110.3	111.0	112.1	113.5	115.0
Vehicles Licensed	New Registrations	100.0	108.6	110.8	111.9	103.4	96.5	91.4	66.7	75.1	74.8	84.9	87.8
Local Bus Services [Note 2]	Passenger Journeys (boardings) [Note 3]	100.0	98.3	97.4	93.1	91.7	89.1	85.7	29.7	54.2	69.6	78.1	79.3
Local Bus Services [Note 2]	Vehicle Kilometres [Note 3]	100.0	98.8	100.3	99.1	98.2	97.3	97.9	76.2	86.4	81.9	81.9	86.1
Local Bus Services [Note 2]	Passenger Revenue at latest year's prices [Note 4]	100.0	97.7	101.5	101.2	98.6	95.0	90.1	60.7	74.7	89.8	88.6	100.5
Freight Lifted	Road [Note 4] [Note 9]	available]	Unavailable]	available]	available]	available]	available]						
Freight Lifted	Rail [Note 2]	available]	Unavailable]	available]	available]	available]	available]						
Freight Lifted	Coastwise traffic	available]	Unavailable]	available]	available]	available]	available]						
Freight Lifted	One Port traffic	available]	Unavailable]	available]	available]	available]	available]						
Freight Lifted	Inland waterway traffic	available]	Unavailable]	available]	available]	available]	available]						
Freight Lifted	Pipelines [Note 5]	available]	Unavailable]	available]	available]	available]	available]						
Freight Lifted	Total	available]	Unavailable]	available]	available]	available]	available]						
Public Road Lengths	Trunk (A and M) [Note 10]	100.0	102.0	102.1	102.9	103.3	104.8	104.9	104.9	105.1	105.2	105.0	104.8
Public Road Lengths	Other Major (A and M)	100.0	99.1	99.2	99.3	99.4	100.4	100.8	100.7	100.7	100.8	101.2	101.2
Public Road Lengths	Minor Roads	100.0	100.2	100.4	100.5	100.7	100.9	101.1	101.7	101.9	102.2	102.4	102.7
Public Road Lengths	All Roads [Note 10]	100.0	100.1	100.3	100.5	100.7	101.1	101.3	101.8	102.0	102.2	102.4	102.6
Road Traffic [Note 14]	Motorways [Note 11]	100.0	102.2	103.0	107.8	110.9	117.3	119.2	86.7	102.3	114.4	119.4	120.4
Road Traffic [Note 14]	A roads	100.0	101.1	102.8	105.7	107.2	105.7	108.1	81.0	92.1	101.3	103.4	105.3
Road Traffic [Note 14]	All roads (incl. B, C, uncl.)	100.0	102.4	103.8	107.2	109.9	110.2	111.4	86.7	99.3	108.4	110.8	112.8
Reported Road Collision Casualties 12	Killed	100.0	118.0	97.7	111.0	84.3	93.6	94.8	77.3	74.4	95.9	83.1	93.6
Reported Road Collision Casualties 13	Killed and Serious	100.0	100.9	96.3	99.4	88.6	86.6	82.9	54.4	56.9	63.4	68.2	69.6
Reported Road Collision Casualties 14	All (Killed, Serious, Slight)	100.0	98.3	95.5	94.8	82.1	73.3	67.0	44.0	44.4	49.1	50.8	49.9
Passenger Rail [Note 2] [Note 6]	ScotRail passenger journeys [Note 6]	100.0	107.3	108.7	109.1	113.2	113.2	111.7	16.7	54.1	73.8	94.0	98.1
ORR data:	Rail journeys in/from Scotland [Note 7]	100.0	105.8	107.7	108.7	112.0	111.9	109.2	17.2	56.3	74.8	91.9	available]
ORR data:	Passenger receipts (£2018 million)	100.0	105.1	109.0	110.2	125.2	123.8	118.5	16.4	63.3	78.7	86.2	available]
Air Transport	Terminal Passengers	100.0	103.5	109.7	115.8	124.0	126.6	124.2	30.3	30.1	92.3	111.7	121.1
Air Transport	Transport Movements	100.0	99.9	100.0	99.9	102.0	100.0	97.6	43.5	44.8	0.1	0.1	0.1
Air Transport	Freight	100.0	110.4	104.1	103.1	111.1	114.9	108.6	90.4	102.1	92.4	86.7	91.6
Ferries [Note 8]	Passengers	100.0	100.2	98.9	104.4	106.3	106.6	108.1	51.0	79.4	96.4	100.2	100.5
Ferries [Note 8]	Vehicles	100.0	103.4	105.9	113.5	117.8	116.4	118.6	71.0	103.9	16.0	115.3	118.3
Ferries [Note 8]	Passengers of which on routes within Scotland	100.0	100.7	99.9	106.4	108.7	109.1	110.8	52.1	80.3	97.6	102.3	102.9
Ferries [Note 8]	Vehicles of which on routes within Scotland	100.0	101.9	105.0	113.8	118.6	118.2	120.7	72.2	102.6	available]	115.0	118.8

Table B3: Summary of Scottish Household Survey results, 1999-2024 [Note 17] [Note 18] [Note 75] [Note 76]

This worksheet contains one table. Some cells may refer to notes which can be found on 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

Measure	Category	Sub-category	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Modal share of all journeys [Note 3]	Walking	Walking	23.3	25.0	21.6	23.5	21.3	19.8	22.1	27.0	29.6	22.6	25.3	25.0
Modal share of all journeys [Note 3]	Driver car/van	Driver car/van	50.0	48.1	50.7	50.7	52.1	52.9	52.9	50.5	50.3	55.2	51.1	50.8
Modal share of all journeys [Note 3]	Passenger car/van	Passenger car/van	13.6	13.0	13.3	13.1	12.5	12.8	12.3	7.3	10.0	10.8	11.6	11.8
Modal share of all journeys [Note 3]	Bicycle	Bicycle	1.0	1.4	1.2	1.2	1.5	1.4	1.2	1.5	2.3	1.7	1.7	1.3
Modal share of all journeys [Note 3]	Bus	Bus	8.5	8.6	9.5	7.7	8.2	8.0	7.0	2.5	4.2	6.3	6.5	6.5
Modal share of all journeys [Note 3]	Taxi/minicab	Taxi/minicab	1.6	1.2	1.3	0.9	1.3	1.4	1.2	0.2	0.6	0.9	0.9	1.0
Modal share of all journeys [Note 3]	Rail	Rail	1.7	2.1	1.7	2.2	2.6	2.6	2.3	0.1	1.5	1.8	1.9	2.4
Modal share of all journeys [Note 3]	Other	Other	0.3	0.6	0.7	0.8	0.5	1.0	1.0	0.8	0.9	0.7	0.9	1.2
Modal share of all journeys [Note 3]	Sample size	Sample size	20,180	19,930	18,710	19,050	18,320	17,790	18,450	3,600	16,560	14,210	15,440	18,420
Place of work	Works from home	Works from home	13.3	13.1	14.1	14.5	14.2	16.0	16.1	52.5	39.7	30.8	28.9	24.7
Place of work	Does not work from home	Does not work from home	86.7	86.9	85.9	85.5	85.8	84.0	83.9	47.3	60.3	69.2	71.1	75.3
Place of work	Sample size	Sample size	4,890	4,810	4,870	4,720	4,820	4,720	4,890	1,330	4,210	4,740	4,790	4,670
Model of travel to work [Note 4] [Note 5]	Walking	Walking	12.9	12.9	13.6	12.3	12.0	11.8	12.0	13.0	12.1	13.0	11.8	11.9
Model of travel to work [Note 4] [Note 5]	Car or Van (driver and passenger combined)	Car or Van (driver and passenger combined)	66.2	67.7	65.9	67.0	67.6	67.7	68.2	73.3	70.9	68.2	67.5	66.1
Model of travel to work [Note 4] [Note 5]	Driver	Driver	60.6	61.6	60.3	61.7	62.3	62.9	63.1	68.6	68.0	63.8	62.8	61.6
Model of travel to work [Note 4] [Note 5]	Passenger	Passenger	5.6	6.0	5.6	5.3	5.4	4.8	5.1	4.7	2.9	4.4	4.7	4.5
Model of travel to work [Note 4] [Note 5]	Bicycle	Bicycle	2.5	2.6	2.2	2.6	3.0	2.8	2.7	2.0	4.3	3.0	2.9	2.3
Model of travel to work [Note 4] [Note 5]	Bus	Bus	11.3	10.1	11.2	10.4	9.8	10.1	9.6	8.0	6.8	9.0	10.3	10.1
Model of travel to work [Note 4] [Note 5]	Rail, including underground	Rail, including underground	4.0	4.2	4.4	5.2	5.2	5.5	5.4	1.3	4.1	4.4	5.3	6.4
Model of travel to work [Note 4] [Note 5]	Other	Other	3.1	2.5	2.7	2.4	2.4	2.2	2.1	2.1	1.9	2.4	2.1	3.2
Model of travel to work [Note 4] [Note 5]	Sample size	Sample size	4,160	4,130	3,950	3,970	4,070	3,910	4,050	1,230	2,490	3,250	3,350	3,460
Model of travel to work [Note 4] [Note 5]	% Public and Active Travel	% Public and Active Travel	30.7	29.9	31.4	30.7	30.1	30.3	29.6	24.5	27.3	29.5	30.6	31.0
% Journeys under 2 miles by walking	% Journeys under 5 miles by walking	% Journeys under 2 miles by walking	47.3	51.3	45.1	47.8	45.3	43.0	47.6	59.5	56.2	46.2	50.6	49.6
% Journeys under 2 miles by walking	% Journeys under 5 miles by walking	% Journeys under 5 miles by cycling	1.2	1.8	1.5	1.6	1.8	1.8	1.7	1.6	2.8	2.1	2.1	1.4
Model of travel to school	Walking	Walking	51.7	51.2	48.8	51.8	51.5	52.3	51.8	47.7	54.4	50.0	52.9	[question not asked]
Model of travel to school	Car or Van	Car or Van	24.4	24.5	25.8	25.6	25.6	24.2	25.1	26.1	22.0	25.5	24.0	[question not asked]
Model of travel to school	Bicycle	Bicycle	1.2	1.7	1.2	1.4	0.9	1.9	1.9	2.1	1.9	1.0	1.9	[question not asked]
Model of travel to school	Bus (school or service)	Bus (school or service)	19.9	20.3	20.9	19.2	19.8	19.0	19.9	20.7	19.4	21.3	17.8	[question not asked]
Model of travel to school	Bus (school or service)	School bus	14.5	14.5	15.2	12.9	14.2	13.9	14.3	16.7	15.6	16.1	13.7	[question not asked]
Model of travel to school	Bus (school or service)	Service bus	5.4	5.8	5.7	6.4	5.6	5.1	5.0	4.0	3.8	5.2	4.1	[question not asked]
Model of travel to school	Rail, including underground	Rail, including underground	0.6	0.7	1.1	0.5	0.5	0.7	0.3	1.3	1.0	0.2	1.0	[question not asked]
Model of travel to school	Other	Other	2.2	1.7	2.1	1.5	1.7	2.0	1.7	2.0	1.3	1.9	2.4	[question not asked]
Model of travel to school	Sample size	Sample size	1,980	1,980	1,880	1,890	1,830	1,720	1,920	420	1,380	1,640	1,590	[question not asked]
Number of cars for use by household [Note 7]	No car	No car	30.2	30.8	30.0	29.3	28.1	28.6	27.6	19.1	19.7	25.3	26.5	27.4
Number of cars for use by household [Note 7]	One car	One car	44.0	43.3	43.3	42.1	42.7	42.0	41.5	45.0	48.2	44.4	44.1	44.1
Number of cars for use by household [Note 7]	Two Cars	Two Cars	21.3	21.1	21.7	23.0	23.4	23.7	24.9	28.0	25.7	24.2	23.5	22.6
Number of cars for use by household [Note 7]	Three or more cars	Three or more cars	4.6	4.7	5.1	5.6	5.8	5.7	5.9	7.8	6.5	6.0	6.0	5.8
Number of cars for use by household [Note 7]	One or more cars	One or more cars	69.8	69.2	70.0	70.7	71.9	71.4	72.4	80.9	80.3	74.7	73.5	72.6
Number of cars for use by household [Note 7]	Two or more cars	Two or more cars	25.8	25.9	26.7	28.5	29.2	29.4	30.6	35.8	32.1	30.2	29.5	28.4
Number of cars for use by household [Note 7]	Sample size	Sample size	10,650	10,630	10,330	10,470	10,680	10,530	10,580	3,030	9,950	10,550	10,540	10,470
Number of bicycles for use by household	1+ Bicycles which can be used by adults	1+ Bicycles which can be used by adults	34.3	34.4	35.1	33.8	34.4	34.7	33.5	45.5	45.1	37.5	34.5	33.6
Number of bicycles for use by household	Sample size	Sample size	10,650	10,630	10,330	10,470	10,680	10,530	10,580	3,030	9,950	10,550	10,540	10,470
Percentage with a full driving licence	All	All	68.4	68.5	68.0	69.0	69.5	69.5	71.2	76.0	77.5	73.4	71.4	70.8
Percentage with a full driving licence	Male	Male	76.0	75.8	73.4	75.4	75.2	75.6	77.0	80.1	80.9	79.5	78.6	75.0
Percentage with a full driving licence	Female	Female	61.4	61.8	63.1	63.1	64.3	64.0	65.9	72.4	75.3	67.6	66.7	67.0
Percentage with a full driving licence	Identified in another way	Identified in another way	[data not collected]	[small sample]	[small sample]	[small sample]	[data not collected]	[data not collected]	[data not collected]					
Percentage with a full driving licence	Refused	Refused	[data not collected]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]					
Percentage with a full driving licence	Sample size	Sample size	9,840	9,720	9,340	9,570	9,760	9,650	9,720	2,770	8,990	9,600	9,700	9,620
Frequency of driving [Note 6]	Every day	Every day	41.9	40.9	40.9	42.2	41.9	41.4	43.9	20.9	33.9	34.1	34.8	35
Frequency of driving	At least three times a week	At least three times a week	13.3	13.9	14.5	14.3	14.7	15.3	15	19.4	23.4	22.1	21.3	20.9
Frequency of driving	Once or twice a week	Once or twice a week	5.6	5.9	5.9	6	6.1	6	6.4	22.8	12.5	9.9	8.6	8.2
Frequency of driving	At least 2 or 3 times a month	At least 2 or 3 times a month	1	0.9	0.8	1	1	1	0.9	4.2	1.6	1	1.1	1.1
Frequency of driving	At least once a month	At least once a month	0.5	0.7	0.5	0.5	0.5	0.4	0.4	1.5	0.6	0.4	0.3	0.5
Frequency of driving	Less than once a month	Less than once a month	1.6	1.8	1.4	1.6	1.3	1.3	1.1	1.9	1.1	1.2	1	1.1
Frequency of driving	Holds full licence, never drives	Holds full licence, never drives	4.5	4.3	4	3.4	4	4.2	4.4	5.4	4.4	4.7	4.4	4
Frequency of driving	Does not have a full driving licence	Does not have a full driving licence	31.6	31.5	32	31	30.5	30.5	28.8	24	22.5	26.6	28.6	29.2
Frequency of driving	Sample size	Sample size	9,840	9,720	9,340	9,570	9,760	9,650	9,720	2,770	8,990	9,600	9,700	9,620
Percentage of car or van stages delayed by traffic congestion [Note 6]	Percentage of car / van stages delayed	Percentage of car / van stages delayed	9.7	11.7	12.4	11.7	12.8	13.0	11.9	4.7	11.8	10.7	11.9	[Unavailable Note 77]
Percentage of car or van stages delayed by traffic congestion [Note 6]	Sample size	Sample size	10,200	9,820	9,690	9,810	9,960	9,390	9,880	1,840	8,680	7,870	8,040	[Unavailable Note 77]
Frequency of use of local bus or train service	Bus service	Every day or almost every day	11.3	9.7	11.7	9.3	9.7	9.6	8.2	2.0	2.9	5.3	6.6	6.6
Frequency of use of local bus or train service	Bus service	2 or 3 times per week	11.4	11.3	11.6	10.6	10.6	10.3	9.9	3.7	6.7	9.5	10.7	11.3
Frequency of use of local bus or train service	Bus service	About once a week	7.8	7.6	8.1	7.7	7.9	7.2	7.0	2.9	6.0	7.2	7.5	7.7
Frequency of use of local bus or train service	Bus service	Once or twice a month	14.1	13.6	14.3	13.2	14.7	15.1	14.0	5.3	13.3	14.8	13.0	13.4
Frequency of use of local bus or train service	Bus service	Not used in the past month	55.4	57.7	54.2	59.2	57.1	57.8	61.5	86.0	71.0	63.2	62.2	61.0
Frequency of use of local bus or train service	Train service	Every day or almost every day	2.2	2.2	2.1	2.3	2.6	2.6	2.4	0.1	0.7	0.9	1.1	1.2
Frequency of use of local bus or train service	Train service	2 or 3 times per week	2.5	2.1	2.5	2.1	2.2	2.6	2.5	0.3	2.4	3.0	2.9	3.8
Frequency of use of local bus or train service	Train service	About once a week	4.0	5.0	4.4	4.2	4.3	4.7	4.0	0.5	3.9	3.8	5.2	4.8
Frequency of use of local bus or train service	Train service	Once or twice a month	19.5	21.2	20.7	20.8	21.9	20.6	20.6	4.0	18.6	16.3	18.9	21.1
Frequency of use of local bus or train service	Train service	Not used in the past month	71.8	69.5	70.2	70.5	69.0	69.5	70.2	95.0	74.5	76.0	71.9	69.2
Frequency of use of local bus or train service	Sample size	Sample size	9,920	9,800	9,410	9,640	9,810	9,700	9,780	2,790	9,030	9,640	9,750	9,670

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

Type of transport	Area	2020											
		2013	2014	2015	2016	2017	2018	2019	[Note 32]	2021	2022	2023	2024
Vehicles Licensed (thousands)(all vehicles)	Scotland	2,759	2,821	2,863	2,919	2,862	2,991	3,041	3,042	3,064	3,093	3,132	3,174
Vehicles Licensed (thousands)(all vehicles)	GB	35,034	35,633	36,467	37,257	37,735	38,184	38,683	38,562	39,034	39,446	39,901	40,366
Households with a Car (percent)(National Travel Survey) (Note 34)	Scotland	na	na	na	na	na							
Households with a Car (percent)(National Travel Survey) (Note 34)	GB	na	na	na	na	na							
Public Road Lengths (thousand kilometres)(all roads)	Scotland	56.0	56.1	56.2	56.2	56.4	56.6	56.7	57.0	57.1	57.2	57.3	57.5
Public Road Lengths (thousand kilometres)(all roads)	GB (Note 35)	395.5	395.6	395.7	395.7	397.0	397.0	397.6	398.4	398.9	399.5	399.5	399.7
Road Traffic (billion vehicle kilometres)	Midway Scotland	7.26	7.42	7.48	7.83	8.05	8.52	8.65	6.30	7.43	8.31	8.67	8.74
Road Traffic (billion vehicle kilometres)	Midway GB (Note 36)	101.9	104.9	107.0	108.9	110.5	111.1	111.5	84.8	97.0	109.8	112.5	113.0
Road Traffic (billion vehicle kilometres)	A roads Scotland	21.8	22.0	22.4	23.0	23.4	23.0	23.6	17.6	20.1	22.1	22.5	22.9
Road Traffic (billion vehicle kilometres)	A roads GB (Note 36)	218.6	222.9	226.9	231.1	235.7	239.1	241.7	185.7	208.8	228.5	234.3	239.3
Road Traffic (billion vehicle kilometres)	All roads (incl. B, C, unclassified) Scotland	43.7	44.6	45.4	46.8	48.0	48.2	48.7	37.9	42.4	47.4	48.4	49.3
Road Traffic (billion vehicle kilometres)	All roads (incl. B, C, unclassified) GB (Note 36)	492.1	506.1	516.6	527.7	535.1	537.9	544.9	427.9	478.9	520.9	532.4	541.0
Reported Road Collision Casualties: Killed or Adjusted Seriously Injured (thousand) (Note 45)	Scotland (Note 45)	3.07	3.10	2.96	3.06	2.72	2.66	2.55	1.67	1.75	1.95	2.10	2.14
Reported Road Collision Casualties: Killed or Adjusted Seriously Injured (thousand) (Note 45)	GB (Note 45)	32.9	34.6	33.2	32.1	31.0	31.4	30.5	23.8	27.1	29.7	29.7	29.5
Local bus passenger journeys (million) (Note 37) (Note 37)	Scotland	421	414	410	392	396	376	361	126	228	293	329	334
Local bus passenger journeys (million) (Note 37) (Note 37)	GB	5,201	5,142	5,023	4,931	4,832	4,786	4,528	1,734	3,119	3,736	4,024	4,067
Rail passenger journeys (million) (Note 37) (Note 38) (Note 39)	Scotland	86.7	91.7	93.4	94.2	97.1	97.0	94.7	14.9	48.8	64.8	79.653	[Unavailable]
Rail passenger journeys (million) (Note 37) (Note 38) (Note 39)	GB (Note 38) (Note 44)	1,333	1,393	1,464	1,470	1,476	1,520	1,504	388	990	1,400	1,610	1,730
Air terminal passengers (million)	Scotland	23.3	24.1	25.5	26.9	28.8	29.4	28.9	7.0	7.0	21.5	26.0	28.2
Air terminal passengers (million)	UK	228.2	238.2	251.3	268.2	284.4	292.1	296.7	73.7	64.4	221.8	272.8	292.5
Freight Lifted Road (million tonnes) (Note 4)	Scotland	118	112	88	82	78	78	72	69	60	73	69	74
Freight Lifted Road (million tonnes) (Note 4)	GB	11.4	11.8	14.2	na	na	na	na	na	na	na	na	na
Freight Lifted Rail (million tonnes) (Note 37)	Scotland (Note 45)	na	4.45	4.28	3.77	4.23	4.03						
Freight Lifted Rail (million tonnes) (Note 37)	GB	na	na	na	na	na							
Freight Lifted (million tonnes) Coastwise traffic	Scotland	37.9	38.5	42.6	39.7	na	na	na	na	na	na	na	na
Freight Lifted (million tonnes) Coastwise traffic	UK	na	na	na	na	na							
Freight Lifted Pipelines (million tonnes) (Note 40)	Scotland	na	na	na	na	na							
Freight Lifted Pipelines (million tonnes) (Note 40)	GB	na	na	na	na	na							
Travel to Work (Autumn: Labour Force Survey) Car (or van, minibus, works van) (percent)	Scotland	69	69	70	71	70	70	70	68	68	70	69	70
Travel to Work (Autumn: Labour Force Survey) Car (or van, minibus, works van) (percent)	GB	68	69	68	68	68	68	68	68	68	68	66	67
Travel to Work (Autumn: Labour Force Survey) Public transport (bus, rail, underground) (percent)	Scotland	16	15	15	14	14	14	14	12	13	13	16	17
Travel to Work (Autumn: Labour Force Survey) Public transport (bus, rail, underground) (percent)	GB	16	16	17	17	18	17	18	16	15	15	12	18

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 (million) [Note 48]	Scotrail passenger journeys originating in Scotland (million) [Note 7]	Air terminal passengers at airports (million)	Ferry passengers on routes within Scotland and to Northern Ireland and Europe (million) [Note 51]	Ferry passengers on selected ferry services [Note 50] (million)	Car index 1985=100	Bus index 1985=100	Rail index 1985=100	Air index 1985=100	Ferry on selected services [Note 50] Index, 1985 = 100
1960	[Unavailable]	1,664	[Unavailable]	1.20	[Unavailable]	[Unavailable]	[Unavailable]	248	[Unavailable]	17	[Unavailable]
1961	[Unavailable]	1,633	[Unavailable]	1.41	[Unavailable]	[Unavailable]	[Unavailable]	243	[Unavailable]	20	[Unavailable]
1962	[Unavailable]	1,579	[Unavailable]	1.59	[Unavailable]	[Unavailable]	[Unavailable]	235	[Unavailable]	23	[Unavailable]
1963	[Unavailable]	1,561	[Unavailable]	1.82	[Unavailable]	[Unavailable]	[Unavailable]	233	[Unavailable]	26	[Unavailable]
1964	[Unavailable]	1,506	[Unavailable]	2.07	[Unavailable]	[Unavailable]	[Unavailable]	224	[Unavailable]	30	[Unavailable]
1965	[Unavailable]	1,417	[Unavailable]	2.29	[Unavailable]	[Unavailable]	[Unavailable]	211	[Unavailable]	33	[Unavailable]
1966	[Unavailable]	1,344	[Unavailable]	2.56	[Unavailable]	[Unavailable]	[Unavailable]	200	[Unavailable]	37	[Unavailable]
1967	[Unavailable]	1,297	[Unavailable]	2.76	[Unavailable]	[Unavailable]	[Unavailable]	193	[Unavailable]	40	[Unavailable]
1968	[Unavailable]	1,220	[Unavailable]	2.69	[Unavailable]	[Unavailable]	[Unavailable]	182	[Unavailable]	39	[Unavailable]
1969	[Unavailable]	1,169	[Unavailable]	2.91	[Unavailable]	[Unavailable]	[Unavailable]	174	[Unavailable]	42	[Unavailable]
1970	[Unavailable]	1,057	[Unavailable]	3.10	[Unavailable]	[Unavailable]	[Unavailable]	157	[Unavailable]	45	[Unavailable]
1971	[Unavailable]	1,019	[Unavailable]	3.20	[Unavailable]	[Unavailable]	[Unavailable]	152	[Unavailable]	46	[Unavailable]
1972	[Unavailable]	998	[Unavailable]	3.64	[Unavailable]	[Unavailable]	[Unavailable]	149	[Unavailable]	52	[Unavailable]
1973	[Unavailable]	975	[Unavailable]	4.07	[Unavailable]	4.82	[Unavailable]	145	[Unavailable]	59	103
1974	[Unavailable]	896	[Unavailable]	4.00	[Unavailable]	4.96	[Unavailable]	134	[Unavailable]	58	106
1975	[Unavailable]	891	[Unavailable]	4.18	[Unavailable]	5.28	[Unavailable]	133	[Unavailable]	60	113
1976	[Unavailable]	881	[Unavailable]	4.78	[Unavailable]	5.17	[Unavailable]	131	[Unavailable]	69	111
1977	[Unavailable]	824	[Unavailable]	4.85	[Unavailable]	4.82	[Unavailable]	123	[Unavailable]	70	103
1978	[Unavailable]	794	[Unavailable]	5.90	[Unavailable]	4.64	[Unavailable]	118	[Unavailable]	85	99
1979	[Unavailable]	785	[Unavailable]	6.33	[Unavailable]	4.56	[Unavailable]	117	[Unavailable]	91	96
1980	[Unavailable]	763	[Unavailable]	6.37	[Unavailable]	4.48	[Unavailable]	114	[Unavailable]	92	96
1981	[Unavailable]	716	[Unavailable]	6.50	[Unavailable]	4.27	[Unavailable]	107	[Unavailable]	94	91
1982	[Unavailable]	694	[Unavailable]	6.37	[Unavailable]	4.19	[Unavailable]	103	[Unavailable]	92	90
1983	[Unavailable]	680	[Unavailable]	6.48	[Unavailable]	4.51	[Unavailable]	101	[Unavailable]	93	97
1984	[Unavailable]	669	[Unavailable]	6.99	[Unavailable]	4.67	[Unavailable]	100	[Unavailable]	101	100
1985	[Unavailable]	671	[Unavailable]	6.94	[Unavailable]	4.67	[Unavailable]	100	[Unavailable]	100	100
1986	[Unavailable]	644	[Unavailable]	7.24	[Unavailable]	4.85	[Unavailable]	96	[Unavailable]	104	104
1987	[Unavailable]	647	[Unavailable]	7.81	[Unavailable]	5.35	[Unavailable]	96	[Unavailable]	112	115
1988	[Unavailable]	647	[Unavailable]	8.51	[Unavailable]	5.66	[Unavailable]	96	[Unavailable]	123	121
1989	[Unavailable]	613	[Unavailable]	9.23	[Unavailable]	6.18	[Unavailable]	91	[Unavailable]	133	132
1990	[Unavailable]	585	[Unavailable]	9.86	[Unavailable]	6.54	[Unavailable]	87	[Unavailable]	142	140
1991	[Unavailable]	571	[Unavailable]	9.57	[Unavailable]	6.80	[Unavailable]	85	[Unavailable]	138	146
1992	[Unavailable]	532	50.0	10.36	9.16	6.63	[Unavailable]	79	[Unavailable]	150	142
1993	[Unavailable]	525	52.0	11.12	9.53	6.63	[Unavailable]	78	[Unavailable]	160	142
1994	[Unavailable]	513	49.2	11.79	9.64	6.65	[Unavailable]	76	[Unavailable]	170	142
1995	29,646	506	50.8	12.31	10.49	6.86	[Unavailable]	75	[Unavailable]	177	147
1996	30,429	478	52.8	13.21	9.33	5.59	[Unavailable]	71	[Unavailable]	190	120
1997	30,900	448	56.1	14.39	9.92	5.63	[Unavailable]	67	[Unavailable]	207	121
1998	31,155	424	58.3	15.19	9.64	5.33	[Unavailable]	63	[Unavailable]	219	114
1999	31,589	455	61.7	15.94	9.96	5.33	[Unavailable]	68	[Unavailable]	230	114
2000	31,443	458	63.2	16.79	9.80	5.29	[Unavailable]	68	[Unavailable]	242	113
2001	31,904	466	60.7	18.08	9.79	5.30	[Unavailable]	69	[Unavailable]	260	114
2002	33,127	471	57.4	19.78	9.97	5.33	[Unavailable]	70	[Unavailable]	265	114
2003	33,228	478	57.5	21.08	10.67	5.71	[Unavailable]	71	[Unavailable]	304	122
2004	33,674	459	64.0	22.55	10.84	5.92	[Unavailable]	68	[Unavailable]	325	127
2005	33,478	465	69.4	23.80	10.58	5.97	[Unavailable]	69	[Unavailable]	343	128
2006	34,466	476	71.6	24.44	10.59	5.40	[Unavailable]	71	[Unavailable]	352	116
2007	34,545	487	74.5	25.13	10.67	5.40	[Unavailable]	73	[Unavailable]	362	116
2008	34,357	484	76.4	24.35	10.02	5.15	[Unavailable]	72	[Unavailable]	351	110
2009	34,392	458	76.9	22.49	10.22	5.40	[Unavailable]	68	[Unavailable]	324	116
2010	33,593	430	78.3	20.91	9.99	5.37	[Unavailable]	64	[Unavailable]	301	115
2011	33,583	436	81.1	22.07	9.64	5.22	[Unavailable]	65	[Unavailable]	318	112
2012	33,786	420	83.3	22.21	9.70	5.15	[Unavailable]	63	[Unavailable]	320	110
2013	33,849	421	86.3	23.25	9.66	[Not available]	[Unavailable]	63	[Unavailable]	335	[Not available]
2014	34,491	414	92.7	24.08	9.68	[Not available]	[Unavailable]	62	[Unavailable]	347	[Not available]
2015	34,786	410	93.8	25.51	9.55	[Not available]	[Unavailable]	61	[Unavailable]	367	[Not available]
2016	35,484	392	94.2	26.92	10.08	[Not available]	[Unavailable]	58	[Unavailable]	388	[Not available]
2017	36,174	386	97.8	28.83	10.27	[Not available]	[Unavailable]	58	[Unavailable]	415	[Not available]
2018	36,381	375	97.8	29.44	10.30	[Not available]	[Unavailable]	56	[Unavailable]	424	[Not available]
2019	36,747	361	96.4	28.88	10.45	[Not available]	[Unavailable]	54	[Unavailable]	416	[Not available]
2020	27,083	125	14.4	7.04	4.93	[Not available]	[Unavailable]	19	[Unavailable]	101	[Not available]
2021	31,063	228	46.7	7.00	7.68	[Not available]	[Unavailable]	34	[Unavailable]	101	[Not available]
2022	34,375	293	63.7	21.47	9.31	[Not available]	[Unavailable]	44	[Unavailable]	309	[Not available]
2023	35,372	329	81.2	25.97	9.68	[Not available]	[Unavailable]	49	[Unavailable]	374	[Not available]
2024	36,111	334	84.7	28.16	9.71	[Not available]	[Unavailable]	52	[Unavailable]	389	[Not available]

Table H2 (b) Freight moved - millions of tonne-kilometres [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 [

Year[Note 62]	Road [Note 4]	Rail [Note 67]	Coastwise shipping	Inland waterway	Pipeline[Note 63] [Note 66]
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	<u>26,850</u>	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]	<u>2,607</u>	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]
2023 [Note 52]	10,474	1,639	[Unavailable]	[Unavailable]	[Unavailable]
2024 [Note 52]	8,800	1,669	[Unavailable]	[Unavailable]	[Unavailable]

Table H3: Traffic estimates

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	Motorways	A roads	All major roads (M and A)	Minor roads (B, C and unclassified)	All roads	Motorways index	A roads index	All major roads (M and A) index	Minor roads (B, C and unclassified) index	All roads index
Year	million kilometres	million vehicle kilometres	million vehicle kilometres	million vehicle kilometres	million vehicle kilometres	Index, 1985 = 100	Index, 1985 = 100	Index, 1985 = 100	Index, 1985 = 100	Index, 1985 = 100
1962	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1963	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1964	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1965	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1966	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1967	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1968	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1969	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1970	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1971	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1972	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1973	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1974	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1975	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1976	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1977	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1978	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1979	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1980	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1981	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1982	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1983	1,742	12,443	14,185	[Unavailable]	[Unavailable]	83	82	82	[Unavailable]	[Unavailable]
1984	1,920	14,382	16,302	[Unavailable]	[Unavailable]	91	95	95	[Unavailable]	[Unavailable]
1985	2,104	15,115	17,219	[Unavailable]	[Unavailable]	100	100	100	[Unavailable]	[Unavailable]
1986	2,116	15,531	17,647	[Unavailable]	[Unavailable]	101	103	102	[Unavailable]	[Unavailable]
1987	2,541	16,226	18,767	[Unavailable]	[Unavailable]	121	107	109	[Unavailable]	[Unavailable]
1988	2,961	17,137	20,098	[Unavailable]	[Unavailable]	141	113	117	[Unavailable]	[Unavailable]
1989	3,141	18,262	21,404	[Unavailable]	[Unavailable]	149	121	124	[Unavailable]	[Unavailable]
1990	3,286	18,501	21,786	[Unavailable]	[Unavailable]	156	122	127	[Unavailable]	[Unavailable]
1991	3,200	18,747	21,947	[Unavailable]	[Unavailable]	152	124	127	[Unavailable]	[Unavailable]
1992	3,516	19,060	22,575	[Unavailable]	[Unavailable]	167	126	131	[Unavailable]	[Unavailable]
1993	4,000	18,666	22,666	12,509	35,175	190	123	132	[Unavailable]	[Unavailable]
1994	4,147	19,153	23,300	12,700	36,000	197	127	135	[Unavailable]	[Unavailable]
1995	4,318	19,670	23,987	12,749	36,736	205	130	139	[Unavailable]	[Unavailable]
1996	4,586	20,253	24,839	12,938	37,777	218	134	144	[Unavailable]	[Unavailable]
1997	4,852	20,600	25,452	13,130	38,582	231	136	148	[Unavailable]	[Unavailable]
1998	5,072	20,812	25,885	13,284	39,169	241	138	150	[Unavailable]	[Unavailable]
1999	5,164	21,021	26,185	13,585	39,770	245	139	152	[Unavailable]	[Unavailable]
2000 [Note 70]	5,405	20,531	25,937	13,625	39,561	257	136	151	[Unavailable]	[Unavailable]
2001 [Note 70]	5,567	20,775	26,342	13,722	40,065	265	137	153	[Unavailable]	[Unavailable]
2002 [Note 70]	5,730	21,533	27,264	14,272	41,535	272	142	158	[Unavailable]	[Unavailable]
2003 [Note 70]	5,856	21,826	27,681	14,356	42,038	278	144	161	[Unavailable]	[Unavailable]
2004 [Note 70]	6,094	22,114	28,209	13,869	42,078	290	146	164	[Unavailable]	[Unavailable]
2005 [Note 70]	6,151	21,904	28,056	14,031	42,086	292	145	163	[Unavailable]	[Unavailable]
2006 [Note 70]	6,433	22,465	28,898	14,558	43,456	306	149	168	[Unavailable]	[Unavailable]
2007 [Note 70]	6,577	22,408	28,985	15,002	43,988	313	148	168	[Unavailable]	[Unavailable]
2008 [Note 70]	6,683	22,126	28,809	14,989	43,799	318	146	167	[Unavailable]	[Unavailable]
2009 [Note 70]	6,633	22,327	28,960	14,604	43,566	315	148	168	[Unavailable]	[Unavailable]
2010 [Note 70]	6,503	21,992	28,495	14,664	43,160	309	145	165	[Unavailable]	[Unavailable]
2011 [Note 70]	6,570	21,996	28,566	14,519	43,085	312	146	166	[Unavailable]	[Unavailable]
2012 [note 69] [N	7,140	21,712	28,852	14,645	43,498	339	144	168	[Unavailable]	[Unavailable]
2013 [Note 70]	7,262	21,786	29,048	14,663	43,711	345	144	169	[Unavailable]	[Unavailable]
2014 [Note 70]	7,421	22,025	29,446	15,330	44,776	353	146	171	[Unavailable]	[Unavailable]
2015 [Note 70]	7,477	22,395	29,872	15,502	45,374	355	148	173	[Unavailable]	[Unavailable]
2016 [Note 70]	7,829	23,019	30,848	15,995	46,843	372	152	179	[Unavailable]	[Unavailable]
2017 [Note 70]	8,054	23,351	31,405	16,639	48,045	383	154	182	[Unavailable]	[Unavailable]
2018 [Note 70]	8,518	23,024	31,542	16,644	48,187	405	152	183	[Unavailable]	[Unavailable]
2019 [Note 70]	8,654	23,557	32,211	16,501	48,713	411	156	187	[Unavailable]	[Unavailable]
2020 [Note 52]	6,299	17,642	23,941	13,942	37,883	299	117	139	[Unavailable]	[Unavailable]
2021 [Note 52]	7,428	20,074	27,502	15,908	43,410	353	133	160	[Unavailable]	[Unavailable]
2022 [Note 52]	8,310	22,061	30,371	17,009	47,379	395	146	176	[Unavailable]	[Unavailable]
2023 [Note 52]	8,672	22,527	31,199	17,221	48,421	412	149	181	[Unavailable]	[Unavailable]
2024 [Note 52]	8,742	22,937	31,679	17,633	49,313	415	152	184	[Unavailable]	[Unavailable]

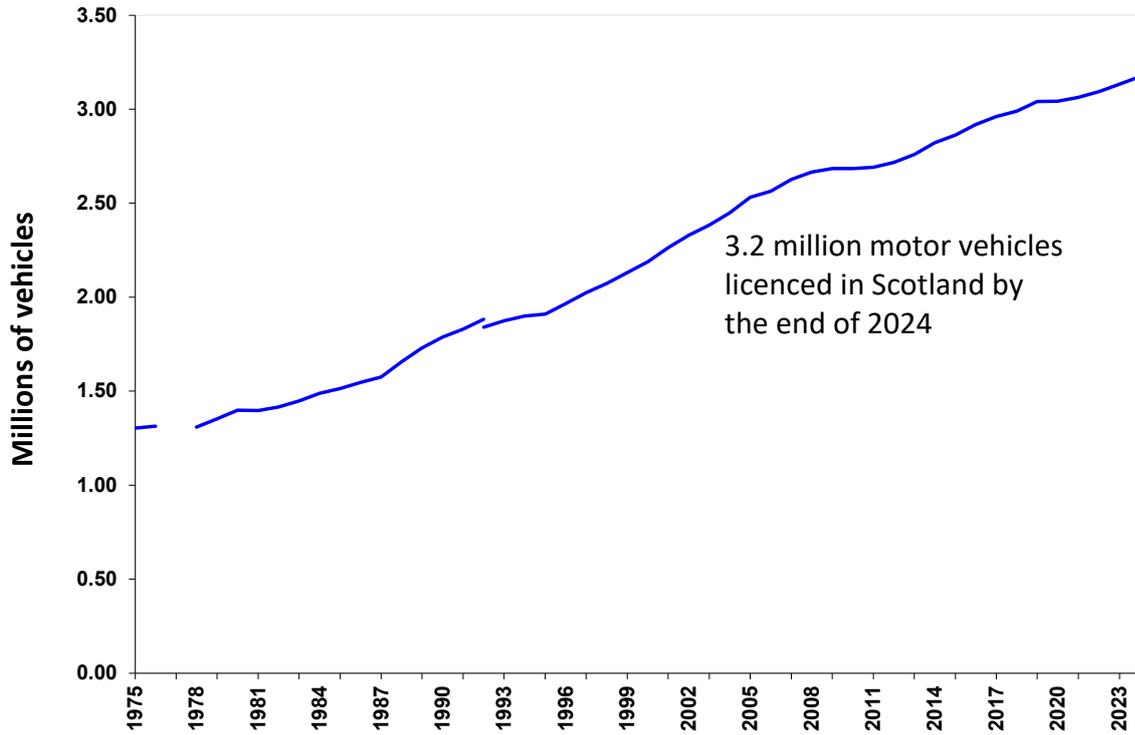
Table H4 Other vehicle related statistics

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 P

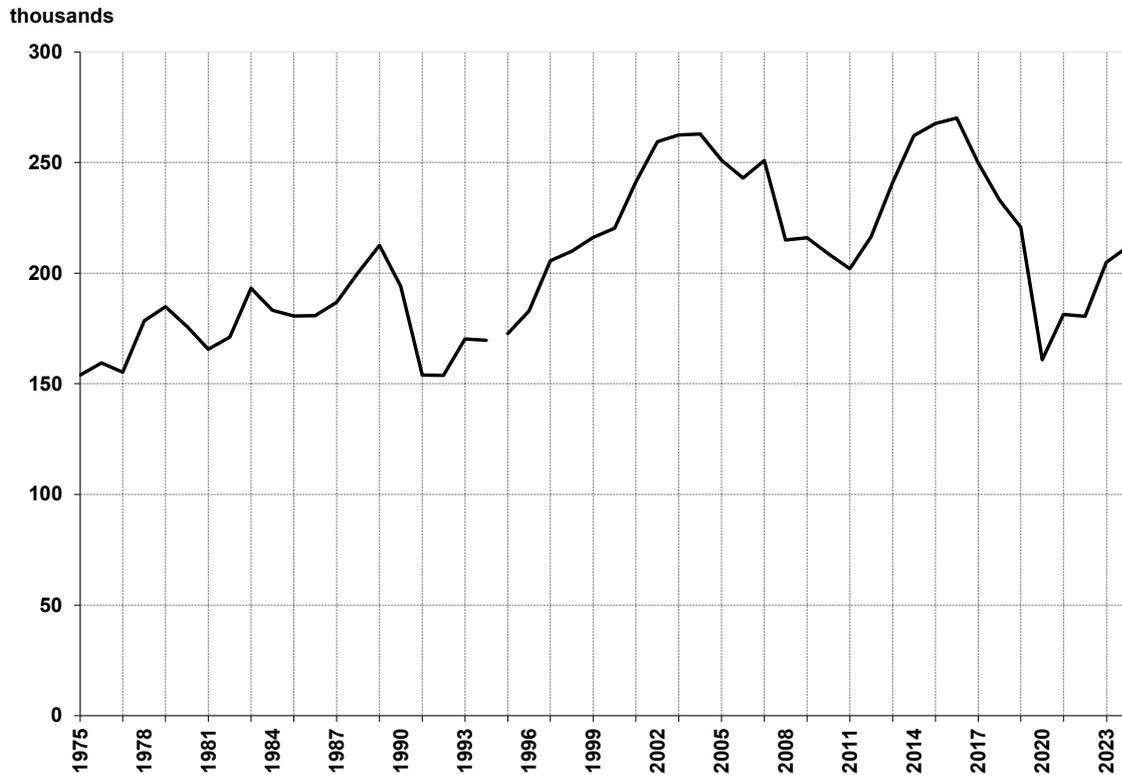
Year	Vehicles licensed	New registrations of vehicles	Reported road casualties all severities	Vehicles licensed index	New registrations of vehicles index	Reported road casualties all severities index
Year	<i>thousand</i>	<i>thousand</i>	<i>number</i>	index 1985=100	index 1985=100	index 1985=100
1962	775	86	26,703	51	48	98
1963	836	100	27,728	55	56	102
1964	900	117	30,527	59	65	112
1965	951	113	31,827	63	63	117
1966	991	113	32,280	65	62	118
1967	1,035	116	31,760	68	64	116
1968	1,065	119	30,649	70	66	112
1969	1,106	110	31,056	73	61	114
1970	1,124	117	31,240	74	65	114
1971	1,135	128	31,194	75	71	114
1972	1,181	161	31,762	78	89	116
1973	1,252	173	31,404	83	96	115
1974	1,274	143	28,783	84	79	105
1975 [Note 71]	1,304	154	28,621	86	85	105
1976	1,314	159	29,933	87	88	110
1977	[Unavailable]	155	29,783	[Unavailable]	86	109
1978	1,308	179	30,506	86	99	112
1979	1,353	185	31,387	89	102	115
1980	1,398	176	29,286	92	97	107
1981	1,397	166	28,766	92	92	105
1982	1,416	171	28,273	94	95	104
1983	1,448	193	25,224	96	107	92
1984	1,489	183	26,158	98	101	96
1985	1,514	181	27,287	100	100	100
1986	1,546	181	26,117	102	100	96
1987	1,575	187	24,748	104	103	91
1988	1,657	200	25,425	109	111	93
1989	1,729	213	27,532	114	118	101
1990	1,788	194	27,228	118	107	100
1991	1,830	154	25,346	121	85	93
1992 [Note 72]	1,884	154	24,173	124	85	89
1993	1,874	170	22,414	124	94	82
1994 [Note 73]	1,900	170	22,573	125	94	83
1995	1,910	173	22,194	126	96	81
1996	1,966	183	21,716	130	101	80
1997	2,023	206	22,629	134	114	83
1998	2,073	210	22,467	137	116	82
1999	2,131	216	21,002	141	120	77
2000	2,188	220	20,518	145	122	75
2001 [Note 74]	2,262	241	19,911	149	134	73
2002	2,330	259	19,275	154	144	71
2003	2,383	262	18,756	157	145	69
2004	2,448	263	18,502	162	145	68
2005	2,531	251	17,890	167	139	66
2006	2,564	243	17,269	169	134	63
2007	2,627	251	16,239	174	139	60
2008	2,665	215	15,592	176	119	57
2009	2,684	216	15,043	177	120	55
2010	2,685	209	13,338	177	116	49
2011	2,691	202	12,785	178	112	47
2012	2,717	216	12,712	179	120	47
2013	2,759	241	11,492	182	133	42
2014	2,821	262	11,302	186	145	41
2015	2,863	268	10,977	189	148	40
2016	2,919	270	10,898	193	150	40
2017	2,962	250	9,433	196	138	35
2018	2,991	233	8,424	198	129	31
2019	3,041	221	7,705	201	122	28
2020 [Note 52]	3,042	161	5,057	201	89	19
2021 [Note 52]	3,064	181	5,106	202	100	19
2022 [Note 52]	3,093	181	5,641	204	100	21
2023 [Note 52]	3,132	205	5,834	207	113	21
2024 [Note 52]	3,174	212	5,734	210	117	21

Figure 1: Vehicles licensed



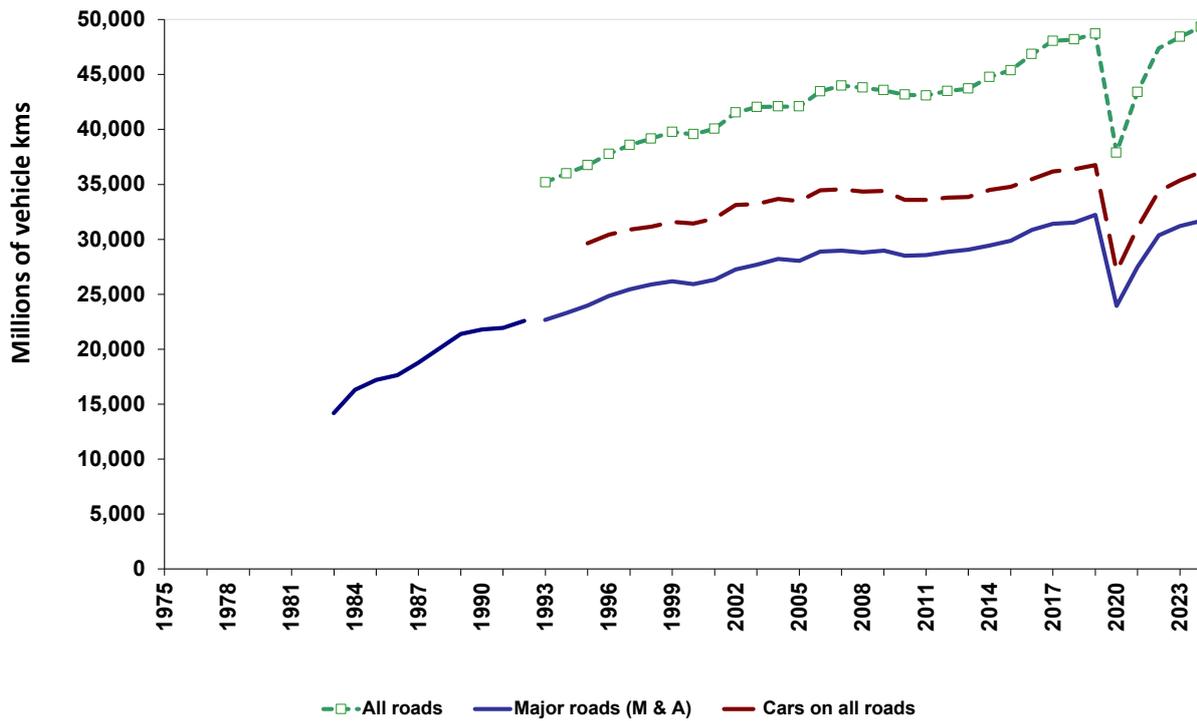
NB: (annual vehicle census) while figures from 1993 onwards originate from the DfT Vehicle Information Database.

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

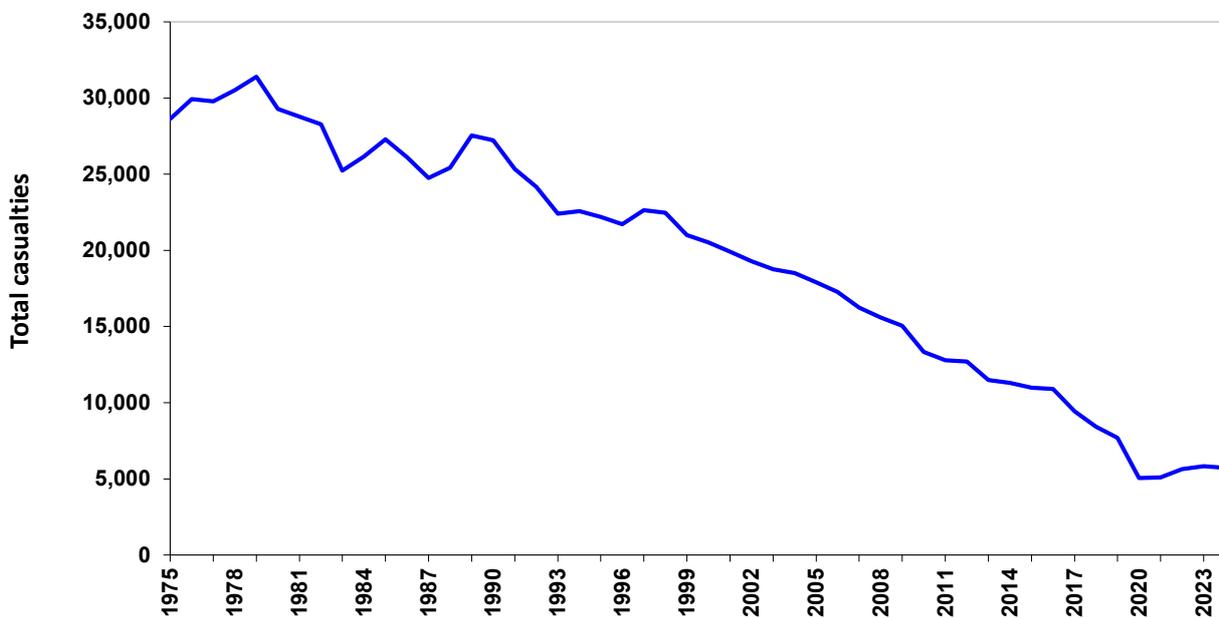
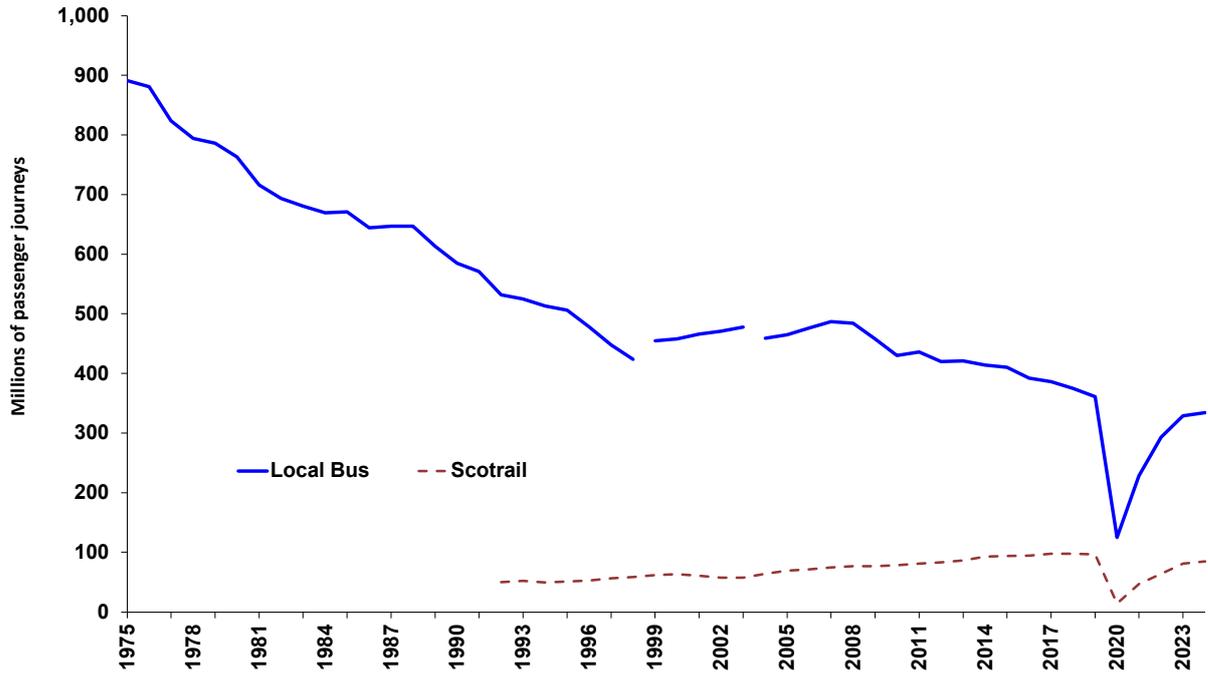
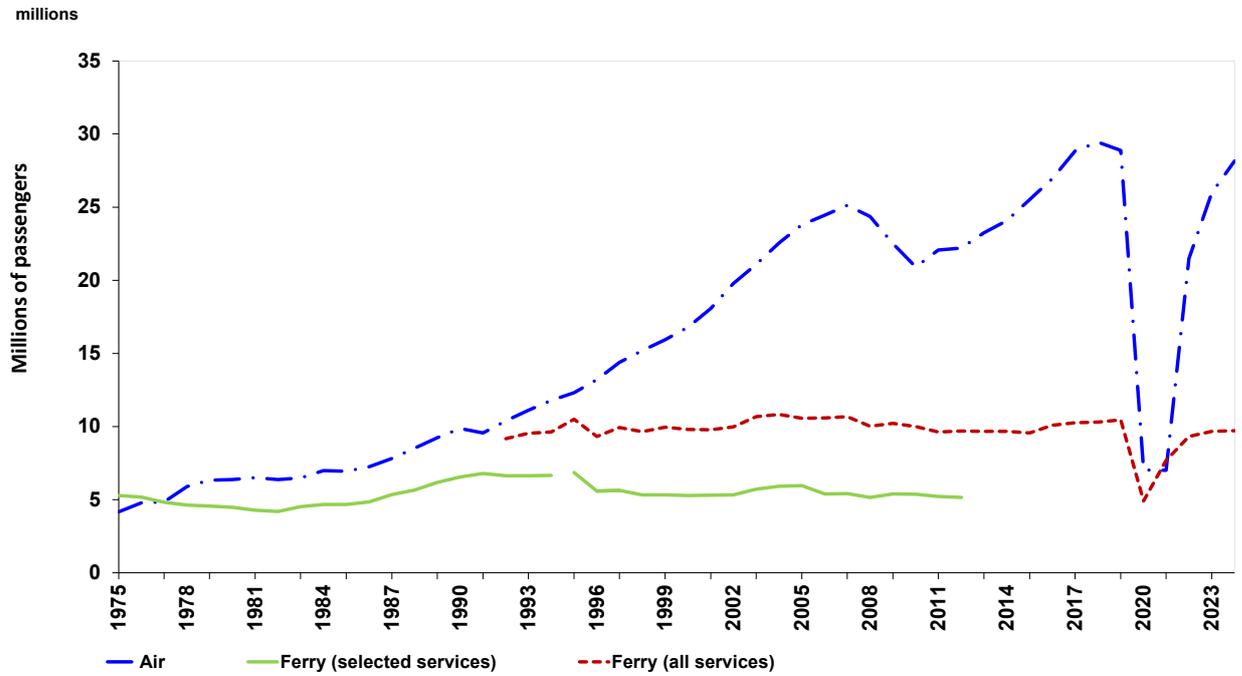


Figure 5: Passenger numbers: local bus and Scotrail



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

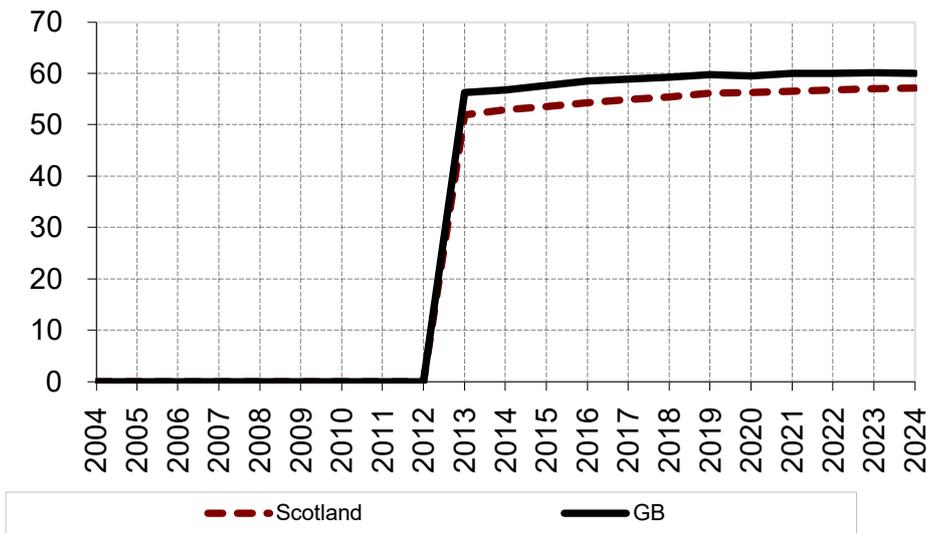


Figure 8: Passenger numbers per head of population: local bus and rail

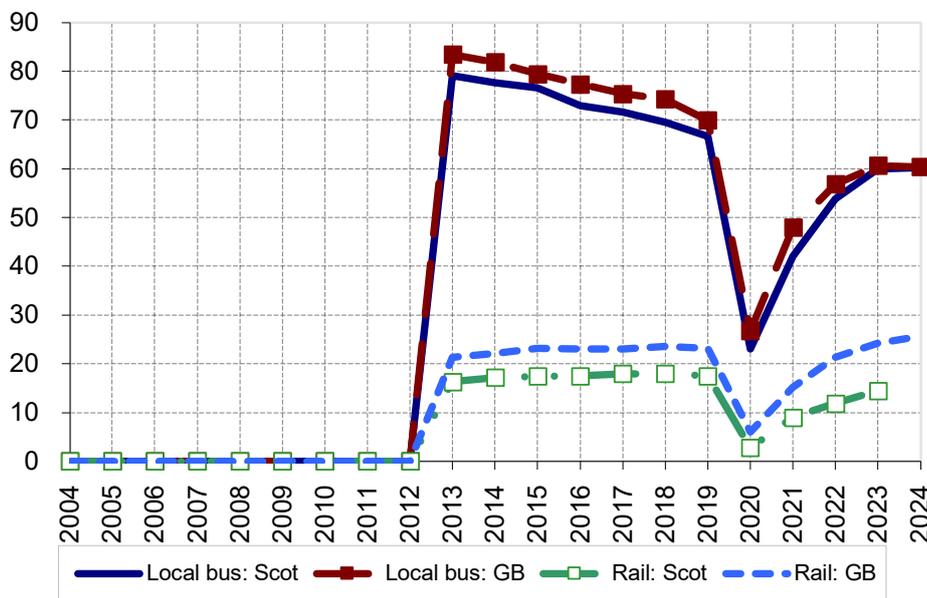


Figure 9: Passenger numbers per head of population: rail and air

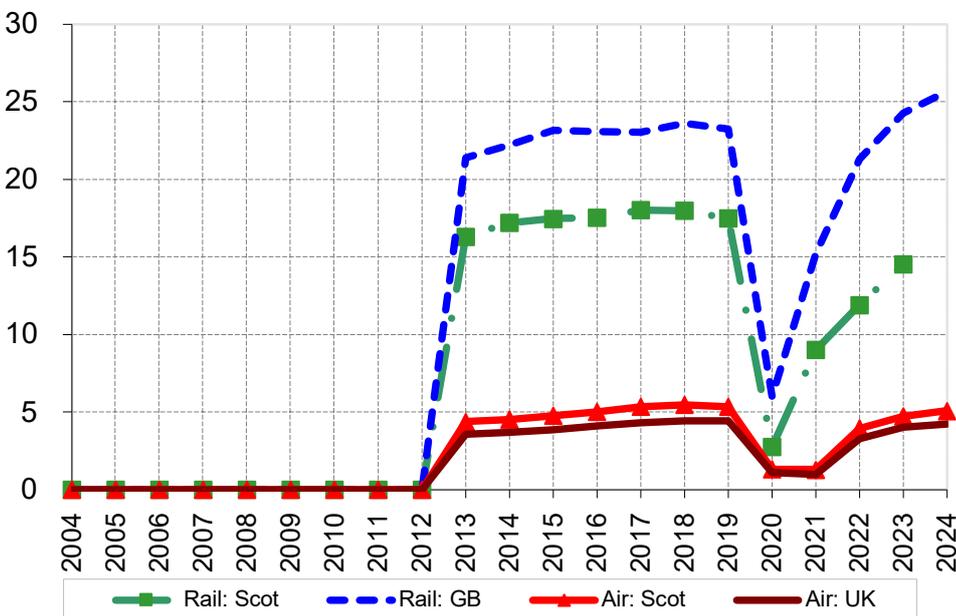
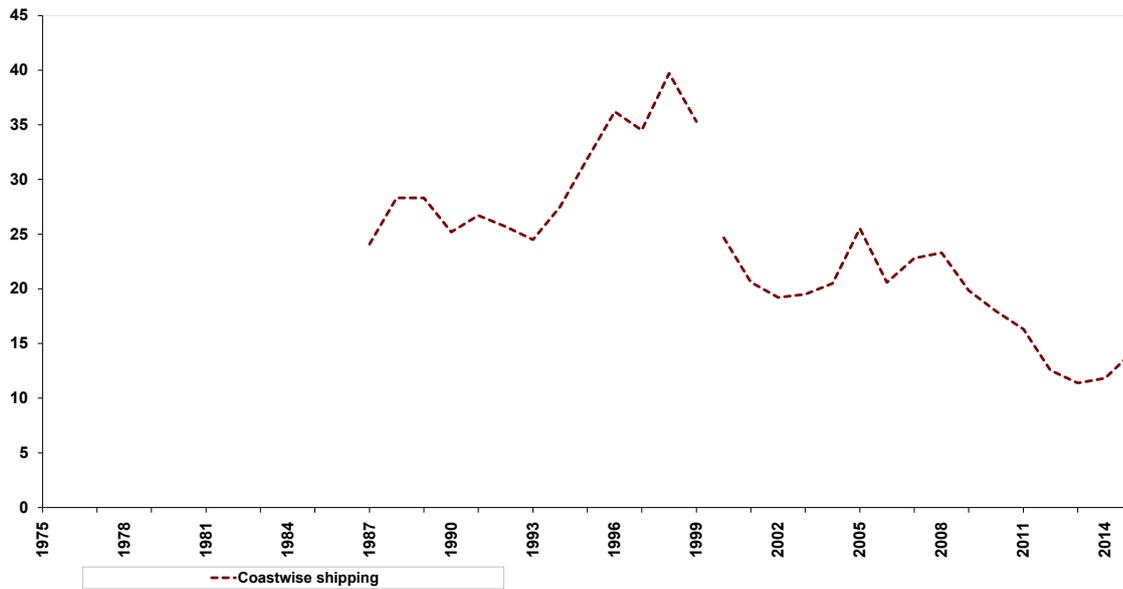


Figure 10: Freight lifted: coastwise shipping

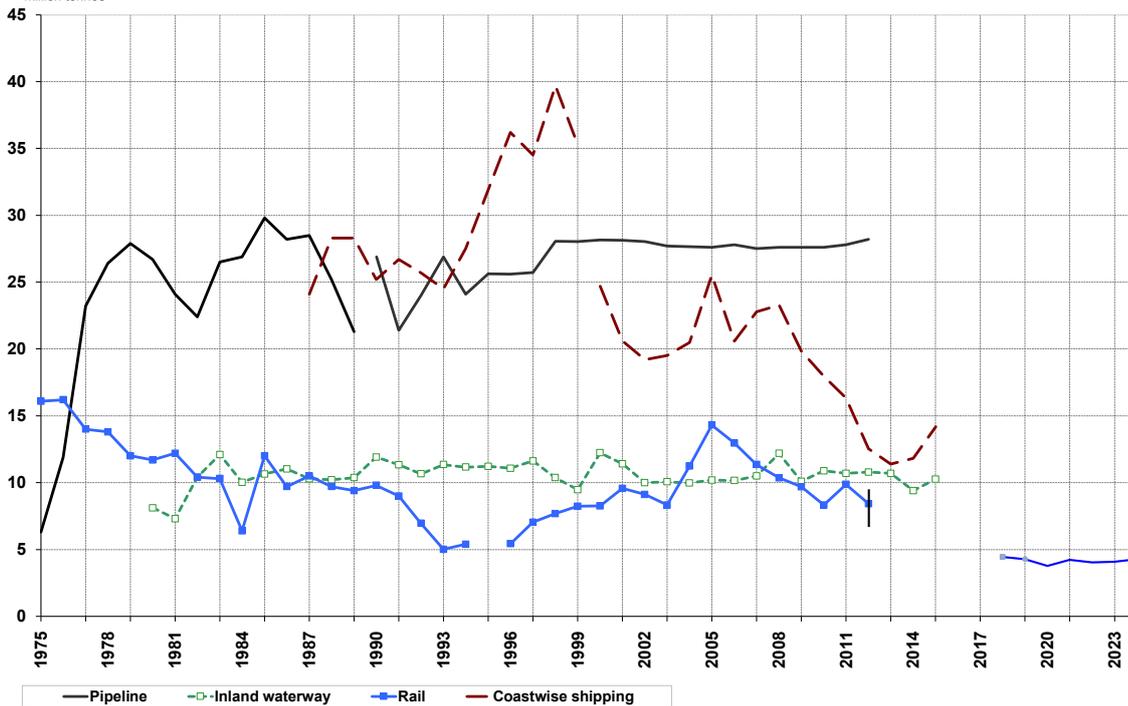
million tonnes



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 2025

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 3.17 million vehicles licensed for use on the roads in Scotland in 2024 (the highest number on record), of which 82 per cent were cars.**
- **Seventy one per cent of the adult population (17+) held a full driving licence in 2024.**
- **Seventy three per cent of households had access to one or more cars or vans in 2024; Twenty eight per cent of households had access to two or more cars or vans.**

Main Points

Vehicles Licensed

The total number of new motor vehicles registrations in 2024 was 212,161, 4% more than in 2023 and 19% less than 2014. (*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 2024 accounted for around 169,270 of these, around 5,000 (3%) more than in 2023, and 53,000 24% less than 2014. Of all new registered vehicles in 2024, 87,000 (41%) were petrol-propelled, and 43,000 (20%) were diesel-propelled. The remaining new vehicles registered in 2024 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 2024 by body type and propulsion is included in Chapter 13. (*Table 1.1*)

The total number of vehicles licensed was 3.17 million in 2024, 1% higher than 2023 and 12% higher than in 2014. The number of private and light goods vehicles in 2024 was 2.7 million, slightly more than 2023 and 10% higher than 2014. (*Table 1.2*)

Glasgow had the largest number of vehicles licensed as at the end of 2024 (249,131), followed by Fife (221,680) and Edinburgh (206,079) - 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 452 vehicles for every 1,000 people aged 17+, Glasgow was lowest at 383. Vehicle ownership per head was much higher in rural areas – Stirling had 830 vehicles per 1,000 people aged 17+ , Orkney had 814 and Renfrewshire had 794, the three areas in Scotland with the highest vehicle ownership by population. The Scotland average was 572 per thousand. The pattern for car registrations was similar with Glasgow lowest, and Stirling the highest figure per thousand population at 671, followed by Renfrewshire at 668. The effect of the registration of company car fleets can be seen: Renfrewshire accounted for 23 per cent (44,649) of all the company cars registered in Scotland, compared to 5 per cent of all cars. (*Table 1.3*)

There were 8,354 taxis and 14,173 private hire cars licensed in Scotland based on figures provided by Scottish local licensing authorities during 2025. The figures show that of the 8,354 licensed taxis, 3,876 (46%) 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 2024 was 8.3 years, the same as 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 2024 the average age of these vehicles in Great Britain was 9.1 years. (*Table 1.6*)

There were 5,171 licensed operators of heavy goods vehicles in Scotland in December 2025 and 583 public service vehicle licence holders. Most HGV operators had few (if any) vehicles specified on the licence: 3,240 had 0-2 vehicles, 893 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 2025. (*Table 1.10*)

The most popular new car sold in Scotland in 2024 was the Vauxhall Corsa with a market share of 5.3%. The top 5 most popular models had a total market share of 14% and the top 10, 24%. (*Table 1.11*)

MOTs and Driving Tests

In 2024/25, about 31% of cars tested in the road vehicle testing scheme (MOT) were unsatisfactory, as were 12% of motor cycles. About 11% of cars tested had unsatisfactory lamps, reflectors and electrical equipment, 9% had unsatisfactory suspension and 7% had unsatisfactory brakes and (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% had unsatisfactory structure and attachments. (*Table 1.12*)

There were 145,513 driving licence practical tests conducted in 2024 compared to 154,392 in 2023. The pass rate was 1% lower at 48%. The test centre at Benbecula Island had the highest pass rate (85%), though only 67 tests were conducted. (*Tables 1.13 & 1.14*)

The Scottish Household Survey results for 2024 showed that 71% 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 2024, the difference was 1 percentage point more than women. For 70-79 year olds there was a difference of 20 percentage points (men: 84%, women: 64%), and 26 percentage points for those aged 80+ (men: 66%; women: 40%). (*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 2024, 67% 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 53% 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 2024, 60% of adults aged 17+ living in large urban areas held a full driving licence compared with 85% 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 73 per cent of households had access to one or more cars in 2024. Twenty eight percent 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 77% of households have access to one or more cars, with 37% having two or more cars. The Census also showed that slightly fewer men (20 per cent) than women (25 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 2024, family (small or large) and large adult households were most likely to have access to at least one car (large family: 91%, small family: 90%, large adult: 87%). (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 pensioner

households (51%). The SHS also showed that 31% of large adult and 14% of large family households had 3 or more cars available for private use in 2024. (*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 47% of households whose net annual income was up to £15,000 had one or more cars available for private use, compared with at least 73% of households whose annual net income were above £25,000. Sixty one 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 324,826 Blue Badges on issue in Scotland at the end of March 2025. 161,818 were issued to recipients of allowances or grants which provide an automatic entitlement to a Blue Badge, 160,652 were issued on a discretionary basis to other people with a permanent or substantial disability, and 2,356 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 2014-15 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 2024-25 was 114,052 and the total number of road traffic crimes recorded in 2024-25 was 304 (Table 1.22).

The total number of road traffic offences recorded increased by 1.5% between 2023-24 and 2024-25; changes in these figures may arise because of changes in the level of enforcement or police deployment.

Contents	Table title
<u>Figure 1.1</u>	New registrations by taxation group
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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 (nrscotland.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 (nrscotland.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 53.
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.
	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 60	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 61	Statistics for East Renfrewshire have been entered to reflect the totals as of 2nd March, 2025.
note 62	

East Lothian Taxi and PHC Driver licenses are not recorded separately. A Driver licence will allow the holder to drive either licensed vehicle. All taxi's are required to be Wheelchair Accessible. PHC vehicles are not subject to this requirement and those that are Wheelchair Accessible are not recorded.

note 64

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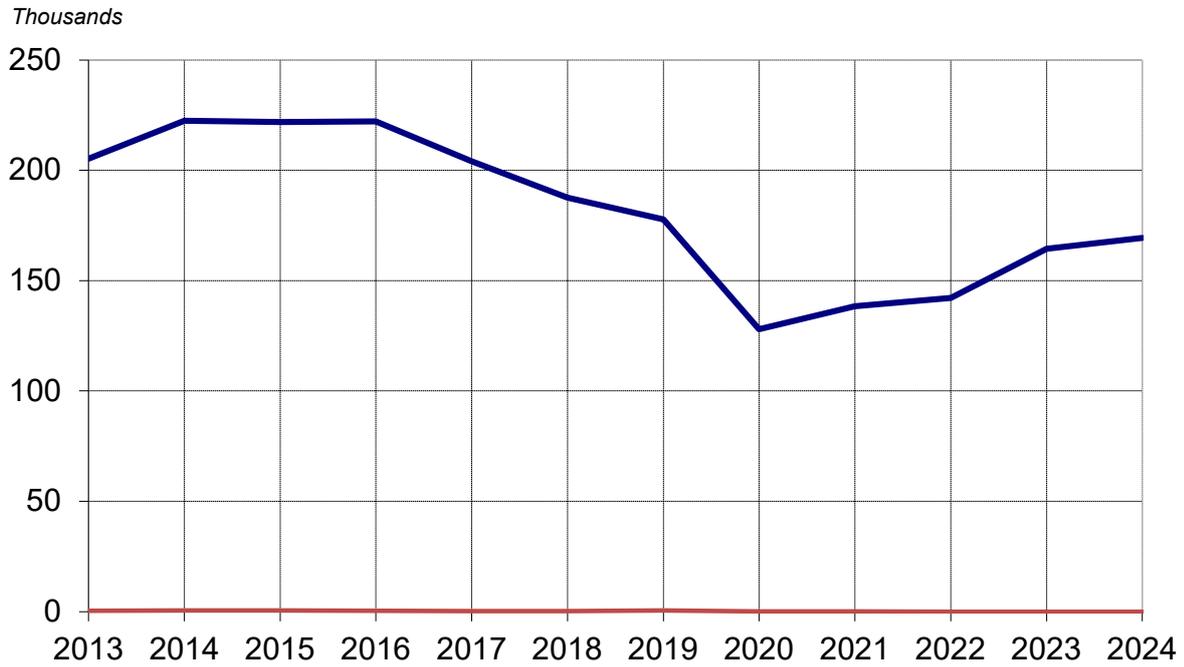
note 65

Response options for gender changed in 2022. Previously there were 4 response categories: Man/Boy; Woman/Girl; In another way; Refused. From 2022 onwards there are 3 response categories: Male; Female; Prefer not to say. For time series analysis all categories are presented. For results from 2022 onwards, only the 3 current responses are presented. While 'Prefer not to say' is not directly equivalent to 'Refused' there is likely to be considerable overlap, so for time series analysis both groups are represented by 'Prefer not to say'. There is no 2022 equivalent of 'In another way'. The proportion of respondents who gave these responses was historically not large enough to meet our reporting threshold, so there should be no functional effect on comparability across years.

note 66

Figure 1.1 New registrations by body type

Cars



Other Vehicles

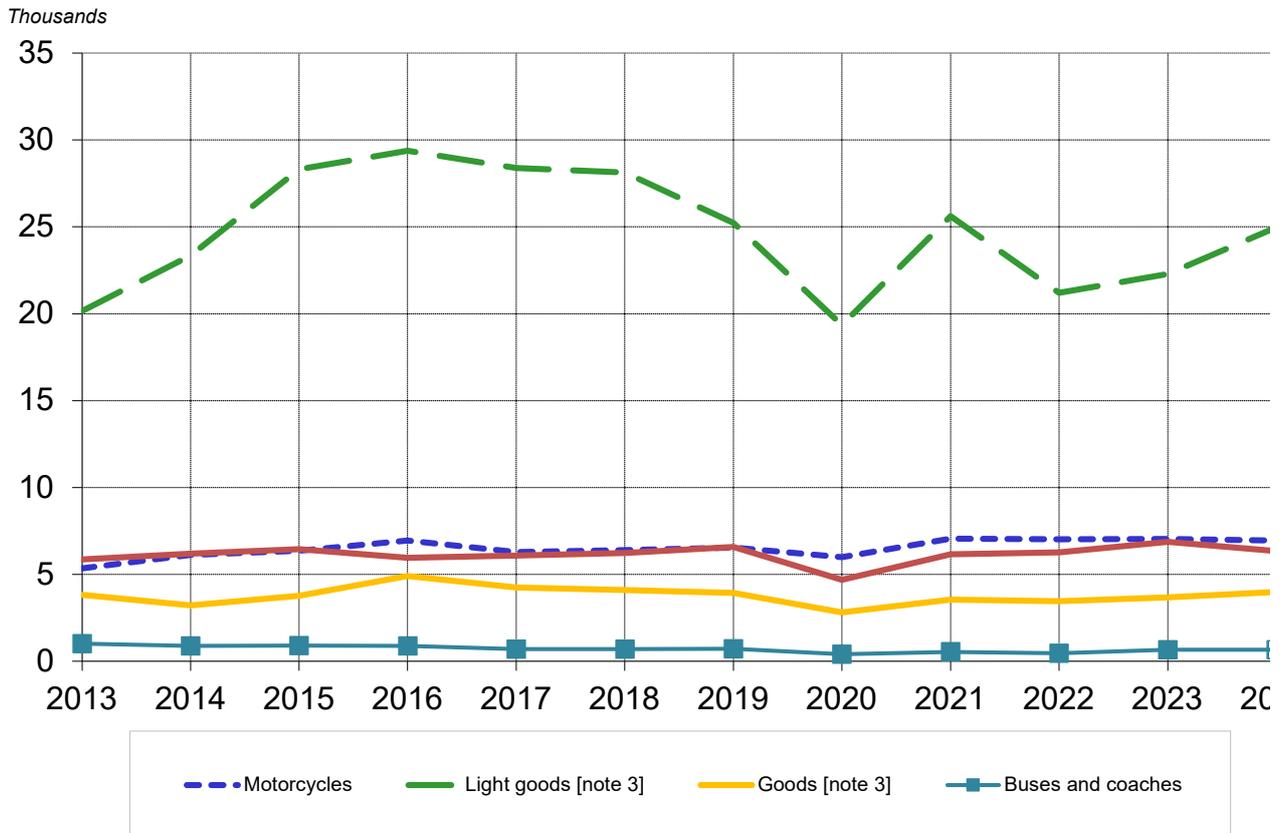
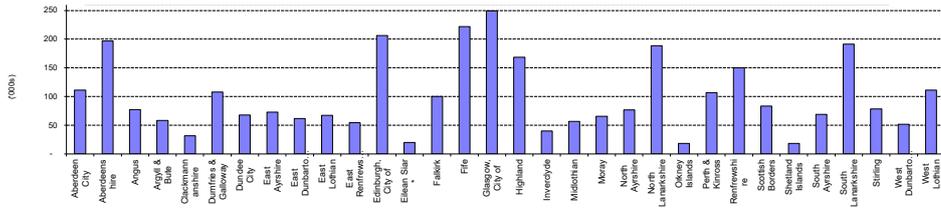
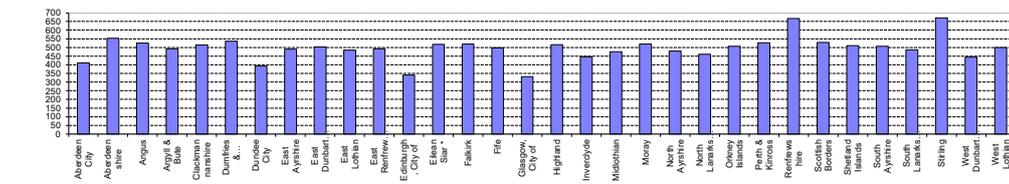


Figure 1.2 Vehicles licensed at 31 December 2022 by Council



* Formerly Western Isles

Figure 1.3 Private cars licensed at 31 December 2024 per thousand population aged 17+



1. i.e. "total type cars" including "company cars"
 * Formerly Western Isles

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

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

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

Source: DVLA/Department for Transport - Not Accredited Official Statistics

Vehicle taxation group/body type/method of propulsion	Vehicle type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	
By type of vehicle (taxation group)	Private and light goods	199	217	223	225	207	190	175	119	134		131	139	140
By type of vehicle (taxation group)	Motorcycles	5	6	6	7	6	6	6	6	7		7	7	7
By type of vehicle (taxation group)	Buses	1	1	1	1	1	1	1	0	0		0	0	1
By type of vehicle (taxation group)	Goods	3	2	3	4	3	3	3	2	3		3	3	3
By type of vehicle (taxation group)	Crown, exempt and other	32.7	35.6	34.2	33.3	33.0	33.2	35.2	33.8	37.6		39.7	55.2	61.2
By type of vehicle (taxation group)	Total	241	262	268	270	250	233	221	161	181		181	205	212
By body type	Cars	205	222	222	222	204	188	178	128	138		142	164	169
By body type	Taxis	0	1	0	0	0	0	0	0	0		0 [unavailable;available;available]	7	7
By body type	Motorcycles	5	6	6	7	6	6	6	6	7		7	7	7
By body type	Three wheelers	0	0	0	0	0	0	0	0	0		0 [unavailable;available;available]	7	7
By body type	Light goods [note 3]	20	23	28	29	28	28	25	19	26		21	22	25
By body type	Goods [note 3]	4	3	4	5	4	4	4	3	4		3	4	4
By body type	Buses and coaches	1	1	1	1	1	1	1	0	1		0	1	1
By body type	Other vehicles	6	6	6	6	6	6	7	5	6		6	7	6
By body type	All vehicles	242	263	268	271	250	233	221	161	182		181	205	212
By method of propulsion	Petrol	118.8	125.3	125.3	128.3	123.9	130.7	127.7	89.7	91.1		90.6	99.1	86.6
By method of propulsion	Diesel	120.2	133.3	137.7	137.0	118.3	92.1	80.1	47.5	49.5		40.4	41.0	43.1
By method of propulsion	Battery_electric	1.0	1.4	1.4	1.5	1.8	2.0	3.4	7.9	12.0		16.2	18.6	21.5
By method of propulsion	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	0.0
By method of propulsion	Plug-in_hybrid_electric_diesel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2		0.2	0.0	0.0
By method of propulsion	Plug-in_hybrid_electric_petrol	0.0	0.3	0.7	0.8	1.4	2.3	2.1	3.4	6.2		6.2	8.2	10.1
By method of propulsion	Hybrid_electric_diesel	0.1	0.1	0.1	0.1	0.0	0.0	0.1	1.4	2.6		2.7	1.6	1.6
By method of propulsion	Range_extended_electric	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0		0.0	0.1	0.1
By method of propulsion	Hybrid_electric_petrol	1.3	1.7	2.2	2.4	4.1	5.9	7.1	11.0	19.4		23.8	35.8	48.9
By method of propulsion	Gas	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.3		0.5	0.5	0.3
By method of propulsion	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	0.0
By method of propulsion	Total	241	262	268	270	250	233	221	161	181		181	205	212

Table 1.2 Vehicles licensed (thousands) 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' or use [Alt W, F]

Source: DVLA/Department for Transport - Not Accredited Official Statistics

Vehicle	Vehicle type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
By type of vehicle (taxation group)	Private and light goods	2,436	2,496	2,537	2,594	2,638	2,665	2,711	2,708	2,712	2,724	2,738	2,748
By type of vehicle (taxation group)	Motorcycles	59	61	62	63	62	62	63	63	65	66	65	65
By type of vehicle (taxation group)	Buses	12	12	12	12	12	12	12	10	11	10	10	10
By type of vehicle (taxation group)	Goods	29	29	30	30	30	28	28	27	28	28	28	28
By type of vehicle (taxation group)	Crown and exempt [note 2]	213	214	211	208	207	211	215	223	236	254	279	311
By type of vehicle (taxation group)	Other vehicles [note 2]	10	10	11	11	12	12	12	11	12	12	12	12
By type of vehicle (taxation group)	Total	2,759	2,821	2,863	2,919	2,962	2,991	3,041	3,042	3,064	3,093	3,132	3,174
By body type	Cars	2,319	2,369	2,394	2,433	2,462	2,486	2,524	2,520	2,518	2,537	2,566	2,596
By body type	Motorcycles	66	67	68	70	70	71	72	73	76	77	78	78
By body type	Light goods [note 3]	247	256	269	283	294	298	308	316	331	340	349	359
By body type	Goods [note 3]	36	36	37	38	38	37	37	35	36	37	37	36
By body type	Buses and coaches	15	15	15	15	15	14	14	13	13	13	13	13
By body type	Other vehicles	76	77	79	80	83	85	86	86	89	90	90	91
By body type	All vehicles	2,759	2,821	2,863	2,919	2,962	2,991	3,041	3,042	3,064	3,093	3,132	3,174
By method of propulsion	Petrol	1,567	1,552	1,522	1,509	1,497	1,503	1,533	1,535	1,536	1,550	1,571	1,586
By method of propulsion	Diesel	1,178	1,252	1,321	1,386	1,435	1,450	1,459	1,437	1,417	1,384	1,338	1,281
By method of propulsion	Hybrid Electric	7	9	10	12	15	20	26	36	55	80	114	165
By method of propulsion	Other fuels	7	8	10	12	15	18	23	35	56	80	108	142
By method of propulsion	Total	2,759	2,821	2,863	2,919	2,962	2,991	3,041	3,042	3,064	3,093	3,132	3,174

ROAD TRANSPORT VEHICLES

Table 1.3 Vehicles licensed (thousands) at 31 December 2024 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 Accredited Official Statistics

Council	Buses and coaches	All vehicles of which body type cars	Heavy goods vehicles	Light goods vehicles	Motor-cycle [note 6]	Other vehicles	Total all vehicles	All vehicles of which company cars	Population aged 17+ (NRS Population estimates Mid 2024)	Vehicles registered per 1,000 people aged 17+	Cars registered per 1,000 people aged 17+
Aberdeen City	0.6	95.5	1.1	9.7	2.8	1.2	110.9	4.2	231,780	478	412
Aberdeenshire	0.7	146.4	2.8	26.3	5.7	14.6	196.4	5.9	265,080	741	552
Angus	0.2	60.3	0.9	9.1	2.6	4.2	77.2	2.7	114,810	673	525
Argyll & Bute	0.5	43.2	0.8	9.3	1.7	2.4	57.9	1.9	87,690	660	493
Clackmannanshire	0.1	26.8	0.2	2.9	1.0	0.4	31.4	1.2	52,110	602	515
Dumfries & Galloway	0.3	78.3	2.0	16.0	3.3	8.0	107.8	4.3	145,860	739	537
Dundee City	0.3	58.7	0.5	5.9	1.5	0.9	67.7	3.7	149,880	452	392
East Ayrshire	0.2	59.5	1.0	7.6	2.0	2.4	72.6	3.4	121,480	598	490
East Dunbartonshire	0.1	55.3	0.2	4.3	1.1	0.5	61.5	2.1	109,970	560	503
East Lothian	0.2	55.7	0.5	6.6	2.1	1.8	66.9	2.4	115,180	581	484
East Renfrewshire	0.1	49.2	0.3	3.2	0.8	0.5	54.0	2.0	99,830	541	492
Edinburgh, City of	1.4	180.9	0.8	14.9	4.8	3.3	206.1	9.0	530,680	388	341
Eilean Siar [note 9]	0.1	13.5	0.3	4.2	0.6	1.2	19.8	0.5	26,020	762	517
Falkirk	0.2	83.2	1.6	10.9	2.5	1.3	99.8	4.6	160,020	624	520
Fife	1.2	186.7	1.7	21.7	6.3	4.1	221.7	8.8	374,760	592	498
Glasgow, City of	1.3	216.3	2.7	23.0	3.6	2.2	249.1	20.3	650,300	383	333
Highland	0.5	122.3	2.1	28.9	5.4	8.9	168.1	5.9	237,290	708	515
Inverclyde	0.5	35.2	0.1	2.9	0.8	0.3	39.9	1.9	78,880	505	446
Midlothian	0.2	47.4	0.5	5.9	1.7	0.9	56.7	2.3	99,880	567	475
Moray	0.2	49.4	0.9	8.9	2.3	3.3	65.1	2.1	95,010	685	520
North Ayrshire	0.3	64.3	0.7	7.5	2.2	1.5	76.5	3.7	134,010	571	480
North Lanarkshire	0.6	158.8	3.5	20.4	3.3	1.6	188.2	10.8	344,540	546	461
Orkney Islands	0.1	11.2	0.2	3.4	0.7	2.4	17.9	0.5	22,020	814	507
Perth & Kinross	0.3	81.3	1.6	13.5	3.1	6.8	106.6	4.0	154,420	690	526
Renfrewshire	0.5	126.4	1.5	18.5	2.2	1.0	150.1	44.6	189,170	794	668
Scottish Borders	0.2	61.9	1.8	11.6	2.3	5.2	83.1	3.0	116,980	710	529
Shetland Islands	0.1	11.8	0.3	3.8	0.6	1.1	17.9	1.0	23,190	771	510
South Ayrshire	0.4	56.9	0.5	6.9	1.9	2.1	68.6	2.8	112,260	611	507
South Lanarkshire	0.6	162.3	2.5	18.4	3.8	3.5	191.1	10.1	334,030	572	486
Stirling	0.1	63.2	0.7	11.3	1.4	1.5	78.2	19.4	94,210	830	671
West Dunbartonshire	0.1	39.6	0.3	10.3	1.0	0.4	51.7	2.5	89,120	580	444
West Lothian	0.4	93.0	1.7	11.1	3.2	1.6	110.9	5.0	186,440	595	499
Scotland	12.6	2,596.2	36.4	358.8	78.4	91.4	3,173.8	196.6	5,546,900	572	468

ROAD TRANSPORT VEHICLES

Table 1.4 Taxi, private hire cars and drivers licensed by local authority area, 2025

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

Source: Scottish Government - Not Accredited Official Statistics

Council	Taxi	Private hire	Total	Taxi driver	Private hire	Total	Wheelchair	Wheelchair
	vehicles	cars	vehicles	licenses	licences	licenses	accessible taxis	accessible private hire cars
Aberdeen City	485	346	831	945	8	953	278	0
Aberdeenshire	324	449	773	1,467	180	1,647	27	45
Angus	83	54	137	115	104	219	4	3
Argyll & Bute	170	85	255	364	66	430	12	2
Clackmannanshire	52	48	100	124	2	126	6	0
Dumfries & Galloway	183	57	240	287	49	336	1	1
Dundee City	458	182	640	1,004	21	1,025	203	0
East Ayrshire	125	110	235	287	25	312	22	2
East Dunbartonshire	225	328	553	517	150	667	43	2
East Lothian [note 64]	90	124	214	[unavailable]	[unavailable]	282	90	[unavailable]
East Renfrewshire [Note 62]	36	409	445	63	548	611	1	3
Edinburgh, City of	1,078	3,069	4,147	1,890	3,536	5,426	1,078	7
Eilean Siar	88	22	110	148	20	168	5	3
Falkirk	388	84	472	503	48	551	38	4
Fife [note 10]	481	338	819	1,645	[unavailable]	1,645	15	85
Glasgow, City of	1,232	3,439	4,671	1,640	5,232	6,872	1232	23
Highland	409	254	663	523	360	883	7	11
Inverclyde [note 10]	235	27	262	367	[unavailable]	367	16	0
Midlothian	25	140	165	50	226	276	25	0
Moray	123	22	145	255	19	274	5	1
North Ayrshire	230	37	267	452	[unavailable]	452	43	0
North Lanarkshire	398	1,150	1,548	1,004	889	1,893	156	1
Orkney Islands	31	21	52	73	10	83	0	2
Perth & Kinross [note 10]	97	241	338	[unavailable]	[unavailable]	531	17	43
Renfrewshire	224	662	886	432	880	1,312	216	23
Scottish Borders	145	62	207	229	24	253	12	14
Shetland Islands	59	73	132	190	119	309	3	2
South Ayrshire	77	173	250	415	74	489	77	0
South Lanarkshire	266	1,463	1,729	892	1,297	2,189	31	27
Stirling	167	87	254	333	6	339	11	7
West Dunbartonshire [note 10]	320	78	398	389	0	389	152	7
West Lothian	50	539	589	32	329	361	50	76
Scotland	8,354	14,173	22,527	16,635	14,222	31,670	3,876	394

ROAD TRANSPORT VEHICLES

Table 1.5 Licensed vehicles in 2024 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 Accredited Official 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	0.0	1.0	3	2.0	3	13	10.6
Cars	173.0	146.0	148.0	154.0	224.0	814	381.0	374	2,596	8
Heavy goods vehicles	3.0	3.0	3.0	2.0	3.0	9	3.0	6	36	7.5
Light goods vehicles	24.0	21.0	27.0	21.0	27.0	104	46.0	59	359	8.3
Motorcycles	5.0	5.0	4.0	3.0	3.0	11	5.0	29	78	15.3
Other vehicles	6.0	5.0	5.0	4.0	4.0	12	7.0	33	91	15.9
Total	212.0	179.0	187.0	184.0	262.0	953	444.0	504	3,174	8.4

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 [Alt W, F]

Source: DVLA/Department for Transport - Not Accredited Official Statistics

Country	Type of vehicle	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Scotland	Buses and coaches	8.9	9.0	9.1	9.2	9.5	9.6	9.7	10.2	10.3	10.5	10.6	10.6
Scotland	Cars	6.5	6.5	6.6	6.6	6.6	6.7	6.8	7.1	7.3	7.7	7.9	8.0
Scotland	Heavy goods vehicles	7.1	7.1	7.1	7.0	7.0	7.2	7.2	7.3	7.4	7.6	7.6	7.5
Scotland	Light goods vehicles	7.2	7.2	7.2	7.2	7.2	7.4	7.5	7.7	7.9	8.2	8.3	8.3
Scotland	Motorcycles [note 6]	12.2	12.5	12.6	12.8	13.0	13.5	13.8	14.3	14.5	14.8	15.0	15.3
Scotland	Other vehicles	13.9	14.0	14.1	14.3	14.5	14.6	15.0	15.3	15.4	15.5	15.7	15.9
Scotland	Total	6.9	6.9	7.0	7.0	7.0	7.1	7.2	7.5	7.8	8.1	8.3	8.4
Great Britain	Buses and coaches	9.7	9.9	10.1	10.2	10.4	10.6	10.9	11.2	11.6	12.0	12.2	12.1
Great Britain	Cars	7.8	7.9	7.9	8.0	8.0	8.1	8.2	8.5	8.8	9.1	9.4	9.6
Great Britain	Heavy goods vehicles	7.3	7.5	7.5	7.5	7.5	7.5	7.4	7.4	7.5	7.6	7.7	7.7
Great Britain	Light goods vehicles	7.9	8.0	8.0	8.0	8.1	8.1	8.2	8.4	8.6	8.9	9.0	9.1
Great Britain	Motorcycles [note 6]	12.9	13.2	13.4	13.4	13.8	14.3	14.7	15.1	15.2	15.4	15.6	16.0
Great Britain	Other vehicles	15.3	15.5	15.6	15.7	15.9	16.1	16.4	16.7	16.8	16.9	17.1	17.2
Great Britain	Total	8.1	8.2	8.2	8.3	8.3	8.4	8.6	8.9	9.1	9.4	9.6	9.8

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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 Accredited Official Statistics

Percentages and numbers	Cylinder size	2013	2014	2015	2016	2017	2018	2019	2020	2021
Percentage of year total	up to 700 cc	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Percentage of year total	701 to 1,000 cc	4.5	5.2	5.9	6.7	7.4	8.5	9.6	10.5	11.3
Percentage of year total	1,001 to 1,200 cc	6.4	6.5	6.5	6.5	6.6	6.7	6.7	6.8	7.0
Percentage of year total	1,201 to 1,500 cc	26.2	26.2	26.3	26.5	26.5	26.5	26.7	26.8	26.6
Percentage of year total	1,501 to 1,800 cc	24.8	24.6	24.3	23.7	23.1	22.3	21.1	20.0	19.0
Percentage of year total	1,801 to 2,000 cc	21.4	20.9	20.4	20.1	20.3	20.4	20.7	21.0	21.3
Percentage of year total	2,001 to 2,500 cc	11.0	11.0	11.2	11.1	10.8	10.4	10.0	9.7	9.5
Percentage of year total	2,501 to 3,000 cc	4.0	3.9	3.9	3.8	3.8	3.8	3.8	3.9	3.9
Percentage of year total	3,000 cc and over	1.7	1.7	1.6	1.5	1.5	1.4	1.4	1.3	1.3
Percentage of year total	cc not known [note 13]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentage of year total	Total	100	100	100	100	100	100	100	100	100
Numbers thousands	Total	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 Accredited Official Statistics

Gross weight (tonnes)	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Up to 7 tonnes	370	482	453	537	725	704	625	398	677	422	494	478
7-10 tonnes	349	367	442	469	481	335	284	224	182	250	241	291
8-18 tonnes	864	664	762	1,125	702	903	822	543	851	790	612	752
18 to 30 tonnes	541	310	389	581	466	429	429	426	423	411	442	568
31 to 41 tonnes	489	472	474	575	601	542	570	392	538	554	587	608
Over 41 tonnes	1,208	914	1,247	1,607	1,265	1,185	1,210	821	871	1,018	1,304	1,261
Total	3,821	3,209	3,767	4,894	4,240	4,098	3,940	2,804	3,542	3,445	3,687	3,982

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 Accredited Official Statistics

Number of seats	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Single decker	5,676	5,795	5,784	5,680	5,613	5,521	5,390	4,701	5,013	4,821	4,622	4,667
Double decker	1,941	1,932	1,983	1,910	1,953	1,978	1,943	1,818	1,814	1,791	1,784	1,813
Minibus	7,533	7,447	7,302	7,205	6,973	6,858	6,696	5,910	6,124	6,095	5,917	5,826
Other	118	112	108	123	128	136	125	86	171	181	265	278
Total	15,268	15,286	15,177	14,918	14,667	14,493	14,154	12,515	13,122	12,888	12,588	12,584

Table 1.10 Heavy goods and public service vehicle operators in Scotland by licence type and number vehicles December 2025

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

Source: [Traffic Commissioners office](#)

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	1,834	1,146	260	3,240	127	115	32	274
3-5	313	458	122	893	5	71	17	93
6-10	118	277	63	458	0	54	22	76
11-20	45	192	51	288	0	45	23	68
21-50	23	113	47	183	0	22	21	43
51-100	4	55	10	69	0	13	6	19
101-200	2	22	5	29	0	2	1	3
201+	0	7	4	11	0	3	4	7
Total	2,339	2,270	562	5,171	132	325	126	583

Table 1.11 The 20 most popular new cars sold in Scotland, 2024 [note 17]

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

Source: SMMT - Not Accredited Official Statistics

Position	Make	Range	Number of cars sold	Market share percent
1	VAUXHALL	CORSA	9,092	5.3
2	KIA	SPORTAGE	5,125	3.0
3	FORD	PUMA	3,484	2.0
4	JAECOO	7	3,426	2.0
5	VOLKSWAGEN	POLO	3,417	2.0
6	NISSAN	QASHQAI	3,356	2.0
7	VAUXHALL	MOKKA	3,347	2.0
8	MG	MG HS	3,207	1.9
9	VOLVO	XC40	3,202	1.9
10	PEUGEOT	208	2,956	1.7
11	VOLKSWAGEN	GOLF	2,801	1.6
12	NISSAN	JUKE	2,796	1.6
13	MG	MG ZS	2,646	1.5
14	VOLKSWAGEN	T-ROC	2,611	1.5
15	RENAULT	CLIO	2,597	1.5
16	VOLKSWAGEN	TIGUAN	2,546	1.5
17	MG	MG 3	2,393	1.4
18	MINI	MINI COOPER	2,293	1.3
19	PEUGEOT	2008	2,183	1.3
20	OMODA	5	1,960	1.1
Total top 20 All makes		All ranges	65,438	38.2
Total all othe All makes		All ranges	105,935	61.8
Total cars sc All makes		All ranges	171,373	100.0

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

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

Source: DVSA - Not Accredited Official Statistics

Cars [note 19]	1st April 2024 - 31st March 2025 [note 26]	Failures with at least one Dangerous defect	Failures with only Major defects
Total Tests (thousands)	2,621.6	[Not applicable]	[Not applicable]
Pass with Rectification at Station (thousands)	87.7	[Not applicable]	[Not applicable]
Fail (thousands)	711.6	225.2	574.1
Initial Failure Rate (percent) [note 21]	30.5	8.6	21.9
Final Failure Rate (percent) [note 22]	27.1	[Not applicable]	[Not applicable]
Body, chassis, structure (percent)	3.4	0.3	4.5
Brakes (percent)	6.6	3.1	8.2
Identification of the vehicle (percent)	0.3	0.0	0.3
Lamps, reflectors and electrical equipment (percent)	10.9	0.1	9.1
Noise, emissions and leaks (percent)	3.2	0.0	3.7
Road Wheels (percent)	0.4	0.1	0.3
Seat belts and supplementary restraint systems (percent)	1.0	0.0	0.9
Speedometer and speed limiter (percent)	0.0	0.0	0.0
Steering (percent)	2.0	0.1	2.5
Suspension (percent)	8.7	0.7	11.6
Tyres (percent)	6.4	4.9	2.0
Visibility (percent)	4.5	0.0	4.4
Defect Items per Initial Test Failure (percent)	2.68	0.41	2.28

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

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

Source: DVSA - Not Accredited Official Statistics

Motor cycles	1st April 2024 - 31st March 2025 [note 26]	Failures with at least one Dangerous defect	Failures with only Major defects
Total Tests (thousands)	65.5	[Not applicable]	[Not applicable]
Pass with Rectification at Station (thousands)	2.4	[Not applicable]	[Not applicable]
Fail (thousands)	5.2	2.3	5.3
Initial Failure Rate (percent) [note 21]	11.6	3.5	8.1
Final Failure Rate (percent) [note 22]	7.9	[Not applicable]	[Not applicable]
Identification of the vehicle (percent)	0.6	0.0	0.6
Motorcycle audible warning (Horn) (percent)	0.1	0.0	0.1
Motorcycle brakes (percent)	2.7	0.8	2.2
Motorcycle lamps and reflectors (percent)	6.2	0.7	5.7
Motorcycle steering (percent)	0.9	0.3	0.7
Motorcycle structure and attachments (percent)	1.9	0.5	1.5
Motorcycle suspension (percent)	1.8	0.2	1.7
Motorcycle tyres (percent)	1.7	1.4	0.3
Motorcycle wheels (percent)	0.1	0.0	0.1
Defect Items per Initial Test Failure (percent)	1.8	0.4	1.4

Table 1.12c Road vehicle testing scheme Private Passenger (over 12 seats) (MOT) [note 18] [note 25]
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
 Source: DVSA - Not Accredited Official Statistics

Private Passenger (over 12 seats)	1st April 2024 - 31st March 2025 [note 26]		Failures with at least one Dangerous defect		Failures with only Major defects	
Total Tests (thousands)	3.6		[Not applicable]		[Not applicable]	
Pass with Rectification at Station (thousands)	0.1		[Not applicable]		[Not applicable]	
Fail (thousands)	1.0		0.3		0.8	
Initial Failure Rate (percent) [note 21]	29.8		7.6		22.2	
Final Failure Rate (percent) [note 22]	27.0		[Not applicable]		[Not applicable]	
Body, chassis, structure (percent)	6.1		1.1		5.5	
Brakes (percent)	14.9		3.4		13.7	
Buses and coaches supplementary tests (percent)	2.6		0.2		2.4	
Identification of the vehicle (percent)	0.3		0.0		0.3	
Lamps, reflectors and electrical equipment (percent)	11.7		0.3		11.6	
Noise, emissions and leaks (percent)	4.5		0.1		4.4	
Road Wheels (percent)	0.1		0.0		0.1	
Seat belt installation check (percent)	0.1		0.0		0.1	
Seat belts and supplementary restraint systems (percent)	3.8		0.1		3.7	
Speedometer and speed limiter (percent)	0.5		0.0		0.5	
Steering (percent)	2.6		0.2		2.5	
Suspension (percent)	9.3		0.8		8.8	
Tyres (percent)	3.36		2.42		1.17	
Visibility (percent)	3.5		0		3.5	
Defect Items per Initial Test Failure (percent)	3.58		0.37		3.20	

Table 1.12d Road vehicle testing scheme Light goods vehicles (MOT) [note 18] [note 25]

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

Source: DVSA - Not Accredited Official Statistics

Light goods vehicles [note 24]	<i>1st April 2024 - 31st March 2025 [note 26]</i>	<i>Failures with at least one Dangerous defect</i>	<i>Failures with only Major defects</i>
Total Tests (thousands)	85.6	[Not applicable]	[Not applicable]
Pass with Rectification at Station (thousands)	3.4	[Not applicable]	[Not applicable]
Fail (thousands)	29.2	9.9	22.6
Initial Failure Rate (percent) [note 21]	38.0	11.6	26.4
Final Failure Rate (percent) [note 22]	34.1	[Not applicable]	[Not applicable]
Body, chassis, structure (percent)	7.0	0.6	6.7
Brakes (percent)	19.8	6.8	17.3
Identification of the vehicle (percent)	0.5	0.0	0.5
Lamps, reflectors and electrical equipment (percent)	17.7	0.4	17.5
Noise, emissions and leaks (percent)	6.2	0.1	6.1
Road Wheels (percent)	0.2	0.0	0.2
Seat belts and supplementary restraint systems (percent)	1.9	0.1	1.8
Speedometer and speed limiter (percent)	0.0	0.0	0.0
Steering (percent)	3.9	0.2	3.7
Suspension (percent)	11.8	1.1	11.3
Tyres (percent)	5.2	3.9	1.5
Visibility (percent)	6.9	0.0	6.9
Defect Items per Initial Test Failure (percent)	3.59	0.43	3.16

Table 1.13a Driving licence tests thousands [note 27]

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

Source: DVLA and DVSA - Not Accredited Official Statistics

Type of test	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Applications received	[unavaila											
Theory tests conducted	122	129	190	147	164	149	164	78	109	217	199	215
Theory test passes	67	69	94	76	90	81	86	47	65	110	98	106
Theory test pass rate	54%	54%	49%	52%	55%	54%	52%	60%	60%	50%	49%	49%
Applications received	126	127	136	143	142	135	144	45	183	239	263	263
Driving tests concluded	124	123	123	140	133	125	123	32	117	135	154	146
Passes	58	59	60	69	65	60	59	17	61	68	75	69
Pass rate	47%	48%	48%	50%	49%	48%	48%	53%	52%	50%	49%	48%

Table 1.14 Practical Driving Test - Pass Rate at Test Centres 2024-25 [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 Accredited Official Statistics

Test centre	Male			Female			Overall		
	Conducted	Male Pass	Male Pass rate	Conducted	Female Pass	Female Pass rate	Conducted	Overall Pass	Overall Pass rate
Aberdeen LGV [note 31]	2,211	959	86.4%	1,881	887	93.5%	4,092	1,846	45.1%
Aberdeen South (Cove) [note 31]	2,753	1,382	50.2%	2,054	1,088	53.0%	4,807	2,470	51.4%
Aberfeldy	[Not available]	[Not available]	[Not available]	[Not available]					
Airdrie [note 31]	4,098	1,656	40.4%	2,575	1,099	42.7%	6,673	2,755	41.3%
Alness [note 33]	418	266	63.6%	447	279	62.4%	865	545	63.0%
Arbroath [note 33]	134	112	83.6%	160	120	75.0%	294	232	78.9%
Ayr [note 31]	1,110	631	56.8%	905	513	56.7%	2,015	1,144	56.8%
Ballater [note 33]	70	51	72.9%	96	77	80.2%	166	128	77.1%
Banff [note 33]	122	65	53.3%	131	63	48.1%	253	128	50.6%
Barra	-	-	0.0%	10	6	60.0%	10	6	60.0%
Benbecula Island	57	43	75.4%	47	39	83.0%	104	82	78.8%
Bishopbriggs [note 31]	3,260	1,605	49.2%	2,401	1,252	52.1%	5,661	2,857	50.5%
Buckie [note 33]	165	85	51.5%	109	59	54.1%	274	144	52.6%
Callander [note 32]	71	35	49.3%	62	28	45.2%	133	63	47.4%
Campbeltown [note 33]	51	30	58.8%	64	42	65.6%	115	72	62.6%
Castle Douglas [note 33]	273	131	48.0%	243	128	52.7%	516	259	50.2%
Crieff [note 33]	42	30	71.4%	79	50	63.3%	121	80	66.1%
Cumnock [note 34]	419	273	65.2%	487	281	57.7%	906	554	61.1%
Dumbarton [note 31]	967	517	53.5%	845	453	53.6%	1,812	970	53.5%
Dumfries [note 31]	1,642	726	44.2%	1,156	590	51.0%	2,798	1,316	47.0%
Dundee [note 31]	3,093	1,956	63.2%	2,758	1,575	57.1%	5,851	3,531	60.3%
Dunfermline (Vine) [note 31]	2,401	1,021	42.5%	2,021	893	44.2%	4,422	1,914	43.3%
Dunoon [note 33]	101	59	58.4%	82	56	68.3%	183	115	62.8%
Duns [note 33]	62	49	79.0%	70	49	70.0%	132	98	74.2%
East Kilbride [note 34]	1,139	519	45.6%	1,312	619	47.2%	2,451	1,138	46.4%
Edinburgh (Currie) [note 31]	4,227	1,824	43.2%	3,248	1,405	43.3%	7,475	3,229	43.2%
Edinburgh (Musselburgh) [note 31]	4,305	1,954	45.4%	3,495	1,709	48.9%	7,800	3,663	47.0%
Elgin [note 31]	1,116	476	42.7%	1,068	495	46.3%	2,184	971	44.5%
Forfar [note 33]	151	109	72.2%	205	135	65.9%	356	244	68.5%
Fort William [note 33]	155	99	63.9%	153	92	60.1%	308	191	62.0%
Fraserburgh [note 32]	260	158	60.8%	236	143	60.6%	496	301	60.7%
Gairloch [note 33]	27	17	63.0%	25	19	76.0%	52	36	69.2%
Galashiels [note 31]	1,480	694	46.9%	713	383	53.7%	2,193	1,077	49.1%
Girvan [note 34]	125	87	69.6%	124	84	67.7%	249	171	68.7%
Glasgow (Annie'sland) [note 31]	4,488	1,887	42.0%	4,072	1,602	39.3%	8,560	3,489	40.8%
Glasgow (Baillieston) [note 31]	5,518	2,501	45.3%	3,960	1,710	43.2%	9,478	4,211	44.4%
Glasgow (Shieldhall) [note 31]	3,975	1,468	36.9%	2,817	1,095	38.9%	6,792	2,563	37.7%
Golspie [note 33]	38	27	71.1%	62	41	66.1%	100	68	68.0%
Grangemouth [note 31]	2,496	1,143	45.8%	2,119	997	47.1%	4,615	2,140	46.4%
Grantown-On-Spey [note 33]	96	60	62.5%	84	52	61.9%	180	112	62.2%
Greenock [note 31]	1,151	476	41.4%	885	388	43.8%	2,036	864	42.4%
Haddington [note 33]	945	578	61.2%	945	597	63.2%	1,890	1,175	62.2%
Hamilton [note 31]	2,993	1,147	38.3%	2,615	1,066	40.8%	5,608	2,213	39.5%
Hawick [note 33]	239	141	59.0%	188	120	63.8%	427	261	61.1%
Huntly [note 33]	115	74	64.3%	117	71	60.7%	232	145	62.5%
Inveraray [note 33]	28	21	75.0%	39	36	92.3%	67	57	85.1%
Inverness (Longman Drive)	1,584	710	44.8%	1,349	636	47.1%	2,933	1,346	45.9%
Inverness (Seaford Road)	556	289	52.0%	534	303	56.7%	1,090	592	54.3%
Inverurie [note 33]	2,687	1,368	50.9%	2,619	1,242	47.4%	5,306	2,610	49.2%
Irvine [note 31]	8	7	87.5%	20	13	65.0%	28	20	71.4%
Isle of Mull [note 33]	52	37	71.2%	81	56	69.1%	133	93	69.9%
Isle of Skye (Portree) [note 33]	8	7	87.5%	2	1	50.0%	10	8	80.0%
Kelso [note 33]	177	99	55.9%	204	118	57.8%	381	217	57.0%
Kingussie [note 33]	71	42	59.2%	60	42	70.0%	131	84	64.1%
Kirkcaldy [note 31]	2,767	1,306	47.2%	2,442	1,169	47.9%	5,209	2,475	47.5%
Kyle of Lochalsh [note 33]	73	48	65.8%	69	35	50.7%	142	83	58.5%
Lanark [note 33]	938	500	53.3%	907	514	56.7%	1,845	1,014	55.0%
Lerwick [note 33]	210	138	65.7%	222	155	69.8%	432	293	67.8%
Livingston [note 31]	2,312	1,136	49.1%	2,174	1,140	52.4%	4,486	2,276	50.7%
Lochgilphhead [note 33]	79	52	65.8%	65	38	58.5%	144	90	62.5%
Mallaig [note 33]	27	19	70.4%	19	10	52.6%	46	29	63.0%
Montrose (Broomfield Ind Estate) [note 33]	302	202	66.9%	331	220	66.5%	633	422	66.7%
Newton Stewart [note 33]	105	68	64.8%	96	59	61.5%	201	127	63.2%
Oban [note 33]	126	84	66.7%	161	92	57.1%	287	176	61.3%
Orkney [note 33]	188	127	67.6%	162	104	64.2%	350	231	66.0%
Paisley [note 31]	3,279	1,527	46.6%	2,498	1,164	46.6%	5,777	2,691	46.6%
Peebles [note 33]	262	170	64.9%	266	184	69.2%	528	354	67.0%
Perth (Arran Road) [note 31]	1,302	667	51.2%	1,304	531	40.7%	2,606	1,198	46.0%
Peterhead [note 31]	825	470	57.0%	575	339	59.0%	1,400	809	57.8%
Pitlochry [note 33]	[Not available]	[Not available]	[Not available]	[Not available]					
Rothsay [note 33]	[Not available]	[Not available]	[Not available]	[Not available]					
Stirling [note 31]	2,084	796	38.2%	2,027	793	39.1%	4,111	1,589	38.7%
Stornoway [note 33]	200	117	58.5%	174	93	53.4%	374	210	56.1%
Stranraer [note 33]	90	67	74.4%	124	90	72.6%	214	157	73.4%
Thurso [note 33]	81	47	58.0%	86	50	58.1%	167	97	58.1%
Ullapool [note 33]	32	24	75.0%	27	20	74.1%	59	44	74.6%
Whitby	270	178	65.9%	243	156	64.2%	513	334	65.1%
Wick [note 31]	121	75	62.0%	104	46	44.2%	225	121	53.8%
Scotland	79,403	37,519	47.3%	66,110	31,899	48.3%	145,513	69,418	47.7%

Table 1.16: Percentage of people aged 17+ that hold a full driving licence by age, 2024 [Note 39] [Note 65] [Note 66]

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

Source: Scottish Household Survey

Category	Sub-category	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+	All aged 17+	Sample size of group
All people age 17+	All people aged 17+	29.6	57.7	68.7	79.1	81.7	78.4	73.6	51.7	70.8	9,620
Sex	Male	30	62	69	82	85	83	84	66	75	4,290
Sex	Female	29	54	68	76	79	74	64	40	67	5,330
Sex	Prefer not to say	0	0	0	0	0	0	0	0	0	0
Ethnicity	White Scottish	27	66	75	81	82	77	72	50	73	7,360
Ethnicity	White other British	small sample]	60	81	81	89	90	83	63	79	1,200
Ethnicity	White Irish	small sample]	77	100							
Ethnicity	White Polish	0	small sample]	0	0	55	90				
Ethnicity	Other white	0	28	49	73	small sample]	small sample]	small sample]	small sample]	53	370
Ethnicity	Asian, Asian Scottish or Asian British	small sample]	38	54	75	small sample]	small sample]	small sample]	small sample]	57	270
Ethnicity	Other ethnic group	small sample]	small sample]	33	63	small sample]	small sample]	small sample]	small sample]	40	220
Religion	None	27	58	72	80	82	78	75	54	72	5,500
Religion	Church of Scotland	0	70	77	82	90	81	75	53	75	2,090
Religion	Roman Catholic	small sample]	51	61	79	70	72	65	37	64	1,180
Religion	Other Christian	small sample]	small sample]	68	78	87	81	78	56	75	540
Religion	Muslim	small sample]	small sample]	45	small sample]	0	49				
Religion	All other religions	0	small sample]	58	140						
Disability status	Disabled	small sample]	33	55	56	61	61	61	42	54	2,860
Disability status	Not disabled	33	62	71	84	88	86	81	63	76	6,730
Current situation	Self employed	0	small sample]	85	95	98	94	small sample]	small sample]	92	570
Current situation	Employed full time	small sample]	72	75	86	89	86	small sample]	0	80	3,190
Current situation	Employed part time	small sample]	44	67	77	80	85	small sample]	small sample]	70	910
Current situation	Looking after the home or family	0	43	46	50	73	small sample]	0	0	55	290
Current situation	Permanently retired from work	0	0	0	0	85	78	73	51	70	3,490
Current situation	Unemployed and seeking work	small sample]	25	34	small sample]	small sample]	small sample]	0	0	43	210
Current situation	At school	small sample]	0	0	0	0	0	0	0	small sample]	30
Current situation	In further/higher education	small sample]	47	small sample]	small sample]	small sample]	0	0	0	48	240
Current situation	Government work or training scheme	small sample]	0	0	0	0	0	0	0	small sample]	0
Current situation	Permanently sick or disabled	0	small sample]	39	33	37	41	0	0	36	590
Current situation	Unable to work because of short-term illness	0	0	small sample]	small sample]	small sample]	small sample]	0	0	37	70
Current situation	Other	0	0	0	small sample]	0	30				
Annual net household income	up to £15,000 p.a.	small sample]	41	38	46	57	69	64	42	53	1,460
Annual net household income	over £15,000 - £20,000	small sample]	43	38	40	66	63	66	50	54	1,190
Annual net household income	over £20,000 - £25,000	small sample]	49	57	67	66	73	68	55	62	1,300
Annual net household income	over £25,000 - £30,000	small sample]	54	60	78	79	76	74	51	67	950
Annual net household income	over £30,000 - £40,000	small sample]	59	67	73	85	84	85	51	73	1,380
Annual net household income	over £40,000 - £50,000	small sample]	71	77	87	92	88	83	small sample]	81	980
Annual net household income	over £50,000 - £60,000	small sample]	81	76	91	89	90	small sample]	small sample]	83	740
Annual net household income	over £60,000 p.a.	small sample]	76	89	92	94	95	86	small sample]	88	1,190
Equivalised income	1 (20% lowest incomes)	small sample]	45	49	48	63	73	69	48	57	1,890
Equivalised income	2	small sample]	43	55	69	73	70	71	49	62	1,910
Equivalised income	3	small sample]	59	69	82	82	77	77	55	71	1,910
Equivalised income	4	small sample]	69	77	88	90	83	73	52	78	1,780
Equivalised income	5 (20% highest incomes)	small sample]	70	82	89	91	93	89	small sample]	84	1,740
Scottish Index of Multiple Deprivation	1 (20% most deprived)	small sample]	42	52	54	64	49	44	35	50	1,830
Scottish Index of Multiple Deprivation	2	small sample]	54	63	71	76	67	65	37	63	1,870
Scottish Index of Multiple Deprivation	3	small sample]	64	73	82	88	85	76	56	76	2,130
Scottish Index of Multiple Deprivation	4	small sample]	64	81	93	86	90	85	61	81	2,090
Scottish Index of Multiple Deprivation	5 (20% least deprived)	small sample]	68	77	90	94	95	89	58	82	1,700
Urban-rural classification	Large urban areas	33	46	57	70	73	69	65	40	60	3,070
Urban-rural classification	Other urban areas	small sample]	65	75	81	81	78	72	54	73	3,150
Urban-rural classification	Accessible small towns	small sample]	74	83	85	90	81	72	57	79	850
Urban-rural classification	Remote small towns	small sample]	small sample]	65	81	77	88	74	49	71	450
Urban-rural classification	Accessible rural	small sample]	76	86	94	94	90	90	60	86	1,130
Urban-rural classification	Remote rural	small sample]	62	87	86	97	91	87	63	85	970
Sample size of age band	Sample size of age band	120	900	1,420	1,280	1,500	1,880	1,600	930	9,620	9,620

Table 1.17 People who hold a full driving licence as a percent of population [note 41]

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. The interviewer asks whether the person holds a full driving licence (car or motorcycle).

Gender	Age group/sample size	2020											
		2013	2014	2015	2016	2017	2018	2019	[Note 60]	2021	2022	2023	2024
All people	17-19	26	29	26	30	31	29	39	[note 37]	25	30	30	30
All people	20-29	56	56	54	55	55	57	60	65	67	60	57	58
All people	30-39	74	73	72	73	73	73	72	77	78	78	73	69
All people	40-49	80	82	82	81	81	79	82	83	83	80	79	79
All people	50-59	80	79	78	81	81	79	81	88	87	84	81	82
All people	60-69	74	74	76	76	77	77	76	86	84	82	79	78
All people	70-79	60	61	62	63	67	70	70	74	81	72	72	74
All people	80+	41	40	43	43	47	48	43	62	67	51	53	52
All people	All aged 17+	68	69	68	69	70	70	71	76	78	73	71	71
All people	Sample size	9,838	9,720	9,340	9,570	9,760	9,650	9,720	2,770	8,990	9,600	9,700	9,620
Men	17-19	24	32	28	36	42	33	36	[note 37]	13	35	41	30
Men	20-29	60	59	55	58	57	58	64	68	69	64	60	62
Men	30-39	78	77	73	78	76	76	76	78	79	80	74	69
Men	40-49	84	85	85	82	83	82	85	85	85	83	82	82
Men	50-59	88	85	84	85	85	85	87	87	89	88	85	85
Men	60-69	86	85	83	83	85	86	83	91	89	89	86	83
Men	70-79	76	80	76	81	80	83	83	93	89	85	82	84
Men	80+	64	66	67	65	66	68	62	74	83	73	68	66
Men	All aged 17+	76	76	73	75	75	76	77	80	80	79	77	75
Men	Sample size	4,405	4,410	4,210	4,360	4,520	4,280	4,330	1,240	3,860	4,400	4,380	4,290
Women	17-19	29	27	23	26	22	25	43	[note 37]	[note 37]	23	20	29
Women	20-29	52	54	53	53	54	55	57	62	66	56	55	54
Women	30-39	71	69	71	69	71	71	67	75	77	75	72	68
Women	40-49	76	80	79	80	78	76	79	81	80	77	76	76
Women	50-59	72	73	72	77	76	73	76	89	85	80	77	79
Women	60-69	64	65	68	68	70	68	71	82	80	75	74	74
Women	70-79	48	46	52	50	56	59	60	57	74	62	63	64
Women	80+	26	23	27	28	34	31	29	52	53	33	42	40
Women	All aged 17+	61	62	63	63	64	64	66	72	75	68	67	67
Women	Sample size	5,433	5,320	5,130	5,210	5,250	5,360	5,390	1,530	5,100	5,190	5,310	5,330

Table 1.18: Percentage of households with cars or vans available for private use, 2024 [Note 42] [Note 65]

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

Source: Scottish Household Survey

Category	Sub-category	None	One	Two	Three +	One+	Two+	Sample size
All households	All households	27.4	44.1	22.6	5.8	72.6	28.4	10,470
Household type	Single adult	48	46	5	1	52	6	1,750
Household type	Small adult	22	40	34	5	78	39	1,490
Household type	Single parent	42	52	5	2	58	6	500
Household type	Small family	10	44	42	3	90	46	1,200
Household type	Large family	9	29	48	14	91	62	480
Household type	Large adult	13	25	31	31	87	62	820
Household type	Older smaller	10	54	31	5	90	36	2,070
Household type	Single pensioner	49	48	2	0	51	3	2,160
Annual net household income	up to £15,000 p.a.	53	38	7	1	47	9	1,550
Annual net household income	over £15,000 - £20,000	47	42	9	2	53	11	1,260
Annual net household income	over £20,000 - £25,000	36	51	11	3	64	13	1,370
Annual net household income	over £25,000 - £30,000	27	53	16	4	73	20	1,040
Annual net household income	over £30,000 - £40,000	18	54	22	6	82	29	1,510
Annual net household income	over £40,000 - £50,000	10	46	34	10	90	44	1,090
Annual net household income	over £50,000 - £60,000	6	40	44	10	94	54	850
Annual net household income	over £60,000 p.a.	4	34	49	14	96	62	1,340
Equivalentised income	1 (20% lowest incomes)	44	41	12	3	56	15	2,040
Equivalentised income	2	37	45	15	3	63	18	2,080
Equivalentised income	3	25	47	22	5	75	28	2,050
Equivalentised income	4	15	49	29	7	85	37	1,950
Equivalentised income	5 (20% highest incomes)	11	41	37	12	89	49	1,930
Scottish Index of Multiple Deprivation	1 (20% most deprived)	47	39	11	2	53	13	1,990
Scottish Index of Multiple Deprivation	2	35	44	17	4	65	21	2,030
Scottish Index of Multiple Deprivation	3	23	46	25	7	77	31	2,300
Scottish Index of Multiple Deprivation	4	15	45	31	9	85	40	2,270
Scottish Index of Multiple Deprivation	5 (20% least deprived)	16	47	29	7	84	37	1,870
Urban-rural classification	Large urban areas	39	43	16	2	61	18	3,350
Urban-rural classification	Other urban areas	25	46	23	6	75	29	3,420
Urban-rural classification	Accessible small towns	19	46	27	8	81	35	950
Urban-rural classification	Remote small towns	26	50	19	5	74	24	480
Urban-rural classification	Accessible rural	11	40	36	13	89	49	1,250
Urban-rural classification	Remote rural	12	45	32	11	88	43	1,030

ROAD TRANSPORT VEHICLES

Table 1.19 Percentage of households with a car or van available for private use, 1999-2024
 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:	2020 [Note 60]											
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
None	30.2	30.8	30.0	29.3	28.1	28.6	27.6	19.1	19.7	25.3	26.5	27.4
1	44.0	43.3	43.3	42.1	42.7	42.0	41.5	45.0	48.2	44.4	44.1	44.1
2	21.3	21.1	21.7	23.0	23.4	23.7	24.9	28.0	25.7	24.2	23.5	22.6
3+	4.6	4.7	5.1	5.6	5.8	5.7	5.9	7.8	6.5	6.0	6.0	5.8
1+	69.8	69.2	70.1	70.7	71.9	71.4	72.4	80.9	80.3	74.7	73.5	72.6
2+	25.8	25.9	26.8	28.5	29.2	29.4	30.8	35.8	32.1	40.2	29.5	28.4
Sample size	10,652	10,630	10,330	10,470	10,680	10,530	10,580	3,030	9,950	10,550	10,540	10,470

Table 1.20: Percentage of households with cars or vans available for private use, 2024

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

Source: Scottish Household Survey

Category	Sub-category	None	One	Two	Three +	One+	Two+	Sample size
All households	All households	27.4	44.1	22.6	5.8	72.6	28.4	10470
Household type	Single adult	48	46	5	1	52	6	1750
Household type	Small adult	22	40	34	5	78	39	1490
Household type	Single parent	42	52	5	2	58	6	500
Household type	Small family	10	44	42	3	90	46	1200
Household type	Large family	9	29	48	14	91	62	480
Household type	Large adult	13	25	31	31	87	62	820
Household type	Older smaller	10	54	31	5	90	36	2070
Household type	Single pensioner	49	48	2	0	51	3	2160
Annual net household income	up to £15,000 p.a.	53	38	7	1	47	9	1550
Annual net household income	over £15,000 - £20,000	47	42	9	2	53	11	1260
Annual net household income	over £20,000 - £25,000	36	51	11	3	64	13	1370
Annual net household income	over £25,000 - £30,000	27	53	16	4	73	20	1040
Annual net household income	over £30,000 - £40,000	18	54	22	6	82	29	1510
Annual net household income	over £40,000 - £50,000	10	46	34	10	90	44	1090
Annual net household income	over £50,000 - £60,000	6	40	44	10	94	54	850
Annual net household income	over £60,000 p.a.	4	34	49	14	96	62	1340
Equivalentised income	1 (20% lowest incomes)	44	41	12	3	56	15	2040
Equivalentised income	2	37	45	15	3	63	18	2080
Equivalentised income	3	25	47	22	5	75	28	2050
Equivalentised income	4	15	49	29	7	85	37	1950
Equivalentised income	5 (20% highest incomes)	11	41	37	12	89	49	1930
Scottish Index of Multiple Deprivation	1 (20% most deprived)	47	39	11	2	53	13	1990
Scottish Index of Multiple Deprivation	2	35	44	17	4	65	21	2030
Scottish Index of Multiple Deprivation	3	23	46	25	7	77	31	2300
Scottish Index of Multiple Deprivation	4	15	45	31	9	85	40	2270
Scottish Index of Multiple Deprivation	5 (20% least deprived)	16	47	29	7	84	37	1870
Urban-rural classification	Large urban areas	39	43	16	2	61	18	3350
Urban-rural classification	Other urban areas	25	46	23	6	75	29	3420
Urban-rural classification	Accessible small towns	19	46	27	8	81	35	950
Urban-rural classification	Remote small towns	26	50	19	5	74	24	480
Urban-rural classification	Accessible rural	11	40	36	13	89	49	1250
Urban-rural classification	Remote rural	12	45	32	11	88	43	1030

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 Accredited Official Statistics

Council	2013	2014	2015	2016	2017	2018	2019	2020					2024	2025	Badges on issue as at 31st March 2025 -	Badges on issue as at 31st March 2025 -	Population 2024	Rate per 1000 population
								Organisations	Automatic [note 45]	Discretionary [note 46]								
Aberdeen City	7,887	5,183	6,552	6,643	6,908	6,863	6,820	7,159	6,794	6,783	7,862	8,516	8,736	79	4,256	4,401	227,750	38
Aberdeenshire [note 47]	12,166	8,155	10,685	10,210	9,838	9,604	9,252	9,689	8,553	8,971	10,095	10,775	10,885	44	6,169	4,672	264,320	41
Angus	4,892	5,451	4,982	4,845	5,018	5,138	5,117	5,713	5,300	5,510	6,545	7,276	7,655	81	3,775	3,799	114,820	67
Argyll & Bute	3,867	3,433	3,934	4,114	4,213	4,336	4,344	4,686	4,301	4,355	5,262	5,763	5,823	69	2,349	3,405	87,810	66
Clackmannanshire	2,377	2,572	2,128	2,161	2,233	2,226	2,227	2,407	2,275	2,382	2,876	3,131	3,318	15	1,921	1,382	51,940	64
Dumfries & Galloway	3,212	3,096	9,236	9,337	8,857	9,014	8,863	9,223	8,330	8,362	9,970	11,058	11,033	54	5,319	5,660	145,670	76
Dumfries City	5,776	5,252	5,292	5,452	5,619	5,916	6,033	6,680	6,438	6,814	8,260	8,922	9,386	88	4,870	4,428	150,390	62
East Ayrshire	6,098	5,735	6,595	6,427	6,617	6,329	6,134	6,561	6,508	6,512	8,142	9,024	9,157	65	5,013	4,079	120,750	76
East Dunbartonshire	2,905	4,847	4,473	4,661	4,730	4,794	4,772	5,408	4,817	5,257	6,433	7,177	7,444	52	2,672	4,720	109,230	68
East Lothian	5,131	5,293	4,680	4,712	4,855	4,918	4,934	5,537	5,209	5,630	6,659	7,258	7,574	17	2,821	4,736	113,740	67
East Renfrewshire	4,375	4,020	4,307	4,322	4,581	4,645	4,643	5,032	4,600	4,585	5,551	6,093	6,200	18	2,225	3,957	98,600	63
Edinburgh, City of [note 52]	17,502	16,922	15,264	14,868	14,444	14,996	14,107	15,212	13,574	13,640	15,751	17,763	18,435	312	8,756	9,367	523,250	35
Eilean Siar	961	922	863	902	939	964	989	1,103	1,008	991	1,138	1,267	1,362	19	694	649	26,030	52
Falkirk	8,256	7,332	6,877	6,899	7,104	7,254	7,404	7,813	7,619	7,912	9,944	11,217	11,305	74	5,368	5,863	158,620	71
Fife	19,750	18,877	18,646	17,299	17,931	17,869	17,788	18,999	17,128	17,691	22,133	24,932	25,400	94	13,408	11,898	373,210	68
Glasgow, City of [note 46]	23,692	19,350	21,784	21,642	21,161	21,627	21,531	23,417	21,843	23,115	27,255	31,873	33,111	281	16,651	16,179	631,970	52
Highland [note 49]	9,938	10,855	9,164	9,215	9,371	9,521	9,470	10,289	9,721	9,586	10,957	11,842	12,713	116	6,226	6,371	236,330	54
Inverclyde	5,099	4,955	4,439	4,283	4,282	4,367	4,341	4,532	4,164	4,253	4,759	5,326	5,197	78	2,555	2,564	78,330	66
Midlothian	3,164	4,716	4,416	4,352	4,237	4,345	4,512	5,059	4,593	4,915	5,898	6,531	6,780	48	3,107	3,625	98,260	69
Moray	4,033	3,687	3,808	3,669	3,699	3,825	3,863	4,174	3,611	3,907	4,678	5,001	5,121	10	2,537	2,574	94,670	54
North Ayrshire	6,040	6,157	7,086	7,196	7,343	7,534	7,430	7,812	7,136	7,261	8,673	10,033	10,236	42	5,433	4,761	133,570	77
North Lanarkshire	16,957	18,352	16,453	15,741	16,537	16,225	16,586	17,729	17,428	17,574	21,590	23,254	24,988	47	13,598	11,343	341,890	73
Orkney Islands [note 50]	1,108	1,050	1,119	1,096	1,100	1,100	1,114	1,221	1,080	1,009	1,251	1,332	1,382	30	554	798	22,000	63
Perth & Kinross	5,975	6,814	6,542	6,651	6,831	6,779	6,714	7,177	6,906	7,065	7,644	7,910	7,938	113	3,803	4,022	152,560	52
Renfrewshire	7,873	8,326	7,730	7,838	8,205	7,902	7,744	8,240	7,185	7,608	9,599	10,966	11,224	86	6,256	4,882	186,540	60
Scottish Borders [note 51]	6,456	5,980	4,961	4,889	5,062	5,161	5,086	5,555	5,150	5,363	6,573	7,066	7,315	38	2,847	4,430	116,630	63
Shetland Islands	800	953	878	892	974	1,005	1,044	1,112	1,010	1,004	1,220	1,300	1,323	16	485	822	23,000	58
South Ayrshire	5,212	5,475	5,537	5,703	5,785	5,806	5,707	5,992	5,745	6,139	7,225	8,124	8,295	85	3,701	4,509	111,830	74
South Lanarkshire	15,602	15,826	16,218	16,218	15,796	15,488	15,221	16,482	16,244	16,962	20,291	23,017	24,133	97	11,899	12,137	330,280	73
Stirling	4,374	4,082	3,918	3,892	3,859	4,027	4,028	4,480	4,251	3,973	4,886	5,390	5,503	59	2,337	3,107	93,550	59
West Dunbartonshire	4,221	4,936	4,548	4,546	4,652	4,676	4,554	4,785	4,433	4,285	5,269	5,920	5,965	62	3,406	2,497	88,750	67
West Lothian	9,529	9,615	8,912	8,873	8,641	8,980	8,526	8,795	7,690	8,363	9,275	9,744	9,889	67	6,807	3,015	183,810	54
Scotland [note 44]	245,035	228,219	231,827	229,528	231,422	232,534	230,898	248,073	230,644	237,777	283,654	314,801	324,826	2,356	161,818	160,652	5,490,100	59

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	2023/24	2024/25
Recorded Road Traffic Crimes	45	43	27	43	44	44	59	46	37	130	224	304
Causing death by dangerous driving	17	21	13	26	19	30	37	26	25	29	21	34
Death by careless driving when under influence drink or drug	0	0	0	1	0	1	1	0	2	1	0	1
Causing death by careless driving	20	18	6	12	17	10	15	11	5	16	19	26
Illegal driver involved in fatal accident	6	3	2	1	3	2	2	2	2	4	2	5
Illegal driver, disqualified/unlicensed etc. causing serious injury	0	0	2	2	5	1	4	7	3	80	182	238
Reckless driving at common law	2	1	4	1	0	0	0	0	0	0	0	0
Recorded Road Traffic Offences	294,373	196,185	170,462	138,308	127,177	117,245	122,043	116,197	111,987	109,320	112,417	114,052
Dangerous and Careless Driving	11,524	10,773	12,057	11,693	10,722	10,989	11,246	11,771	12,919	12,614	13,140	13,440
Dangerous driving offences	2,957	2,428	2,881	2,875	2,854	2,897	3,019	3,546	3,546	3,312	3,177	3,459
Driving carelessly	8,567	8,345	9,176	8,818	7,868	8,092	8,227	8,225	9,373	9,302	9,963	9,981
Driving under the influence	6,079	5,218	5,458	5,917	5,863	5,847	6,594	8,097	7,773	7,815	8,041	8,638
Driving motor vehicle while unfit through drink or drugs	490	450	540	653	719	771	742	897	883	595	639	648
In charge of motor vehicle while unfit through drink/drugs	92	54	71	123	137	148	159	138	147	95	82	103
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	2,915	2,845
In charge with excess blood alcohol	419	390	384	331	333	333	324	255	299	309	286	276
Failure to provide breath specimen at roadside	517	477	509	569	602	591	630	637	592	606	594	697
Failure to provide breath, blood or urine specimen at police station	742	686	735	776	810	803	848	923	906	868	884	710
Driving while under influence drug above prescribed limit	0	0	0	0	0	0	573	2,336	1,866	2,213	2,540	3,231
In charge while under influence of drug above prescribed limit	0	0	0	0	0	0	43	155	88	109	101	128
Speeding	82,382	60,926	54,419	34,371	29,223	27,368	28,758	22,963	22,472	17,767	15,064	12,339
Speeding in Restricted Areas	38,400	29,316	23,145	13,395	10,685	10,371	10,166	8,222	7,391	7,008	6,662	2,564
Other Speeding Offences	43,982	31,610	31,274	20,976	18,538	16,997	18,592	14,741	15,081	10,759	8,402	9,775
Unlawful use of vehicle	57,779	40,855	41,470	45,978	43,871	36,848	39,022	43,309	37,238	36,243	37,627	38,285
Vehicle excise Licence Offences	6,601	2,634	3,098	4,664	3,792	176	193	220	143	159	246	259
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	12,057	10,431
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	1,150	1,498
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	5,644	6,758
Driving Licence, Other Offences	2,491	1,131	789	684	524	570	603	639	428	410	379	359
Third Party Insurance Offences	18,998	13,747	14,407	16,806	15,945	14,349	15,226	19,818	15,034	14,733	16,204	16,962
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	1,947	2,018
Vehicle defect offences	20,923	15,593	13,070	8,385	7,049	7,107	7,346	6,839	5,930	5,691	6,731	9,095
Lighting Offences, Motor Vehicle	9,284	7,043	5,029	2,264	1,615	1,553	1,256	1,094	788	718	757	2,129
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	5,974	6,966
Seat belt offences	37,880	15,619	8,059	4,502	3,134	2,921	2,800	1,632	1,759	1,930	2,254	2,202
Mobile phone offences	35,764	17,978	10,085	6,709	3,173	2,895	2,450	1,629	1,541	2,958	3,538	3,533
Accident Offences	5,921	5,574	7,660	8,705	14,694	14,758	15,503	12,015	15,171	16,120	16,135	16,918
Signal and Direction Offences	30,315	18,575	12,897	7,162	5,365	4,918	4,728	3,735	3,409	4,553	5,836	4,618
Traffic direction offences	26,539	16,307	11,253	5,981	4,496	4,133	3,870	3,196	2,866	3,952	5,088	3,845
Pedestrian crossing offences	3,776	2,268	1,644	1,181	869	785	858	539	543	601	748	773
Other road traffic offences	5,806	5,074	5,287	4,886	4,083	3,594	3,596	4,207	3,775	3,629	4,051	4,984
Parking Offences	143	105	163	99	76	78	71	61	91	195	280	62
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	1,163	1,479
Motorway Traffic Offences	368	327	318	384	199	197	192	159	207	224	264	253
Clearway Offences	0	0	1	0	0	0	0	0	0	0	0	0
Tachograph etc Offences	1,635	1,560	1,682	1,268	950	569	424	434	297	237	425	734
Motor Vehicle, Other Offences	1,850	1,488	1,484	1,459	1,348	1,314	1,452	1,958	1,723	1,699	1,790	2,346
Bicycle offences	282	200	165	139	162	140	135	143	143	100	128	110
Pedestrian traffic offences	0	0	0	1	0	0	1	0	2	0	1	0

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

Disability and ethnicity	Type of people in households	None	1	2+	Total Number (=100%)
All people in households	All people in households:	23%	40%	37%	5,196,386
By disability	Day-to-day activities limited a lot	46%	40%	14%	472,795
By disability	Day-to-day activities limited a little	34%	42%	23%	523,272
By disability	Day-to-day activities not limited	19%	40%	42%	4,200,319
By disability	White: Total	22%	40%	38%	4,995,665
By disability	White: Scottish	22%	40%	38%	4,382,131
By disability	White: Other British	16%	41%	43%	403,604
By disability	White: Irish	27%	40%	33%	52,086
By disability	White: Gypsy/Traveller	35%	41%	24%	4,029
By disability	White: Polish	31%	52%	17%	60,324
By disability	White: Other White	32%	42%	26%	93,491
By disability	Mixed or multiple ethnic groups	26%	42%	32%	19,068
By disability	Asian, Asian Scottish or Asian British: Total	27%	38%	35%	133,506
By ethnicity	Asian, Asian Scottish or Asian British: Pakistani, Pakistani Scottish or Pakistani British	16%	36%	48%	48,968
By ethnicity	Asian, Asian Scottish or Asian British: Indian, Indian Scottish or Indian British	29%	38%	33%	31,442
By ethnicity	Asian, Asian Scottish or Asian British: Bangladeshi, Bangladeshi Scottish or Bangladeshi British	32%	41%	27%	3,710
By ethnicity	Asian, Asian Scottish or Asian British: Chinese, Chinese Scottish or Chinese British	36%	36%	28%	29,596
By ethnicity	Asian, Asian Scottish or Asian British: Other Asian	36%	44%	19%	19,790
By ethnicity	African	51%	36%	13%	28,170
By ethnicity	Caribbean or Black	39%	39%	22%	6,279
By ethnicity	Other ethnic groups: Total	34%	43%	23%	13,698
By ethnicity	Other ethnic groups: Arab, Arab Scottish or Arab British	36%	42%	21%	8,959
By ethnicity	Other ethnic groups: Other Ethnic Group	31%	43%	25%	4,739



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2025

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

- **334 million journeys were made by bus in 2024-25. This is an increase of 2% on 2023-24. Over half of these were made under the National Concessionary Travel Scheme.**
- **There were 2.4 million people with National Concessionary Travel cards in Scotland in 2025.**
- **The bus industry received £392 million in funding for concessionary fare support and £124 million from local or central government in 2024-25. Passenger revenue in 2024-25 stood at £391 million in Scotland.**

Main Points

Vehicles and Passengers

Around 334 million passenger journeys were made by bus in Scotland in 2024-25. This is an increase of 2% on 2023-24 and a 31% fall from a peak in 2007-08. Journeys under the National Concessionary Travel Scheme make up over half of this figure (55%). (*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 risen in 2024 by 5%, the number of passengers carried only rose by 2%. (*Table 2.3a*)

The number of buses in operators' fleets decreased by 15% since 2019-20 and there was a 2% decrease in the number of staff employed in the industry over the same period. *(Table 2.1a and 2.4)*

Passenger journeys fell by 7% for Scotland and 10% for Great Britain over the past five years. Vehicle kilometres in both Scotland and Great Britain fell by 12% 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 quarter of the passenger journeys made by bus, but saw steady increases in passenger numbers over the years leading up to the Covid-19 pandemic. *(Table SGB1)*

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 83% 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 61% of those who used the bus the previous day lived in large urban areas compared to 2% 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 57% of respondents in large urban areas had used the bus in the last month compared to 17% of those in remote rural areas. *(Table 2.10)*

Operator revenue

Bus operators in Scotland received £907 million in revenue in 2024-25, an increase of 18% on the previous year. Adjusting for the effects of inflation, total passenger revenue was 12% more than 5 years ago. *(Table 2.8)*

In 2024-25, £392 million, 57% of operator revenue came from concessionary passenger support, and £124 million, 14% came from local or central government: through Network Support Grant or supported services. In the year previous, government support accounted for 57% of operator revenue. Passenger revenue (i.e. ticket sales to non-concessionary passengers) accounted for around 43% of operators' revenue (£391 million). Additional non-revenue support is excluded from these figures, specifically the the Bus Infrastructure Fund. *(Table 2.8 and 2.9)*

In real terms (adjusting for the effects of inflation), funding for concessionary travel is now 29% higher than five years ago and overall passenger revenue is 12 percent more 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 increased despite a 7% decrease in passengers, although when adjusting for inflation, fares have decreased by 6% below general inflation over the same period. *(Table 2.8, 2.2a and 2.5)*

Fares

Bus fares in Scotland have decreased by 6% in real terms (adjusting for the effects of inflation) over the past five years, while the fall for Great Britain was 9%. In current prices, i.e. viewing fare increases in the way that a consumer would, fares have risen by almost 18% over the past five years. The increase in current prices is greater than in Great Britain as a whole which has seen a 15% increase over the last five years. (*Table 2.5*)

Operator costs

As would be expected with the recovery in passenger numbers and service provision (as reflected in vehicle kilometres), operator costs per passenger journey decreased in 2024-25. In 2024-25 operating costs per passenger journey fell by 1% from £2.21 per passenger journey to £2.19. The operating costs per vehicle km is lower than for the rest of GB (excluding London), and operating costs per passenger journey are also lower than GB (£2.19 in Scotland, compared to £2.26 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 2024, 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 69% 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*)

Respondents gave lower satisfaction scores for the extent to which buses were environmentally friendly and whether the fares were good value (both 64%).

Additionally there was a noticeable difference in those who felt safe on the bus during the day and in the evening. Ninety-four per cent of respondents agreed that they felt safe using the bus during the day compared to 67% 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 here but is included in analysis for table 11.29 in chapter 11.

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 discounted fares 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 and a full time volunteer, with a Young Scot NEC can access rail discounts.

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, as can 16 to 21 year olds who are resident within Orkney, Shetland and the Outer Hebrides from 23 June 2025. Residents on Comhairle nan Eilean Siar (Western Isles), Orkney, Shetland and islands in North Ayrshire, Argyll and Bute and Highland council areas 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 travel concessions which are also delivered on the NEC. These 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 eligible cardholders.

As of the end of October 2021, prior to the launch of the Young Persons' (Under 22s) Free Bus Travel scheme, 148,527 young people (aged 16 to 18) had access to concessionary travel with a Young Scot NEC. As of the end of October 2025, over 2.4 million people in Scotland have an NEC which provides access to concessionary travel, consisting of over 836 thousand young people and over 1.5 million older and disabled people. The number of young cardholders has grown rapidly since the introduction of the scheme on 31 January 2022 with an increase seen of 56% between October 2022 and October 2025. The number of older and disabled cardholders has continued to increase steadily each year, with a 20% increase since 2017. (2.13)

The majority of cardholders (89%) 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 2025. 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 various data cleansing exercises of the customer database, such as mortality screening, which may impact cardholder numbers. The impact of the work undertaken in this area in 2024 is likely to account for part of the drop in cardholders within the Older & Disabled scheme during 2024. Further data-matching checks are being planned for 2025/26 and beyond.

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 17 cases of action taken at public inquiry for non-compliance (under the Public Passenger Vehicles Act 1981) in Scotland in 2024-25, 5 more than in 2023-24.

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Notes

This worksheet contains one table.

Note number Note text

Note number	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 starts 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 bus tickets 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	BSSOC 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 BSSOC include covid-19 section 70 support grant. The figure for 2022/23 includes the NSO 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 mile 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 Young Persons' Scheme on 31st January 22 and now covers discounted travel for 16-18 year olds.
note 70	Figures for passenger journeys and vehicle kilometres have been revised.
note 71	Mid year population estimates for Scotland and Great Britain have been revised.
note 72	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 73	Numbers within each characteristic add to 100.
note 74	
note 75	

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	Country	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	% change over 1 year	% change over 5 years
Number of buses used as Public Service Vehicles (thousands)	Scotland	4.6	4.3	4.3	4.0	4.2	4.1	3.9	3.7	3.7	3.4	3.4	3.3	-3	-15
Number of buses used as Public Service Vehicles (thousands)	Great Britain	42.1	41.7	40.8	40.4	40.2	39.6	38.6	38.0	36.5	35.0	34.7	34.9	1	-10
Average age of the bus fleet (years)	Scotland	8.3	8.1	7.9	8.0	8.5	8.0	8.1	8.7	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
Average age of the bus fleet (years)	Great Britain	7.8	7.8	7.7	7.6	7.8	7.7	8.0	8.6	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
Percentage of buses with CCTV	Scotland [Note 3]	67	72	78	82	90	88	82	92	92	94	94	96	2	16
Percentage of buses with CCTV	Great Britain	80	84	87	90	91	91	88	94	94	95	96	98	2	11
Percentage of bus fleet with automatic vehicle location (AVL) device	Scotland	90	86	86	94	95	94	90	98	98	98	98	98	0	9
Percentage of bus fleet with automatic vehicle location (AVL) device	Great Britain	91	93	94	96	97	97	93	98	98	98	98	99	0	6
Percentage of buses with live ITSO smartcard readers	Scotland	89	92	83	89	88	91	93	94	97	97	89	94	6	1
Percentage of buses with live ITSO smartcard readers	Great Britain (outwith London) [Note 2]	[Not applicable]	[Not applicable]												
Percentage of buses with live EMV readers that can accept contactless payment cards [Note 4]	Scotland	[Unavailable]	[Unavailable]	[Unavailable]	4	42	60	74	77	79	79	90	94	5	28
Percentage of buses with live EMV readers that can accept contactless payment cards [Note 4]	Great Britain (outwith London) [Note 2]	[Unavailable]	[Unavailable]	[Unavailable]	38	61	72	82	86	90	92	93	96	3	17

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	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	% change	
														over 1 year	over 5 years
Buses with accessibility certificate [Note 5]	Number (thousands)	3.5	3.7	3.9	3.9	4.1	4.0	3.9	3.7	3.7	3.4	3.3	-2.9	-189	-175
Buses with accessibility certificate [Note 5]	Percentage of all buses	76	87	91	97	98	99	100	99	100	100	99	99	[Not applicable]	[Not applicable]
Buses with low floor access [Note 6]	Number (thousands)	0.6	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-156	-247
Buses with low floor access [Note 6]	Percentage of all buses	13	7	4	1	0.4	0.3	0.2	0.3	0.2	0.3	0.7	0.5	[Not applicable]	[Not applicable]
Total accessible or low floor buses	Number (thousands)	4.1	4.0	4.1	3.9	4.1	4.1	3.9	3.7	3.7	3.4	3.3	-2.9	-189	-175
Total accessible or low floor buses	Percentage of all buses	90	94	95	98	98	99	100	100	100	100	100	100	[Not applicable]	[Not applicable]

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	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	% change	over 5
					[Note 7]	over 1 year	years								
Country/concessionary passengers/growth rates															
Country (millions)	Scotland	421	414	410	392	386	375	361	125	228	293	329	334		-7
	Great Britain	5,201	5,142	5,023	4,931	4,832	4,786	4,528	1,734	3,119	3,736	4,024	4,067	1	-10
Of which concessionary passengers (millions)	Scotland [Note 9] [Note 10]	149	146	143	142	136	142	137	48	85	144	176	184	5	34
	Great Britain [Note 9] [Note 10]	1,776	1,731	1,679	1,645	1,575	1,560	1,474	516	976	1,146	1,223	1,230	1	-17
Percentage Concessionary passengers	Scotland [Note 11] [Note 76]	35%	35%	35%	36%	35%	38%	38%	38%	37%	49%	53%	55%	[Not applicable]	[Not applicable]
	Great Britain	34%	34%	33%	33%	33%	33%	33%	30%	31%	31%	30%	30%	[Not applicable]	[Not applicable]
Annual growth rates (percent)	Scotland	0%	-2%	-1%	-4%	-2%	-3%	-4%	-65%	82%	29%	12%	2%	[Not applicable]	[Not applicable]
	Great Britain	2%	-1%	-2%	-2%	-2%	-1%	-5%	-62%	80%	20%	8%	1%	[Not applicable]	[Not applicable]
Annual growth rates concessionary passengers (percent)	Scotland	2%	-2%	-2%	-1%	-4%	4%	-3%	-65%	77%	70%	22%	5%	[Not applicable]	[Not applicable]
	Great Britain	1%	-2%	-3%	-2%	-4%	-1%	-6%	-65%	89%	17%	7%	1%	[Not applicable]	[Not applicable]

Table 2.2b: Passenger journeys by region for local bus services(million passenger journeys) [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	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	% change over 1 year	% change over 5 years
North East, Tayside and Central [Note 14]	62	63	60	58	55	53	48	18	31	39	48	49	2	3
Highlands, Islands and Shetland [Note 15]	13	12	13	11	10	10	11	4	6	8	9	9	-2	-17
South East [Note 16]	164	164	162	158	157	155	154	48	93	128	137	140	2	-10
South West and Strathclyde [Note 17]	182	175	175	165	163	157	148	56	98	118	135	137	1	-8
Scotland	421	414	410	392	386	375	361	125	228	293	329	334	2	-7

Table 2.3a: Million 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	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	% change	% change	
		[Note 72]	over 1	over 5											
													year	years	
Scotland [Note 20]	332	328	333	329	326	323	325	253	287	272	272	286		5	-12
Commercial	266	258	270	261	266	270	264	206	242	228	230	227		-2	-14
Subsidised	65	70	63	68	61	53	61	46	45	44	42	60		42	-2
<i>Subsidised % of total</i>	19.7%	21.5%	19.0%	20.8%	18.6%	16.5%	18.6%	18.4%	15.7%	16.1%	15.4%	20.8%	[Not applica]	[Not applica]	
<i>Annual growth rate</i>	2%	-1%	2%	-1%	-1%	-1%	1%	-22%	13%	-5%	0%	5%	[Not applica]	[Not applica]	
GB outwith London	2,035	2,003	1,969	1,930	1,869	1,844	1,798	1,429	1,614	1,513	1,496	1,541		3	-14
Commercial	1,644	1,640	1,653	1,643	1,602	1,588	1,535	1,212	1,379	1,269	1,222	1,194		-2	-22
Subsidised	391	363	315	287	267	256	263	217	234	244	262	294		12	12
<i>Subsidised % of total</i>	19.2%	18.1%	16.0%	14.9%	14.3%	13.9%	14.6%	15.2%	14.5%	16.1%	17.5%	19.0%	[Not applica]	[Not applica]	
Great Britain [note 69]	2,522	2,488	2,457	2,420	2,354	2,321	2,269	1,889	2,084	1,968	1,949	1,996		2	-12

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: DTI Bus Statistics

		2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	% change	% change
	Country	[Note 73]	over 1 year	over 5 years											
Population /Vehicle kms	Scotland	5,317	5,332	5,352	5,375	5,390	5,394	5,414	5,413	5,418	5,448	5,490	5,547	1	2
Population (thousands)	Great Britain	62,307	62,776	63,233	63,741	64,091	64,403	64,732	64,844	65,079	65,693	66,345	67,354	2	4
Vehicle kilometres per head of population	Scotland	62.4	61.5	62.2	61.2	60.5	59.9	60.0	46.7	53.0	49.9	49.5	51.6	4	-14
Vehicle kilometres per head of population	Great Britain	40.5	39.6	38.9	38.0	36.7	36.0	35.0	29.1	32.0	30.0	29.4	29.6	1	-15
Ratio Scotland/GB	Scotland/GB	1.54	1.55	1.60	1.61	1.65	1.66	1.71	1.60	1.65	1.67	1.69	1.74	3	2

Table 2.3c: Million 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	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	% change over 1 year	% change over 5 years
North East, Tayside and Central [Note 14]	56	57	56	54	56	53	49	40	45	44	61	45	-26	-8
Highlands, Islands and Shetland [Note 15]	32	32	31	27	24	26	27	23	21	23	23	23	-3	-18
South East [Note 16]	103	100	99	99	101	104	111	81	109	111	88	84	-5	-24
South West and Strathclyde [Note 17]	141	140	148	149	145	141	137	108	110	94	99	131	32	-4
Scotland	332	328	333	329	326	323	325	251	286	272	272	283	4	-13

Table 2.4 Staff employed (thousands) [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

Type of staff	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	% change over 1 year	% change over 5 years
Platform staff [Note 23]	10.4	10.5	10.4	10.0	10.3	10.5	10.0	9.2	8.6	9.2	9.2	9.1	-1	-9
Maintenance staff [Note 23]	2.2	2.1	2.2	1.8	1.8	1.8	1.8	1.6	1.5	1.7	1.6	1.5	-4	-15
Other staff [Note 23]	1.4	1.5	1.4	1.4	1.4	1.3	1.2	1.1	1.1	0.9	1.0	1.0	-3	-14
Maintenance and other staff total [Note 23]	3.6	3.6	3.6	3.2	3.2	3.2	2.9	2.7	2.7	2.6	2.6	2.5	-4	-15
All staff	14.0	14.0	14.0	13.2	13.5	13.6	13.0	11.9	11.2	11.9	11.8	11.6	-2	-10

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

		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	% change over 1 year	% change over 5 years
Current/constant prices (2005=100)	Country															
At current prices	Scotland	145.1	149.8	153.2	157.6	163.6	171.9	175.5	181.7	182.2	182.2	185.4	204.1	214.0	5	18
At current prices	Great Britain	149.6	153.9	158.6	161.1	163.6	168.4	173.3	177.8	180.4	186.3	183.4	190.1	203.9	7	15
At constant prices [Note 26]	Scotland	114.7	116.5	119.2	122.0	123.8	126.9	127.2	129.7	129.1	120.7	111.6	118.9	121.6	2	-6
At constant prices [Note 26]	Great Britain	118.2	119.7	123.3	124.7	123.8	124.4	125.6	126.9	127.9	123.4	110.3	110.8	115.9	5	-9

Table 2.6: Operating costs per vehicle kilometre for local bus services at 2024-25 Prices (including depreciation) [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	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	% change over 1 year	% change over 5 years
Scotland (Pence per vehicle kilometre)	248	248	239	244	238	261	258	273	271	277	267	256	-4	-1
GB outwith London (Pence per vehicle kilometre) [Note 29]	259	262	264	264	264	271	276	308	301	311	325	321	-1	16

Table 2.7: Operating costs per passenger journey for local bus services at 2024-25 Prices (including depreciation) [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	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	% change over 1 year	% change over 5 years
Scotland (Pence per vehicle kilometre)	194	196	194	205	201	225	232	552	341	257	221	219	-1	-6
GB outwith London (Pence per vehicle kilometre)	188	189	191	189	190	194	204	506	298	242	226	226	0	11

]

found in the notes worksheet.

View ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Country	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	% change over 1 year	% change over 5 years
Scotland [Note 32] [Note 35]	361	356	383	397	384	362	334	129	247	272	332	391	18	17
Great Britain [Note 35]	3,701	3,744	3,758	3,697	3,759	3,783	3,588	1,416	2,617	3,457	3,689	3,885	5	8
Scotland [Note 34]	300	299	302	300	303	316	326	338	329	470	439	499	14	53
Scotland [Note 34]	661	655	685	697	687	678	660	467	576	742	771	890	15	35
Scotland	493	479	512	520	497	458	412	151	289	297	344	391	14	-5
Great Britain	5,051	5,038	5,022	4,844	4,863	4,785	4,422	1,658	3,058	3,774	3,826	3,885	2	-12
Scotland [Note 34]	409	403	404	393	393	399	401	396	385	513	455	499	10	24
Scotland [Note 34]	902	882	916	913	889	857	813	548	674	810	799	890	11	9
Great Britain	73	74	75	76	77	79	81	85	86	92	96	100	[Not applicabl]	[Not applicabl]

Table 2.10: Bus use the previous day (adults) by characteristic, column percentages [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/current status/Journey purpose/net income etc	Gender/age/income/location	2020											
		2013	2014	2015	2016	2017	2018	2019	[Note 70]	2021	2022	2023	2024
By sex [Note 81]	Male	43	47	45	40	41	42	47	51	47	40	41	46
By sex [Note 81]	Female	57	53	55	60	59	58	53	49	52	60	59	53
By sex [Note 81]	Prefer not to say	[Not availa]	0	0	1	0	0						
By sex [Note 81]	Identify in another way	[Not availa]	0	0	[Data not c]	[Data not c]	[Data not c]						
By age [Note 74]	16-19	14	12	12	12	13	11	9	4	15	12	12	13
By age [Note 74]	20-29	20	21	21	18	21	17	19	28	15	20	20	23
By age [Note 74]	30-39	12	15	13	12	11	15	19	17	14	14	16	17
By age [Note 74]	40-49	12	13	13	11	12	12	10	10	11	15	10	11
By age [Note 74]	50-59	13	11	13	12	13	12	13	10	12	9	12	9
By age [Note 74]	60-69	13	13	13	18	14	16	12	13	19	13	13	13
By age [Note 74]	70-79	11	10	11	12	13	12	13	14	11	12	13	11
By age [Note 74]	80 and over	5	4	4	5	4	6	5	4	3	5	4	4
By current status	Self employed	2	0	1	2	1	2	2	0	3	2	3	1
By current status	Employed full time	29	31	32	30	30	33	37	28	33	33	38	33
By current status	Employed part time	13	12	12	11	10	11	12	26	11	14	8	13
By current status	Looking after the home or family	4	4	5	5	5	3	4	0	0	3	2	2
By current status	Permanently retired from work	25	23	23	26	25	27	24	15	24	22	24	21
By current status	Unemployed and seeking work	7	7	6	4	7	5	4	11	3	3	3	3
By current status	At school	4	5	3	7	6	3	3	4	10	3	4	4
By current status	In further/higher education	11	11	13	8	12	10	6	13	8	15	13	13
By current status	Government work or training scheme	1	0	0	0	0	1	1	0	0	0	0	0
By current status	Permanently sick or disabled	4	4	4	4	4	5	5	2	6	3	3	6
By current status	Unable to work because of short-term illness or injury	1	1	1	1	0	0	1	1	1	1	1	1
By current status	Other	0	0	0	0	0	0	1	0	0	0	0	1
By journey purpose [Note 53]	Commuting	28	25	24	29	29	28	32	45	28	34	31	32
By journey purpose [Note 53]	Education	9	11	10	10	11	8	8	13	13	12	9	12
By journey purpose [Note 53]	Shopping	24	28	29	26	29	30	23	17	24	23	22	19
By journey purpose [Note 53]	Visit hospital or other health	2	3	2	4	2	3	4	1	5	2	2	3
By journey purpose [Note 53]	On other personal business	6	4	4	3	2	6	5	7	3	2	2	4
By journey purpose [Note 53]	Visiting friends or relatives	11	7	9	9	9	6	8	10	6	7	9	7
By journey purpose [Note 53]	Sport/entertainment	4	4	5	4	4	4	3	0	4	2	7	4
By journey purpose [Note 53]	Go home	9	8	9	8	7	7	8	6	8	6	6	7
By journey purpose [Note 53]	Other purpose	7	9	7	6	6	7	8	0	8	12	11	11
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	up to £10,000 p.a.	4	6	4	4	6	6	5	4	4	6	6	5
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	£10,000 - £15,000	9	11	11	10	10	11	10	5	11	11	14	11
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	£15,000 - £20,000	14	15	13	15	18	15	17	13	11	20	15	16
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	£20,000 - £25,000	15	14	12	14	13	17	11	18	11	10	10	18
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	£25,000 - £30,000	11	9	14	12	10	10	8	10	13	8	14	12
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	£30,000 - £40,000	16	15	16	17	16	14	17	26	20	17	12	14
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	£40,000 - £50,000	12	11	10	10	11	10	12	2	9	8	13	11
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	over £50,000 p.a.	18	19	19	19	17	17	19	22	20	20	17	13
By equivalised income:	1 - lowest 20% of incomes	available	available	available	available	available	available	31	25	26	22	21	26
By equivalised income:	2	available	available	available	available	available	available	22	38	23	24	25	23
By equivalised income:	3	available	available	available	available	available	available	16	3	20	20	19	20
By equivalised income:	4	available	available	available	available	available	available	16	25	18	17	21	17
By equivalised income:	5 - highest 20% of incomes	available	available	available	available	available	available	14	9	14	17	14	13
By urban/rural classification	Large urban areas	60	56	54	53	54	56	53	42	62	53	57	61
By urban/rural classification	Other urban	25	24	31	31	29	27	30	32	22	26	28	26
By urban/rural classification	Small accessible towns	7	8	5	6	8	5	5	11	4	7	4	4
By urban/rural classification	Small remote towns	1	2	1	1	1	2	2	12	1	1	1	1
By urban/rural classification	Accessible rural	5	7	7	7	5	9	8	3	9	11	6	6
By urban/rural classification	Remote rural	2	3	2	2	3	2	3	0	3	3	3	2
By frequency of driving	Every day	7	7	6	7	6	6	9	16	10	7	4	5
By frequency of driving	At least three times a week	5	6	7	7	6	7	6	1	9	6	9	6
By frequency of driving	Once or twice a week	5	6	4	6	4	4	6	3	4	5	8	6
By frequency of driving	Less often	4	6	4	5	4	4	5	0	2	3	4	2
By frequency of driving	Never, but holds full driving licence	9	9	7	8	9	10	11	11	14	13	10	11
By frequency of driving	Does not hold a full driving licence	70	66	71	67	72	68	62	69	62	66	66	70
By whether or not respondent has concessionary travel pass [Note 54] [Note 82]	Yes	31	32	32	38	34	available	34	available	40	available	36	49
By whether or not respondent has concessionary travel pass [Note 54] [Note 82]	No	69	68	68	62	66	available	66	available	60	available	65	51
Sample size (=100%)	Sample size (=100%)	1,720	1,650	1,730	1,470	1,470	1,520	1,370	81	640	940	1,000	1,140

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	2023	2024
Buses run to timetable [Note 57]	71	73	73	73	73	74	78	74	75	80	67	69
Buses are frequent	77	79	80	80	79	available]						
Service runs when I need it	71	74	75	74	74	available]						
Journey times are reasonable	available]	available]	available]	available]	85	available]						
Bus service is stable and not regularly changing	80	80	79	80	available]	78	83	80	77	80	71	73
Buses are clean	72	75	75	75	available]	80	78	79	81	85	85	82
Buses are comfortable	73	74	77	78	available]							
Buses are environmentally friendly	available]	available]	available]	available]	available]	56	66	62	56	53	65	64
I feel personally safe and secure [Note 59]	80	81	available]									
Feel safe/secure on bus during day [Note 59]	available]	available]	91	91	94	93	94	93	93	95	95	94
Feel safe/secure on bus during the evening [Note 59]	available]	available]	58	59	63	62	69	70	69	73	70	67
Simple deciding what ticket I need	87	87	86	88	89	89	89	88	86	87	90	89
Finding out about routes and times is easy	77	79	81	81	82	84	86	83	84	84	85	85
Easy to change from buses to other forms of transport	69	71	71	73	76	75	75	76	70	71	70	69
Bus fares are good value	63	58	57	59	59	55	60	61	55	60	62	64
Sample Size	2,697	2,846	2,902	2,833	2,984	4,068	4,070	3,910	3,770	2,510	3,610	3,650

Table 2.12: Possession of concessionary fare pass for all adults aged 16+ cell percentages [Note 61] [Note 63] [Note 82]

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/sample size	2013	2014	2015	2016	2017	2019	2021	2023	2024
All adults aged 16+	26	27	28	29	28	29	31	30 ¹	35
All adults aged 60+	86	87	87	87	87	89	88	83 ¹	84
Age band 16 - 39	1	2	2	3	1	2	2	4 ¹	16
Age band 40 - 49	3	3	3	4	3	3	4	3	5
Age band 50 - 59	4	5	6	5	5	5	6	6	6
Age band 60 - 64	75	75	74	75	74	80	75	69	70
Age band 65 - 69	90	91	90	90	89	91	92	85	88
Age band 70 - 74	92	91	93	93	91	93	94	88	90
Age band 75 - 79	90	93	92	93	93	92	93	91	93
Age band 80 +	89	91	90	90	90	91	95	88	89
Sample size	9,920	9,800	9,410	9,640	9,810	9,780	9,030	9,750	9,670

Table 2.13: Concessionary fare passes issued to older and disabled people and young persons (under 22) since 31/01/22 [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												
	[Note 67]	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
60+	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	1,385,356	1,416,437
Disabled	43,979	44,381	43,590	41,348	39,384	37,228	37,268	30,611	28,113	28,108	33,271	37,479	39,262
Disabled + companion	93,619	96,253	106,078	111,486	118,217	123,786	129,308	115,722	105,627	104,135	111,650	121,367	131,207
Visually impaired	4,188	4,092	4,041	3,921	3,826	3,787	3,852	3,683	3,572	3,439	3,495	3,367	3,146
Visually impaired + companion	10,223	10,102	10,099	9,745	9,592	9,546	9,658	9,085	8,541	8,006	7,989	7,937	8,335
Older and Disabled Cardholder Totals	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	1,555,546	1,598,387
Young persons scheme (16-18)	131,210	152,626	152,473	151,767	149,790	147,410	147,326	147,060	148,527	[Not available]	[Not available]	[Not available]	[Not available]
Under 22 [Note 71]	Not available	535,231	701,696	783,622	832,924								

Table 2.14: Concessionary fare passes issued to older and disabled people and young persons (under 22). As at November 2025 [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	1,895	4,384	223	315	50,729	57,546	33,783
Aberdeenshire	1,351	3,610	250	393	70,942	76,546	40,065
Angus	961	2,310	58	149	34,699	38,177	15,658
Argyll and Bute	456	1,547	36	111	30,719	32,869	10,560
City of Edinburgh	6,218	11,989	178	604	127,400	146,389	94,156
Clackmannanshire	268	976	[Unavailable]	66	12,696	14,006	5,973
Comhairle Nan Eilean Siar	73	297	[Unavailable]	[Unavailable]	8,753	9,123	3,244
Dumfries and Galloway	844	3,077	109	251	53,900	58,181	17,000
Dundee City	1,254	5,986	129	307	34,741	42,417	24,996
East Ayrshire	865	3,445	69	197	31,957	36,533	18,606
East Dunbartonshire	547	1,528	49	123	33,407	35,654	15,561
East Lothian	1,101	2,249	41	127	31,502	35,020	17,799
East Renfrewshire	385	1,264	39	105	25,416	27,209	16,760
Falkirk	925	3,513	68	229	37,849	42,584	22,220
Fife	2,139	13,582	338	826	101,556	118,441	63,077
Glasgow	6,367	22,414	276	960	124,221	154,238	99,970
Highland	1,470	4,346	61	276	67,537	73,690	28,364
Inverclyde	444	2,760	54	193	22,243	25,694	11,813
Midlothian	821	2,379	33	142	24,433	27,808	15,793
Moray	557	1,489	61	165	25,778	28,050	12,431
North Ayrshire	793	3,548	100	300	39,728	44,469	20,625
North Lanarkshire	1,972	7,375	140	506	76,258	86,251	53,431
Orkney Islands	85	751	[Unavailable]	39	6,850	7,725	2,728
Perth and Kinross	977	3,114	176	294	45,732	50,293	20,721
Renfrewshire	1,049	4,219	122	310	47,089	52,789	28,017
Scottish Borders	961	1,562	59	137	34,761	37,480	15,008
Shetland Islands	154	918	[Unavailable]	[Unavailable]	6,398	7,470	3,647
South Ayrshire	601	2,179	58	168	36,266	39,272	13,916
South Lanarkshire	1,680	6,292	249	516	84,619	93,356	53,168
Stirling	517	1,565	52	120	22,620	24,874	12,688
West Dunbartonshire	682	2,618	53	132	23,882	27,367	14,746
West Lothian	850	3,921	43	240	41,756	46,810	26,400

Figure 2.1 Vehicle stock by type of vehicle

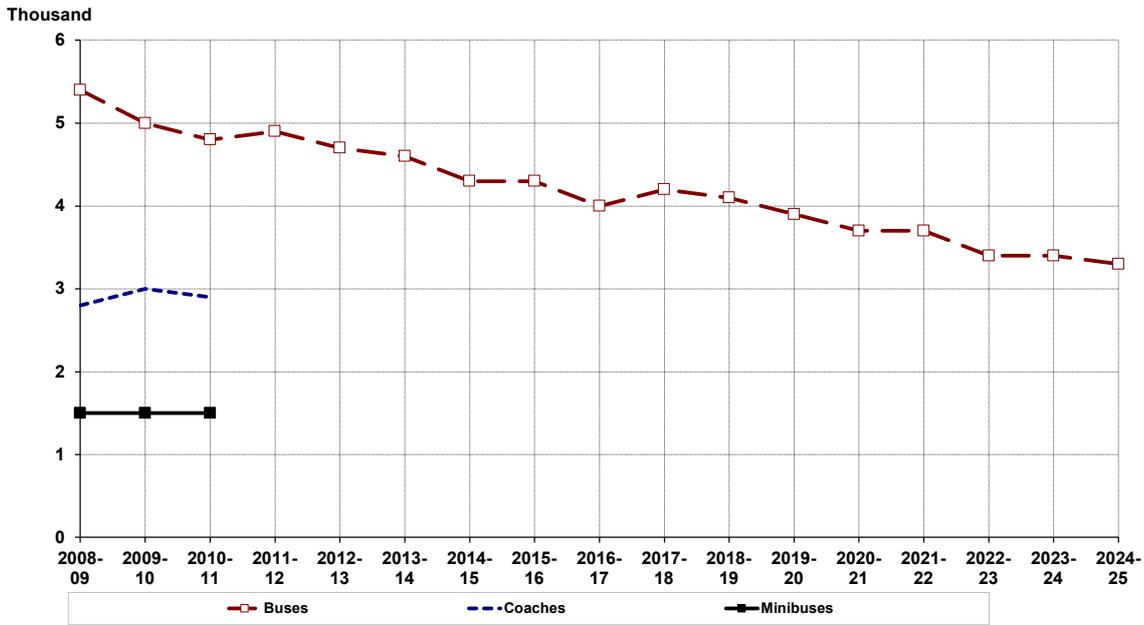
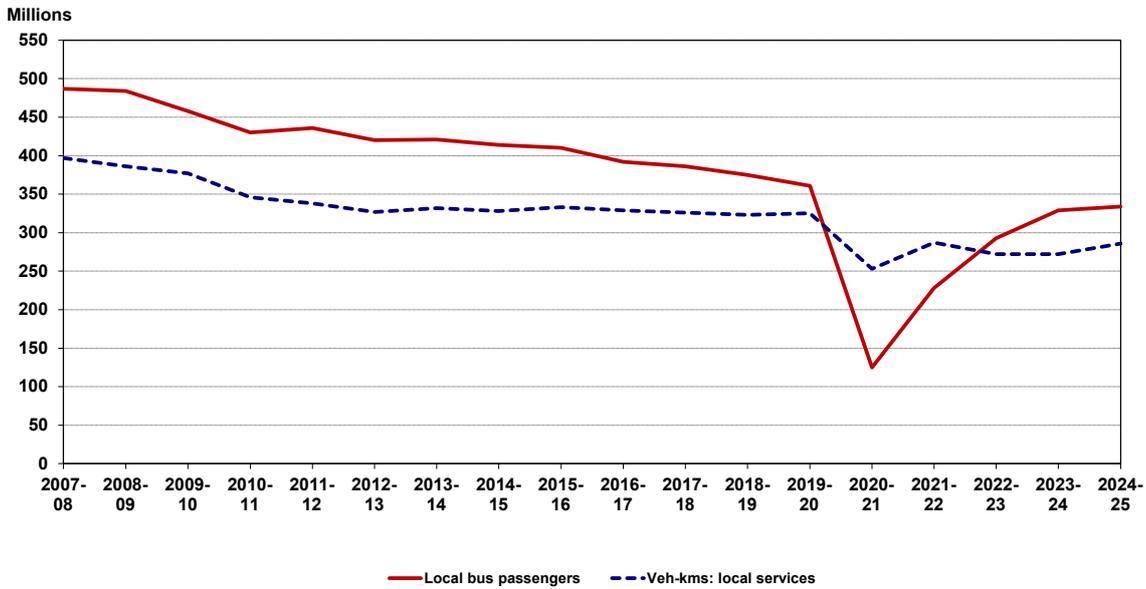


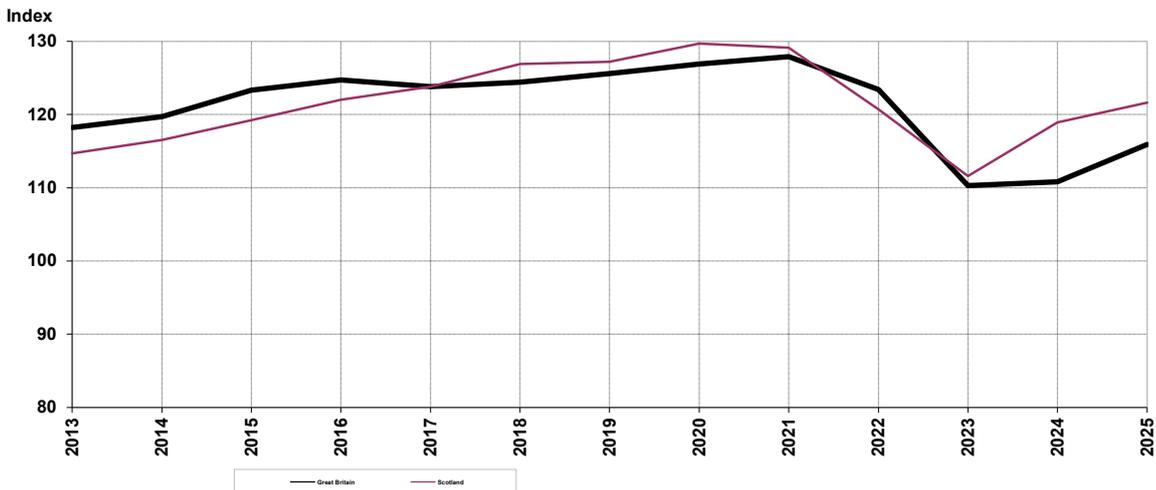
Figure 2.2 Passenger journeys (boardings) and vehicle-kilometres



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

Figure 2.3 Local bus fare indices

(constant prices, 2005=100)





**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2025

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 \(www.gov.uk\)](https://www.gov.uk/government/publications/domestic-road-freight-statistics-methodology-note).

Main Points

Good Lifted and Distance

In 2024, an estimated 121 million tonnes of goods were lifted within Scotland by UK HGVs and transported to destinations within Scotland. About 18 million tonnes of goods from Scotland were delivered to destinations elsewhere in the UK, and around 21 million tonnes were brought into Scotland from elsewhere in the UK. In comparison, the volume of international road freight by UK HGVs travelling to and from Scotland is very small: less than 1 million tonnes in 2024. (*Table 3.1a and 3.1b*)

Most road freight journeys are 100 kilometres or less in length: 22% of tonnes lifted by road in Scotland in 2024 were carried a distance of no more than 25 kilometres, and 27% 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 107 km. (*Table 3.2*)

Originating in Scotland

Goods moved on journeys originating in Scotland with a destination in Scotland accounted for around 8.8 billion tonne-kilometres in 2024. The overall total, including journeys with destinations elsewhere in the UK and abroad, was around 15 billion tonne-kms. (*Table 3.3a*)

Entering Scotland

In 2024, 21.1 million tonnes of goods entered Scotland on UK HGVs from the rest of the UK. 97% of these came from England. Around 7.7 million tonnes of goods

entering came from the North West (37%), Yorkshire and Humber (19%) and North East (17%) regions of England. Fewer goods leave Scotland for other UK countries (18 million tonnes) than enter from them but the proportions going to and coming from different areas are similar (*Table 3.6*).

In 2024, 'Products of agriculture, forestry, raw materials' was the largest single category of goods lifted in Scotland, which remained in Scotland, accounting for 37.2 million tonnes out of the total of 120.9 million tonnes. (*Table 3.4*)

Destination

In 2024, UK-registered HGVs carried an estimated 155 thousand tonnes of goods from Scotland to countries outwith the UK, and 129 thousand tonnes from foreign countries into Scotland. Of goods leaving Scotland for abroad, carried by UK road hauliers, 61% went to France and 15% went to the Netherlands. (*Table 3.7*)

In 2024, around 3% of goods leaving the UK lifted by UK HGVs originated in Scotland. (*Table 3.5*)

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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/
note 5	Revisions have been made to data from quarter 4 2021 to quarter 2 2023, with international road freight statistics revised downwards by approximately 1% over this period. This was caused by a revision to the Road Goods Travelling to Europe (RoRo) data which is used to scale the International Road Haulage Survey data to be representative of the total volume of heavy goods vehicle (HGV) traffic. An explanation of the impact on the data can be found within the International Road Freight Statistics: 2023 publication and more detail in the RoRo revision note.

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
2023	117.6	15.7	[sample too small]	0.3	16.3	0.2	134.1
2024	120.9	17.0	[sample too small]	0.4	17.6	0.2	138.7

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

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

Source: Department for Transport (DfT)

Year	Scotland (million tonnes)	England (million tonnes)	Wales (million tonnes)	Northern Ireland (million tonnes)	Total UK outwith Scotland (million tonnes)	Outwith UK (million tonnes) [note1]	Total (million tonnes)	
2022	139.7	17.9	[sample too small]		0.3	18.3	0.1	158.1
2023	117.6	19.0		0.5	0.1	19.7	0.1	137.4
2024	120.9	20.5	[sample too small]		0.4	21.1	0.13	142.1

Table 3.2: Goods lifted by UK HGVs in Scotland, with destinations within the UK, by length of haul, 2024 [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	31	22	414	3
26 to 50	28.9	21	1,058	7
51 to 100	37.3	27	2,648	18
101 to 150	11.2	8	1,374	9
151 to 200	6.8	5	1,178	8
201 to 300	11.8	9	2,895	20
301 to 400	5.3	4	1,791	12
401 to 500	2.6	2	1,168	8
over 500	3.6	3	2,231	15
All	138.5	100	14,757	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	302	16,950	available [1104]	[not available]	available [1104]	[not available]
2023	10,474	4,852[sample too small]		57	5,098	175	15,747	available [1104]	[not available]	available [1104]	[not available]
2024	8,800	5,758[sample too small]		51	5,957	162	14,919	available [1104]	[not available]	available [1104]	[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 [note 5]	11,544	6,442	sample too small]	87	6,596	103	18,242
2023	10,474	6,785	302	31	7,117	73	17,664
2024	8,800	7,252	small]	93	7,444	108	16,352

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 [note 5]	16,950	[not available]	[not available]	[not available]
2023	15,747	[not available]	[not available]	[not available]
2024	14,919	[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 2024 [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 entering			Goods remaining in Scotland (million tonne-kilometres) [note 3]	Goods entering		Goods leaving Scotland for rest of UK (million tonne-kilometres) [note 3]
	Goods remaining in Scotland (thousand tonnes) [note 3]	Scotland from rest of the UK (thousand tonnes) [note 3]	Goods leaving Scotland for rest of UK (thousand tonnes) [note 3]		the UK (million tonne-kilometres) [note 3]	Scotland for rest of UK (million tonne-kilometres) [note 3]	
Products of agriculture, forestry, raw materials (subtotal)	37,177	2,165	3,753	2,339	720	1,036	
Agricultural products	12,428	1,546	2,268	1,115	457	670	
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	24,739	[sample too small]	1,485	1,223	[sample too small]	366	
Food products, including beverages and tobacco (subtotal)	14,269	5,554	3,290	1,614	1,896	1,329	
Textile, leather and wood products (subtotal)	3,561	866	1,024	311	308	324	
Textiles and textile products; leather and leather products	161	[sample too small]	[sample too small]	8	[sample too small]	[sample too small]	
Wood products	3,400	745	896	303	254	278	
Metal, mineral and chemical products (subtotal)	14,772	2,786	2,030	929	952	667	
Coke and refined petroleum products	4,866	[sample too small]	[sample too small]	371	[sample too small]	[sample too small]	
Chemical products	1,640	945	[sample too small]	138	298	[sample too small]	
Glass, cement and other non-metallic mineral products	7,359	1,097	789	317	401	286	
Metal products	907	[sample too small]	[sample too small]	103	[sample too small]	[sample too small]	
Machinery and equipment, consumer durables (subtotal)	1,751	1,131	843	161	424	333	
Machinery and equipment	520	[sample too small]	[sample too small]	43	[sample too small]	[sample too small]	
Transport equipment	1,132	626	478	104	226	137	
Furniture	98	[sample too small]	[sample too small]	13	[sample too small]	[sample too small]	
Other products (subtotal)	49,377	8,595	6,673	3,447	3,144	2,267	
Waste related products	14,402	[sample too small]	1,327	878	[sample too small]	349	
Mail, parcels	488	[sample too small]	[sample too small]	71	[sample too small]	[sample too small]	
Empty containers, pallets and other packaging	3,895	1,193	1,603	410	478	522	
Household and office removals	1,952	[sample too small]	[sample too small]	109	[sample too small]	[sample too small]	
Grouped goods	28,508	6,412	3,572	1,962	2,319	1,332	
Unidentifiable goods	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[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	120,906	21,097	17,613	8,800	7,444	5,957	

Table 3.5: Goods lifted or moved by UK HGVs, for journeys entering or leaving the UK by commodity, for 2024 [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)	406 [sample too small]		899 [sample too small]	67 [sample too small]	164 [sample too small]		165 [sample too small]	60 [sample too small]
Agricultural products	339 [sample too small]		435 [sample too small]	67 [sample too small]	134 [sample too small]		117 [sample too small]	60 [sample too small]
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	[sample too small]	[sample too small]	461 [sample too small]	[sample too small]	[sample too small]	[sample too small]	47 [sample too small]	[sample too small]
Food products, including beverages and tobacco (subtotal)	1,362 [sample too small]	48 [sample too small]	1,158 [sample too small]	50 [sample too small]	538 [sample too small]	43 [sample too small]	371 [sample too small]	46 [sample too small]
Textile, leather and wood products (subtotal)	56 [sample too small]		168 [sample too small]		30 [sample too small]		42 [sample too small]	
Textiles and textile products; leather and leather products	[sample too small]	[sample too small]	150 [sample too small]		[sample too small]		17 [sample too small]	
Wood products	27 [sample too small]		118 [sample too small]	15 [sample too small]	20 [sample too small]		25 [sample too small]	
Metal, mineral and chemical products (subtotal)	710 [sample too small]	26 [sample too small]	1,091 [sample too small]	15 [sample too small]	321 [sample too small]	17 [sample too small]	402 [sample too small]	15 [sample too small]
Coke and refined petroleum products	69 [sample too small]		259 [sample too small]		34 [sample too small]		170 [sample too small]	
Chemical products	288 [sample too small]		663 [sample too small]		84 [sample too small]		149 [sample too small]	
Glass, cement and other non-metallic mineral products	65 [sample too small]		143 [sample too small]		31 [sample too small]		75 [sample too small]	
Machinery and equipment, consumer durables (subtotal)	397 [sample too small]		0 [sample too small]		322 [sample too small]		221 [sample too small]	
Machinery and equipment	175 [sample too small]		244 [sample too small]		111 [sample too small]		124 [sample too small]	
Transport equipment	188 [sample too small]		72 [sample too small]		192 [sample too small]		61 [sample too small]	
Furniture	35 [sample too small]		59 [sample too small]		19 [sample too small]		36 [sample too small]	
Other products (subtotal)	2,351 [sample too small]		2,638 [sample too small]		811 [sample too small]		936 [sample too small]	
Waste related products	222 [sample too small]		97 [sample too small]		33 [sample too small]		32 [sample too small]	
Mail, parcels	193 [sample too small]		124 [sample too small]		71 [sample too small]		61 [sample too small]	
Empty containers, pallets and other packaging	270 [sample too small]		284 [sample too small]		84 [sample too small]		102 [sample too small]	
Household and office removals	145 [sample too small]		130 [sample too small]		42 [sample too small]		72 [sample too small]	
Grouped goods	1,462 [sample too small]		1,980 [sample too small]		552 [sample too small]		644 [sample too small]	
Unidentifiable goods	58 [sample too small]		23 [sample too small]		27 [sample too small]		25 [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	5,283	111	5,954	155	2,187	96	2,137	162

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 2024 [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 (thousand tonnes)	Scotland (thousand tonnes)	Goods entering Scotland (million tonne-kilometres)	Goods leaving Scotland (million tonne-kilometres)
England	20,453	16,988	7,252	5,758
North East	3,483	2,572	779	557
North West	7,738	6,434	2,292	1,599
Yorkshire & the Humber	3,997	3,046	1,421	1,139
East Midlands	1,733	1,473	861	705
West Midlands	1,825	1,474	787	686
East	751	502	477	301
London	[sample too small]	[sample too small]	[sample too small]	[sample too small]
South East	372	1,043	262	483
South West	401	[sample too small]	273	[sample too small]
Wales	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Northern Ireland	442	358	93	50
Total elsewhere in UK	21,097	17,613	7,444	5,957

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, 2024

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	33	[sample too small]	31,742	[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	24	95	24,746	86,730
Germany	[sample too small]	[sample too small]	[sample too small]	[sample too small]
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]	24	[sample too small]	15,809
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	129	145	107,827	146,177
Other countries	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Total outwith UK	129	155	107,907	162,135

Table 3.8: Freight lifted by UK HGVs on journeys with UK origins and destinations which either started or ended in Scotland, for 2024 [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)	3,317	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	3,318	[sample too small]	3,318
HITRANS (origin)	[sample too small]	38,644	2,347	[sample too small]	[sample too small]	[sample too small]	[sample too small]	40,991	9,422	50,413
NESTRANS (origin)	[sample too small]	3,046	26,701	[sample too small]	[sample too small]	[sample too small]	[sample too small]	29,746	8,877	38,623
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)	3,317	41,691	29,048	[sample too small]	[sample too small]	[sample too small]	[sample too small]	74,056	18,298	92,354
Elsewhere in the UK (origin)	[sample too small]	9,671	12,016	[sample too small]	[sample too small]	[sample too small]	[sample too small]	21,687	4,828,360	4,850,048
Total (origin)	3,317	51,362	41,064	[sample too small]	[sample too small]	[sample too small]	[sample too small]	95,743	4,846,659	4,942,402



**TRANSPORT
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Scottish Transport Statistics 2025

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 57,452 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 57,4524 kilometres of public road in Scotland at 31 March 2024. 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 2023 and April 2024. (*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 53% in the amount of trunk road that was newly constructed, reconstructed, strengthened or surface dressed in 2024-25 compared to the previous year. (*Table 4.3*)

In 2024-25, 20.4% of the motorway network, 15.6% of the dual carriageway and 14.1% of the single carriageway trunk road network required close monitoring of the state of the road surface. (*Table 4.5 (b)*)

In 2024-25 the National Road Condition Indicator (RCI) showed 31% 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 35% may similarly require some kind of maintenance. (*Table 4.6*)

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Notes

This worksheet contains one table.

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note 1	Motorway road lengths are derived from GIS from 2000 onwards - see commentary for more details.
note 2	Road lengths are physical length rather than carriageway length e.g. 10km of dual carriageway counts as 10km, not 20km.
note 3	These figures now include A road slip roads which have been excluded from the figures in previous publications. The time series has been updated to include this data resulting in an increase of 3-4% in Trunk road length and an increase in overall road length of 0.2%. The methodology for calculating the trunk road totals from the database has also changed resulting in some small changes to road lengths from those previously published.
note 4	Trunk road lengths for these roads have now been derived more accurately using a GIS system from 2006.
note 5	For 2008 and 2009 single and dual carriageways figures are estimated.
note 6	As at 30 May 2014.
note 7	Local authority road lengths at the end of the financial year e.g. 2013=2013/14.
note 8	Motorway road lengths have been consolidated using a GIS system which means that there will be some changes to previously published figures.
note 9	Triangulation with other sources of road length data has occurred to improve the quality of the information. Figures may not be comparable with previous editions.
note 10	The drop in the length of trunk A roads from last year is probably due to the detrunking of A80 with the opening of the M80.
note 11	Local authority road lengths at the end of the financial year.
note 12	FBOC records are now incorporated into South East following the introduction of the Newtork Maintenance Contracts, August 2020
note 13	Residual life represents the number of years to elapse before the pavement reaches the stage when it may be necessary to undertake relatively more expensive reconstruction rather than strengthening to restore its full life.
note 14	Method of calculation changed in 2011-12.
note 15	The part of the network that requires close monitoring is that which has a residual life of less than zero. Note: it has been decided that surveyed network length is not required as the figures produced are now representative of the whole network as shown in Table 4.1.
note 16	These figures are provisional.
note 17	FBOC records are now incorporated into South East following the introduction of the Newtork Maintenance Contracts, August 2020
note 18	From 2007-08 the basis of the statutory road performance indicator in Scotland changed to the UK Standard Road Condition Indicator.
note 19	While it has been possible, following the change to the indicator, to calculate the equivalent RCI value for all classified roads from 2005-06, it has not been possible to do this in a reliable manner for unclassified roads, owing to a lack of cracking data for those years. As unclassified roads represent a significant part of the total road network, RCI data for the network is similarly not available for this period. It is important to note that owing to the different formulation, no valid comparison can or should be made between the two series.
note 20	The categories used to indicate the condition of the road are in brief: amber - further investigation should be undertaken to establish if treatment is required. red - the road has deteriorated to the point at which it is likely repairs to prolong its future life should be undertaken.
note 21	Information for 2002-03 is available only for A roads.
note 22	The SPI figures for Scotland in 2004-05 exclude Glasgow, as the survey in Glasgow was undertaken on a different basis in that year.
note 23	For 2020-21 a new filter was introduced in accordance with the revised standard ISO 13473-1. This has led to an increase in the recorded texture values of between 0.03 and 0.06mm, which in turn has resulted in a slight reduction in the reported red and amber values which make up the performance indicator.
note 24	An error has recently been found in the way local authority dual and single carriageway A roads were calculated wherby 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 25

RCI results calculated using the five-year Unclassified survey window due to the minimum 40%
Unclassified KM coverage over the 4 year survey window not being achieved

Table 4.1 Public road lengths(Kilometres) 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 Accredited Official Statistics

Major/minor/all roads	Road type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Trunk roads [Note 3] [Note 6]	Motorways excluding slip roads	420	420	420	440	449	449	445	444	444	444	444	444
Trunk roads [Note 3] [Note 6]	Motorways including slip roads	599	600	601	632	645	645	651	652	653	656	656	653
Trunk roads [Note 3] [Note 6]	A roads dual carriageway	500	504	504	505	510	554	553	552	560	559	555	559
Trunk roads [Note 3] [Note 6]	A roads single carriageway	2,274	2,326	2,326	2,327	2,320	2,310	2,307	2,304	2,297	2,297	2,293	2,287
Trunk roads [Note 3] [Note 6]	A roads other inc slips/roundabout	191	208	208	204	205	226	228	231	238	240	241	237
Trunk roads [Note 3] [Note 6]	A roads total	2,966	3,037	3,037	3,036	3,036	3,090	3,088	3,086	3,094	3,096	3,089	3,083
Trunk roads [Note 3] [Note 6]	A roads by speed limit:												
Trunk roads [Note 3] [Note 6]	A roads up to 40 mph	237	243	243	245	248	241	245	244	242	241	242	241
Trunk roads [Note 3] [Note 6]	A roads over 40 mph	3,328	3,395	3,395	3,424	3,433	3,494	3,494	3,495	3,506	3,510	3,503	3,495
Trunk roads [Note 3] [Note 6]	All trunk roads [Note 3] [Note 4]	3,565	3,637	3,638	3,669	3,681	3,735	3,739	3,739	3,747	3,752	3,745	3,736
Local Authority major roads [Note 7]	Motorways excluding slip roads	0	0	0	0	0	0	0	0	0	0	0	0
Local Authority major roads [Note 7]	Motorways including slip roads	0	0	0	0	0	0	0	0	0	0	0	0
Local Authority major roads [Note 7]	A roads dual carriageway [Note 24]	238	240	240	240	239	239	257	257	257	258	279	280
Local Authority major roads [Note 7]	A roads single carriageway [Note 24]	7,214	7,166	7,174	7,178	7,188	7,261	7,272	7,267	7,270	7,272	7,286	7,283
Local Authority major roads [Note 7]	A roads total	7,452	7,406	7,414	7,418	7,427	7,500	7,529	7,524	7,528	7,530	7,565	7,563
Local Authority major roads [Note 7]	A roads by speed limit:												
Local Authority major roads [Note 7]	A roads up to 40 mph	1,560	1,616	1,621	1,630	1,642	1,691	1,709	1,704	1,709	1,750	1,769	1,766
Local Authority major roads [Note 7]	A roads over 40 mph	5,893	5,791	5,792	5,788	5,785	5,809	5,820	5,820	5,819	5,781	5,795	5,796
Local Authority major roads [Note 7]	All LA major roads [Note 4]	7,452	7,406	7,414	7,418	7,427	7,500	7,529	7,524	7,528	7,530	7,565	7,563
Local Authority minor roads [Note 7]													
Local Authority minor roads [Note 7]	B roads limit up to 40 mph	1,194	1,228	1,226	1,230	1,235	1,241	1,242	1,244	1,249	1,347	1,354	1,351
Local Authority minor roads [Note 7]	B roads limit over 40 mph	6,305	6,270	6,276	6,268	6,255	6,266	6,275	6,275	6,278	6,186	6,189	6,190
Local Authority minor roads [Note 7]	B roads Total	7,500	7,498	7,502	7,498	7,491	7,506	7,517	7,520	7,527	7,532	7,543	7,542
Local Authority minor roads [Note 7]	C roads limit up to 40 mph	1,593	1,621	1,653	1,658	1,658	1,666	1,679	1,682	1,685	1,716	1,717	1,714
Local Authority minor roads [Note 7]	C roads limit over 40 mph	9,098	9,060	9,051	9,045	9,043	9,021	9,018	9,020	9,041	9,014	9,014	9,015
Local Authority minor roads [Note 7]	C roads total	10,691	10,681	10,703	10,703	10,701	10,687	10,697	10,701	10,726	10,730	10,731	10,729
Local Authority minor roads [Note 7]	Unclassified roads limit up to 40 mph	15,020	15,097	15,198	15,273	15,379	15,465	15,561	15,759	15,853	15,962	16,070	16,208
Local Authority minor roads [Note 7]	Unclassified roads limit over 40 mph	11,728	11,735	11,696	11,688	11,686	11,697	11,679	11,716	11,696	11,681	11,673	11,675
Local Authority minor roads [Note 7]	Unclassified roads Total	26,748	26,832	26,895	26,962	27,065	27,162	27,240	27,475	27,549	27,642	27,743	27,883
All roads (trunk and LA) [Note 3]	All LA minor roads	44,938	45,011	45,100	45,163	45,257	45,355	45,454	45,696	45,802	45,905	46,018	46,154
All roads (trunk and LA) [Note 3]	Motorways excluding slip roads	420	420	420	440	449	449	445	444	444	444	444	444
All roads (trunk and LA) [Note 3]	Motorways including slip roads	599	600	601	632	645	645	651	652	653	656	656	653
All roads (trunk and LA) [Note 3]	A, B and C roads dual carriageway [Note 5]	739	744	743	745	750	793	811	809	817	817	834	839
All roads (trunk and LA) [Note 3]	A, B and C roads single carriageway [Note 5]	27,678	27,671	27,705	27,707	27,699	27,765	27,792	27,792	27,820	27,832	27,854	27,841
All roads (trunk and LA) [Note 3]	A, B and C roads total	28,608	28,623	28,656	28,656	28,654	28,784	28,832	28,831	28,875	28,888	28,928	28,916
All roads (trunk and LA) [Note 3]	by speed limit:												
All roads (trunk and LA) [Note 3]	A, B and C roads up to 40 mph	4,583	4,708	4,743	4,763	4,783	4,839	4,875	4,874	4,884	5,054	5,082	5,072
All roads (trunk and LA) [Note 3]	A, B and C roads over 40 mph	24,624	24,515	24,515	24,525	24,516	24,590	24,607	24,609	24,643	24,490	24,502	24,497
All roads (trunk and LA) [Note 3]	Unclassified roads limit up to 40 mph	15,020	15,097	15,198	15,273	15,379	15,465	15,561	15,759	15,853	15,962	16,070	16,208
All roads (trunk and LA) [Note 3]	Unclassified roads limit over 40 mph	11,728	11,735	11,696	11,688	11,686	11,697	11,679	11,716	11,696	11,681	11,673	11,675
All roads (trunk and LA) [Note 3]	Total	26,748	26,832	26,895	26,962	27,065	27,162	27,240	27,475	27,549	27,642	27,743	27,883
Major/minor/all roads	All roads [Note3] [Note 4]	55,955	56,054	56,152	56,250	56,364	56,591	56,722	56,959	57,077	57,187	57,327	57,452

Table 4.4 (a) Trunk road constructed/re-surfaced etc, by unit, 2023-24

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

Source: Transport Scotland - Not Accredited Official Statistics

Lane-kilometres (estimated) / percentages	Unit	New road constructed for traffic			Total	
		Reconstructed	Strengthened	Surface dressed		
Equivalent road lane length	NW	0	6	66	0	73
Equivalent road lane length	NE	0	5	51	0	56
Equivalent road lane length	SW	0	4	68	0	72
Equivalent road lane length	SE [Note 12]	0	5	100	0	105
Equivalent road lane length	Total	0	20	285	1	306
Percentages of total	NW	0	32	23	0	24
Percentages of total	NE	0	24	18	60	18
Percentages of total	SW	0	20	24	0	24
Percentages of total	SE	0	23	35	40	34
Percentages of total	Total	0	100	100	100	100

Table 4.4 (b) Trunk road constructed/re-surfaced etc, by unit, 2024-25 (provisional)

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

Source: Transport Scotland - Not Accredited Official Statistics

Lane-kilometres (estimated) / percentages	Unit	New road constructed for			Total	
		traffic	Reconstructed	Strengthened		Surface dressed
Equivalent road lane length	NW	0	12	106	0	119
Equivalent road lane length	NE	0	6	76	12	93
Equivalent road lane length	SW	0	2	112	0	115
Equivalent road lane length	SE [Note 12]	0	10	131	0	141
Equivalent road lane length	Total	0	30	425	12	467
Percentages of total	NW	0	41	25	0	25
Percentages of total	NE	0	19	18	97	20
Percentages of total	SW	0	7	26	3	25
Percentages of total	SE	0	34	31	0	30
Percentages of total	Total	0	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 Accredited Official Statistics

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

Years/operating company	Years/units	<0 years	0-4 years	5-9 years	10-14 years	15-19 years	>19 years
Years	1997-98	11	8	11	8	8	54
Years	1998-99	10	9	9	8	7	57
Years	1999-00	10	8	10	9	10	53
Years	2000-01	9	7	9	8	8	59
Years	2001-02	4	4	7	7	10	68
Years	2002-03	4	4	7	7	11	67
Years	2003-04	4	4	6	7	12	67
Years	2004-05	4	5	6	7	13	65
Years	2005-06	4	4	6	7	15	63
Years	2006-07	5	4	6	7	15	63
Years	2007-08	4	4	7	7	13	65
Years	2008-09	4	4	6	7	11	68
Years	2009-10	5	5	7	8	11	64
Years	2010-11	5	4	6	7	9	69
Years	2011-12 [Note 14]	10	7	10	10	11	52
Years	2012-13	13	8	10	10	12	46
Years	2013-14	14	8	10	9	11	49
Years	2014-15	13	7	9	9	12	50
Years	2015-16	12	9	9	9	13	48
Years	2016-17	12	9	9	9	12	49
Years	2017-18	11	9	9	9	12	51
Years	2018-19	11	9	9	9	12	51
Years	2019-20	11	8	9	9	13	50
Years	2020-21	11	8	9	9	12	50
Years	2021-22	16	9	9	9	15	42
Years	2022-23	14	10	10	9	12	46
Years	2023-24	16	9	10	9	10	47
Years	2024-25 [Note 16]	16	9	10	9	10	47
Operating Company Areas 2024-25 [Note 16]	North West Unit	15	9	9	9	10	47
Operating Company Areas 2024-25 [Note 16]	North East Unit	17	12	14	12	10	35
Operating Company Areas 2024-25 [Note 16]	South East Unit [Note 17]	16	12	10	9	10	45
Operating Company Areas 2024-25 [Note 16]	South West Unit	14	8	9	8	12	49

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 Accredited Official Statistics

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

Year/Operating company	Years/units	Motorways requires close monitoring	Dual carriageways requires close monitoring	Single carriageways requires close monitoring
Year	2002-03	7.5%	5.2%	0.0%
Year	2003-04	9.0%	5.1%	0.0%
Year	2004-05	9.2%	3.9%	0.0%
Year	2005-06	6.7%	3.2%	0.0%
Year	2006-07	6.1%	2.7%	0.0%
Year	2007-08	8.2%	3.9%	0.0%
Year	2008-09	4.3%	4.1%	0.0%
Year	2009-10	6.3%	5.5%	3.7%
Year	2010-11	6.2%	3.4%	4.2%
Year	2011-12 [Note 14]	12.9%	9.1%	10.3%
Year	2012-13	23.1%	13.3%	11.6%
Year	2013-14	23.4%	15.0%	10.3%
Year	2014-15	22.9%	10.4%	11.3%
Year	2015-16	21.5%	9.8%	10.5%
Year	2016-17	16.9%	10.7%	11.5%
Year	2017-18	13.4%	8.6%	11.3%
Year	2018-19	14.5%	9.2%	10.7%
Year	2019-20	15.7%	10.6%	10.1%
Year	2020-21	14.5%	10.7%	10.6%
Year	2021-22	15.2%	12.4%	17.0%
Year	2022-23	16.4%	13.6%	13.9%
Year	2023-24	20.4%	15.6%	14.1%
Year	2024-25 [Note 16]	20.4%	15.6%	14.1%
Operating Company Areas 2024-25 [N North West Unit		0.0%	13.4%	15.5%
Operating Company Areas 2024-25 [N North East Unit		8.0%	19.6%	16.1%
Operating Company Areas 2024-25 [N South East Unit [Note 17		28.2%	10.9%	7.3%
Operating Company Areas 2024-25 [N South West Unit		33.9%	12.8%	13.0%

Table 4.6a Local authority road network condition [Note 18] [Note 19] [Note 20]

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 Accredited Official 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: 2024-25										
Aberdeen City	3%	18%	5%	25%	4%	18%	5%	24%	4%	23%
Aberdeenshire	2%	20%	1%	17%	2%	16%	3%	23%	2%	20%
Angus	5%	27%	8%	34%	5%	24%	6%	29%	6%	28%
Argyll & Bute	8%	31%	17%	41%	13%	40%	17%	35%	14%	37%
Clackmannanshire	5%	26%	3%	20%	3%	25%	7%	31%	6%	28%
Dumfries & Galloway	7%	30%	6%	32%	13%	36%	20%	39%	14%	36%
Dundee City	3%	23%	2%	25%	2%	16%	5%	25%	4%	23%
East Ayrshire	2%	16%	3%	22%	6%	25%	8%	29%	6%	26%
East Dunbartonshire	7%	27%	5%	22%	7%	28%	7%	29%	7%	28%
East Lothian [Note 25]	3%	25%	4%	30%	3%	24%	7%	31%	5%	29%
East Renfrewshire [Note 25]	4%	20%	3%	22%	4%	25%	11%	32%	8%	29%
Edinburgh, City of	6%	23%	4%	22%	5%	23%	5%	25%	5%	24%
Eilean Siar	5%	25%	5%	30%	4%	39%	7%	38%	6%	33%
Falkirk	5%	28%	5%	28%	4%	26%	6%	29%	5%	26%
Fife	5%	24%	4%	26%	3%	25%	5%	28%	5%	27%
Glasgow, City of [Note 25]	6%	29%	4%	23%	4%	23%	5%	26%	5%	26%
Highland	5%	26%	8%	32%	10%	32%	11%	30%	9%	30%
Inverclyde [Note 25]	2%	16%	4%	28%	6%	33%	5%	29%	5%	29%
Midlothian [Note 25]	4%	22%	6%	28%	4%	24%	9%	33%	7%	30%
Moray	3%	24%	2%	19%	3%	21%	6%	26%	4%	24%
North Ayrshire	4%	23%	3%	23%	5%	32%	4%	27%	4%	27%
North Lanarkshire [Note 25]	3%	21%	4%	27%	4%	27%	6%	29%	5%	28%
Orkney Islands	4%	31%	3%	24%	3%	19%	2%	21%	3%	23%
Perth & Kinross	8%	32%	5%	31%	5%	29%	4%	28%	5%	29%
Renfrewshire [Note 25]	2%	16%	3%	23%	5%	26%	4%	27%	4%	25%
Scottish Borders	6%	34%	7%	34%	6%	31%	11%	38%	8%	35%
Shetland Islands	1%	15%	5%	25%	3%	30%	6%	36%	4%	29%
South Ayrshire	3%	20%	5%	24%	8%	30%	7%	30%	6%	28%
South Lanarkshire	4%	24%	4%	26%	6%	31%	5%	28%	5%	28%
Stirling	5%	29%	6%	31%	7%	32%	14%	33%	10%	32%
West Dunbartonshire [Note 25]	4%	21%	5%	31%	6%	22%	5%	26%	5%	25%
West Lothian	4%	29%	5%	29%	7%	35%	4%	25%	5%	27%
Scotland	5%	26%	6%	29%	6%	28%	7%	29%	7%	28%

Table 4.6b Local authority road network condition [Note 18] [Note 19] [Note 20]

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 Accredited Official Statistics

(b) for Scotland as a whole: 2005-06 to 2024-25 (New RCI Series) [Note 19]	A roads condition		B roads condition		C roads condition		Unclassified condition		All roads condition	
	condition red	amber	condition red	amber	condition red	amber	condition red	amber	condition red	amber
2005-06	4%	27%	4%	28%	4%	31%	[Not available]	[Not available]	[Not available]	[Not available]
2006-07	4%	29%	4%	29%	4%	32%	[Not available]	[Not available]	[Not available]	[Not available]
2007-08	5%	29%	6%	34%	5%	33%	[Not available]	[Not available]	[Not available]	[Not available]
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%
2023-24	4%	25%	5%	27%	6%	27%	7%	29%	6%	28%
2024-25	5%	26%	6%	29%	6%	28%	7%	29%	7%	28%

Table 4.6c Local authority road network condition [Note 18] [Note 19] [Note 20]

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 Accredited Official 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
2002-03 [Note 21]	9%	37%	[Not available]	[Not available]	[Not available]	[Not available]	[Not available]	[Not available]	[Not available]	[Not available]
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 2025

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

- **49 billion vehicle km were driven in 2024, a 2% rise compared with 2023.**
- **40% of the distance travelled on the road network is on Trunk roads, which account for only 7% of the road network.**
- **12% of driver journeys were delayed by congestion in 2023.**

Main Points

Major and Minor Roads

The estimated volume of traffic on Scotland's roads in 2024 was around 49 billion (thousand million) vehicle km: 2% more than 2023. 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 2024 was estimated to be 31.7 billion vehicle-km. Traffic on Motorways accounted for 8.7 billion vehicle km (18% of all traffic). This was less than the estimated 11.0 billion

vehicle km on trunk A roads (22% of the total), and the 11.9 billion on non-trunk A roads (24%). Sixty eight per cent of A road traffic was in rural areas: 15.6 billion out of the A roads total of 22.9 billion vehicle km. (*Table 5.1*)

Minor roads (B, C and unclassified roads) accounted for the remaining 36% of traffic in 2024: an estimated 17.6 billion vehicle km (*Table 5.1*)

The total volume of traffic on major roads (Motorways and A roads) in 2024 was 2% higher than in the previous year (Motorway traffic increased by 1%). Minor road traffic was about 2% higher than in 2023. Traffic levels are around 10 per cent higher than in 2014. (*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 30% 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 5% in 2024. However, pedal cycles still account for only one per cent of estimated traffic volume. (*Table 5.2 & 5.3*)

In 2024, the volume of car traffic was 5 per cent higher than in 2014, light goods vehicle traffic 43 per cent higher and bus vehicle traffic 25% lower. (*Table 5.3*)

Local Area volumes

The seven local authorities with the highest traffic volumes (Glasgow, North Lanarkshire, Aberdeenshire, Highland, Fife, Edinburgh 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 M73 Gartcosh was the busiest site from this sample, with an annual average of 57,267 vehicles per day in 2024. Its Monday-Friday average was 63,111 vehicles per day. The M73 Gartcosh also had the highest Monday-Friday peak hourly flows at 4,954 vehicles in the morning and 5,267 vehicles in the evening. At the opposite end of the scale, the A835 Aultguish averaged 1,865 vehicles per day over the year as a whole and its Monday-Friday peak hourly flows were 128 in the morning and 173 in the afternoon. The M74 J18 to J19 had the highest percentage of heavy goods vehicle traffic in 2024 at 33% for the week, followed by the A77 Lendalfoot (27%). (*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 2023, 12% 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 - 5% of car drivers' journeys were delayed by around 5 minutes compared to 3% by 15 minutes or longer. Weekday journeys were most likely to suffer congestion delays between 7 and 9 am and 4 and 6 pm (17-20% and 20-22% respectively). Fewer delays (3%) were experienced by people residing in remote small towns than those in accessible small towns (10%). (*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 3.5 million tonnes oil equivalent of petrol and diesel in 2023. 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*)

Contents	Table title
<u>Table 5.1</u>	Traffic (vehicle kilometres) by road class and type
<u>Table 5.2</u>	Traffic (vehicle kilometres) on major roads (by class / type) and minor roads (by type) by vehicle type, 2024
<u>Table 5.3</u>	Traffic (vehicle kilometres) on major roads, minor roads and all roads by vehicle type
<u>Table 5.4</u>	Traffic on major roads (by class / type) and on minor roads, by Council, 2024
<u>Table 5.5</u>	Traffic on trunk roads and on local authority roads, by Council area
<u>Table 5.6</u>	Average Daily Traffic Flows ¹ at Selected Automated Traffic Classifier Sites 2 by Month, 2024
<u>Table 5.7a</u>	Average daily traffic flows, peak hourly flows and percentages of HGVs for selected key points: 2024
<u>Table 5.7b</u>	Average daily traffic flows for selected key points
<u>Table 5.8</u>	Car drivers' journeys - whether delayed by traffic congestion and, if so how much time was lost: 2021-2023 combined
<u>Table 5.9a</u>	Percentage of car/van stages delayed by traffic congestion 2003-2023
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<u>Table 5.10</u>	Petrol and diesel consumption of road vehicles

Notes

This worksheet contains one table.

Note number	Note text
note 1	Estimates for minor roads for the period since 2000 have been revised to take into account the minor road benchmarking exercise. Further details available at: https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2021/minor-road-traffic-estimates-review-technical-report
note 2	Estimates for 2020 will have been affected by the Covid 19 pandemic.
note 3	DfT's classification of urban and rural roads differs from the built up/non-built up classification - see section 5.1.4 of the traffic estimates notes and definitions at the back of this publication.
note 4	Motorways include A(M) roads.
note 5	Roads which changed from trunk to local authority, or vice versa, are counted according to their status on a recent date,
note 6	DfT have made some minor changes to the traffic estimates from 2006 onwards. This was due to incorrect LA codes
note 7	Traffic flows are counted in both directions at ATC sites and the average flows are based on totals.
note 8	Missing data for these sites is due to equipment failure. Year averages may be based only on data for part of the year, in cases where equipment was not working in some months.
note 9	7 day flows were calculated from Monday to Sunday inclusive, '5 day flows' were calculated from Monday to Friday inclusive
note 10	Flows were calculated from Monday to Sunday inclusive. This information is obtained from the Scottish Household Survey Travel Diary questions about the (stages of) journeys which the respondent had said that he or she made as the driver of a car or van. The table does not include those (stages of) journeys for which the questions about traffic congestion were not asked.
note 11	
note 12	In order to provide the larger sample size of a combined years table, years not considered entirely compatible had to be combined. Results should be treated with a degree of caution.
note 13	A journey can consist of one or more stages. A new stage begins when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.
note 14	Previously split into 'about 20 mins' and '25 to 30 mins' but now combined to be '20 to 30 mins'. If previous split needed please request via Transtat@transport.gov.scot
note 15	Car drivers were asked "was this part of your trip delayed due to traffic congestion?". No definition of "traffic congestion" is given, so respondents can interpret the term as they wish. Those drivers who said that they had been delayed by traffic congestion were asked "how much time do you think was lost due to traffic congestion?".
note 16	These estimates are of the total amount of petrol and diesel consumed by vehicles travelling in each Council area (i.e. the estimates are based on where the vehicles were driven, rather than - say - the area of the registered keepers of the vehicles).
note 17	There have been major revisions to the data due to improvements in the methodology. For more information please see here: https://www.gov.uk/government/collections/road-transport-consumption-at-regional-and-local-level#methodology
note 18	The traffic counter data for the A90 Bridge of Don is no longer being collected.
note 19	Due to changes in the survey in response to covid-19, 2020 and 2021 data is not directly comparable with previous years, so there is a break in the time series between 2019 and 2020 (see publication introduction for more information). In 2022, there was a return to the standard methodology, so 2022 data is comparable with years up to 2019, but not 2020 and 2021.
note 20	Distance figures for some years were revised in 2017 and 2018.
note 21	Freeze panes is being used on this page. To turn off, select the 'View' tab and choose Freeze Panes > Unfreeze Panes

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 Accredited Official Statistics

Road type	2013	2014	2015	2016	2017	2018	2019	2020					2023	2024
	[note 1]	[note 1]	[note 1]											
Motorways	7,262	7,421	7,477	7,829	8,054	8,518	8,654	6,299	7,428	8,310	8,672	8,742		
Trunk A roads Urban	960	965	960	988	1,832	1,764	1,744	1,319	1,626	1,765	1,758	1,819		
Trunk A roads Rural	8,766	8,726	8,905	9,160	8,633	8,856	9,100	6,632	7,836	8,807	9,015	9,191		
Trunk A roads Total	9,725	9,691	9,864	10,147	10,466	10,620	10,844	7,951	9,462	10,572	10,773	11,010		
Non - trunk A roads Urban	4,390	4,478	4,501	4,609	5,466	5,325	5,399	4,139	4,910	5,388	5,490	5,566		
Non - trunk A roads Rural	7,670	7,856	8,029	8,262	7,420	7,079	7,314	5,552	5,702	6,101	6,264	6,361		
Non - trunk A roads Total	12,061	12,334	12,530	12,871	12,887	12,404	12,713	9,690	10,612	11,489	11,754	11,927		
All A roads Urban	5,350	5,443	5,461	5,597	7,298	7,089	7,143	5,458	6,536	7,153	7,248	7,385		
All A roads Rural	16,436	16,582	16,934	17,422	16,053	15,935	16,414	12,184	13,538	14,908	15,279	15,552		
All A roads Total	21,786	22,025	22,395	23,019	23,351	23,024	23,557	17,642	20,074	22,061	22,527	22,937		
All major roads	29,048	29,446	29,872	30,848	31,405	31,542	32,211	23,941	27,502	30,371	31,199	31,679		
All Urban minor roads	7,199	7,368	7,359	7,449	8,949	9,212	9,167	7,646	9,548	10,206	14,998	15,323		
All Rural minor roads	7,464	7,962	8,143	8,546	7,690	7,432	7,334	6,296	6,360	6,803	2,223	2,310		
All minor roads	14,663	15,330	15,502	15,995	16,639	16,644	16,501	13,942	15,908	17,009	17,221	17,633		
All Motorways	7,262	7,421	7,477	7,829	8,054	8,518	8,654	6,299	7,428	8,310	8,672	8,742		
All Urban roads	12,549	12,811	12,820	13,046	16,248	16,301	16,310	13,104	16,084	17,359	22,246	22,709		
All Rural roads	23,900	24,544	25,077	25,967	23,744	23,367	23,749	18,480	19,898	21,711	17,502	17,862		
All roads	43,711	44,776	45,374	46,843	48,045	48,187	48,713	37,883	43,410	47,379	48,421	49,313		

Table 5.2 Traffic on major roads (by class / type) and minor roads (by type) by vehicle type, 2023 (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 Accredited Official Statistics

Road type	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
Major roads (M and A)	Not available	[Not available]	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]	8,742	17.7
Trunk A roads - urban [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	1,819	3.7
Trunk A roads - rural [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	9,191	18.6
Non-trunk A roads - urban [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	11,010	22.3
Non-trunk A roads - rural [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	5,566	11.3
All major roads	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	36,328	73.7
Minor roads (B, C and unclassified)	Not available	[Not available]	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]	15,323	31.1
Rural roads [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	2,310	4.7
All minor roads	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	17,633	35.8
Motorways [note 4]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	8,742	17.7
Urban roads [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	22,709	46.1
Rural roads [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	17,862	36.2
All roads	36,111	276	456	9,644	2,443	48,930	383	49,313	100.0
Percentage of all vehicles	73.2	0.6	0.9	19.6	5.0	99.2	0.8	100.0	[Not available]

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 - Not Accredited Official Statistics

Road and vehicle type	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]	2023 [note 1]	2024 [note 1]
Cars and taxis	33,640	34,293	34,596	35,488	36,076	36,299	36,678	27,032	31,063	34,375	35,372	36,111
Two wheeled motor vehicles	277	288	285	266	280	282	291	219	243	272	273	276
Buses	605	608	587	514	525	466	514	377	424	473	453	456
Light goods vehicles	6,377	6,750	7,066	7,721	8,257	8,218	8,277	7,398	8,745	9,332	9,489	9,644
Heavy goods vehicles	2,492	2,479	2,511	2,562	2,614	2,610	2,587	2,259	2,500	2,505	2,431	2,443
All motor vehicle traffic	43,392	44,418	45,043	46,552	47,752	47,876	48,347	37,286	42,975	46,957	48,018	48,930
Pedal cycles	319	358	331	290	294	311	365	597	435	422	403	383
All traffic on all roads	43,711	44,776	45,374	46,843	48,045	48,187	48,713	37,883	43,410	47,379	48,421	49,313

Table 5.4 Traffic by Council and vehicle type, 2023 (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 Accredited Official Statistics

Council	Cars and taxis	Light goods vehicles	Heavy Goods Vehicles	All motor vehicles
Aberdeen City	1,237.53	244.30	49.37	1,556.17
Aberdeenshire	2,315.94	701.51	153.71	3,212.80
Angus	813.18	242.19	69.95	1,139.03
Argyll & Bute	692.30	211.63	46.79	970.73
Clackmannanshire	269.74	61.72	9.52	346.60
Dumfries & Galloway	1,460.05	493.43	297.94	2,280.37
Dundee City	700.00	131.55	23.03	868.47
East Ayrshire	843.25	259.40	50.11	1,167.39
East Dunbartonshire	457.00	95.01	10.62	573.67
East Lothian	789.78	205.17	42.22	1,051.19
East Renfrewshire	623.75	146.61	25.64	808.67
Edinburgh, City of	2,376.47	551.99	95.20	3,082.15
Eilean Siar	158.80	55.63	7.45	226.37
Falkirk	1,218.61	313.72	72.15	1,625.51
Fife	2,343.58	585.80	113.34	3,086.92
Glasgow, City of	2,827.94	632.31	127.19	3,642.99
Highland	2,226.55	698.11	170.21	3,166.63
Inverclyde	428.22	82.79	7.88	529.03
Midlothian	538.77	135.60	21.25	707.07
Moray	586.86	197.40	36.65	832.11
North Ayrshire	629.02	148.81	24.28	813.26
North Lanarkshire	2,563.51	671.34	169.14	3,455.04
Orkney Islands	105.77	39.54	4.65	154.11
Perth & Kinross	1,824.03	538.58	201.07	2,595.67
Renfrewshire	1,298.88	284.99	46.82	1,653.91
Scottish Borders	902.88	291.19	62.38	1,274.46
Shetland Islands	164.50	59.47	7.22	235.39
South Ayrshire	781.96	222.27	46.38	1,064.63
South Lanarkshire	1,983.37	606.08	275.10	2,892.31
Stirling	973.14	250.41	63.14	1,304.99
West Dunbartonshire	549.05	109.34	14.55	685.46
West Lothian	1,426.95	375.90	97.96	1,927.04
Total: all Scotland	36,111.30	9,643.74	2,442.92	48,930.20

Table 5.5 Traffic on trunk roads and on local authority roads, by Council area (Million vehicle kilometres) [Note 1]

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

Source: Department for Transport - Not Accredited Official 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]

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
	[note 1]											
Trunk/local authority roads	260	264	263	273	267	271	300	210	245	261	292	292
Trunk roads [note 5]	260	264	263	273	267	271	300	210	245	261	292	292
Local authority roads	1,899	1,996	2,046	2,130	2,216	2,176	2,362	1,926	2,145	2,303	2,369	2,381
Trunk roads [note 5]	872	902	908	948	1,040	952	901	636	743	831	844	865
Local authority roads	357	370	358	367	372	364	366	262	305	352	357	361
Trunk roads [note 5]	355	362	376	392	419	456	459	323	400	454	459	460
Local authority roads	0	0	0	0	0	16	16	11	13	15	15	16
Trunk roads [note 5]	1,272	1,311	1,349	1,387	1,467	1,444	1,455	1,066	1,341	1,462	1,486	1,499
Local authority roads	182	169	168	173	171	174	171	133	164	180	184	186
Trunk roads [note 5]	359	374	369	352	349	381	383	287	343	372	384	388
Local authority roads	0											
Trunk roads [note 5]	349	359	362	391	414	407	419	308	372	422	422	428
Local authority roads	209	214	230	237	234	288	285	213	241	266	273	279
Trunk roads [note 5]	719	715	755	779	777	933	961	703	836	967	1,001	1,002
Local authority roads	0											
Trunk roads [note 5]	580	581	608	647	639	649	657	470	528	571	627	636
Local authority roads	833	842	841	878	895	1,023	1,070	752	876	993	1,028	1,034
Trunk roads [note 5]	1,522	1,510	1,499	1,548	1,572	1,543	1,605	1,169	1,381	1,529	1,573	1,601
Local authority roads	1,546	1,557	1,614	1,675	1,720	1,732	1,752	1,289	1,561	1,740	1,845	1,893
Trunk roads [note 5]	71	72	73	75	67	68	200	164	186	191	185	182
Local authority roads	138	143	136	141	143	145	146	107	130	141	143	148
Trunk roads [note 5]	266	270	274	286	287	299	300	249	282	277	308	312
Local authority roads	308	316	320	326	319	316	327	238	277	308	315	330
Trunk roads [note 5]	1,402	1,253	1,191	1,217	1,289	1,323	1,318	986	1,154	1,309	1,382	1,402
Local authority roads	0											
Trunk roads [note 5]	1,322	1,363	1,381	1,467	1,608	1,679	1,667	1,214	1,351	1,608	1,641	1,698
Local authority roads	703	732	758	774	771	806	817	609	714	792	780	797
Trunk roads [note 5]	387	394	406	419	404	410	405	296	380	418	395	402
Local authority roads	0											
Trunk roads [note 5]	379	387	395	406	409	422	430	308	375	428	427	426
Local authority roads	1,236	1,261	1,264	1,328	1,395	1,501	1,535	1,126	1,375	1,526	1,564	1,585
Trunk roads [note 5]	468	485	500	544	544	554	564	389	461	515	522	535
Local authority roads	206	213	220	223	220	228	231	171	207	231	234	238
Trunk roads [note 5]	688	693	724	724	730	753	756	561	648	723	758	756
Local authority roads	16,987	17,112	17,342	17,977	18,519	19,138	19,498	14,251	16,890	18,882	19,446	19,752
Local authority roads	1,008	1,035	1,044	1,071	1,077	1,080	1,286	1,044	1,137	1,232	1,256	1,282
Local authority roads	1,899	1,996	2,046	2,130	2,216	2,176	2,362	1,926	2,145	2,303	2,369	2,381
Local authority roads	706	730	744	767	792	784	778	625	704	760	773	787
Local authority roads	528	545	555	571	577	527	527	413	465	499	507	517
Local authority roads	307	319	324	333	336	324	329	263	295	324	328	335
Local authority roads	695	721	738	763	800	790	785	627	710	761	776	789
Local authority roads	635	650	650	663	668	677	683	558	620	671	679	693
Local authority roads	678	705	720	749	790	769	765	616	705	761	772	787
Local authority roads	511	529	532	545	566	571	573	467	521	560	568	580
Local authority roads	493	516	525	543	590	600	599	485	561	600	613	632
Local authority roads	523	540	546	563	558	509	506	411	474	518	524	536
Local authority roads	2,114	2,174	2,197	2,247	2,237	2,205	2,197	1,765	1,921	2,072	2,079	2,119
Local authority roads	212	220	226	256	241	238	234	187	207	222	226	230
Local authority roads	925	956	968	993	1,009	1,000	990	807	912	976	985	1,003
Local authority roads	2,006	2,081	2,104	2,162	2,229	2,062	2,049	1,657	1,880	2,006	2,036	2,080
Local authority roads	1,974	2,016	1,999	2,035	2,025	2,043	2,040	1,663	1,859	1,993	2,019	2,064
Local authority roads	1,047	1,091	1,114	1,150	1,204	1,230	1,242	1,010	1,163	1,244	1,274	1,307
Local authority roads	430	444	446	457	464	462	343	283	315	340	344	352
Local authority roads	501	522	535	555	574	572	572	459	510	544	551	567
Local authority roads	454	475	482	499	523	512	510	420	483	515	524	534
Local authority roads	432	449	454	467	485	488	479	391	444	478	487	488
Local authority roads	1,793	1,846	1,860	1,899	1,966	2,026	2,021	1,639	1,853	1,992	2,022	2,071
Local authority roads	135	142	145	151	155	152	151	123	135	145	148	156
Local authority roads	936	974	999	1,035	1,040	943	923	738	812	869	887	910
Local authority roads	751	777	786	807	818	828	822	670	757	827	845	865
Local authority roads	796	827	848	876	910	893	887	693	798	850	867	879
Local authority roads	212	219	225	233	238	234	233	189	208	224	228	238
Local authority roads	573	593	601	622	640	629	622	507	575	620	634	646
Local authority roads	1,277	1,325	1,343	1,385	1,401	1,308	1,301	1,055	1,183	1,267	1,291	1,319
Local authority roads	724	751	763	786	797	797	787	631	699	755	768	779
Local authority roads	422											

Table 5.6 Average Daily Traffic Flows at Selected Automated Traffic Classifier Sites by Month, 2024 [note 7] [note8]

This worksheet contains one table.

Source: Transport Scotland - Not Accredited Official Statistics

Description	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
M74 J18 to J19	27,951	31,776	33,239	36,368	38,496	38,101	42,734	43,091	39,348	38,587	33,904	32,589
M8 Bishopston	0	0	0	0	0	0	0	0	0	0	0	0
M8 Harthill	48,974	54,494	55,296	56,579	56,860	58,760	58,312	60,620	54,207	56,611	53,783	51,286
M9 Linlithgow	29,097	32,269	32,777	33,660	36,115	35,514	35,266	36,918	35,928	34,823	34,058	28,953
M73 Gartcosh	49,897	57,060	57,306	58,192	61,160	58,458	56,803	61,586	59,521	59,462	57,112	51,596
M74 J9	0	0	0	0	0	0	0	0	0	0	0	0
M80 Bankhead	31,215	36,147	37,038	37,155	0	0	0	0	0	0	0	0
M90 Kelty	26,950	30,489	31,545	32,832	34,872	35,286	35,526	36,692	35,505	33,763	31,706	28,716
A1 Grantshouse	7,842	9,035	9,521	10,761	11,195	11,555	12,524	12,729	11,135	10,680	9,262	9,185
A7 Langholm	3,189	3,556	3,656	3,690	3,983	3,927	3,924	4,022	3,988	3,753	3,718	3,392
A9 Berridale	1,527	1,985	2,254	2,539	3,035	2,978	3,163	3,362	3,022	2,521	2,071	1,881
A9 Blackford	19,204	21,949	22,192	24,756	24,965	25,187	27,744	27,084	29,563	28,818	27,366	0
A9 Dornoch	4,777	5,805	6,451	7,049	7,901	7,823	7,786	8,597	7,907	7,033	6,022	5,570
A9 Tomatin	7,396	8,809	9,572	10,848	12,420	11,924	12,915	13,729	12,323	11,130	9,341	8,672
A68 Jedburgh	5,968	6,732	7,065	7,352	7,930	7,919	7,805	8,293	7,874	7,526	6,996	6,412
A68 Pathhead	8,135	8,848	9,148	9,472	9,977	10,242	10,077	10,645	10,022	0	9,023	8,258
A75 Carsluith	0	0	0	0	5,679	5,506	5,881	6,067	5,560	4,940	4,524	4,515
A75 Southeast of A751	0	0	0	0	7,428	7,291	7,420	7,670	7,444	6,927	6,618	6,459
A76 Mennock	2,606	2,962	3,103	3,223	3,565	3,376	3,476	3,540	3,498	3,115	2,999	2,640
A77 Lendalfoot	3,002	3,335	3,681	3,976	4,251	4,207	4,727	4,717	4,092	3,829	3,446	3,238
A77 Kilmarnock	23,425	25,743	27,482	27,835	29,728	28,700	31,342	30,758	30,181	28,925	27,149	24,052
A78 Loans	16,903	18,526	18,898	19,183	20,176	19,471	19,948	20,149	20,104	19,915	18,890	16,606
A80 Cumbernauld	75,354	0	0	0	0	0	0	0	0	0	76,361	69,128
A82 Ballachulish	3,260	4,001	4,855	5,931	6,284	0	0	0	0	0	0	0
A82 Spean Bridge	0	0	0	0	0	0	0	0	0	0	0	0
A83 Ardrishaig	2,075	2,086	2,708	2,882	3,241	3,125	3,294	3,401	3,152	2,761	2,518	2,270
A85 Riverside Dundee	11,644	11,937	0	0	0	0	0	0	0	0	0	0
A87 Broadford	3,303	4,021	4,963	6,244	8,063	7,471	7,983	8,561	7,547	5,899	4,258	3,778
A87 Kyle of Lochalsh	2,389	2,995	3,793	4,817	6,452	5,867	6,164	6,755	5,788	4,480	3,166	2,806
A90 Stonehaven	16,649	19,114	20,097	18,905	19,501	18,402	18,141	0	0	0	0	0
A90 Bridge of Don [note 18]	0	0	0	0	0	0	0	0	0	0	0	0
A96 Forres	9,451	10,863	11,262	11,666	12,252	11,371	12,350	13,330	12,474	11,998	10,929	10,280
A702 Fulford	11,593	12,384	12,660	13,229	13,732	14,035	12,987	13,982	12,723	13,278	13,027	12,056
A720 Dreghorn	0	0	0	0	0	0	0	0	0	0	0	0
A737 Lochside	19,985	22,398	23,040	23,054	19,754	22,515	23,944	24,443	23,692	22,849	22,271	20,550
A835 Aultguish	1,025	1,322	1,603	1,907	2,466	2,269	2,520	2,564	2,357	1,771	1,358	1,223
A977 Kincardine	3,481	4,109	4,123	4,622	5,413	4,665	4,323	4,400	4,384	4,319	4,624	3,962

Table 5.7(a) Average daily traffic flows, peak hourly flows and percentages of HGVs for selected key points: 2024 [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 Accredited Official Statistics

Location	Site number in Figure 5.2	Yearly 7 Day	August	Yearly 5 Day	August	HGV yearly 7 Day	HGV yearly 5 Day	Peak hourly flows morning 7 Day	Peak hourly flows morning 5 Day	Peak hourly flows afternoon 7 Day	Peak hourly flows afternoon 5 Day
		average daily flow		average daily flow		percentage	percentage				
M74 J18 to J19	1	36439	43091	38554	44971	33	37	1677	1925	2208	2309
M8 Bishopton	2	0	0	0	0	0	0	0	0	0	0
M8 Harthill	3	55655	60620	59601	64107	15	18	3228	3825	3912	4138
M9 Linlithgow	4	33729	36918	36628	39432	10	11	2260	2755	2671	2966
M73 Gartcosh	5	57267	61586	63111	66996	0	0	3973	4954	4646	5267
M74 J9	37	0	0	0	0	0	0	0	0	0	0
M80 Bankhead	6	0	0	0	0	0	0	0	0	0	0
M90 Kelty	7	32846	36692	33722	37354	11	13	1960	2290	2545	2677
A1 Grantshouse	8	10448	12729	10701	12969	15	18	512	581	689	691
A7 Langholm	9	3729	4022	4008	4296	14	16	231	281	283	314
A9 Berridale	10	2529	3362	2645	3460	25	27	150	170	177	181
A9 Blackford	11	25332	27084	26101	27369	16	19	1459	1689	1817	1867
A9 Dornoch	12	6894	8597	7269	9003	8	10	414	493	507	546
A9 Tomatin	13	10761	13729	11103	13900	14	16	613	701	795	822
A68 Jedburgh	14	7317	8293	7728	8657	6	7	456	539	553	611
A68 Pathhead	15	9488	10645	9929	11064	10	12	569	665	711	751
A75 Carluith	16	5333	6067	5657	6316	23	26	289	338	357	384
A75 Southeast of A751	17	7197	7670	7722	8197	23	25	381	458	486	532
A76 Mennock	18	3177	3540	3438	3718	22	25	218	263	245	274
A77 Lendalfoot	19	3924	4717	4031	4763	27	31	166	194	243	249
A77 Kilmarnock	20	27826	30758	28960	32047	8	9	1711	2037	2108	2239
A78 Loans	21	19052	20149	20946	21996	6	7	1425	1776	1551	1803
A80 Cumbernauld	36	0	0	0	0	0	0	0	0	0	0
A82 Ballachulish	22	4694	0	4600	0	8	10	229	247	350	345
A82 Spean Bridge	23	0	0	0	0	0	0	0	0	0	0
A83 Ardrishaig	24	2787	3401	3025	3592	9	11	197	239	224	249
A85 Riverside Dundee	25	0	0	12527	0	4	4	835	1055	912	1018
A87 Broadford	26	6013	8561	6314	8849	7	8	302	349	478	508
A87 Kyle of Lochalsh	27	4627	0	4820	0	8	9	229	263	365	383
A90 Stonehaven	28	0	18920	20024	20465	15	17	1211	1477	1524	1690
A90 Bridge of Don [note 18]	29	0	0	0	0	0	0	0	0	0	0
A96 Forres	30	11515	13330	11993	13822	9	11	701	837	921	999
A702 Fulford	31	12970	13982	13431	14445	11	13	779	903	992	1059
A720 Dreghorn	35	0	0	0	0	0	0	0	0	0	0
A737 Lochside	32	22346	24443	23494	25542	7	8	1364	1633	1731	1868
A835 Aultguish	33	1865	2564	1920	2574	8	10	112	128	164	173
A977 Kincardine	34	4366	4400	4630	4645	6	7	263	318	342	374

ROAD TRAFFIC

Table 5.7(b) Average daily traffic flows for selected key points [note 2] [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 Accredited Official Statistics

Location	Site No in Fig 5.2	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
M74 J18 to J19	1	31,410	32,906	33,313	34,718	0	34,694	35,156	24,896	32,453	35,968	36,475	36,439
M8 Bishopton	2	25,318	25,475	0	16,766	18,954	25,878	26,931	18,308	22,240	22,942	0	0
M8 Harthill	3	40,526	0	53,566	51,129	28,292	52,541	56,312	40,861	49,520	54,035	55,330	55,655
M9 Linlithgow	4	24,853	0	0	10,877	0	0	35,447	23,428	26,950	31,172	32,144	33,729
M73 Gartcosh	5	43,330	45,500	43,588	32,419	0	49,587	0	15,534	44,541	53,943	53,474	57,267
M74 J9	37	33,302	0	35,795	33,385	21,905	40,052	38,237	26,607	14,843		31,109	0
M80 Bankhead	6	35,386	0	0	37,934	23,401	31,198	34,296	0	36,808	36,116	37,038	0
M90 Kelty	7	31,117	32,224	31,787	31,108	21,704	28,376	29,493	22,244	24,707	30,963	31,893	32,846
A1 Grantshouse	8	8,427	7,063	8,047	available]	9,026	10,233	8,999	0	0	0	9,993	10,448
A7 Langholm	9	3,487	3,576	3,614	3,752	2,808	3,635	3,740	2,765	3,225	3,504	3,700	3,729
A9 Berridale	10	1,714	0	0	0	0	2,769	0	1,836	0	0	2,494	2,529
A9 Blackford	11	25,667	24,456	26,338	13,614	1,185	13,453	0	10,387	23,339	25,244	26,351	25,332
A9 Dornoch	12	5,934	6,100	6,211	6,654	6,207	6,710	7,297	5,092	6,209	6,588	6,879	6,894
A9 Tomatin	13	8,749	10,314	9,307	9,688	7,769	10,779	10,708	7,186	9,090	10,093	10,451	10,761
A68 Jedburgh	14	5,574	5,493	5,437	5,498		5,909	0	0	6,550	7,073	7,262	7,317
A68 Pathhead	15	8,931	0	10,022	9,705	3,244	9,623	9,974	6,394	8,256	9,202	9,353	9,488
A75 Carluith	16	4,244	5,302	4,714	4,860	4,365	4,992	5,266	3,651	4,657	4,910	5,102	0
A75 Southeast of A751	17	6,752	6,734	6,600	6,715	5,857	6,611	6,863	3,930	6,458	6,720	7,309	7,197
A76 Menzies	18	2,900	2,871	0	2,833	0	3,148	0	0	2,930	3,040	3,112	3,177
A77 Lendalfoot	19	0	0	0	0	3,852	3,362	0	2,500	3,377	3,757	3,939	3,924
A77 Kilmarnock	20	25,062	26,843	27,340	27,387	21,252	28,408	28,063	20,527	24,372	25,954	26,734	27,826
A78 Loans	21	13,096	13,619	14,378	18,597	13,203	18,790	19,453	16,337	16,527	18,119	18,721	19,052
A80 Cumbernauld	36	69,314	71,242	71,740	74,319	0	74,317	0	0	65,602	68,185	0	0
A82 Ballachulish	22	4,631	6,426	5,208	5,353	4,776	5,506	6,184	3,620	4,858	5,426	4,674	0
A82 Spean Bridge	23	4,103	1,729	0	5,582	2,413	2,591	3,902	5,073	6,644	0	0	0
A83 Ardrishaig	24	2,629	0	2,857	2,693	1,977	2,810	2,165	2,639	2,905	2,830	2,659	2,787
A85 Riverside Dundee	25	15,279	0	0	17,030	13,046	16,501	17,088	12,700	14,882	16,028	16,051	0
A87 Broadford	26	2,083	0	0	5,413	4,714	0	5,829	4,137	5,042	4,822	5,973	6,013
A87 Kyle of Lochalsh	27	3,418	3,581	3,947	3,779	3,326	3,229	4,771	3,198	3,711	4,173	4,533	4,627
A90 Stonehaven	28	33,486	39,205	26,650	24,856	9,900	21,062	27,448	14,521	16,260	17,999	17,765	0
A90 Bridge of Don [note 18]	29	17,412	17,773	18,157	22,875	0	21,645	0	16,584	0	0	0	0
A96 Forres	30	10,244	10,820	10,651	10,962	4,807	11,167	11,674	8,987	10,125	11,274	11,636	11,515
A702 Fulford	31	10,181	13,786	11,963	11,496	9,876	10,620	10,626	8,326	10,975	12,362	12,755	12,970
A720 Dreghorn	35	76,704	78,110	78,624	79,650	0	84,594	0	63,057	64,326	79,604	0	0
A737 Lochside	32	20,311	20,787	22,055	22,448	13,824	20,058	21,952	0	20,398	21,684	22,322	22,346
A835 Aultguish	33	1,048	1,767	1,694	1,803	1,014	1,590	0	1,135	1,697	1,770	1,862	1,865
A977 Kincardine	34	4,532	4,405	4,613	4,368	4,340	4,390	4,424	3,773	3,948	4,136	4,214	4,366

Table 5.8: [Congestion delays] Percentage of driver stages where congestion delays were experienced by amount of time delayed, 2021-2023 (combined) [†]

Note: Data no longer collected. This is the latest data.

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

Source: Scottish Household Survey

Category	Sub-category	Not delayed	0-2 minutes	about 5 mins	about 10 mins	about 15 mins	20 to 30 mins	over 30	Unknown time	Delayed	Sample size
All driver stages	All driver stages	88.6	1	4.8	2.8	1.1	1.4	0.4	0.1	11.4	24,590
Purpose of journey	Commuting	82	1	7	5	2	3	1	0	18	5,110
Purpose of journey	Business	87	0	3	4	1	3	1	0	13	770
Purpose of journey	Education	88	1	8	2	0	0	0	0	12	910
Purpose of journey	Shopping	92	1	4	1	0	1	0	0	8	5,920
Purpose of journey	Visit hospital or other health	89	1	5	2	2	2	0	0	11	630
Purpose of journey	Other personal business	92	0	4	2	1	1	0	0	8	1,140
Purpose of journey	Visiting friends or relatives	90	1	4	3	1	1	0	0	10	3,050
Purpose of journey	Eating or drinking	93	2	4	0	0	0	0	0	7	440
Purpose of journey	Entertainment	87	0	5	3	2	2	0	0	13	340
Purpose of journey	Sport or exercise	90	1	4	3	0	2	0	0	10	1,230
Purpose of journey	Holiday or day trip	86	0	1	6	2	4	0	0	14	310
Purpose of journey	Other	92	0	4	1	2	1	0	0	8	520
Purpose of journey	Escorting someone else	87	2	8	1	1	1	0	0	13	490
Purpose of journey	Went home	91	1	3	2	1	1	1	0	9	3,070
Purpose of journey	Went for a walk	93	1	3	2	1	0	0	0	7	660
Day of the week	Monday	89	1	5	2	1	2	0	0	11	4,620
Day of the week	Tuesday	88	1	5	3	1	2	0	0	12	4,730
Day of the week	Wednesday	86	1	6	3	2	1	0	0	14	4,340
Day of the week	Thursday	86	1	5	4	1	2	0	0	14	3,830
Day of the week	Friday	87	1	6	3	1	2	1	0	13	2,220
Day of the week	Saturday	92	1	3	2	1	1	0	0	8	1,400
Day of the week	Sunday	94	0	2	2	1	1	0	0	6	3,460
Weekday journeys: start time	Before 7 a.m.	92	0	3	2	1	1	1	0	8	620
Weekday journeys: start time	7:00 to 7:59 a.m.	80	1	7	6	2	3	0	0	20	1,060
Weekday journeys: start time	8:00 to 8:59 a.m.	83	2	8	4	1	2	0	0	17	1,660
Weekday journeys: start time	9:00 to 9:59 a.m.	90	2	4	2	1	1	0	0	10	1,210
Weekday journeys: start time	10:00 to 10:59 a.m.	92	1	4	1	0	1	0	0	8	1,390
Weekday journeys: start time	11:00 to 11:59 a.m.	91	1	4	2	0	1	0	0	9	1,480
Weekday journeys: start time	noon to 12:59 p.m.	91	1	4	2	0	1	0	0	9	1,400
Weekday journeys: start time	1:00 to 1:59pm	87	1	6	4	1	1	0	0	13	1,260
Weekday journeys: start time	2:00 to 2:59pm	90	1	5	2	1	1	0	0	10	1,580
Weekday journeys: start time	3:00 to 3:59pm	86	1	5	3	2	2	0	0	14	1,690
Weekday journeys: start time	4:00 to 4:59pm	80	1	8	6	2	4	1	0	20	1,780
Weekday journeys: start time	5:00 to 5:59pm	78	1	9	4	3	3	1	0	22	1,710
Weekday journeys: start time	6:00 to 6:59pm	88	1	5	3	1	1	0	0	12	1,100
Weekday journeys: start time	7:00 to 7:59pm	96	0	2	1	0	1	0	0	4	710
Weekday journeys: start time	8:00 to 8:59pm	97	0	1	1	0	0	0	0	3	440
Weekday journeys: start time	9:00 to 9:59pm	99	0	1	0	0	0	0	0	1	350
Weekday journeys: start time	After 10pm	96	0	0	2	1	1	0	0	4	290
Weekend journeys: start time	Before 9:30am	96	0	2	-	0	0	0	1	4	450
Weekend journeys: start time	9:30am to before 12noon	93	1	3	1	1	1	0	0	7	1,110
Weekend journeys: start time	12noon to 2 pm	91	1	4	3	1	1	0	0	9	1,230
Weekend journeys: start time	After 2pm to before 4:30pm	90	2	3	2	1	1	1	0	10	950
Weekend journeys: start time	4:30pm to before 6:30pm	94	0	3	2	0	1	0	0	6	620
Weekend journeys: start time	6:30pm onwards	98	1	1	1	1	0	0	0	2	500
Urban/rural classification	Large urban areas	84	1	7	4	1	2	0	0	16	6,040
Urban/rural classification	Other urban areas	89	1	5	3	1	1	0	0	11	7,600
Urban/rural classification	Accessible small towns	90	0	4	3	1	2	0	0	10	2,550
Urban/rural classification	Remote small towns	97	0	1	0	1	0	0	0	3	1,350
Urban/rural classification	Accessible rural areas	91	1	4	2	1	2	0	0	9	3,600
Urban/rural classification	Remote rural areas	94	0	2	1	1	1	0	0	6	3,450

Table 5.9a: Percentage of car or van stages delayed by traffic congestion, 2003-2023 [Note 15] [Note 19] [Note 20] [Note 21]**Note: Data no longer collected. This is the latest data.**

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

Source: Scottish Household Survey

Mode of Transport	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Driver car/van	9.7	11.7	12.4	11.7	12.8	13.0	11.9	4.7	11.8	10.7	11.9
Sample size	10,200	9,820	9,690	9,810	9,960	9,390	9,880	1,770	7,860	7,110	7,150

Table 5.9b: Percentage of bus stages where passenger experienced delay, 2003-2023 [Note 13] [Note 19] [Note 21]

Note: Data no longer collected. This is the latest data.

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

Source: Scottish Household Survey

Mode of Transport	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Service bus	10.2	10.7	9.9	10.0	12.5	10.5	12.5	7.3	9.0	12.7	11.7
Sample size	1,690	1,630	1,690	1,480	1,480	1,510	1,350	80	640	940	1020

Table 5.10 Petrol and diesel consumption of road vehicles - thousand tonnes of oil equivalent

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	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
	[note 17]										
Buses	161.6	162.1	156.6	153.6	158.8	137.9	157.7	123.5	123.4	137.6	129.7
Diesel cars	945.2	988.7	1,023.8	1,054.6	1,096.6	1,094.0	1,095.0	769.2	914.9	967.0	926.7
Petrol cars	1,195.6	1,166.3	1,130.4	1,106.1	1,068.7	1,060.3	1,033.2	767.2	969.3	1,077.8	1,096.0
Motorcycles	11.1	11.6	11.4	11.2	11.5	11.3	11.4	8.4	9.1	10.0	9.8
Heavy Goods Vehicles	583.3	588.7	595.7	609.6	631.1	633.4	627.6	549.0	619.9	625.9	606.3
Diesel Light Goods Vehicles	452.7	479.2	503.2	542.6	580.1	576.0	574.1	512.9	658.4	695.6	695.5
Petrol Light Goods Vehicles	24.9	23.9	22.7	22.1	21.8	20.7	20.1	17.2	21.3	21.9	21.7
Total	3,374.3	3,420.5	3,443.8	3,499.8	3,568.4	3,533.6	3,519.1	2,747.3	3,316.2	3,535.7	3,486.7
Aberdeen City	99.4	99.6	98.9	99.5	98.3	96.6	107.8	84.5	105.2	113.0	110.8
Aberdeenshire	203.7	209.8	213.3	219.5	232.6	221.5	223.1	175.6	205.6	220.5	218.3
Angus	81.9	84.0	83.8	85.2	87.0	85.2	84.5	65.9	76.8	81.7	80.6
Argyll & Bute	60.3	61.9	63.6	65.4	67.8	66.6	65.6	49.3	60.9	65.3	64.2
Clackmannanshire	23.3	23.7	23.9	24.2	24.2	24.2	24.2	19.0	23.8	25.4	24.8
Dumfries & Galloway	172.0	176.1	181.1	185.0	194.9	190.0	189.2	150.7	184.9	192.4	189.6
Dundee City	71.3	70.1	68.8	68.7	67.7	66.8	65.5	52.2	65.2	69.2	67.3
East Ayrshire	78.5	80.8	81.2	81.0	83.4	83.3	82.2	65.0	79.3	82.8	81.5
East Dunbartonshire	43.1	43.2	42.7	42.8	42.7	42.2	41.8	33.4	41.4	43.7	42.6
East Lothian	61.8	63.6	64.2	67.0	71.7	71.4	71.5	55.6	67.8	73.9	73.6
East Renfrewshire	55.2	55.6	56.0	56.7	55.9	55.4	54.4	43.0	53.4	56.9	55.8
Edinburgh, City of	240.2	239.5	241.3	242.9	237.2	231.5	227.9	176.0	215.6	228.1	225.4
Eilean Siar	15.8	16.3	16.6	17.0	15.8	15.5	15.3	12.0	14.1	14.7	14.5
Falkirk	119.0	122.0	123.5	126.3	126.2	124.3	122.8	96.3	113.0	118.5	118.3
Fife	203.1	206.1	205.9	208.8	212.5	211.5	211.2	163.5	198.8	210.7	207.4
Glasgow, City of	287.9	285.8	282.4	284.9	282.8	279.4	278.1	217.7	265.7	279.1	271.1
Highland	183.8	187.0	192.1	197.6	203.5	204.4	204.1	157.7	191.4	204.6	206.3
Inverclyde	41.9	42.1	41.7	42.0	40.5	39.4	39.6	31.3	38.0	39.5	37.6
Midlothian	45.4	46.7	46.7	47.7	49.1	48.3	47.9	38.3	46.4	50.2	49.2
Moray	53.3	54.7	55.5	57.1	58.1	57.7	56.7	46.0	55.0	55.9	56.6
North Ayrshire	55.0	56.0	56.2	56.5	57.9	56.2	55.7	43.3	52.1	55.2	54.6
North Lanarkshire	237.4	239.7	235.1	239.0	249.0	259.1	252.5	203.3	245.2	270.2	269.7
Orkney Islands	9.6	10.0	10.3	10.6	10.8	10.5	10.5	8.3	9.7	10.2	10.1
Perth & Kinross	169.4	173.2	176.5	180.5	186.5	183.4	182.9	140.8	157.4	181.2	179.7
Renfrewshire	101.6	102.8	103.6	103.3	104.5	104.6	104.8	84.3	104.0	110.2	106.4
Scottish Borders	103.4	105.7	108.4	107.6	111.6	111.4	109.4	69.2	85.8	89.3	86.2
Shetland Islands	13.9	14.3	14.7	15.1	15.4	15.1	15.0	12.0	14.2	15.1	14.9
South Ayrshire	72.1	73.3	74.1	75.4	76.7	75.5	75.0	58.2	71.2	74.9	74.5
South Lanarkshire	212.1	214.3	214.9	222.0	229.9	228.7	228.5	181.0	220.7	232.8	228.9
Stirling	83.0	85.2	86.7	90.2	90.7	89.8	89.8	70.2	82.2	87.8	86.0
West Dunbartonshire	44.9	45.2	45.2	45.1	44.2	43.6	43.0	33.8	42.6	46.9	45.6
West Lothian	131.0	132.4	134.9	135.3	139.2	140.1	138.9	109.9	128.7	135.6	134.4
Total	3,374.3	3,420.5	3,443.8	3,499.8	3,568.4	3,533.6	3,519.1	2,747.3	3,316.2	3,535.7	3,486.7



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2025

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 collision 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 161 people killed in road collisions in 2024, 18 more than the previous year.**
- **There were 1,978 people recorded as seriously injured in road collisions in 2024.**
- **Three quarters of casualties in 2024 were car users or pedestrians. Sixty per cent of casualties were car users and 16 per cent were pedestrians. Pedal cycles accounted for 7 per cent and Motorcycles for 8 per cent.**

Main Points

Collisions

There were 4,175 injury road collisions reported in 2024, 78 less than in 2023. Although the number of reported collisions has been falling over the past ten years, there have been rises in the previous 3 years due to recovery from the pandemic of 2020. The figure for 2024 was 53% lower than in 2014; the fourth lowest figure since

current records began in 1970. There were 146 fatal collisions in 2024: 7 more than in 2023. The reported number of collisions in which someone was seriously injured, but no-one died was 1,685 and the number of reported slight collisions was 2,344. (*Table 6.1*)

In 2024, almost two fifths of all reported injury road collisions (1,557: 37%) 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 (90: 62%), partly because speeds tend to be higher on non built-up roads than on built up roads. Collisions on built-up roads increased by 3% but non built-up roads fell by 9% by between 2023 and 2024. (*Table 6.1*)

The long term trends in the number of injury road collisions reported between 2014 and 2024 varied between the Police Force divisions across Scotland, ranging from a 25% fall in Dundee to an 73% 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 7,278 vehicles involved in reported injury road collisions in 2024. Almost three quarters of them were cars (5,176 71%); motorcycles were the next vehicle type most often involved in collisions (417: 6%), though pedal cycles and light goods vehicles also have a similar proportion. (*Table 6.3*) From 2011, the number of motorcycles involved was lower than the number of pedal cycles. However, over the last two years there have been increases in the number of motorcycles.

Casualties

161 people were killed in road collisions in 2024, 18 more than the previous year. This was 7% 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 2024.

There were 1,978 people recorded as seriously injured in road collisions in 2024. 3,595 people were recorded as slightly injured in 2024. There were a total of 5,734 casualties in 2024, 100 (2%) lower than in 2023. (*Table 6.4*)

In the context of the total volume of traffic on the roads in Scotland, the 5,734 total casualties recorded represented 11.63 casualties per 100 million vehicle kilometres. The Road Safety Framework also monitors the numbers of slight injuries per 100 million vehicle kilometres. The 3,595 people who were recorded as slightly injured in 2024 represented 7.29 casualties per 100 million vehicle-kilometres. (*Table 6.4*)

Child casualties

There were 495 reported child casualties in 2024, representing 9% of the total number of casualties of all ages. There were three child fatalities, 160 children were seriously injured, and 332 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 2024, there was an average of 4 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 2024. The casualty rate for children (0-15 years) was 0.55 per thousand population. However, the child and young adult pedestrian casualty rates (0.26 and 0.16 per thousand population respectively) were much higher than the pedestrian casualty rate for adults aged 25-59 (0.12). The total young persons' (16-24 years) casualty rate in 2024 was 1.72 per thousand population, almost twice the rate for all ages. The young persons' casualty rate in cars (1.18 per thousand population) was almost double the rate for adults aged 25-59 (which was 0.71 per thousand population). Further information about the mid-year population estimates used to calculate these rates can be found at the [National Records of Scotland](#). (*Table 6.5*)

The cost of all road collisions (including damage only non-injury collisions) in 2024 is estimated at £1,265 million at 2024 prices. (*Table 6.6*)

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Notes

This worksheet contains one table.

Note number	Note text
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note 1	Police Scotland's move to CRASH, an injury-based reporting system, has resulted in changes in severity reporting for serious and slight casualties and collisions. 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 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 7	with previous years.

REPORTED INJURY ROAD COLLISIONS

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 W, F]

Source: Transport Scotland - Accredited Official Statistics

Road type	Severity	2019 2020											
		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
							[Note 1]						
Built up roads	Fatal	44	67	47	44	44	43	52	44	38	36	47	56
Built up roads	Adjusted serious	1,480	1,524	1,472	1,471	1,333	1,234	1,202	809	817	876	973	1,008
Built up roads	Fatal and adjusted serious	1,524	1,591	1,519	1,515	1,377	1,277	1,254	853	855	912	1,020	1,064
Built up roads	Adjusted slight	4,213	4,085	3,867	3,939	3,172	2,737	2,333	1,623	1,525	1,629	1,526	1,554
Built up roads	All severities	5,747	5,703	5,401	5,465	4,592	4,037	3,659	2,476	2,380	2,541	2,546	2,618
Non-built up roads	Fatal	115	114	110	131	96	107	104	79	85	108	92	90
Non-built up roads	Adjusted serious	1,071	1,059	1,030	1,008	928	951	879	557	632	658	730	677
Non-built up roads	Fatal and adjusted serious	1,186	1,173	1,140	1,139	1,024	1,058	983	636	717	766	822	767
Non-built up roads	Adjusted slight	2,034	1,944	1,929	1,741	1,482	1,325	1,104	777	804	838	885	790
Non-built up roads	All severities	3,227	3,130	3,076	2,890	2,526	2,395	2,114	1,413	1,521	1,604	1,707	1,557
All roads	Fatal	159	181	157	175	140	150	156	123	123	144	139	146
All roads	Adjusted serious	2,551	2,583	2,502	2,479	2,261	2,185	2,082	1,366	1,449	1,534	1,703	1,685
All roads	Fatal and adjusted serious	2,710	2,764	2,659	2,654	2,401	2,335	2,238	1,489	1,572	1,678	1,842	1,831
All roads	Adjusted slight	6,247	6,029	5,796	5,680	4,654	4,062	3,436	2,400	2,329	2,467	2,411	2,344
All roads	All severities	8,974	8,833	8,477	8,355	7,118	6,432	5,773	3,889	3,901	4,145	4,253	4,175

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 - Accredited Official Statistics

Local Authority	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
North East [Note 2]	930	784	657	584	467	429	371	221	229	247	276	273
Aberdeen City	349	273	229	175	155	137	118	72	61	67	93	70
Aberdeenshire	462	419	347	334	252	242	199	118	140	144	145	153
Moray	119	92	81	75	60	50	54	31	28	36	38	50
Tayside	642	533	472	421	459	406	356	404	385	388	380	356
Angus	178	141	145	111	135	126	98	127	122	96	102	89
Dundee City	185	168	126	135	120	96	130	147	114	136	139	126
Perth & Kinross	279	224	201	175	204	184	128	130	149	156	139	141
Argyll & West Dunbartonshire	350	304	346	306	288	241	217	127	135	117	160	140
Argyll & Bute	208	193	227	178	174	156	142	81	92	78	105	96
West Dunbartonshire	142	111	119	128	114	85	75	46	43	39	55	44
Forth Valley	556	460	508	481	405	327	291	186	201	199	226	209
Clackmannanshire	69	62	62	69	48	34	35	23	18	25	22	22
Falkirk	248	229	250	235	216	166	129	85	108	82	117	93
Stirling	239	169	196	177	141	127	127	78	75	92	87	94
Dumfries & Galloway	303	311	278	269	236	259	199	119	148	190	187	192
Ayrshire	540	543	590	570	453	435	354	257	231	251	269	224
East Ayrshire	162	164	205	179	131	163	103	87	69	88	103	70
North Ayrshire	188	179	192	186	165	147	129	93	91	94	99	89
South Ayrshire	190	200	193	205	157	125	122	77	71	69	67	65
Greater Glasgow	1,282	1,436	1,393	1,467	1,260	1,040	1,007	686	643	691	672	722
East Dunbartonshire	102	101	94	93	88	59	73	45	37	31	35	43
East Renfrewshire	98	92	93	95	95	71	67	50	55	54	68	56
Glasgow City	1,082	1,243	1,206	1,279	1,077	910	867	591	551	606	569	623
Lothians & Scottish Borders	944	900	972	857	785	703	584	377	454	481	410	352
East Lothian	154	178	158	157	158	128	105	82	89	102	83	61
Midlothian	165	188	189	167	134	119	116	73	95	107	79	71
Scottish Borders	255	221	221	202	185	173	149	84	101	95	106	86
West Lothian	370	313	404	331	308	283	214	138	169	177	142	134
Edinburgh	1,157	1,263	1,110	1,140	905	772	741	436	482	512	458	480
Highlands & Islands	511	517	448	458	353	437	407	248	249	235	303	315
Eilean Siar	20	37	32	24	17	21	25	13	20	10	14	17
Highland	443	432	379	383	309	393	337	215	208	208	261	273
Orkney Islands	23	24	12	25	11	10	24	9	13	11	10	13
Shetland Islands	25	24	25	26	16	13	21	11	8	6	18	12
Fife	420	410	428	452	317	328	304	245	216	235	264	268
Renfrewshire & Inverclyde	374	387	368	401	351	290	262	163	141	156	143	185
Inverclyde	120	130	110	112	91	79	99	43	36	34	32	48
Renfrewshire	254	257	258	289	260	211	163	120	105	122	111	137
Lanarkshire	965	985	907	949	839	765	679	420	387	443	505	459
North Lanarkshire	510	482	451	483	444	382	345	191	203	220	243	207
South Lanarkshire	455	503	456	466	395	383	334	229	184	223	262	252
Scotland	8,974	8,833	8,477	8,355	7,118	6,432	5,772	3,889	3,901	4,145	4,253	4,175

REPORTED INJURY ROAD COLLISIONS

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 - Accredited Official Statistics

Vehicle type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Pedal cycle	919	924	829	809	752	658	606	629	523	494	426	405
Motor cycle [Note 4]	777	835	738	710	607	640	502	390	432	448	432	417
Car	11,220	11,191	10,935	11,077	9,406	8,373	7,489	4,659	4,781	5,074	5,260	5,176
Taxi	327	310	270	304	264	203	250	126	134	150	181	185
Minibus	39	43	37	52	37	32	27	13	16	17	20	17
Bus/coach	469	433	389	396	320	299	246	114	134	138	150	175
Light goods	876	878	886	910	787	760	603	395	435	472	397	407
Heavy goods	408	419	384	322	305	274	239	146	145	169	146	142
Other	266	257	208	172	195	172	224	202	248	260	313	354
Total	15,301	15,290	14,676	14,752	12,673	11,411	10,186	6,674	6,848	7,222	7,325	7,278

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 - Accredited Official Statistics

Year	Child Killed	Child		Child Total	All casualties Killed [Note 5]	All casualties Adjusted Serious injury [Note 5]		All casualties Killed & Adjusted Serious [Note 5]	All casualties Adjusted Slight injury [Note 5]	All casualties Total [Note 5]	Adjusted Slight casualty rate per 100 million veh-kms
		Adjusted Serious injury	Child Killed & Adusted Serious			Child Adjusted Slight injury	All casualties Adjusted Serious injury				
2014-18 average	6	259	264	931	174	2,727	2,901	7,252	10,207	15.55	
1997	26	719	745	3,798	377	4,047	4,424	18,205	22,629	47.19	
1998	32	666	698	2,837	385	4,072	4,457	18,010	22,467	45.98	
1999	25	600	625	2,571	310	3,765	4,075	16,927	21,002	42.56	
2000	21	540	561	2,439	326	3,568	3,894	16,624	20,518	42.02	
2001	20	524	544	2,379	348	3,410	3,758	16,153	19,911	40.32	
2002	14	513	527	2,218	304	3,229	3,533	15,742	19,275	37.90	
2003	17	415	432	2,048	336	2,957	3,293	15,463	18,756	36.78	
2004 [Note 1]	12	656	668	1,719	308	4,632	4,940	13,451	18,502	31.97	
2005 [Note 1]	11	610	621	1,530	286	4,533	4,819	12,941	17,890	30.75	
2006 [Note 1]	25	573	598	1,411	314	4,408	4,722	12,404	17,269	28.54	
2007 [Note 1]	9	476	485	1,316	281	4,027	4,308	11,730	16,239	26.67	
2008 [Note 1]	20	460	480	1,203	270	4,130	4,400	11,131	15,592	25.41	
2009 [Note 1]	5	417	422	1,043	216	3,843	4,059	10,862	15,043	24.93	
2010 [Note 1]	4	378	382	994	208	3,326	3,534	9,790	13,338	22.68	
2011 [Note 1]	7	354	361	954	185	3,192	3,377	9,377	12,785	21.76	
2012 [Note 1]	2	322	324	836	176	3,295	3,471	9,103	12,712	20.93	
2013 [Note 1]	9	263	272	775	172	2,902	3,074	8,391	11,492	19.20	
2014 [Note 1]	7	286	293	732	203	2,899	3,102	8,128	11,302	18.15	
2015 [Note 1]	4	249	253	711	168	2,793	2,961	7,978	10,977	17.58	
2016 [Note 1]	12	278	290	704	191	2,865	3,056	7,808	10,898	16.67	
2017 [Note 1]	2	254	256	640	145	2,578	2,723	6,632	9,433	13.80	
2018 [Note 1]	3	226	229	521	161	2,502	2,663	5,713	8,424	11.86	
2019 [Note 1]	2	236	238	512	163	2,385	2,548	4,943	7,704	10.15	
2020	6	144	150	344	133	1,538	1,671	3,386	5,057	8.94	
2021	5	140	145	350	128	1,621	1,749	3,357	5,106	7.73	
2022	3	176	179	410	165	1,785	1,950	3,691	5,641	7.79	
2023	5	178	183	399	143	1,952	2,095	3,739	5,834	7.72	
2024	3	160	163	332	161	1,978	2,139	3,595	5,734	7.29	
Per cent change:2024 on 2014-18	-46	-38	-38	-50	-47	-7	-27	-26	-50	-44	-53

Table 6.5 Reported casualties by mode of transport and age group, 2024

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

Source: Transport Scotland - Accredited Official Statistics

Numbers/Rates	Mode of transport	Young		Older		All casualties
		Children 0-15	Persons 16-24	Adults 25-59	Adults 60+	
Numbers	Pedestrian	234	94	315	256	899
Numbers	Pedal cycle	32	45	252	66	395
Numbers	Motorcycle	4	113	264	73	454
Numbers	Car	190	702	1,806	712	3,412
Numbers	Taxi	1	9	59	31	100
Numbers	Minibus	3	1	7	7	18
Numbers	Bus/Coach	14	19	49	48	130
Numbers	Light goods	2	16	130	16	164
Numbers	Heavy goods	0	0	28	6	34
Numbers	Other [Note 6]	15	23	69	19	126
Numbers	Total	495	1,022	2,981	1,234	5,734
Rates per 1,000 population	Pedestrian	.26	.16	.12	.17	.16
Rates per 1,000 population	Pedal cycle	.04	.08	.10	.04	.07
Rates per 1,000 population	Motorcycle	.00	.19	.10	.05	.08
Rates per 1,000 population	Car	.21	1.18	.71	.47	.62
Rates per 1,000 population	Taxi	.00	.02	.02	.02	.02
Rates per 1,000 population	Minibus	.00	.00	.00	.00	.00
Rates per 1,000 population	Bus/Coach	.02	.03	.02	.03	.02
Rates per 1,000 population	Light goods	.00	.03	.05	.01	.03
Rates per 1,000 population	Heavy goods	.00	.00	.01	.00	.01
Rates per 1,000 population	Other [Note 6]	.02	.04	.03	.01	.02
Rates per 1,000 population	Total	.55	1.72	1.18	.81	1.03

Table 6.6 Costs of injury collisions by type of road, and of 'damage only' collisions £ million at 2024 |

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

Source: Transport Scotland - Accredited Official Statistics

Year	Injury		Injury Collisions Built-up	All injury collisions	Damage only collisions	All collisions
	Injury Collisions Motorway	Collisions Non Built- up				
2014	46.7	616.8	602.6	1,266.1	381.3	1,647.3
2015	63.9	554.2	525.0	1,143.0	364.5	1,507.5
2016	58.9	656.1	508.6	1,223.5	361.7	1,585.2
2017	37.5	521.8	481.2	1,040.5	307.0	1,347.6
2018	57.3	546.4	449.0	1,052.7	275.5	1,328.2
2019 [Note 7]	62.7	541.3	517.1	1,121.1	247.9	1,368.9
2020 [Note 7]	39.1	414.2	427.5	880.8	167.2	1,048.0
2021 [Note 7]	64.9	424.4	403.1	892.4	165.9	1,058.3
2022 [Note 7]	46.1	563.4	432.9	1,042.4	176.5	1,218.9
2023 [Note 7]	50.6	505.6	480.4	1,036.7	180.0	1,216.7
2024 [Note 7]	62.4	496.8	526.8	1,086.0	178.7	1,264.7



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2025

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 85 million passenger journeys on ScotRail services in 2023-24, an increase of 4% from 2022-23
- As of the end of 2023/24 Scotland had 2,734 kms of rail network and 363 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 4% to

84 million in the 2024-25 financial year. This is still 12% less than 2019 (pre-pandemic) (*Table 7.1*).

There were 80 million rail passenger journeys originating in Scotland in the 2023-24 financial year. Continuing to recover from the Covid pandemic this was 23% 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 5.2 million cross-border passenger journeys originating outwith Scotland in 2023-24, 1 million more than in 2022-23. 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 £576 million in 2023-24 of which cross-border journeys originating in Scotland accounted for £234 million. A similar amount (£234 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 80 million passenger journeys to/from/within Scotland and England in 2023-24, 94% 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 1-2 million journeys each (*Table 7.4*).

In 2023-24, there were 75 million passenger journeys, wholly within Scotland. Forty one per cent of start and end points were in Glasgow and 14% were in Edinburgh. There were 10.3 million cross border journeys starting or finishing in Scotland. Of these, 56% started or finished in Edinburgh and 24 per cent started or finished in Glasgow. (*Table 7.6a and 7.6c*)

Table 7.6c shows travel between Local Authorities in 2023-24. Of the journeys wholly within Scotland, 30.7 million (41%) start and finish in Glasgow. Around 3 million are made between Glasgow and North and South Lanarkshire. (*Table 7.6c*)

Stations

In 2024-25, Glasgow Central was the busiest national rail station in Scotland, with 25 million passenger journeys. Edinburgh Waverley was used by 23 million passengers, Glasgow Queen Street by 15 million, Paisley Gilmour Street by 3 million, Haymarket by 3 million, Partick by 3 million, Stirling by 2.5 million and Aberdeen was 2.4 million. Including those already listed, there were 58 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 (1,772,500), Argyle Street (1,279,000), Livingston North (1,033,600), Bathgate (938,100), Bridgeton (802,900), Edinburgh Park (558,800), Alloa (528,800) and Musselburgh (461,100) had the largest passenger volumes in 2023-24. (*Table 7.8*)

Punctuality and Service

In 2024-25, 89.6% of ScotRail services, 80.7% of London North Eastern Railway, 78.7% of Cross Country, 66.3% of Avanti West Coast and 90.8% of Caledonian Sleeper trains arrived punctually within 10 minutes for long distance operators and 5 minutes for regional operators. For GB long-distance operators and GB regional operators it was 78.1% and 82.4% respectively. (*Table 7.9*)

In 2023-24, 95.3% of ScotRail trains arrived within 10 minutes of the scheduled arrival time, 1.4% arrived 20 or more minutes late, and 1.6% were cancelled. (*Table 7.10*)

Transport focus are going to be using a new GB-wide (Rail Customer Experience Survey RCES) planned to start in July 2025. In the meantime the results shown for 2024 come from the Rail Weekly User Survey. However results should be treated with considerable caution and should not be compared with previous survey results. In 2024, 89% 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 2024, there were 6 for which at least 70% of those surveyed were satisfied, or said good and 3 were 81% or above. (*Table 7.11*)

The Scottish Household Survey also collects data from Scottish households on satisfaction with rail services. In 2024, around 85-97% 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: 77%). 'Fares are good value' had the lowest agreement rate for trains with 57% of respondents doing so. The question will be asked in alternate years from 2019. (Table 7.20)

Rail Freight

In 2024-25, 4.3 million tonnes of freight was lifted in Scotland by rail, 5% more than the previous year. (Table 7.12)

Railway Network

The total route length of the railway network in Scotland is 2,734 kilometres, of which 898 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 363 in 2023-24. (Table 7.15)

The local authorities which had the largest numbers of stations located in their areas in 2023-24 were Glasgow (61) and Highland (60). Since the completion of the Borders Railway Project in 2015 there are now 4 stations in the Midlothian and 4 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 the number of passenger journeys decreased by 3 per cent between 2023-24 and 2024-25. Passenger receipts (excluding other revenue) were £21.1 million in 2024-25, 5% more in cash terms, but 1% more in real terms, than in the previous year. (Table 7.17)

Accidents

The number of railway accidents fell from 16 to 49 in 2024. Injuries from accidents on trains increased from 184 to 211 between 2023 and 2024. Injuries from accidents in train stations fell from 524 in 2023 to 502 in 2024. The total number of deaths decreased from 27 to 19 between 2023 and 2024. The overall number of injuries relating to railways fell from 868 in 2023 to 833 in 2024. (Table 7.18)

One death was attributed to a trespasser and 18 to suicides in 2024. (Table 7.19)

Contents Table title

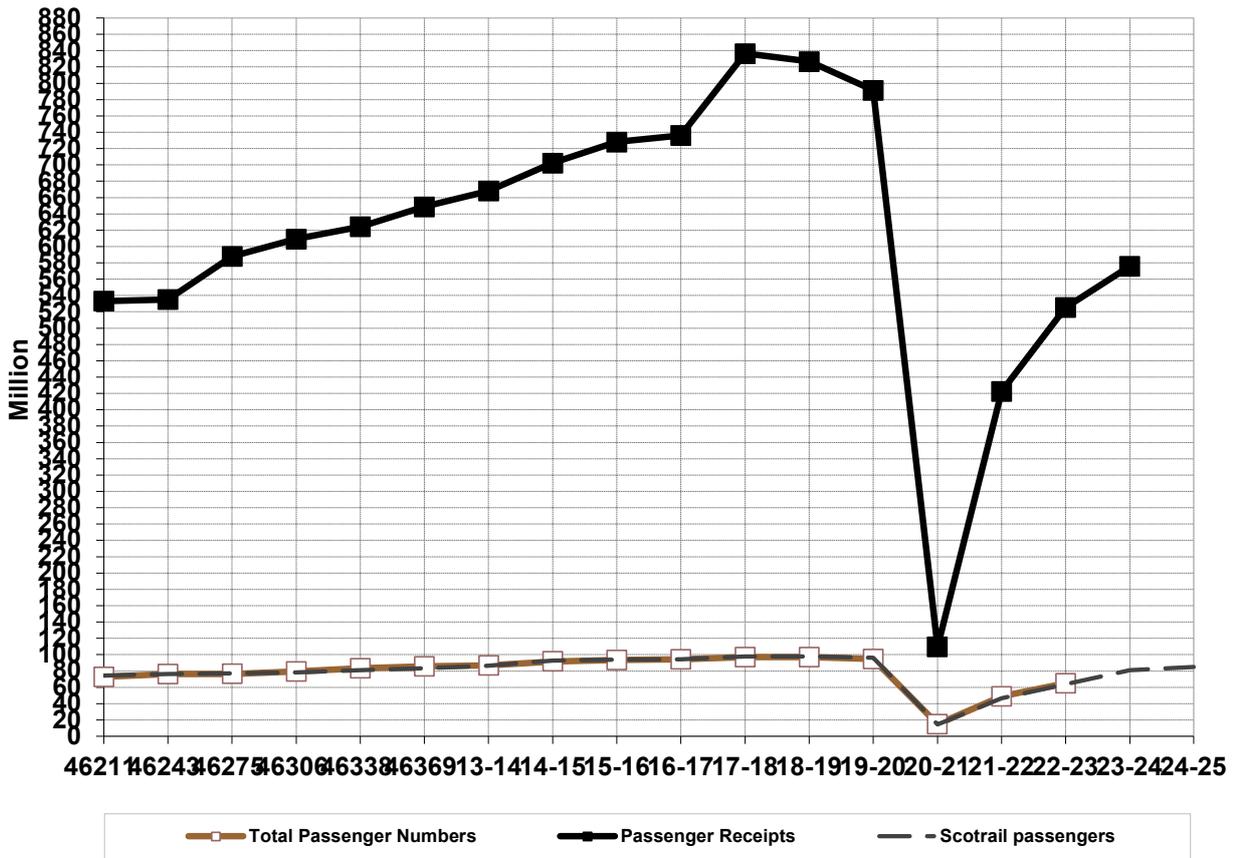
<u>Figure 7.1</u>	Passenger traffic originating in Scotland, and ScotRail passengers
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<u>Table 7.18</u>	Railway accidents, Scotland
<u>Table 7.19</u>	Railway fatalities by local authority and category
<u>Table 7.20</u>	Adults (16+) - views on train services of those who used them in the past month

Notes

This worksheet contains one table.

Note number	Note text
note 1	ScotRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2020/21. Figures from 2020/21 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 km's have also been adjusted to reflect this.
note 2	Figures affected by industrial action.
note 3	Scheduled train kilometres are calculated by the Office of Rail and Road using the published winter and summer timetables. They do not take account of subsequent changes (e.g. cancellations and emergency timetables etc.). From 2015-14 figures are for actual train kilometres.
note 4	Abellio took over the ScotRail franchise from First on 01/04/2015. Since April 2015 Caledonian Sleeper details have been excluded from the figures.
note 5	There is a series break between 2007-08 and 2008-09 due to a change in the methodology. From 2008-09 estimates of FTE level (over cards) are included.
note 6	Figures are lower than those for First ScotRail passenger journeys as changes of train are not taken into account in this series.
note 7	Figures affected by industrial action.
note 8	Adjusted approximately for general inflation using the Retail Prices Index for the relevant calendar year (e.g. 2001 RPI used for 2001-02).
note 9	Total passenger figures have not been adjusted to reflect ScotRail's revised methodology and therefore are not comparable with ScotRail passenger figures.
note 10	Through journeys made using tickets whose sales were recorded directly by the rail industry's central ticketing system. The data for 2022-23 adjust for split ticketing meaning a greater number of journeys recorded for London at the expense of journeys between North West England.
note 11	Total passenger figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.
note 12	Based on ticket sales from central ticketing system (therefore excludes journeys made using zonecards)
note 13	Journeys for which the destination is one of the stations in the Council area (e.g. Edinburgh includes Burnside, Curriehill, Dalmeiy, etc)
note 14	Based on ticket sales from central ticketing system (therefore excludes journeys made using zonecards)
note 15	In this table a journey between two local authorities is only counted once.
note 16	The table does not show the local authority areas which do not contain any stations
note 17	Total passenger figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.
note 18	Since 2008-07 there have been improvements in mapping tickets sold with an unknown origin or destination. These were previously mapped to Scotland other, but due to improved methodology, these have now been mapped to other districts or unitary authorities. One impact of this is that journeys have been more accurately seen to be made by Glasgow city since 2008-07 so comparisons with earlier years should not be made. For full methodology notes, please view the ORR documentation, which can be found here: http://or.gov.uk/_data/assets/pdf_file/0014/19403/regional-usage-profiles-odm-august-2013.pdf
note 19	Note that this table shows start and end points of journeys so a journey starting in Aberdeen City and ending in Aberdeenshire would count 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 20	Figures estimate the total number of people arriving or departing from the main stations in Scotland.
note 21	Figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.
note 22	Stations associated with a group station can show large year-to-year variations in usage figures, which reflect changes in ticket encoding rather than actual difference in passenger journeys. For such tickets, journeys are allocated to the main station of those in the group. 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 2016.
note 25	opened.
note 26	The station closed on 9 May 2010 and then re-opened on 6 March 2011.
note 27	Prestwick airport includes rail link tickets from 2007-08.
note 28	For long-distance 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 10 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 Great Train franchise.
note 32	National Express East Coast services were transferred to East Coast on 13 November 2009
note 33	Figures subject to revision on annual basis.
note 34	From 1 March 2015 Virgin trains took over the East Coast operation.
note 35	Virgin Trains has been renamed Virgin West Coast.
note 36	Having been part of the ScotRail franchise until 2014-15, Caledonian Sleeper began operating as a separate franchise in 2015-16. Abellio took over the ScotRail franchise from First at the start of 2015-16. ScotRail was taken over by the operator of last resort (Transport Scotland) on 1 April 2022. Caledonian Sleeper was taken over by the operator of last resort (Transport Scotland) on 26 June 2023.
note 37	London North Eastern Railway took over the East Coast Franchise on 24 June 2018
note 38	Award West Coast took over the West Coast Franchise on 8 December 2019
note 39	For example, Total with 5 minutes gives the percentage which were no more than 4 minutes and 59 seconds late
note 40	Includes part-cancelled trains (those which failed to reach their final destination but ran at least half their planned mileage)
note 41	Includes trains which ran less than half their planned mileage
note 42	As in the planned timetable for the day. This may differ from the published timetable due to (e.g.) engineering works, floods, etc.
note 43	The difference from 100 includes both those who were dissatisfied or sad poor and (in g.) those who were neither satisfied nor dissatisfied.
note 44	Excluding passengers whose journey started on a ScotRail service, who are counted as ScotRail passengers
note 45	From Spring 2017 this factor is no longer in the survey. Note: There is a new factor 'Stop or go between the train and the platform' - in 2019 for ScotRail satisfaction was 60% (60% also for the 'Others' whose journey started in Scotland). But results not at all comparable with the original factor.
note 46	Factor now called 'Level of crowding' (from spring 2017).
note 47	Factor now called 'Cleanliness of the inside of the Train' (from 2017).
note 48	Factor now called 'Comfort of the seats' (from 2017).
note 49	Intermodal is goods that can be moved in containers using more than one method of transport. The maritime intermodal traffic referred to is the deep sea traffic moved by train by freighter between Cambridge and major English ports (Felixstowe, Southampton and London Gateway). It is then transferred to ship for import/export. To give you a flavour, the goods moved include whisky (and other major bottled spirits), seafood, luxury knifes, oil and seed potatoes. Fairly recent figures show that around 20%-25% of Scotland's exports move through Cambridge (although this figure would need to be confirmed '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 EPR agreements within designated 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 stops and sidings), and as a result of using a new model for reporting, which although considered to be a more accurate will be subject to ongoing review and refinement throughout CR1 to address these issues and improve on accuracy of reporting in future years.
note 51	The figures for freight stations include main yards, sidings/docks, private terminals and sidings, ballast.
note 52	The figure for passenger stations for e.g. 2005-06 represents the number which were part of the national rail network at the end of the 2005-06 financial year. All are owned by Network Rail with the exception of Prestwick Airport.
note 53	The number of stations open at the end of the financial year 2005-06. All owned by Network Rail except Prestwick Airport (South Ayrshire).
note 54	Strathclyde Partnership for Transport took over the roles and functions of the Strathclyde Passenger Transport Authority and Executive from 1 April 2006.
note 55	Passenger campaigns including power cuts
note 56	These figures are headline revenue figures and include such items as rental and advertising income. Figures for 2022/21 are greatly reduced due to the Covid pandemic.
note 57	Adjusted approximately for general inflation using the Retail Prices Index for the relevant year (e.g. 2001 RPI used for 2001-02).
note 58	These figures are passenger ticket receipts as described at paragraphs 7 and 7.10 in the notes and definitions for rail services. Figures for 2020/21 are greatly reduced due to the Covid 19 pandemic.
note 59	Strathclyde Partnership for Transport has discovered an error in the way loaded train kilometres were calculated. The figures have been revised for previous years. Earlier editions of this publication have not been revised.
note 60	Figures for 2016-17 not available due to time of publication due to a recalculation requirement.
note 61	Sleeper services were suspended between 2-Jul-16 and 8-Aug-16 (inclusive) for planned essential engineering works. No Subway services operated during this period.
note 62	Figures from 2012-13 onwards refer only to franchised operators.
note 63	Figures for this table were previously obtained from ORR. We have now changed the source to the RSSS 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 64	Minor revisions have been made to figures in previous years.
note 65	Particularly high rail train accidents - reportable under RIDDOR (AHSR - Chapter: Train Operations).
note 66	Train collisions with other trains only.
note 67	Train derailments (AHSR - Chapter: Train Operations).
note 68	Operations).
note 69	This includes all accidental fatalities.
note 70	This includes all major and minor injuries (excludes Shocktrauma).
note 71	Injuries incurred on railway infrastructure outside of train stations e.g. running line, YDS sites.
note 72	Work on the new system has highlighted some issues with old SMS. One example is animals struck by trains, in which previous reporting included events such as deer sightings 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 RIDDORable.
note 73	Train struck by missile - excludes Vandals/activities (e.g. throwing stone etc)
note 74	Those who had not used a train service in the past month are not asked these questions about train services.
note 75	This question will be asked in alternate years from 2019.
note 76	An adjusted methodology was used to estimate passenger journeys and passenger 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://national.or.gov.uk/media/19403/passenger-rail-usage-2020-21-q4.pdf)
note 77	A total of 4.9 million cross-border journeys were made in each direction in 2019-20. This represents a decrease of 1.1% on 2018-19. Due to the way returns have been included in the source data for certain ticket types, it was not possible to estimate individually the number of cross-border journeys for the three ticket types. The 1.1% decrease was therefore applied across the ticket types.
note 78	The number of cross-border journeys presented for Highland in 2019-20 is an underestimate due to the way returns have been included in the source data for certain ticket types. This means that the true percentage decrease in journeys for 2019-20 compared with the previous year will be smaller than the figures presented.
note 79	An Interim Rail Passenger Survey was carried out in March 2021. However, compared to the National Rail Passenger survey it used a completely different methodology (and to a significantly reduced sample size and with less factors than the NRSRS). Comparison with figures for previous years should therefore be made with caution.
note 80	For the Interim Rail Passenger Survey the question was about sufficient room for all passengers to sit/stand.
note 81	For the Interim Rail Passenger Survey the question was about cleanliness inside the train.
note 82	There have been some very small revisions to the train km figures from 2013/14 onwards.
note 83	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 '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 207 miles.
note 84	Slight differences compared to previous figures are due to a change in the way Running Line is defined and data quality updates. For sidings, the reduction can be explained due to an exercise by Maintenance to identify NE Maintenance Boundary and leased private sidings.
note 85	Rail freight data only includes commercial rail freight services and excludes product moved on behalf of Network Rail (ballast, cat etc).
note 86	The data is taken from our weekly Rail User Survey. This uses a very different methodology from the National Rail Passenger Survey and Interim surveys and as the results are not directly comparable.
note 87	A change has been made to the table figures to account for route sections where both electric and non-electrified track exists.
note 88	Includes period where new Subway trains began to be introduced from December 2023.
note 89	

Figure 7.1 Passenger traffic originating in Scotland, and ScotRail passengers



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

Figure 7.2 Freight traffic lifted in Scotland

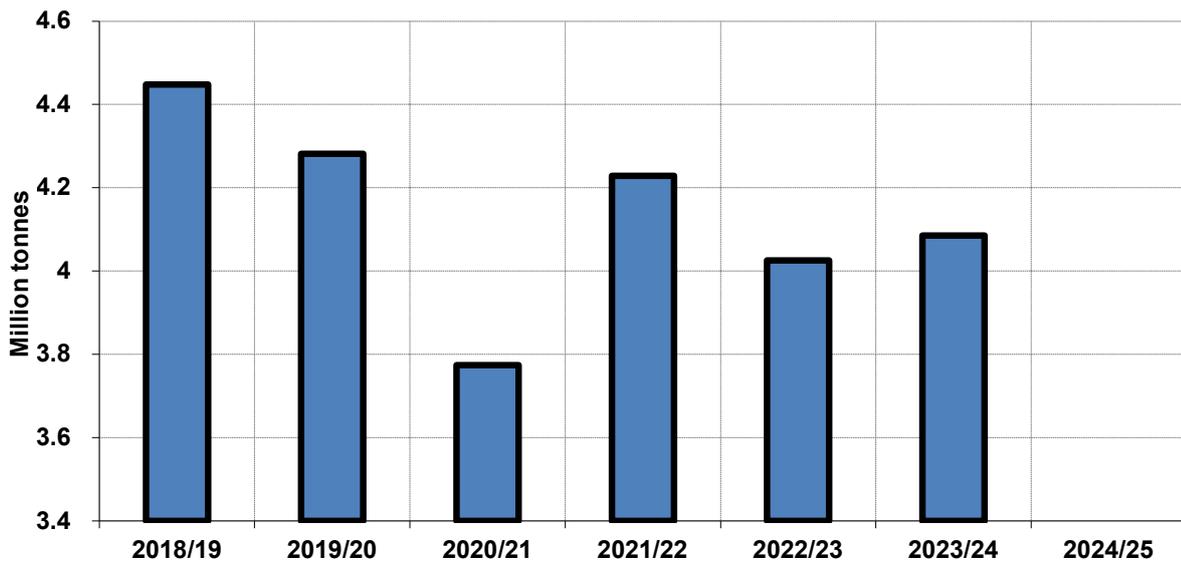


Table 7.2 Passenger traffic originating in Scotland: journeys and revenue (million)

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 Accredited Official Statistics

Type of journey/passenger revenue	Type of ticket	2019-20 2020-21 2021-22 2022-23 2023-24										
		2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	[Note 78]	[Note 78]	[Note 78]	[Note 78]	[Note 78]
Internal (journeys wholly within Scotland) [note 5] [note 6]	Full fare	23.2	23.5	23.1	22.5	23.3	23.5	23.4	4.0	13.0	19.2	27.5
Internal (journeys wholly within Scotland) [note 5] [note 6]	Reduced fare	34.5	38.2	40.1	41.4	43.2	43.5	42.7	7.3	27.0	35.1	41.1
Internal (journeys wholly within Scotland) [note 5] [note 6]	Season ticket	25.0	25.7	26.0	25.8	25.8	25.0	23.6	2.9	5.2	6.0	5.9
Internal (journeys wholly within Scotland) [note 5] [note 6]	Total	82.7	87.4	89.2	89.7	92.3	92.0	89.7	14.2	45.1	60.3	74.5
Cross-border originating in Scotland [note 5] [note 6]	Full fare	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.1	0.1	0.1
Cross-border originating in Scotland [note 5] [note 6]	Reduced fare	3.8	4.1	4.0	4.3	4.7	4.9	4.8	0.7	3.6	4.5	5.1
Cross-border originating in Scotland [note 5] [note 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
Cross-border originating in Scotland [note 5] [note 6]	Total	4.0	4.3	4.2	4.5	4.8	5.0	4.9	0.7	3.7	4.6	5.2
Total passenger traffic originating in Scotland [note 5] [note 6]	Full fare	23.4	23.8	23.3	22.7	23.4	23.6	23.5	4.0	13.0	19.2	27.6
Total passenger traffic originating in Scotland [note 5] [note 6]	Reduced fare	38.2	42.3	44.1	45.7	48.0	48.4	47.5	8.0	30.6	39.6	46.2
Total passenger traffic originating in Scotland [note 5] [note 6]	Season ticket	25.0	25.7	26.0	25.8	25.8	25.0	23.7	2.9	5.2	6.0	5.9
Total passenger traffic originating in Scotland [note 5] [note 6]	Total [note 9]	86.7	91.7	93.4	94.2	97.1	97.0	94.7	14.9	48.8	64.8	79.7
Passenger journeys originating outwith Scotland	Full fare	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.1	0.1	0.1
Passenger journeys originating outwith Scotland	Reduced fare	3.8	4.1	4.0	4.3	4.7	4.9	4.8	0.7	3.6	4.5	5.1
Passenger journeys originating outwith Scotland	Season ticket	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passenger journeys originating outwith Scotland	Total	4.0	4.3	4.2	4.5	4.8	5.0	4.9	0.7	3.7	4.6	5.2
Passenger revenue (Emillion)	Internal journeys [note 5] [note 6]	296.7	321.6	350.8	357.7	436.1	437.9	420.7	58.5	200.8	283.2	342.3
Passenger revenue (Emillion)	Cross-border journeys originating in Scotland	150.8	160.0	153.6	161.1	174.5	185.7	191.6	27.6	144.5	195.8	233.6
Passenger revenue (Emillion)	Total	447.5	481.7	504.3	518.9	610.6	623.7	612.3	86.1	345.3	479.0	575.9
Passenger revenue (Emillion)	Total at constant prices [note 8]	668.0	702.3	728.2	736.2	836.5	826.7	791.5	109.7	422.6	525.5	575.9
Passenger revenue (Emillion)	Cross-border journeys originating outwith Scotland	150.8	160.0	153.6	161.1	174.5	185.7	191.6	27.6	144.5	195.8	233.6
Passenger revenue (Emillion)	At constant prices [note 8]	225.1	233.3	221.7	228.6	239.0	246.2	247.6	35.2	176.8	214.8	233.6

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

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

RAIL SERVICES

Table 7.4 Passenger journeys using national rail tickets to, from or within Scotland, 2023-24 [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 Accredited Official 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]	79,718	100.0%	62.9%	48,944
of which within Scotland [note 11]	74,565	93.5%	68.0%	44,376
of which to / from England and Wales	5,153	6.5%	12.8%	4,568
of which to / from London	1,749	2.2%	42.0%	1231.886
of which to / from North West England	1,282	1.6%	53.3%	836.116
of which to / from North East England	976	1.2%	34.5%	725.789
of which to / from Yorkshire and the Humber	488	0.6%	-9.0%	536.173
of which to / from West Midlands	199	0.2%	-11.6%	224.94
of which to / from East England	156	0.2%	-44.8%	282.185
of which to / from South East	112	0.1%	-65.2%	322.318
of which to / from East Midlands	126	0.2%	-14.1%	146.806
of which to / from South West	38	0.0%	-79.3%	185.194
of which to / from Wales	27	0.0%	-64.9%	75.743

Table 7.5 Distances travelled by passengers to Aberdeen, Edinburgh and Glasgow 2023-24 [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 Accredited Official Statistics

Distance travelled	Aberdeen	Edinburgh	Glasgow
0 - under 5 kms	0.0%	1.3%	20.0%
5 - under 10 kms	7.9%	6.4%	25.9%
10 - under 20 kms	2.1%	8.1%	23.5%
20 - under 50 kms	29.5%	27.7%	15.0%
50 - under 100 kms	8.4%	31.1%	9.8%
100+ kms	52.1%	25.4%	5.8%
All passenger journeys made using national rail ticket:	100%	100%	100%

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 - Not Accredited Official Statistics

Locas authority To/From (thousands)	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	% change
												2023-24 on 2022-23
Aberdeen City	355	337	286	255	239	250	218	47	170	222	250	12.9
Aberdeenshire	25	25	25	22	22	21	20	2	14	18	25	37.1
Angus	47	48	44	42	43	42	38	3	28	33	37	11.7
Argyll and Bute	30	31	27	28	29	33	29	8	20	28	32	16.1
Clackmannan	4	4	4	4	4	4	6	1	4	5	6	30.2
Dumfries and Galloway	390	402	385	405	424	453	451	61	278	318	387	21.7
Dundee City	179	172	162	156	158	165	152	22	123	148	156	5.3
East Ayrshire	29	34	34	35	37	39	39	6	26	29	36	25.7
East Dunbartonshire	13	16	15	16	17	19	19	2	10	14	19	39.6
East Lothian	58	59	61	60	67	71	75	14	54	64	81	28.0
East Renfrewshire	7	8	8	9	9	9	10	1	5	6	10	54.0
Edinburgh, City Of	3,757	4,106	4,162	4,547	4,929	5,073	5,027	690	4,274	5,321	5,723	7.6
Falkirk	73	76	71	77	76	78	74	9	54	62	74	18.2
Fife	286	276	265	261	266	264	248	32	175	209	238	13.7
Glasgow City [note 18]	2,046	2,344	2,193	2,429	2,591	2,674	2,730	376	1,687	2,097	2,480	18.3
Highland	144	134	96	89	87	84	44 lot Available]		90	98	149	52.0
Inverclyde	24	30	29	31	31	32	32	5	19	21	28	30.2
Midlothian	0	0	2	4	5	6	6	1	4	4	6	44.6
Moray	18	18	14	13	13	11	9	2	7	8	11	44.6
North Ayrshire	35	43	42	47	46	46	45	6	24	25	35	41.8
North Lanarkshire	106	120	112	122	126	142	147	23	113	126	163	29.5
Perth and Kinross	82	79	74	71	68	68	60	8	50	61	71	15.9
Renfrewshire	24	30	29	33	34	35	35	5	16	20	28	42.6
Scottish Borders	0	0	4	8	9	10	9	1	7	11	14	31.6
South Ayrshire	47	55	49	55	54	54	54	7	17	17	22	30.9
South Lanarkshire	27	34	31	36	36	35	35	5	19	23	30	30.8
Stirling	96	103	100	105	109	109	109	14	74	92	108	16.9
West Dunbartonshire	10	13	13	15	15	16	16	3	11	12	17	34.5
West Lothian	63	71	71	74	73	78	74	11	49	59	70	18.8
Scotland Other [note 18]	0	0	0	0	0	0	0	0	0	0	0	0.0
Scotland Total	7,978	8,669	8,406	9,049	9,618	9,922	9,810	1,356	7,422	9,151	10,306	12.6

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 - Not Accredited Official Statistics

Start/End points (thousands) on journeys within Scotland												% change 2023-24 on 2022-23
To/From/Within	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2022-23
Aberdeen City	4,055	4,229	3,838	3,321	3,175	2,724	2,636	434	1,583	2,000	2,339	17.0
Aberdeenshire	1,368	1,441	1,430	1,330	1,310	1,085	1,052	197	754	926	1,172	26.5
Angus	863	879	860	800	809	877	832	107	492	630	804	27.6
Argyll and Bute	1,426	1,427	1,368	1,272	1,305	1,259	1,194	378	849	1,055	1,269	20.3
Clackmannan	380	398	383	357	384	366	388	70	255	351	490	39.9
Dumfries and Galloway	418	461	437	481	505	513	480	52	282	292	386	31.9
Dundee City	1,594	1,706	1,771	1,700	1,751	1,909	1,885	318	1,121	1,389	1,697	22.2
East Ayrshire	1,139	1,215	1,171	1,148	1,221	1,240	1,223	137	570	688	807	17.3
East Dunbartonshire	4,066	4,349	4,277	3,882	4,223	4,288	4,242	578	1,957	2,646	3,360	27.0
East Lothian	2,163	2,257	2,386	2,286	2,385	2,325	2,301	329	1,249	1,690	2,160	27.9
East Renfrewshire	3,158	3,300	3,391	3,520	3,565	3,680	3,652	761	1,827	2,323	2,874	23.7
Edinburgh, City Of	20,904	21,919	22,740	23,324	24,279	24,717	23,788	3,127	11,964	16,746	20,640	23.3
Falkirk	3,068	3,240	3,206	3,131	3,253	3,346	3,328	407	1,579	2,291	2,829	23.5
Fife	5,310	5,670	6,129	5,841	5,928	5,796	5,260	662	2,822	3,380	4,232	25.2
Glasgow City [note 18]	64,853	69,167	70,697	71,844	75,178	75,621	74,498	12,765	36,316	49,285	61,435	24.7
Highland	2,317	2,322	2,345	2,266	2,290	2,290	2,278	449	1,419	1,771	2,185	23.4
Inverclyde	2,750	2,890	2,906	2,832	2,827	2,806	2,617	328	1,308	1,702	2,063	21.2
Midlothian	0	0	285	533	637	680	656	77	318	449	610	35.7
Moray	537	559	559	519	495	503	504	106	330	374	474	26.7
North Ayrshire	3,862	3,963	3,947	4,019	4,092	3,957	3,793	453	1,944	2,489	2,947	18.4
North Lanarkshire	8,441	8,903	8,997	9,351	9,425	9,133	8,804	1,169	4,151	5,711	7,174	25.6
Perth and Kinross	1,117	1,231	1,322	1,263	1,319	1,320	1,276	222	766	884	1,057	19.6
Renfrewshire	7,200	7,629	7,698	7,655	7,718	7,734	7,621	1,669	4,016	5,085	6,018	18.4
Scottish Borders	0	0	550	842	854	865	810	83	427	633	803	26.9
South Ayrshire	3,330	3,351	3,150	3,399	3,418	2,995	2,922	433	1,435	1,716	1,775	3.5
South Lanarkshire	8,747	9,222	9,265	9,276	9,137	8,817	8,724	1,255	4,066	5,514	6,980	26.6
Stirling	2,952	3,148	3,187	3,051	3,264	3,238	3,234	539	1,783	2,410	3,041	26.2
West Dunbartonshire	4,934	5,140	5,128	5,120	4,842	4,849	4,603	581	2,184	2,806	3,417	21.8
West Lothian	4,432	4,792	4,890	5,054	5,074	5,122	4,898	736	2,428	3,272	4,092	25.0
Scotland Other [note 18]	0	0	0	0	0	0	0	0	0	0	0	0.0
Scotland Total	165,381	174,808	178,311	179,417	184,665	184,056	179,498	28,420	90,195	120,508	149,130	23.8

Table 7.7 Passenger journeys to and from the main stations in Scotland: 2024-25 [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 Accredited Official Statistics

Rank	Station	thousands	Rank2	Station2	thousands2
1	Glasgow Central	25,294	51	Bellshill	644
2	Edinburgh	22,755	52	Falkirk Grahamston	612
3	Glasgow Queen Street	14,951	53	Newton (Lanark)	610
4	Haymarket	3,334	54	Leuchars (For St. Andrews)	584
5	Paisley Gilmour Street	3,241	55	East Kilbride	583
6	Partick	3,092	56	Dunfermline City	570
7	Stirling	2,528	57	North Berwick	566
8	Aberdeen	2,378	58	Edinburgh Park	559
9	Exhibition Centre (Glasgow)	1,773	59	Barrhead	553
10	Dundee	1,764	60	Cathcart	545
11	Charing Cross (Glasgow)	1,563	61	Alloa	529
12	Croy	1,403	62	Troon	498
13	Hyndland	1,390	63	Dalmeny	489
14	Argyle Street	1,279	64	Patterton	488
15	Mount Florida	1,185	65	Uphall	488
16	Inverness	1,173	66	Dumbarton Central	483
17	Johnstone (Renfrewshire)	1,140	67	Stonehaven	480
18	Linlithgow	1,059	68	Coatbridge Sunnyside	472
19	Motherwell	1,049	69	Kilmarnock	467
20	Livingston North	1,034	70	Dalmarnock	462
21	Anniesland	1,013	71	Musselburgh	461
22	Inverkeithing	953	72	Dunblane	451
23	Bathgate	938	73	Balloch	444
24	Rutherglen	871	74	Hairmyres	436
25	Kirkcaldy	856	75	Scotstounhill	431
26	Perth	853	76	Anderston	419
27	High Street (Glasgow)	841	77	Dunbar	416
28	Cambuslang	831	78	Blantyre	414
29	Larbert	812	79	Tweedbank	406
30	Airdrie	810	80	Wishaw	405
31	Bridgeton	803	81	Gourock	401
32	Ayr	796	82	Bearsden	400
33	Kilwinning	781	83	Port Glasgow	391
34	Falkirk High	773	84	Springburn	386
35	Dalmuir	768	85	Largs	385
36	Milngavie	763	86	Carntyne	384
37	Bishopbriggs	759	87	Blairhill	378
38	Bellgrove	744	88	Neilston	376
39	Queens Park (Glasgow)	729	89	Livingston South	370
40	Lenzie	720	90	Garrowhill	370
41	Crossmyloof	710	91	Arbroath	362
42	Uddingston	702	92	Pollokshaws East	362
43	Bishopton (Renfrewshire)	702	93	Inverurie	360
44	Polmont	696	94	Singer	358
45	Hamilton Central	687	95	Wallyford	349
46	Irvine	685	96	Dumfries	346
47	Hamilton West	683	97	Alexandra Parade	344
48	Westerton	675	98	Prestwick Town	341
49	Helensburgh Central	671	99	Dumbarton East	340
50	Shettleston	652	100	Pollokshields East	338

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 Accredited Official Statistics

Station (thousands)	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25
Duncraig (1971)	0.5	0.4	0.5	0.3	0.4	0.5	0.5	0	0.4	0.5	0.4	0.4
Kingsknowe (1971)	24.7	21.2	20.2	18.8	20.5	17.2	16.9	4.7	11.2	20.3	33.2	34.4
Ainess (1973)	27.8	25.9	23.6	26.4	29.3	30.4	27.1	3.2	15.8	16.8	20.9	20.5
Muir of Ord (1976)	72.8	66.6	66.5	64.5	64.8	67.6	70.9	13.6	41.2	47.7	52.3	46.0
IBM (1978) [note 25]	71.1	47.4	22.0	6.0	0.8	0.5	0	0	0	0	0	0
Anderston (1979)	602.8	633.7	624.6	661.3	711.6	728.4	715.1	119.9	217.6	228.5	368.6	419.4
Argyle Street (1979)	1369.9	1438.4	1382.9	1413.2	1411.4	1295.4	1311.8	382.0	773.2	809.9	1270.6	1279.0
Bridgeton (1979) [note 26]	647.0	647.0	631.8	610.5	702.3	715.8	814.2	272.7	476.3	500.3	767.7	802.9
Dalmarnock (1979)	100.4	217.1	283.2	367.7	449.0	414.2	419.9	72.7	227.4	255.5	404.0	462.0
Exhibition Centre (1979) [note 26]	1375.5	1639.9	1742.5	1891.5	1847.8	1943.2	1959.6	300.3	809.2	1157.9	1639.9	1772.5
Dyce (1984)	810.7	823.9	664.4	517.6	466.7	358.7	356.4	86.5	216.1	260.0	301.9	308.8
Livingston South (1984)	296.3	317.2	342.8	323.7	327.9	295.6	326.8	45.8	151.7	205.6	301.7	370.3
Kilmaurs (1984)	105.8	109.8	103.5	104.1	113.5	128.1	115.3	10.1	46.2	58.3	69.9	82.4
Auchinleck (1984)	56.0	62.7	62.0	61.8	67.4	77.8	72.1	5.2	35.3	44.5	61.9	64.9
Dunrobin Castle (1985)	0.9	0.8	0.8	0.9	1.0	1.2	1.2	0.1	0.8	1.4	1.9	1.5
Loch Eil Outward Bound (1985) [note 26]	0.5	0.6	0.5	0.6	0.5	0.6	0.7	0.1	1.1	1.9	3.5	5.3
South Gyle (1985)	574.6	558.1	587.4	497.2	432.9	382.0	363.1	49.8	121.2	162.7	206.3	220.5
Loch Awe (1985)	3.0	4.8	4.8	4.1	5.4	5.0	5.5	4.6	7.0	8.4	7.5	6.2
Portlethen (1985)	48.2	57.2	56.3	45.9	42.7	46.7	63.4	14.2	41.5	48.4	69.0	68.2
Bridge of Allan (1985)	258.7	275.0	278.9	271.4	289.1	290.9	291.8	42.5	136.3	192.6	267.1	268.4
Livingston North (1986)	1030.6	1125.3	1155.0	1201.0	1191.8	1247.8	1179.1	184.7	610.9	808.3	995.0	1033.6
Bathgate (1986)	1060.7	1176.5	1223.1	1302.8	1282.1	1292.6	1209.8	210.8	600.5	769.5	898.2	938.1
Uphall (1986)	511.0	557.6	581.6	608.6	613.6	624.1	577.8	111.3	296.8	358.1	457.4	488.1
Wester Hailes (1987)	36.2	37.5	38.6	36.1	41.3	39.9	45.3	11.4	40.4	38.2	57.9	62.8
Curriehill (1987)	65.8	67.2	67.0	66.7	69.3	69.2	81.0	9.0	40.2	69.3	109.6	124.2
Ardrossan Town (1987)	21.2	21.9	20.1	24.2	21.6	22.3	22.4	2.3	10.9	14.1	17.3	17.1
Falls of Cruachan (1988)	0.5	0.7	0.7	0.7	0.7	0.5	0.6	0.1	0.5	0.9	1.5	1.8
Musselburgh (1988)	438.7	456.7	478.1	463.7	488.6	455.4	460.9	87.0	266.9	350.3	450.8	461.1
Greenfaulds (1989)	130.5	136.5	130.9	114.8	124.3	125.3	118.9	15.0	55.4	79.1	112.9	115.8
Drumgelloch (1989) [note 27]	345.0	387.3	403.5	411.1	418.6	418.7	407.6	35.8	162.9	224.4	274.2	275.7
Stepps (1989)	277.4	296.9	300.4	269.9	301.9	315.2	271.6	39.1	134.7	193.2	266.0	267.7
Airbles (1989)	112.8	119.1	127.0	142.9	132.8	114.4	118.9	14.1	64.2	79.5	110.7	109.6
Milliken Park (1989)	190.3	198.2	206.1	241.4	255.7	238.4	228.2	48.7	127.3	161.1	187.8	196.1
Whinhill (1990)	52.4	52.6	53.6	43.7	52.4	41.6	40.6	4.6	22.3	27.3	38.2	43.1
Dumbreck (1990)	131.4	150.6	164.0	169.7	179.2	170.2	173.1	55.9	89.8	118.6	160.4	148.7
Corkerhill (1990)	245.0	247.8	266.2	284.9	276.0	277.1	266.9	41.7	129.0	184.0	213.0	209.5
Mossbank (1990)	110.7	119.0	143.1	186.7	174.7	162.3	169.7	35.8	88.8	106.5	140.9	130.0
Crookston (1990)	132.6	149.8	174.8	188.1	200.3	194.6	202.1	36.9	113.4	148.6	191.8	184.1
Paisley Canal (1990)	340.6	363.2	367.7	398.1	389.3	474.9	478.2	77.1	191.5	264.7	321.0	299.9
Priesthill & Darnley (1990)	125.8	134.2	137.7	144.8	161.0	164.5	170.2	36.5	100.1	124.1	136.1	167.3
Shieldmuir (1990)	81.4	89.2	105.2	113.9	116.3	109.6	113.3	12.7	54.5	84.3	111.5	121.7
Hawkhead (1991)	167.3	183.8	201.3	224.0	224.3	244.3	248.6	33.8	114.6	167.0	218.4	217.4
New Cumnock (1991)	27.2	31.9	28.4	26.6	26.7	28.3	25.6	1.6	15.0	17.5	22.2	23.0
Glenrothes with Thornton (1992)	63.0	67.3	76.7	76.9	79.5	76.8	71.9	7.4	43.7	42.6	50.7	50.8
Whifflet (1992)	233.4	234.1	247.4	329.6	301.1	257.5	263.9	31.5	123.7	168.0	223.4	244.6

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 Accredited Official Statistics

Operator (percentage of trains arriving on time)	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25
GNER [note 29]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
East Coast [note 29] [note 31] [note 33] [note 35]	84.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Virgin Trains East coast [note 35]	0.0	88.6	85.2	83.1	81.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
London North Eastern Railway [note 38]	0.0	0.0	0.0	0.0	0.0	74.8	77.1	92.4	87.7	81.7	79.6	80.7
ScotRail (First) [note 30] [note 37]	91.4	90.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ScotRail (Abellio) [note 30] [note 37]	0.0	0.0	90.6	90.3	89.5	87.4	88.4	93.1	90.2	0.0	0.0	0.0
ScotRail (Transport Scotland) [note 30] [note 37]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	89.0	89.4	89.6
Virgin CrossCountry [note 29]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CrossCountry [note 29] [note 32]	86.7	88.8	89.5	89.7	87.7	84.4	82.8	92.9	89.0	80.8	76.0	78.7
Virgin Train West Coast [note 29] [note 36]	85.8	84.8	86.0	89.1	84.2	84.0	0.0	0.0	0.0	0.0	0.0	0.0
Avanti West Coast [note 29] [note 39]	0.0	0.0	0.0	0.0	0.0	0.0	78.2	89.6	83.9	69.2	69.1	66.3
Caledonian Sleeper (Serco) [note 29] [note 37]	0.0	0.0	86.0	89.2	85.7	89.7	80.6	89.4	85.1	86.8	0.0	0.0
Caledonian Sleeper (Transport Scotland) [note 29] [note 37]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	89.1	90.8
GB long-distance operators [note 29]	86.9	87.4	87.6	87.6	85.3	81.3	81.4	92.7	87.9	79.7	76.9	78.1
GB regional operators (excluding ScotRail) [note 30]	91.0	91.6	91.4	91.6	89.7	85.8	84.1	93.7	87.9	84.5	82.5	82.4

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

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

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

Source: Office of Rail and Road - Not Accredited Official Statistics

Time	Percent/numbers	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25
Total within 5 minutes	Percent	91.4	90.5	90.6	90.3	89.5	87.4	88.5	93.1	90.2	89.0	89.4	89.6
Total within 10 minutes	Percent	96.4	95.9	96.1	96.1	95.2	94.2	94.9	96.1	94.9	94.4	95.0	95.3
Total within 20 minutes	Percent	97.7	97.4	97.4	97.3	96.6	96.0	96.5	97.0	96.3	96.0	96.7	97.0
20 minutes and over [note 41]	Percent	1.3	1.4	1.4	1.5	1.9	1.6	1.6	1.4	1.5	1.6	1.5	1.4
Cancelled [note 42]	Percent	1.0	1.2	1.2	1.1	1.5	2.4	1.9	1.6	2.2	2.4	1.8	1.6
Number of trains due to be run [note 43]	Thousands	744	750	752	745	759	770	797	589	625	631	709	683

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: Office of Rail and Road - Not Accredited Official Statistics

Type of passengers/sample size/operators	Survey questions percentage who were satisfied or said good [note 44]	2013	2014	2015	2016	2017	2018	2019	2020	Your Rail Journey' (field trials)				Rail Weekly User Survey 2023 [Note 87]	Rail Weekly User Survey 2024 [Note 87]
										Interim Rail Passenger Survey 2021 [Note 80]	Interim Rail Passenger Survey 2022 [Note 84]	Sample size 2021	Sample size 2022		
ScotRail passengers	Overall opinion of journey	88	89	89	85	87	81	87	90	87	84	383	659	89	89
ScotRail passengers	How deals with delays	42	47	50	39	52	39	43	51	[Not available]	[Not available]	available	available	[Not available]	[Not available]
ScotRail passengers	Value for money	50	58	60	59	60	52	54	51	68	53	374	662	65	60
ScotRail passengers	How station staff handle requests	87	90	93	85	88	88	88	96	[Not available]	[Not available]	available	available	[Not available]	[Not available]
ScotRail passengers	Overall station environment	74	80	81	75	78	77	77	78	[Not available]	[Not available]	available	available	83	83
ScotRail passengers	Ticket buying facilities	81	79	85	81	78	79	84	79	[Not available]	[Not available]	available	available	[Not available]	[Not available]
ScotRail passengers	Info. re. times, platforms	85	87	87	86	87	86	87	91	[Not available]	[Not available]	available	available	[Not available]	[Not available]
ScotRail passengers	Punctuality / reliability	83	84	85	83	83	74	77	79	83	81	383	658	83	81
ScotRail passengers	Length of journey time	90	89	89	90	91	87	88	91	87	85	332	236	89	89
ScotRail passengers	Ease of getting on/off [note 46]	87	88	87	87	0	0	0	0	0	0	available	available	[Not available]	[Not available]
ScotRail passengers	Amount of seats/standing space [note 47] [note 81]	78	77	75	73	75	75	75	80	87	82	383	654	[Not available]	[Not available]
ScotRail passengers	Frequency	83	83	83	82	83	78	78	81	76	72	332	234	75	70
ScotRail passengers	Train Cleanliness [note 48] [note 82]	82	83	78	75	76	73	79	79	72	74	383	656	80	77
ScotRail passengers	Comfort of seats [note 49]	80	81	82	78	71	69	77	78	77	[Not available]	332	available	81	79
ScotRail passengers	Sample size	2,187	2,095	2,220	2,607	2,662	2,794	2,881	1,025	[Not available]	[Not available]	available	available	582-584	856-871
Others whose journeys started in Scotland [nc]	Overall opinion of journey	92	88	91	92	92	92	89	87	[Not available]	[Not available]	available	available	[Not available]	[Not available]
Others whose journeys started in Scotland [nc]	How deals with delays	70	48	68	60	59	63	48	67	[Not available]	[Not available]	available	available	[Not available]	[Not available]
Others whose journeys started in Scotland [nc]	Value for money	68	66	69	70	72	66	70	73	[Not available]	[Not available]	available	available	[Not available]	[Not available]
Others whose journeys started in Scotland [nc]	How station staff handle requests	90	90	93	93	93	95	87	88	[Not available]	[Not available]	available	available	[Not available]	[Not available]
Others whose journeys started in Scotland [nc]	Overall station environment	75	83	86	87	89	89	86	81	[Not available]	[Not available]	available	available	[Not available]	[Not available]
Others whose journeys started in Scotland [nc]	Ticket buying facilities	82	86	90	92	91	93	90	94	[Not available]	[Not available]	available	available	[Not available]	[Not available]
Others whose journeys started in Scotland [nc]	Info. re. times, platforms	86	89	94	95	91	93	94	88	[Not available]	[Not available]	available	available	[Not available]	[Not available]
Others whose journeys started in Scotland [nc]	Punctuality / reliability	89	89	90	94	88	86	86	72	[Not available]	[Not available]	available	available	[Not available]	[Not available]
Others whose journeys started in Scotland [nc]	Length of journey time	87	86	91	89	90	91	91	88	[Not available]	[Not available]	available	available	[Not available]	[Not available]
Others whose journeys started in Scotland [nc]	Ease of getting on/off [note 46]	87	84	85	87					[Not available]	[Not available]	available	available	[Not available]	[Not available]
Others whose journeys started in Scotland [nc]	Amount of seats / standing space [note 47]	79	79	80	81	82	81	77	87	[Not available]	[Not available]	available	available	[Not available]	[Not available]
Others whose journeys started in Scotland [nc]	Frequency	81	84	88	89	82	83	83	80	[Not available]	[Not available]	available	available	[Not available]	[Not available]
Others whose journeys started in Scotland [nc]	Train Cleanliness [note 48]	86	86	86	85	89	85	85	86	[Not available]	[Not available]	available	available	[Not available]	[Not available]
Others whose journeys started in Scotland [nc]	Comfort of seats [note 49]	82	78	81	79	80	78	79	78	[Not available]	[Not available]	available	available	[Not available]	[Not available]
Others whose journeys started in Scotland [nc]	Sample size	825	786	753	672	618	614	645	250	[Not available]	[Not available]	available	available	[Not available]	[Not available]
All GB regional operators	Overall opinion of journey	84	85	86	85	85	81	82	84	83	[Not available]	available	available	86	83
All GB regional operators	Punctuality / reliability	81	82	84	82	83	76	76	74	82	[Not available]	available	available	77	71
All GB long-distance operators	Overall opinion of journey	87	86	87	87	88	85	85	84	84	[Not available]	available	available	84	84
All GB long-distance operators	Punctuality / reliability	84	83	84	84	84	78	78	74	82	[Not available]	available	available	76	73

Table 7.12 Freight traffic moved within and from Scotland by commodity [note 86]

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 Accredited Official Statistics

Products lifted/moved	Type of product	Weight/distance carried	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Product lifted	Construction Materials	Thousand tonnes	577	549	375	521	386	454	477
Product lifted	Domestic Automotive	Thousand tonnes	30	31	19	10	18	20	17
Product lifted	Intermodal [note 50]	Thousand tonnes	3,047	3,008	2,795	3,015	3,014	3,105	3,419
Product lifted	Industrial Minerals	Thousand tonnes	184	144	94	115	102	93	90
Product lifted	Metals	Thousand tonnes	222	154	141	128	97	78	62
Product lifted	Other	Thousand tonnes	68	69	79	76	78	77	62
Product lifted	Petroleum Product	Thousand tonnes	320	327	271	364	331	257	158
Product lifted	Total	Thousand tonnes	4,448	4,281	3,774	4,229	4,026	4,085	4,285
Product moved (full journey)	Construction Materials	Thousand net tonne miles	109,830	95,032	59,452	74,253	57,384	69,480	70,498
Product moved (full journey)	Domestic Automotive	Thousand net tonne miles	12,213	12,048	7,578	3,972	7,512	8,329	6,867
Product moved (full journey)	Intermodal [note 50]	Thousand net tonne miles	892,164	555,694	824,046	896,956	892,391	851,149	887,081
Product moved (full journey)	Industrial Minerals	Thousand net tonne miles	31,512	24,889	27,923	30,726	24,218	20,433	19,312
Product moved (full journey)	Metals	Thousand net tonne miles	54,379	38,206	34,541	32,164	24,753	20,893	17,416
Product moved (full journey)	Other	Thousand net tonne miles	16,445	16,730	19,230	17,542	18,932	16,438	15,096
Product moved (full journey)	Petroleum Product	Thousand net tonne miles	37,896	39,445	38,582	52,578	45,373	31,660	20,713
Product moved (full journey)	Total	Thousand net tonne miles	1,154,438	1,120,651	1,011,352	1,108,189	1,070,564	1,018,383	1,036,983
Product moved (Scotland mileage only)	Construction Materials	Thousand net tonne miles	56,693	49,510	44,961	53,749	40,025	41,936	47,935
Product moved (Scotland mileage only)	Domestic Automotive	Thousand net tonne miles	2,406	2,458	1,502	772	1,547	1,700	1,343
Product moved (Scotland mileage only)	Intermodal [note 50]	Thousand net tonne miles	280,424	285,104	264,742	284,370	277,792	275,419	295,891
Product moved (Scotland mileage only)	Industrial Minerals	Thousand net tonne miles	17,833	16,135	20,319	22,045	19,701	19,544	19,051
Product moved (Scotland mileage only)	Metals	Thousand net tonne miles	33,703	26,784	21,605	21,245	16,511	14,710	13,188
Product moved (Scotland mileage only)	Other	Thousand net tonne miles	5,759	6,213	7,044	5,930	6,844	6,581	5,457
Product moved (Scotland mileage only)	Petroleum Product	Thousand net tonne miles	32,507	32,143	28,225	37,328	34,110	26,648	16,030
Product moved (Scotland mileage only)	Total	Thousand net tonne miles	429,325	418,347	388,398	425,439	396,530	386,538	398,895
Product moved (full journey)	Construction Materials	Thousand net tonne kilometres	176,753	152,938	95,679	119,498	92,350	111,817	113,455
Product moved (full journey)	Domestic Automotive	Thousand net tonne kilometres	19,655	19,389	12,196	6,393	12,089	13,405	11,052
Product moved (full journey)	Intermodal [note 50]	Thousand net tonne kilometres	1,435,795	894,300	1,326,170	1,443,507	1,436,161	1,369,788	1,427,614
Product moved (full journey)	Industrial Minerals	Thousand net tonne kilometres	50,714	40,056	44,937	49,448	38,975	32,884	31,079
Product moved (full journey)	Metals	Thousand net tonne kilometres	87,514	61,487	55,588	51,763	39,836	33,624	28,029
Product moved (full journey)	Other	Thousand net tonne kilometres	26,465	26,925	30,947	28,230	30,468	26,455	24,294
Product moved (full journey)	Petroleum Product	Thousand net tonne kilometres	60,987	63,481	62,092	84,615	73,021	50,952	33,334
Product moved (full journey)	Total	Thousand net tonne kilometres	1,857,883	1,803,509	1,627,609	1,783,454	1,722,901	1,638,925	1,668,858
Product moved (Scotland mileage only)	Construction Materials	Thousand net tonne kilometres	91,238	79,679	72,357	86,501	64,414	67,490	77,144
Product moved (Scotland mileage only)	Domestic Automotive	Thousand net tonne kilometres	3,872	3,956	2,416	1,242	2,490	2,735	2,161
Product moved (Scotland mileage only)	Intermodal [note 50]	Thousand net tonne kilometres	451,298	458,829	426,059	457,648	447,062	443,243	476,189
Product moved (Scotland mileage only)	Industrial Minerals	Thousand net tonne kilometres	28,700	25,967	32,700	35,477	31,706	31,453	30,659
Product moved (Scotland mileage only)	Metals	Thousand net tonne kilometres	54,240	43,104	34,771	34,190	26,571	23,674	21,224
Product moved (Scotland mileage only)	Other	Thousand net tonne kilometres	9,268	9,999	11,337	9,544	11,015	10,592	8,782
Product moved (Scotland mileage only)	Petroleum Product	Thousand net tonne kilometres	52,315	51,729	45,424	60,074	54,895	42,885	25,798
Product moved (Scotland mileage only)	Total	Thousand net tonne kilometres	690,930	673,263	625,064	684,676	638,152	622,072	641,957

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: Office of Rail and Road - Not Accredited Official Statistics

		2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
									[Note 85]	[Note 85]	[Note 88]	[Note 88]
Routes/rail length (Kilometres)	Type of power											
Linear routes	Electrified	709	709	709	709	893	893	893	893	886	883	894
Linear routes	Non electrified	2,054	2,110	2,110	2,110	1,803	1,803	1,803	1,803	1,807	1,807	1,824
Linear routes	Total	2,763	2,819	2,819	2,819	2,696	2,696	2,696	2,696	2,693	2,690	2,701
Total rail length(including sidings etc)	Electrified	t available]	t available]	t available]	t available]	902	902	904	904	890	887	898
Total rail length(including sidings etc)	Non electrified	t available]	t available]	t available]	t available]	1,856	1,856	1,840	1,840	1,840	1,821	1,856
Total rail length(including sidings etc)	Total	t available]	t available]	t available]	t available]	2,758	2,758	2,744	2,744	2,730	2,708	2,734

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.

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Source: Office of Rail and Road - Not Accredited Official Statistics

Type of station	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
Passenger and parcel	351	358	359	359	359	359	359	360	360	362	363
Freight only	119	119	119	119	119	119	119	119	119	120	120
Total	470	477	478	478	478	478	478	479	479	482	483

Table 7.16 Number of passenger stations by local authority, 2023-24 [note 54]

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 Accredited Official 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	8
East Renfrewshire	9
Edinburgh, City of	12
Eilean Siar	0
Falkirk	5
Fife	19
Glasgow, City of	61
Highland	60
Inverclyde	14
Midlothian	4
Moray	3
North Ayrshire	12
North Lanarkshire	24
Orkney Islands	0
Perth & Kinross	7
Renfrewshire	10
Scottish Borders	4
Shetland Islands	0
South Ayrshire	9
South Lanarkshire	19
Stirling	6
West Dunbartonshire	13
West Lothian	12
Scotland	363

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

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

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

Source: Office of Rail and Road - Not Accredited Official Statistics

Vehicles/ journeys/ staff/ revenue	Numbers/Value	2012-13	2013-14	2014-15	2015-16	2016-17 [note 62]	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 [note 89]	2024-25 [note 89]
Vehicles [note 56]	Numbers	41	41	41	41	40	40	40	40	40	40	40	47	47
Loaded train kilometres [note 60] [note 61]	Thousands	3,466	3,505	3,564	3,537	3,439	3,439	3,495	3,495	3,495	3,495	3,495	3,495	3,495
Passenger journeys	Thousands	12,604	12,702	12,951	12,713	11,376	12,685	13,150	12,746	2,520	8,037	11,854	13,373	12,969
Revenue [note 57]	£thousands	13,503	17,003	19,194	18,937	16,828	19,735	21,211	21,472	4,662	13,748	19,562	21,669	22,446
Revenue at constant prices [note 58]	£thousands	21,515	26,290	28,990	28,324	24,734	28,008	29,127	28,751	6,151	17,431	22,229	22,447	22,446
Passenger receipts [note 59]	£thousands	12,602	15,955	17,752	17,632	15,997	18,449	19,910	20,155	3,978	12,837	18,827	20,193	21,135
Passenger receipts at constant prices [note 58]	£thousands	20,079	24,669	26,812	26,372	23,512	26,183	27,341	26,987	5,248	16,276	21,394	20,918	21,135
Operational staff [note 63]	Numbers	170	164	161	165	164	165	165	135	139	145	153	151	152

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 Accredited Official Statistics

Railway accidents/casualties	Type of accident	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
PHRTA [note 66]	Train collision [note 67]	1	2	1	1	1	1	1	0	0	0	0	0
PHRTA [note 66]	Derailements [note 68]	0	1	1	0	0	5	1	1	1	1	0	1
PHRTA [note 66]	Collision with road vehicle not at level crossing	0	0	0	0	0	0	0	1	0	0	0	0
PHRTA [note 66]	Bufferstop collision	0	0	0	0	0	0	0	0	0	1	0	0
PHRTA [note 66]	Collision with road vehicle at level crossing	0	0	0	0	0	0	0	0	0	0	1	0
Non-PHRTA [note 69]	Striking level crossing gates or barrier	0	0	1	0	0	0	0	0	0	1	0	1
Non-PHRTA [note 69]	Train striking object	7	11	14	9	7	7	5	8	10	8	7	13
Non-PHRTA [note 69]	Train striking animal [note 73]	20	18	25	18	21	25	12	10	15	7	3	24
Non-PHRTA [note 69]	Train fire	0	0	1	1	1	5	10	3	16	9	4	5
Non-PHRTA [note 69]	Train struck by missile [note 74]	3	3	2	3	2	2	0	2	0	1	0	0
Non-PHRTA [note 69]	Open door collision	0	1	0	0	0	0	2	0	0	0	0	0
Non-PHRTA [note 69]	Collisions	0	0	0	1	0	0	1	0	0	0	1	1
Non-PHRTA [note 69]	Bufferstop collision						1	0	0	0	0	0	3
Non-PHRTA [note 69]	Derailements									2	1	0	1
Non-PHRTA [note 69]	All accidents	31	36	45	33	32	46	32	25	44	29	16	49
Casualties	Train accidents - deaths [note 70]	0	0	0	0	0	0	0	3	0	0	0	0
Casualties	- injuries [note 71]	6	1	4	4	4	1	4	9	1	0	0	1
Casualties	Accidents in stations - deaths [note 70]	0	0	0	2	0	1	0	1	1	1	1	0
Casualties	- injuries [note 71]	537	608	564	722	550	465	609	277	371	471	524	502
Casualties	Accidents on trains - deaths [note 70]	0	0	0	0	0	0	0	0	0	0	0	0
Casualties	- injuries [note 71]	150	163	167	140	148	230	324	80	118	142	184	211
Casualties	Accidents outside of trains and stations (not including suicides and or trespass) - deaths [note 70] [note 72]	0	1	0	0	0	1	2	0	0	1	0	1
Casualties	- injuries [note 71] [note 72]	219	261	218	252	226	196	193	168	177	153	143	111
Casualties	Trespassers and suicides - deaths	24	23	20	29	18	21	17	36	23	18	26	18
Casualties	- injuries [note 71]	15	6	9	21	5	16	15	8	11	16	17	8
Casualties	Total deaths	24	24	20	31	18	23	19	40	24	20	27	19
Casualties	Total injuries	927	1039	962	1139	933	908	1145	542	678	782	868	833

Table 7.19 Railway fatalities by local authority and category, 2024 [note 64]

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

Source: RSSB - Not Accredited Official Statistics

Council	Trespasser	Suicide	Level		Railway staff	Passenger	Other member of public	Total
			User	crossing				
Aberdeen City	0	0	0	0	0	0	0	0
Angus	0	1	0	0	0	0	0	1
City of Edinburgh	1	3	0	0	0	0	0	4
Dumfries and Galloway	0	0	0	0	0	0	0	0
East Dunbartonshire	0	0	0	0	0	0	0	0
East Lothian	0	2	0	0	0	0	0	2
Falkirk	0	1	0	0	0	0	0	1
Fife	0	0	0	0	0	0	0	0
Glasgow City	0	0	0	0	0	0	0	0
Highland	0	3	0	0	0	0	0	3
Moray	0	0	0	0	0	0	0	0
North Ayrshire	0	1	0	0	0	0	0	1
North Lanarkshire	0	5	0	0	0	0	0	5
Renfrewshire	0	1	0	0	0	0	0	1
Scottish Borders	0	0	0	0	0	0	0	0
South Lanarkshire	0	1	0	0	0	0	0	1
West Dunbartonshire	0	0	0	0	0	0	0	0
Scotland	1	18	0	0	0	0	0	19

Table 7.20 Adults (16+) - views on train services of those who used them in the past month: 2024 [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	Tend to agree	Total agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	No opinion	Sample size (=100%)
Trains run to timetable	34	51	85	4	7	3	1	2560
Train service is stable and not regularly changing	32	47	79	8	9	3	2	2560
Trains are clean	31	55	86	6	6	1	0	2560
Feel safe/secure on trains during the day	54	44	97	2	0	0	0	2560
Feel safe/secure on trains during the evening	33	44	77	9	7	2	5	2560
It is simple decide what type of ticket I need	46	44	90	4	3	1	1	2560
Finding out about routes and times is easy	47	45	92	4	2	1	1	2560
Easy to change from trains to other forms of transport	34	40	73	15	4	2	6	2560
Train fares are good value	18	39	57	10	20	11	1	2560



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2025

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 28 million air passengers at Scottish airports in 2024, 8% more than in the previous year.
- 56% travelled to or from Edinburgh and 29% to or from Glasgow.
- 50 thousand tonnes of freight were carried by air in 2024.

Main Points

Passengers and Airports

There were 28 million air terminal passengers in 2024, 2 million (8%) more than in 2023. Passenger numbers increased by 39% between 2010 and 2018 reaching a peak of 29.4 million before falling 318% to 7 million in 2021 due to the pandemic and associated travel restrictions. (*Table 8.1*)

Edinburgh airport had 15.8 million terminal passengers in 2024 (10% increase) and Glasgow airport had 8.1 million, 10% more than the previous year. Aberdeen had 2.3 million, (up 3%) and Inverness had 796,000 (1% less). Together these four airports accounted for 96% of the total passengers. Over the ten years prior to the pandemic, which started in 2020, trends for these airports were similar with increases in passenger numbers in most years.

(*Table 8.1*)

In 2023, London Heathrow accounted for 46% of passengers on selected domestic routes to and from Aberdeen, 25% for Edinburgh and 29% for Glasgow. London Gatwick had 32% of the domestic passengers to/from Inverness. Other domestic routes with large passenger numbers included those between Edinburgh and Gatwick, Stansted, Luton, London City, Belfast and Bristol, and between Glasgow and Gatwick, Luton, 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 from 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 2.6 million passenger journeys in 2024, 15% of all passengers on direct flights to and from Scotland. Other popular origins/destinations were the Irish Republic, Spain (Canary Islands) and the Netherlands (all with 1.5 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 Barbados 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 2024) were Amsterdam (1.4 million passengers) and Dublin (1.3 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 2024, 4% of all terminal passenger traffic was within Scotland, 34% was to/from other parts of the UK, 54% was between Scotland and mainland Europe and 8% was to/from North America, the rest of the world and UK offshore. *(Table 8.6)*

Delays and Movements

In 2024, the overall average delay was 18 minutes for flights to or from Edinburgh airport and 15 minutes from Glasgow (the user guide section describes the basis for these figures). Around 19% of flights to or from Edinburgh and 13% of flights to or from Glasgow airports were delayed by more than 30 minutes. *(Table 8.8)*

The total number of aircraft movements in 2024 was 365,526. Edinburgh had the highest number of aircraft movements with 120,406, (97% of which were commercial movements), followed by Glasgow (76,916) and Aberdeen (72,100). *(Table 8.9)*

Air freight

Air freight carried in 2024 decreased by 2,678 tonnes (6%) over the previous year to 49,693 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. 53% of passengers at Aberdeen airport were for leisure, compared with 79% 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*)

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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 separately for 2001 onwards.
note 3	Including UK offshore flights.
note 4	Other includes positioning flights, local movements, test and training, other flights by air transport operators, aero club, private, official, military and business
note 5	In this table, non-paying passengers are excluded up to 2001 and included afterwards.
note 6	Belfast includes Belfast and Belfast City airport.
note 7	Scotland's main international airports are Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick.
note 8	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 available.
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 flight 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 Accredited Official 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
2023	25,942	23	25,965
2024	28,128	27	28,156

Table 8.1b: Terminal passengers, by airport, thousands

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

Source: Civil Aviation Authority (CAA) - Not Accredited Official Statistics

Airport	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Aberdeen	3,440	3,723	3,469	2,955	3,090	3,056	2,913	994	1,076	1,960	2,230	2,301
Barra	9	11	11	13	15	15	15	6	10	13	13	11
Benbecula	31	31	32	32	33	35	35	13	20	30	31	26
Campbeltown	9	9	8	8	9	8	8	2	3	6	7	7
Dundee	28	22	22	38	21	21	21	9	20	37	33	30
Edinburgh	9,775	10,159	11,113	12,348	13,409	14,292	14,734	3,474	3,024	11,248	14,395	15,779
Glasgow	7,358	7,709	8,710	9,324	9,895	9,653	8,843	1,945	2,071	6,516	7,356	8,065
Glasgow Prestwick	1,145	912	610	672	696	681	639	91	78	444	524	535
Inverness	607	611	668	782	874	893	938	240	357	700	801	796
Islay	26	27	29	28	32	33	35	9	13	26	29	31
Kirkwall	150	151	150	153	164	170	162	55	76	123	134	136
Lerwick (Tingwall)	4	4	4	4	4	4	3	1	2	3	3	3
Scatsta	298	280	254	162	171	175	109	36	0	0	0	
Stornoway	120	127	125	124	132	133	130	43	61	101	105	101
Sumburgh	210	263	270	249	256	246	267	114	182	246	258	287
Tiree	8	9	10	11	12	12	12	5	8	11	12	10
Unst	0	0	0	0	0	0	0	0	0	0	0	
Wick John O'Groats	33	28	24	20	18	17	13	2	0	7	11	10
Total [note1]	23,251	24,076	25,509	26,923	28,831	29,444	28,877	7,039	7,000	21,472	25,942	28,128

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 Accredited Official 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]	[note4]	[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	
2023	140		148			13		66		367	
2024	148		150			9		58		366	

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 Accredited Official Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Edinburgh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.2	0.1
Glasgow	0.1	0.1	0.0	0.1	0.3	0.0	0.1	0.0	0.1	0.0	0.1	0.3
Inverness	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.1	0.1	0.0	0.5
Kirkwall	48.6	49.1	48.2	35.7	54.9	57.6	49.9	20.6	28.4	41.4	43.3	38.4
Scatsta	165.7	159.9	142.7	75.1	94.6	94.1	60.6	19.2	0.0	0.0	0.0	0.0
Stornoway	5.5	6.2	5.5	3.6	4.8	6.0	0.0	0.0	0.0	0.0	0.0	0.0
Sumburgh	115.3	150.7	143.7	107.4	155.5	140.7	116.1	51.0	77.8	91.1	100.8	126.6
Wick John O'Groats	13.9	14.4	12.8	5.7	6.9	7.8	5.3	0.5	0.0	7.1	10.8	9.8
Gatwick	173.2	161.8	163.2	143.7	156.4	150.1	10.5	0.1	51.8	162.3	194.9	196.5
Heathrow	712.2	776.9	726.7	592.7	622.0	675.8	692.3	203.1	244.4	411.7	506.3	569.5
London City	73.2	72.0	63.3	64.5	54.4	42.2	5.0	0.0	0.0	4.4	1.1	0.0
Luton	82.8	74.5	71.3	72.1	75.1	72.6	79.6	25.4	34.9	67.6	80.2	71.3
Belfast [note7]	30.2	37.5	40.0	43.3	42.8	41.9	38.7	6.0	11.1	21.9	20.6	18.5
Birmingham	96.8	125.1	115.8	129.6	131.1	112.6	113.1	17.8	17.3	50.1	53.4	54.2
Bristol	34.9	31.8	26.4	21.6	16.7	13.2	15.8	4.5	22.3	16.1	16.2	14.4
Cardiff Wales	13.2	12.9	10.6	5.6	8.4	6.8	0.6	0.8	0.0	0.0	0.0	0.0
Durham Tees valley	32.7	35.0	28.2	13.2	17.5	21.5	17.1	0.0	0.0	0.0	0.0	0.0
East Midlands	18.4	16.7	15.5	5.4	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.0
Exeter	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	2.4	5.1	0.0	0.0
Humberside	34.2	36.6	30.1	18.2	23.6	23.1	19.3	8.1	12.4	11.2	10.7	10.5
Leeds/Bradford	12.3	7.0	9.2	3.6	5.1	2.2	0.1	0.0	0.0	0.0	0.0	0.0
Manchester	203.3	226.1	202.6	202.4	208.1	218.6	214.0	39.8	31.7	72.8	71.5	62.2
Newcastle	30.8	30.2	20.8	8.9	11.4	10.9	22.2	9.1	3.8	7.3	14.4	2.9
Newquay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.7	23.6	12.4	15.7
Norwich	63.8	60.2	50.6	42.4	45.4	41.9	45.6	18.2	19.7	28.6	32.9	29.6
Southend	0.0	0.0	0.0	0.0	0.0	0.0	25.1	4.9	0.0	0.0	0.0	0.0
Southampton	9.5	14.0	13.9	6.7	14.2	7.7	1.3	1.7	0.4	3.1	6.1	2.0
Teeside	0.0	0.0	0.0	0.0	0.0	0.0	6.2	6.2	9.3	18.3	14.3	9.2
Total these routes	1,971	2,099	1,941	1,602	1,749	1,747	1,539	437	578	1,044	1,190	1,232

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 Accredited Official Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Glasgow	0.0	0.0	0.0	0.0	2.8	2.8	1.4	1.4	0.5	0.2	1.2	0.7
Inverness	0.0	0.0	0.0	0.1	0.2	0.0	0.4	0.0	0.1	0.0	0.5	0.2
Kirkwall	43.5	45.4	44.5	45.8	45.9	46.2	48.4	13.0	15.4	34.5	38.7	36.1
Prestwick	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.2
Stornoway	19.3	20.5	20.6	20.6	16.9	17.9	18.4	4.2	7.8	16.6	18.5	15.8
Sumburgh	39.9	45.0	44.8	43.5	47.1	47.6	44.8	11.7	19.3	38.4	37.2	38.1
Wick John O'Groats	11.4	11.7	11.1	11.6	11.1	9.3	7.4	1.4	0.0	0.0	0.0	0.0
Gatwick	693.7	690.4	672.9	700.1	737.3	740.9	731.8	202.7	195.8	408.8	459.4	476.2
Heathrow	1355.9	1472.8	1383.9	1053.4	1179.8	1198.8	1196.9	329.4	382.0	732.4	1049.4	1159.8
London City	333.9	352.3	532.9	528.0	484.9	497.0	513.4	95.4	90.9	304.0	342.8	334.9
Luton	273.5	259.7	266.6	272.5	309.1	315.1	312.7	96.3	123.4	246.5	313.4	338.8
Stansted	326.6	360.3	622.2	836.9	720.3	732.0	618.6	100.2	106.9	265.8	600.0	694.0
Belfast [note7]	372.8	377.9	400.8	439.9	456.9	479.4	482.3	144.4	215.8	307.4	550.9	649.2
Birmingham	284.2	284.0	277.9	267.3	255.1	267.7	265.8	56.1	82.2	171.5	214.3	273.1
Bournemouth	0.1	0.0	0.3	0.1	0.0	0.1	0.0	0.0	11.8	0.0	48.2	50.8
Bristol	305.2	322.8	352.0	381.9	393.9	400.0	396.9	129.9	174.8	296.6	422.8	451.4
Cardiff Wales	77.0	57.6	69.2	94.3	99.4	102.1	111.4	16.8	6.9	20.5	20.3	16.2
City of Derry	0.0	0.0	0.0	0.0	0.0	13.4	77.0	24.8	0.0	6.7	0.2	5.3
East Midlands	86.7	92.7	95.3	93.7	92.9	93.2	72.1	10.8	0.0	0.0	0.1	0.0
Exeter	36.5	38.3	45.1	45.2	47.6	48.1	58.1	9.1	13.0	23.9	24.0	27.4
Leeds/Bradford	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.1
Liverpool	0.0	0.0	0.0	15.9	0.0	0.2	0.0	0.0	0.0	0.7	0.2	0.0
Manchester	118.5	109.3	114.1	102.3	117.4	117.0	116.3	14.0	0.0	0.0	0.7	0.3
Manston (Kent Int)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Newquay	4.5	2.3	2.4	2.7	5.0	4.4	4.0	0.0	8.8	12.8	20.9	20.9
Norwich	24.7	28.5	29.3	25.8	28.6	29.8	33.8	5.5	4.0	1.3	0.0	0.0
Southampton	207.6	203.2	194.1	198.5	208.1	183.2	182.7	28.9	35.1	81.6	89.1	82.6
Southend	39.1	23.7	0.0	0.0	0.7	0.1	0.1	0.0	0.0	0.0	0.0	0.1
Total these routes	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	4,253.3	4672.0
Channel Islands	9.2	3.2	6.4	7.0	5.5	20.3	24.9	4.7	11.7	3.8	18.8	22.2
Isle of Man	4.2	0.0	0.0	0.0	3.5	6.2	7.9	1.8	3.7	9.7	11.4	9.4

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 Accredited Official Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Barra	9.1	10.5	10.7	12.8	14.9	14.7	14.6	6.1	9.9	13.1	12.8	11.1
Benbecula	21.8	23.0	23.5	24.2	24.1	26.1	25.8	8.6	14.8	24.0	25.6	24.3
Campbeltown	9.3	9.3	8.2	8.4	8.6	8.4	7.9	2.0	2.7	5.7	7.0	6.9
Inverness	0.0	0.1	0.0	0.5	0.2	0.2	0.1	0.0	0.1	0.0	0.1	0.1
Islay	25.6	27.2	28.7	22.3	32.6	32.8	29.0	8.5	12.6	26.0	29.0	30.8
Kirkwall	17.6	17.3	17.4	16.0	19.6	22.5	20.2	5.3	7.5	16.3	17.5	20.9
Stornoway	57.5	61.9	62.4	55.4	75.0	75.9	75.8	26.1	38.0	62.2	66.9	67.4
Sumburgh	20.1	24.5	28.6	24.5	33.0	29.2	23.3	5.8	9.8	21.7	20.1	22.8
Tiree	7.6	8.0	8.7	8.3	11.3	11.7	11.6	4.9	8.0	10.8	11.3	9.5
Gatwick	606.3	613.3	612.5	608.6	618.7	620.4	641.6	175.3	194.4	434.4	466.1	455.1
Heathrow	870.0	871.0	907.9	893.8	909.1	911.2	865.0	271.7	369.0	694.3	858.2	953.4
London City	175.4	207.9	238.4	235.1	231.1	230.2	253.8	51.6	58.1	176.8	208.6	207.7
Luton	280.7	270.2	215.1	214.7	234.8	243.7	245.6	79.2	109.0	210.7	236.0	254.9
Stansted	308.7	304.2	533.3	652.4	527.1	432.3	278.5	82.1	108.8	215.0	228.4	224.6
Belfast [note7]	370.1	384.6	421.5	452.2	424.6	440.3	435.7	133.2	173.4	364.2	413.1	422.1
Birmingham	203.5	229.4	226.7	226.7	221.7	234.5	230.0	44.0	59.3	183.5	163.7	163.2
Bristol	257.4	245.3	267.2	297.3	307.0	312.1	322.1	99.1	140.9	290.7	295.9	292.1
Cardiff Wales	48.2	27.9	18.1	37.7	28.9	33.3	24.6	1.2	0.8	0.3	0.2	0.0
City of Derry	0.0	13.3	76.0	80.7	85.0	64.7	14.4	4.1	11.1	15.6	15.9	12.7
East Midlands	85.5	91.9	95.0	109.5	102.7	97.1	64.9	6.8	0.1	0.1	0.0	0.0
Exeter	23.8	20.7	3.1	32.8	38.8	39.9	34.3	3.2	8.3	12.9	12.8	1.5
Leeds/Bradford	10.0	9.8	8.3	7.0	7.0	0.0	0.0	0.0	0.1	0.0	0.3	0.1
Manchester	52.0	68.3	45.4	42.5	51.2	62.5	47.2	0.1	0.0	0.1	0.0	0.6
Newcastle	0.0	0.3	0.1	0.4	0.1							
Newquay	1.8	0.0	0.0	2.3	3.1	2.0	3.8	0.0	6.8	5.5	5.0	5.4
Plymouth	0.0											
Southampton	182.6	173.0	158.3	179.4	197.8	186.3	170.6	28.6	31.8	74.8	87.0	96.7
Southend	0.0	0.0	0.0	0.0	0.0	42.0	21.6	0.1	0.0	0.0	0.0	0.0
Teeside	0.0	0.2	0.0	0.0	0.0							
Total these routes	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	3,181.9	3,284.0
Channel Islands	36.4	34.1	34.7	40.7	56.1	55.7	51.1	10.5	30.3	49.4	51.0	53.5
Isle of Man	4	7.5	9.9	8	5.5	2	0.1	0	0	0	0	0

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

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

Source: Civil Aviation Authority (CAA) - Not Accredited Official Statistics

	Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Luton		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Stansted		0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.2	0.0	0.2
Belfast City		0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Birmingham		0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Bournemouth		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cardiff Wales		0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
City of Derry		69.5	52.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Liverpool		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Manchester		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total these routes		69.5	52.1	0.0	0.0	0.4	0.0	0.1	0.0	0.1	0.4	0.1	0.5
Channel Islands		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Isle of Man		0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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 Accredited Official Statistics

	Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Benbecula		0.7	1.4	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3.2	3.3	0.7
Kirkwall		19.2	19.1	19.9	19.2	23.7	22.6	21.6	4.3	7.3	1.9	1.3	0.6
Stornoway		32.9	29.1	27.1	31.2	29.2	27.6	29.8	10.1	14.0	13.2	12.2	15.7
Sumburgh		3.3	3.4	3.7	3.5	1.0	0.1	0.2	0.0	0.3	12.8	12.5	15.2
Gatwick		219.3	192.9	207.1	237.9	263.4	262.2	258.4	83.5	111.0	217.2	223.0	222.4
Heathrow		0.0	0.0	0.0	57.9	79.1	97.6	140.4	42.9	64.0	132.5	159.0	160.2
London City		0.0	7.6	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Luton		91.8	89.6	93.5	133.9	136.4	147.2	146.6	35.8	65.8	116.4	150.1	141.2
Stansted		0.0	0.0	0.0	0.1	0.4	0.1	0.0	0.0	0.0	0.0	0.1	0.1
Belfast [note7]		23.3	27.2	29.2	30.3	33.2	36.0	32.9	4.6	13.2	19.4	18.1	15.2
Birmingham		34.8	41.2	41.4	42.5	44.1	45.1	39.7	4.6	10.3	18.7	17.7	0.7
Bristol		81.2	77.6	82.4	87.7	96.7	92.8	91.0	28.2	47.2	68.2	83.8	92.2
East Midlands Int		0.0	0.0	0.0	0.0	0.0	0.1	3.7	0.1	0.0	0.0	0.0	0.0
Manchester		55.8	70.5	84.5	68.2	65.6	56.7	50.4	10.2	11.2	35.4	27.0	28.1
Newquay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.2	0.0	0.0
Southampton		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total these routes		562.3	559.6	595.8	712.4	772.8	788.1	814.7	224.3	346.1	639.1	708.1	692.4
Channel Islands		1.7	1.8	2.1	1.9	2.0	1.8	1.8	0.0	0.1	0.0	0.0	0.0
Isle of Man		0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0

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 Accredited Official Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Austria	28.6	29.9	29.0	79.6	89.7	95.2	81.5	30.1	7.9	63.7	74.2	103.2
Belgium	153.7	153.0	172.2	194.8	216.5	239.9	250.1	47.6	20.5	177.5	217.0	213.4
Bulgaria	46.1	39.3	39.3	49.6	73.6	91.1	101.8	29.6	18.5	60.7	67.7	79.6
Croatia [note8]	31.6	42.0	56.3	62.2	109.7	102.7	88.1	4.8	15.9	96.4	84.9	101.9
Cyprus	119.6	112.4	134.3	162.4	175.4	181.5	176.7	29.7	30.7	120.7	127.8	157.8
Czech Republic	89.6	79.0	96.3	97.9	124.6	181.4	181.5	45.9	19.4	89.0	111.1	150.3
Denmark	220.3	187.0	254.0	298.3	266.5	279.2	290.9	47.8	40.4	232.0	295.4	324.5
Estonia	0.0	0.0	0.2	0.1	0.0	6.6	35.1	10.4	2.9	22.9	0.0	0.0
Finland	3.7	4.5	4.8	32.1	39.9	54.9	68.3	6.6	16.2	40.3	58.5	76.2
France	806.7	727.2	725.7	861.7	909.6	987.5	923.9	216.2	111.2	820.3	1,054.5	1117.3
Germany	761.2	823.5	852.6	1,009.8	1,127.6	1,196.8	1,159.5	192.0	105.1	719.1	921.2	1070.3
Greece	193.0	270.3	258.6	277.2	335.2	370.1	359.8	66.4	60.1	377.6	434.3	472.9
Hungary	37.9	37.1	60.6	86.9	94.1	131.5	138.7	65.4	28.3	126.4	123.8	157.4
Irish Republic	843.9	950.8	1,102.3	1,239.0	1,296.6	1,313.5	1,354.4	286.0	272.8	1,207.9	1,522.2	1534.4
Italy	396.9	375.4	398.7	584.9	684.2	753.2	804.4	174.3	66.5	546.6	735.7	827.8
Latvia	31.9	38.5	20.3	29.5	43.5	37.3	34.8	16.8	19.6	63.8	55.8	62.7
Lithuania	24.8	21.3	29.8	36.2	42.4	37.4	28.5	14.4	14.2	42.3	40.9	46.4
Luxembourg	0.1	0.1	0.0	0.5	0.8	0.1	35.5	9.5	0.0	0.0	0.0	0.0
Malta	61.5	67.1	74.8	84.8	96.3	114.7	104.9	15.0	20.7	45.2	69.2	81.6
Netherlands	1,244.6	1,323.5	1,353.4	1,368.7	1,409.3	1,438.7	1,490.0	411.2	323.0	1,080.6	1,300.1	1477.4
Poland	431.4	355.7	489.7	589.8	625.2	611.8	614.0	282.7	161.2	533.9	573.2	545.6
Portugal (excl Madeira)	298.3	294.8	306.5	346.0	436.1	440.8	448.9	81.4	91.6	465.2	555.9	571.2
Portugal (Madeira)	21.3	29.3	53.4	55.7	52.5	36.0	35.5	13.2	13.9	31.4	34.9	37.2
Romania	0.0	0.4	1.9	58.2	70.8	44.5	56.5	39.4	30.7	77.3	81.2	68.8
Slovak Republic	32.1	23.1	23.6	30.9	39.3	38.0	37.1	12.0	5.7	26.7	36.7	37.3
Slovenia	0.0	0.3	0.0	0.4	1.1	0.6	0.0	0.0	0.0	0.1	0.0	0.1
Spain (excl Canary Isles)	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	2,439.0	2558.2
Spain (Canary Islands)	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	1,399.7	1544.3
Sweden	112.6	83.5	105.7	107.8	136.6	164.4	179.3	17.8	13.6	90.0	125.5	131.2
Total EU28 countries (Excl UK)	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	12,540.6	13,549.2
Total EU15 countries [note9]	7,863.9	8,061.0	8,537.2	9,952.0	11,156.2	11,407.7	11,340.7	2,242.6	1,816.0	9,270.4	11,168.2	12,059.6
Albania	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	27.7
Armenia	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Azerbaijan	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Barbados	5.2	6.4	7.3	5.1	7.8	8.1	6.7	4.2	1.5	5.2	6.4	9.2
Canada	106.1	112.3	148.4	166.6	168.0	182.0	166.8	9.0	1.0	168.7	189.4	256.5
Cape Verde Islands	0.2	0.0	0.0	3.3	20.8	16.0	0.0	0.0	0.0	0.0	3.0	18.2
China	0.0	0.0	0.0	0.0	0.0	19.3	29.2	0.7	0.0	0.5	11.3	34.3
Cuba	0.6	0.6	0.9	2.9	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Dominican Republic	0.0	6.1	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.3	0.6
Egypt	67.0	46.8	44.9	0.0	3.6	8.1	4.7	0.0	0.2	2.8	13.7	52.8
Faroe Islands	1.5	1.4	8.6	11.0	12.7	15.5	15.2	1.6	3.3	15.3	15.8	13.7
Gibraltar	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	16.3	0.6	0.0
Greenland	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Iceland	72.8	97.0	112.6	172.0	227.6	213.3	160.9	32.6	13.8	95.4	143.3	147.3
India	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Israel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.9	0.7	0.0
Jamaica	0.0	0.2	1.3	0.8	3.0	4.6	4.1	0.9	0.0	2.1	1.6	1.2
Kuwait	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0
Mexico	30.5	29.2	37.1	38.7	39.5	48.3	45.3	0.0	0.0	47.8	33.3	31.6
Morocco	0.2	5.4	30.9	15.8	0.0	0.0	0.0	0.0	0.0	32.4	46.1	88.5
Norway	339.9	352.8	320.5	288.1	271.6	293.1	320.5	82.9	49.6	222.7	267.0	259.0
Pakistan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Qatar	0.0	54.0	115.5	134.0	133.3	140.7	168.0	40.9	26.9	144.9	292.1	373.7
Republic of Serbia	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.1
Republic of South Africa	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Russia	0.8	0.0	0.1	0.1	0.0	1.0	0.3	0.0	0.1	0.0	0.0	0.0
Saudi Arabia	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0
Switzerland	241.1	266.0	276.9	281.8	350.1	353.7	367.2	100.1	24.6	300.5	374.9	412.1
Tunisia	61.4	67.7	35.2	0.0	0.0	14.4	39.4	0.0	0.0	0.0	9.1	37.8
Turkey	351.7	404.0	425.7	319.1	257.3	369.4	441.8	111.7	41.8	552.5	649.6	813.6
Ukraine	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
United Arab Emirates	402.3	424.6	502.4	555.7	585.7	580.6	621.7	162.8	67.5	244.2	316.9	363.2
United States of America	367.0	446.8	489.1	524.8	676.0	681.5	569.6	35.5	0.1	367.7	541.1	570.4
Total non-EU countries	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	2,921.3	3,511.5
Total all countries [note10]	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	12,797.6	15,461.9	17,060.7

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 Accredited Official Statistics

Year	Foreign airports served [note11]	Routes [note12]	Passengers on
			scheduled services (thousands)
1996	26	37	1,678.3
1997	27	38	2,030.2
1998	27	40	2,229.9
1999	32	46	2,621.6
2000	46	61	3,063.0
2001	39	55	3,499.0
2002	40	53	3,603.4
2003	54	82	3,982.2
2004	66	95	5,161.6
2005	71	97	6,279.2
2006	83	122	7,141.3
2007	93	142	7,938.3
2008	95	150	8,153.4
2009	103	168	8,054.5
2010	100	145	7,390.8
2011	101	146	8,172.6
2012	107	154	8,396.7
2013	113	167	9,240.5
2014	110	176	9,824.0
2015	120	185	10,805.1
2016	137	219	12,605.2
2017	152	252	14,244.5
2018	159	259	15,155.6
2019	147	241	15,134.0
2020	121	192	3,263.6
2021	115	166	2,344.7
2022	145	225	12,136.3
2023	152	236	14,804.6
2024	153	234	16,277.1

Table 8.4: Passenger traffic on selected international routes, to and from Scotland's main 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 Accredited Official Statistics

Country	Scheduled	Charter	Total
Albania	27,676	0	27,676
Armenia	0	0	0
Austria	88,895	14,310	103,205
Azerbaijan	0	123	123
Barbados	0	9,226	9,226
Belgium	211,236	2,115	213,351
Bulgaria	70,804	8,820	79,624
Canada	256,451	0	256,451
Cape Verde Islands	15,342	2,854	18,196
China	34,298	0	34,298
Croatia	97,162	4,719	101,881
Cyprus	136,591	21,196	157,787
Czech Republic	149,966	381	150,347
Denmark	324,028	504	324,532
Dominican Republic	0	588	588
Egypt	52,800	0	52,800
Faroe Islands	13,071	655	13,726
Finland	67,722	8,497	76,219
France	1,085,259	32,079	1,117,338
Georgia	0	0	0
Germany	1,066,838	3,449	1,070,287
Gibraltar	0	0	0
Greece	402,892	70,016	472,908
Hungary	157,147	226	157,373
Iceland	146,802	508	147,310
Irish Republic	1,533,726	678	1,534,404
Israel	0	0	0
Italy	785,873	41,962	827,835
Jamaica	0	1,175	1,175
Kosovo	182	0	182
Latvia	62,700	0	62,700
Lithuania	46,419	0	46,419
Malta	81,612	0	81,612
Mexico	27,270	4,289	31,559
Morocco	88,466	0	88,466
Netherlands	1,476,803	598	1,477,401
Norway	256,710	2,287	258,997
Poland	544,503	1,084	545,587
Portugal(excluding Madeira)	569,392	1,799	571,191
Portugal(Madeira)	37,230	0	37,230
Qatar	373,727	0	373,727
Republic of Sout Africa	0	53	53
Romania	68,532	250	68,782
Slovak Republic	36,798	545	37,343
Slovenia	0	118	118
Spain	2,335,026	223,198	2,558,224
Spain(Canary Islands)	1,366,426	177,835	1,544,261
Sweden	129,981	1,263	131,244
Switzerland	411,705	369	412,074
Tunisia	19,797	17,986	37,783
Turkey	716,288	97,354	813,642
United Arab Emirates	363,196	0	363,196
USA	539,724	30,666	570,390
Total passenger traffic counted for these countries	16,249,390	783,775	17,060,841
Other international traffic at main Scottish airports	[not available]	[not available]	-71,347
All international traffic for Scotland's main airports	[not available]	[not available]	16,989,494
International traffic at other Scottish airports	[not available]	[not available]	106,173
Total International traffic at all Scottish airports	[not available]	[not available]	17,095,667

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) ,

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 Accredited Official Statistics

Country	Scheduled	Charter	Total
Amsterdam	1,422,118	328	1,422,446
Dublin	1,312,097	436	1,312,533
Tenerife (Surreina Sofia)	666,403	102,381	768,784
Paris (Charles de Gaulle)	643,055	1,329	644,384
Alicante	595,154	32,470	627,624
Malaga	471,608	21,666	493,274
Palma de Mallorca	394,026	97,654	491,680
Frankfurt Main	411,876	0	411,876
Arrecife	348,080	42,644	390,724
Doha Hamad	373,727	0	373,727

Table 8.6: Terminal passenger traffic by origin/destination, 2024

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 UK airports		UK offshore	Eire	Europe	North America	Rest of world	Total
	Other Scottish airports	[note14]						
Aberdeen	175,763	1,056,559	339,828	Source: Civil Avia	659,638	0	0	2,231,788
Barra	11,057	0	0	0	0	0	0	11,057
Benbecula	26,471	0	0	0	0	0	0	26,471
Campbeltown	6,941	0	0	0	0	0	0	6,941
Dundee	1,476	29,334	0	0	2	0	0	30,812
Eday	696	0	0	0	0	0	0	696
Edinburgh	91,176	4,612,695	0	952,463	8,879,455	726,452	515,380	15,777,621
Fair Isle	1,905	0	0	0	0	0	0	1,905
Foula	935	0	0	0	0	0	0	935
Glasgow	194,571	3,143,901	0	510,248	3,615,701	100,389	495,687	8,060,497
Inverness	33,048	660,132	42	143	103,433	0	0	796,798
Islay	30,758	0	0	0	0	0	0	30,758
Kirkwall	126,184	2,761	579	0	561	0	0	130,085
Lerwick (Tingwall)	2,840	0	0	0	0	0	0	2,840
North Ronaldsay	6,714	0	0	0	0	0	0	6,714
Oban	276	0	0	0	0	0	0	276
Papa Westray	4,726	0	0	0	0	0	0	4,726
Glasgow Prestwick	193	645	0	346	533,735	0	0	534,919
Sanday	3,025	0	0	0	0	0	0	3,025
Stornoway	100,374	7,660	0	0	0	0	0	108,034
Stronsay	3,001	0	0	0	0	0	0	3,001
Sumburgh	211,727	2,430	77,243	0	2,034	0	0	293,434
Tiree	9,849	268	0	0	0	0	0	10,117
Westray	3,358	0	0	0	0	0	0	3,358
Wick John O'Groats	9,836	0	243	0	0	0	0	10,079
Total	1,056,900	9,516,385	417,935	1,463,200	13,794,559	826,841	1,011,067	28,086,887

Table 8.7: Terminal air passengers by airport, international/domestic and type of service, 2024

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 Accredited Official 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	646,719	424,002	1,070,721	1,167,645	62,291	1,229,936	2,300,657
Barra				11,057	0	11,057	11,057
Benbecula				26,471	0	26,471	26,471
Campbeltown	0	66	66	6,941	0	6,941	7,007
Dundee	0	236	236	29,997	122	30,119	30,355
Edinburgh	10,993,016	79,309	11,072,325	4,706,428	738	4,707,166	15,779,491
Glasgow	4,104,510	616,341	4,720,851	3,343,213	727	3,343,940	8,064,791
Glasgow Prestwick	530,487	4,146	534,633	170	298	468	535,101
Inverness	100,220	3,719	103,939	691,739	730	692,469	796,408
Islay				30,535	0	30,535	30,535
Kirkwall	561	579	1,140	134,374	66	134,440	135,580
Lerwick (Tingwall)				2,840	0	2,840	2,840
Stornoway	0	50	50	100,757	0	100,757	100,807
Sumburgh	1,883	77,394	79,277	143,542	64,392	207,934	287,211
Tiree				9,829	0	9,829	9,829
Wick John O'Groats	0	251	251	9,646	66	9,712	9,963
Total	16,377,396	1,206,093	17,583,489	10,415,184	129,430	10,544,614	28,128,103

Table 8.8a: Punctuality of flights at Edinburgh airport

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

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Matched (UK)	55,314	54,580	58,822	57,931	58,314	57,117	58,653	16,832	16,653	31,457	39,967	41,291
Unmatched - actual (UK) [note17]	83	71	71	20	0	2	0	0	0	0	3	3
Unmatched - planned (UK) [note18]	224	212	285	0	0	0	0	0	0	0	0	0
early to 15 mins late (UK) (proportion)	85	82	80	75	75	75	78	86	87	64	64	70
16 to 30 mins late (UK) (proportion)	7	9	10	11	11	10	9	5	5	12	12	11
31 to 60 mins late (UK) (proportion)	5	5	6	8	8	7	6	3	4	11	11	10
1 hr 1 min to 3 hrs late (UK) (proportion)	3	4	4	6	5	6	5	3	3	9	9	6
3hrs 1 min to 6 hrs late (UK) (proportion)	0	0	0	0	0	0	0	0	0	1	1	1
more than 6 hrs late (UK) (proportion)	0	0	0	0	0	0	0	0	0	0	0	0
Average delay (UK) (minutes) [note19]	9	10	12	15	14	14	12	7	7	20	20	16
Matched (UK and International)	98,670	96,292	102,038	110,276	116,771	118,725	121,258	37,496	33,800	86,727	104,969	111,759
Unmatched - actual (UK and International) [note17]	150	113	134	36	1	2	1	0	0	1	17	19
Unmatched - planned (UK and International) [note18]	275	260	394	0	0	0	0	0	0	0	0	0
early to 15 mins late (UK and International) (proportion)	84	82	78	73	73	73	76	86	86	60	62	67
16 to 30 mins late (UK and International) (proportion)	8	9	11	13	14	11	11	6	7	15	14	13
31 to 60 mins late (UK and International) (proportion)	4	5	6	8	9	8	7	3	4	13	13	11
1 hr 1 min to 3 hrs late (UK and International) (proportion)	3	3	4	5	5	5	4	2	2	10	9	7
3hr 1 min to 6 hrs late (UK and International) (proportion)	0	0	0	0	0	0	0	0	0	1	1	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) [note19]	9	9	12	15	15	15	13	7	7	23	21	18

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 Accredited Official Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Matched (UK)	46,137	47,175	50,524	51,293	52,683	49,193	46,319	16,391	19,218	33,418	35,745	34,880
Unmatched - actual (UK) [note17]	70	77	132	16	6	14	5	13	0	0	1	6
Unmatched - planned (UK) [note18]	205	229	247	0	0	0	0	0	0	0	0	0
early to 15 mins late (UK) (proportion)	84	83	77	77	77	75	78	84	85	71	71	75
16 to 30 mins late (UK) (proportion)	7	8	10	10	10	8	9	5	5	10	10	9
31 to 60 mins late (UK) (proportion)	5	5	7	7	7	7	6	3	4	8	8	7
1 hr 1 min to 3 hrs late (UK) (proportion)	3	3	5	5	5	6	5	3	3	7	6	5
3hrs 1 min to 6 hrs late (UK) (proportion)	0	0	1	0	1	1	0	0	0	1	1	0
more than 6 hrs late (UK) (proportion)	0	0	0	0	0	0	0	0	0	0	0	0
Average delay (UK) (minutes) [note19]	10	10	14	14	14	14	12	7	8	16	16	13
Matched (UK and International)	71,901	73,396	79,618	83,691	88,246	83,312	77,535	24,838	26,310	57,095	62,242	65,194
Unmatched - actual (UK and International) [note17]	136	152	238	41	6	16	9	13	2	3	3	15
Unmatched - planned (UK and International) [note18]	252	262	314	0	0	0	0	0	0	0	0	0
early to 15 mins late (UK and International) (proportion)	83	82	76	75	75	75	77	85	85	68	70	72
16 to 30 mins late (UK and International) (proportion)	8	9	11	11	12	10	10	5	6	12	12	11
31 to 60 mins late (UK and International) (proportion)	5	5	7	8	8	7	7	4	4	10	9	8
1 hr 1 min to 3 hrs late (UK and International) (proportion)	3	3	5	5	5	5	5	3	3	7	6	5
3hr 1 min to 6 hrs late (UK and International) (proportion)	1	0	1	0	1	1	0	0	0	1	1	0
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) [note19]	11	11	14	14	14	14	13	8	8	18	16	15

Table 8.9: Aircraft movements, by airport and type of movement, 2024

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 Accredited Official Statistics

Country	Total					Other flights by					Total non-commercial movements	Total [note 21]	
	Air Transport	Positioning Flights	Local movements	commercial movements	Test and Training	air transport operators	Aero Club	Private	Official	Military			Business
Aberdeen	62,307	2,837	31	65,175	2,671	2,744	1,371	0	3	89	47	6,925	72,100
Barra	1,170	12	0	1,182	0	0	8	66	0	4	4	82	1,264
Benbecula	1,919	80	38	2,037	2	361	10	41	0	2	81	497	2,534
Campbeltown	950	22	0	972	44	82	8	126	0	0	14	274	1,246
Dundee	1,667	261	133	2,061	997	95	2	335	4	30	588	2,051	4,112
Edinburgh	115,654	1,125	4	116,783	17	47	0	3,496	0	63	0	3,623	120,406
Glasgow	67,732	1,415	55	69,202	312	3,494	3,488	0	0	154	266	7,714	76,916
Glasgow Prestwick	3,860	674	0	4,534	9,905	1	3,381	2,437	8	2,349	0	18,081	22,615
Inverness	10,688	603	463	11,754	754	2,192	3,887	806	4	50	1,247	8,940	20,694
Islay	1,179	63	2	1,244	18	432	0	223	0	12	269	954	2,198
Kirkwall	9,656	237	112	10,005	150	898	4	251	0	0	47	1,350	11,355
Lerwick (Tingwall)	860	201	0	1,061	46	23	0	60	0	0	0	129	1,190
Scatsa	0	0	0	0	0	0	0	0	0	0	0	0	0
Stornoway	4,992	157	319	5,468	614	1,031	0	355	1	84	70	2,155	7,623
Sumburgh	14,988	542	113	15,643	506	854	0	73	0	28	12	1,473	17,116
Tiree	1,413	40	4	1,457	2	108	0	95	3	0	1	209	1,666
Unst	0	0	0	0	0	0	0	0	0	0	0	0	0
Wick John O'Groats	941	20	74	1,035	42	198	4	721	1	78	412	1,456	2,491
Total	299,976	8,289	1,348	309,613	16,080	12,560	12,163	9,085	24	2,943	3,058	55,913	365,526

Table 8.10: Air transport movements by airport, type of service and operator, 2024

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 Accredited Official Statistics

Country	Overseas operators		UK operators		Overseas operators		Air taxi movements	Total [note 21]
	UK operators (scheduled)	operators (scheduled)	Total (scheduled)	UK operators (charter)	operators (charter)	Total (charter)		
Aberdeen	20,709	8,335	29,044	31,509	124	31,633	3,276	63,953
Barra	1,367	0	1,367	0	0	0	2	1,369
Benbecula	1,528	0	1,528	562	0	562	15	2,105
Campbeltown	1,039	0	1,039	0	10	10	8	1,057
Dundee	1,418	0	1,418	30	43	73	232	1,723
Edinburgh	63,128	52,946	116,074	390	229	619	352	117,045
Glasgow	49,347	13,801	63,148	4,321	165	4,486	2,465	70,099
Glasgow Prestwick	8	3,766	3,774	21	68	89	1	3,864
Inverness	7,658	1,248	8,906	1,279	110	1,389	581	10,876
Islay	1,235	0	1,235	0	0	0	58	1,293
Kirkwall	9,496	0	9,496	515	0	515	149	10,160
Lerwick (Tingwall)	784	0	784	0	0	0	76	860
Scatsta	0	0	0	0	0	0	0	0
Stornoway	4,120	0	4,120	1,116	4	1,120	19	5,259
Sumburgh	4,736	0	4,736	8,511	4	8,515	2,073	15,324
Tiree	1,612	0	1,612	0	0	0	10	1,622
Unst	0	0	0	0	0	0	0	0
Wick John O'Groats	1,032	0	1,032	24	2	26	13	1,071
Total	169,217	80,096	249,313	48,278	759	49,037	9,330	307,680

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 Accredited Official Statistics

Country	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Aberdeen	106,755	112,537	106,755	86,735	85,727	84,674	83,614	50,575	51,956	62,359	64,033	63,953
Barra	881	888	881	1,322	1,397	1,392	1,367	1,049	1,250	1,458	1,387	1,369
Benbecula	3,286	3,013	3,286	3,194	3,211	3,369	3,245	2,252	2,664	2,305	2,024	2,105
Campbelltown	1,123	1,150	1,123	1,135	1,173	1,221	1,193	1,108	1,027	1,082	1,059	1,057
Dundee	1,543	1,407	1,543	1,651	1,392	1,429	1,436	820	1,147	1,782	1,919	1,723
Edinburgh	106,748	103,388	106,748	117,293	123,628	126,179	127,975	44,100	39,922	93,479	111,888	117,045
Glasgow	75,585	77,447	75,585	90,734	91,155	88,326	81,393	27,749	29,436	61,345	66,204	70,099
Glasgow Prestwick	8,623	6,659	8,623	4,698	5,076	4,869	4,637	2,006	2,093	3,751	3,854	3,864
Inverness	14,425	13,886	14,425	15,258	16,415	15,980	16,296	7,325	9,393	11,759	12,664	10,876
Islay	1,739	1,730	1,739	1,774	2,067	2,004	2,268	1,382	1,494	1,484	1,436	1,293
Kirkwall	12,951	12,935	12,951	12,927	13,488	13,335	12,819	8,821	9,862	10,373	10,372	10,160
Lerwick (Tingwall)	1,748	1,583	1,748	1,802	1,389	1,270	1,214	822	888	1,008	953	860
Scatsta	13,338	12,503	13,338	7,468	7,780	8,081	4,820	1,695	0	0	0	0
Stornoway	8,644	8,358	8,644	8,426	9,033	8,959	7,902	4,676	5,311	5,124	5,160	5,259
Sumburgh	13,606	14,677	13,606	17,534	16,881	11,627	13,795	7,581	10,478	14,028	14,865	15,324
Tiree	1,111	1,138	1,111	1,854	1,925	1,905	1,713	1,147	1,391	1,485	1,556	1,622
Unst	0	0	0	0	0	0	0	0	0	0	0	0
Wick John O'Groats	4,276	2,885	4,276	2,147	2,119	1,944	1,799	549	297	953	1,138	1,071
Total [note 21]	376,382	376,184	376,382	375,952	383,856	376,564	367,486	163,657	168,609	273,775	300,512	307,680

Table 8.12: Total aircraft movements, by airport

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

Source: Civil Aviation Authority (CAA) - Not Accredited Official Statistics

Country	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Aberdeen	118,219	124,282	118,219	96,156	97,007	91,279	91,248	59,250	62,986	74,098	73,442	72,100
Barra	966	988	966	1,345	1,412	1,439	1,389	970	1,147	1,274	1,250	1,264
Benbecula	3,708	3,504	3,708	3,648	3,420	3,650	3,484	2,367	2,931	2,772	2,525	2,534
Campbelltown	1,596	1,628	1,596	1,452	1,410	1,887	1,823	1,032	1,094	1,340	1,433	1,246
Dundee	40,427	35,730	40,427	36,730	38,096	39,965	43,354	19,011	23,956	13,522	6,019	4,112
Edinburgh	111,736	109,545	111,736	122,220	128,675	130,016	131,617	45,966	43,674	98,065	115,076	120,406
Glasgow	79,520	84,000	79,520	98,127	102,766	97,157	91,812	34,715	39,713	70,391	74,563	76,916
Glasgow Prestwick	24,305	25,643	24,305	25,714	24,897	24,904	24,463	14,085	17,126	19,034	24,471	22,615
Inverness	28,947	28,495	28,947	30,450	31,002	29,690	31,338	19,610	25,267	23,820	23,842	20,694
Islay	2,637	2,610	2,637	2,540	2,637	2,751	3,199	1,833	2,364	2,450	2,358	2,198
Kirkwall	14,403	14,420	14,403	14,539	14,754	14,771	14,247	9,498	11,114	11,758	11,443	11,355
Lerwick (Tingwall)	2,084	2,169	2,084	2,426	1,795	1,547	1,461	1,054	1,175	1,315	1,243	1,190
Scatsta	14,668	13,778	14,668	7,894	8,224	8,513	4,989	1,595	0	0	0	0
Stornoway	11,049	10,909	11,049	10,600	10,924	10,570	9,444	5,662	6,809	7,384	7,366	7,623
Sumburgh	16,771	18,171	16,771	21,129	22,347	16,628	18,056	10,839	16,699	17,715	17,426	17,116
Tiree	1,247	1,295	1,247	1,937	1,903	1,855	1,800	1,170	1,480	1,578	1,662	1,666
Unst	0	0	0	0	0	0	0	0	0	0	0	0
Wick John O'Groats	7,787	5,711	7,787	4,427	3,827	4,058	4,064	3,022	2,838	2,998	2,963	2,491
Total [note21]	480,070	482,878	480,070	481,334	495,096	480,680	477,788	231,679	260,373	349,514	367,082	365,526

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 Accredited Official Statistics

Country	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Aberdeen	7,102	6,278	6,545	5,731	5,870	5,706	5,986	5,434	6,279	1,632	1,896	6,599
Barra [note23]	26	21	19	15	15	14	13	12	6	4	5	5
Benbecula [note23]	457	310	313	339	346	366	390	375	544	479	559	598
Campbelltown [note23]	1	0	0	0	0	0	0	0	0	0	0	0
Dundee	0	0	0	0	0	0	0	0	0	0	0	0
Edinburgh [note22]	18,624	19,369	19,322	20,369	20,659	20,316	19,410	17,322	18,815	18,918	20,137	20,571
Glasgow [note22]	11,837	15,411	13,193	12,952	15,935	15,466	12,822	6,601	5,436	6,618	5,516	6,531
Glasgow Prestwick	9,526	12,540	11,242	10,822	11,393	13,003	13,054	12,049	16,209	15,298	10,673	9,515
Inverness [note23]	2,524	2,507	2,507	2,584	2,536	2,827	2,946	3,191	3,726	3,796	4,472	1,953
Islay [note23]	273	276	288	303	308	347	364	397	231	311	328	329
Kirkwall [note23]	103	107	94	97	246	1,054	1,101	1,104	1,250	979	1,091	1,205
Lerwick (Tingwall)	0	0	0	0	0	0	0	0	0	0	0	0
Scatsta	849	788	702	456	490	449	275	0	0	0	0	0
Stornoway [note23]	1,752	1,200	1,173	1,153	1,271	1,330	1,294	1,364	1,523	885	1,023	913
Sumburgh [note23]	1,095	1,018	998	1,005	1,150	1,381	1,199	1,113	1,270	1,138	1,273	1,434
Tiree [note23]	55	52	44	53	44	50	60	52	55	47	41	40
Unst	0	0	0	0	0	0	0	0	0	0	0	0
Wick John O'Groats [note23]	1	1	1	1	0	0	0	0	0	0	0	0
Total [note21]	54,225	59,878	56,441	55,880	60,263	62,308	58,914	49,013	55,343	50,106	47,015	49,693

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

Source: Civil Aviation Authority (CAA) - Not Accredited Official 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 Accredited Official 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 Accredited Official Statistics

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



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2025

Water Transport

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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 **52 million tonnes of freight handled by ports in Scotland in 2024.**
- There was a total of **8 million passengers and 3 million vehicles carried on ferry routes within Scotland in 2024.**
- There were **1.7 million passengers and 0.45 million vehicles carried between Scotland and Northern Ireland in 2024.**

Main Points

Freight Tonnage

Exports through major Scottish ports rose from 58 million tonnes in 1997 to 68 million tonnes in 2002 before steadily falling to 22 million tonnes in 2024 (there has been a 29% 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 10 million tonnes, considerably less than the volume of exports. (*Table 9.2*)

Waterborne freight (both incoming and outgoing) passing through all ports decreased by 4% between 2023 and 2024 to 52 million tonnes. This was 27% less than in 2014, continuing a steady fall. In 2024, the eleven major ports accounted for 94% of the total traffic through Scottish ports. Exports accounted for 45% of the total freight through major Scottish ports and domestic outward traffic accounted for 21%. Imports, and incoming domestic freight were much lower, together accounting for 34% of the total freight through major Scottish ports. (*Table 9.2*)

Ports and Destinations

Forth (17 million tonnes) and Clyde (7 million tonnes) accounted for the highest freight traffic in 2024. Forth traffic is 7% lower than 2023, and is 30% below 2014. Clyde's freight traffic has fluctuated between 2014 and 2023, falling overall from 16 million tonnes to 7 million tonnes in 2024. 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 27 million tonnes (55%) of the total traffic through major Scottish ports in 2024. (*Table 9.4*)

The top ports for foreign traffic were: Forth (16.0 million tonnes); Clyde (6.5 million tonnes) and Sullom Voe (3.7 million tonnes). Almost all the imports from foreign traffic were at Clyde (5.8 million tonnes) and Forth (3.7 million tonnes). The ports that had the most outward domestic traffic were Glensanda (2.8 million tonnes), Cairnryan (2.2 million tonnes), Aberdeen (1.6 million tonnes) and Loch Ryan (1.3 million tonnes), and the ports that had most inward domestic traffic were Cairnryan (1.9 million tonnes) and Aberdeen (1.5 million tonnes). (*Table 9.6b*)

The main types of traffic through the major ports in 2024 were crude oil (18 million tonnes), other dry bulk (8 million tonnes) and oil products (7 million tonnes). (*Table 9.7*)

In 2024 most exports were destined for Netherlands (8.1 million tonnes), Germany (3.8 million tonnes), Poland (2.6 million tonnes) and Belgium (1.7 million tonnes) while most imports arrived from the USA (2.5 million tonnes) and the Netherlands (2.1 million tonnes). (*Table 9.8*)

Passenger Services

Routes to Northern Ireland and Europe

In 2024, 1.7 million passengers were carried on ferry services between Scotland and Northern Ireland. There were 0.45 million vehicles carried between Scotland and Northern Ireland in 2024, a 3 per cent decrease on 2023. 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 8.0 million passengers carried on routes within Scotland in 2024, a rise of 0.5% compared to 2023 and 5% below the peak in numbers in 2007. Caledonian MacBrayne carried 5.0 million of these passengers (63%) and Western Ferries carried a further 16% on the Gourock-Dunoon route. (*Table 9.12a*)

There were 3.1 million vehicles carried on routes within Scotland in 2024, a 3% increase on 2023. Of these vehicles, 50% were carried by Caledonian MacBrayne and a further 21% by Western Ferries on the Gourock-Dunoon route. (*Table 9.12b*)

Operators on subsidised routes within Scotland

Caledonian MacBrayne ferries carried 5.0 million passengers in 2024, 42,000 (1%) less than in 2023. There were 1.5 million cars carried, (0.1%) less than 2023, and 90,000 commercial vehicles and buses, 3% more than 2023. (*Table 9.14a*)

Serco Northlink Ferries carried 416,000 passengers in 2024, a 3% increase compared to 2023. There were 93,000 cars carried on these routes in 2024, 1% less than 2023. (*Table 9.14a*)

Local authority ferry services

Shetland Islands Council services carried 749,000 passengers in 2024, 2% more than 2023. There were 381,000 vehicles carried, a rise of 3% on 2023.

Orkney Ferries services carried 360,000 passengers in 2024, 7% more than in 2023. There were 114,000 vehicles carried on these routes, 8% more than the previous year. (*Table 9.14b*)

Ferries operated by Argyll and Bute Council carried 178,000 passengers in 2024. (*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 1.3 million passengers in 2024. There were 617,000 cars carried on this route and 28,000 commercial vehicles and buses in 2024. (*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 1.2 million passengers in 2024. (*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 227,000 carried in 2024. (*Table 9.16b*)

The busiest subsidised ferry routes are operated by Caledonian MacBrayne. The busiest route in terms of passengers in 2024 was Wemyss Bay-Rothesay, with 688,054 passengers. Wemyss Bay-Rothesay was also the busiest subsidised route for car traffic in 2024 with 207,392 car crossings, an increase of 2 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 2,383,802 passengers in 2024 and 724,501 cars. The Clyde routes where Road Equivalent Tariff (RET) has been rolled out carried 2,653,611 passengers in 2024 and 721,368 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 98.5% in 2024-25 and the level of punctuality (against the published timetable) was 99.3%. For Northlink the level of lifeline ferry services that were both punctual and reliable was 99.7% for Aberdeen routes and 93.7% for the Pentland Firth in 2023-24. (*Table 9.17*)

Coastguard callouts

Overall there were 4,218 incidents in 2025, 180 less than the previous year. (*Table 9.18*)

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Table title

Waterborne freight lifted in Scotland, and moved, by type of traffic

Waterborne freight discharged in Scotland, and moved, by type of traffic

Foreign and domestic freight traffic at (major) Scottish ports

Foreign and domestic traffic by port: inwards and outwards

Foreign and domestic freight traffic by port: bulk fuel and all other traffic

Foreign and domestic freight traffic by port and mode of appearance (major ports only)

Foreign and domestic freight traffic at the major ports by type of traffic

All traffic at the major ports by mode of appearance and commodity, 2023

Major ports traffic by cargo category and country of loading or unloading - 2023

Foreign and coastwise container and roll-on traffic by type

Inland waterway freight traffic lifted and moved

Inland waterway freight traffic lifted and moved by mode of appearance

Total passengers and vehicles carried by operator

Vehicle and Passenger Traffic between Scotland and Northern Ireland

Vehicle and Passenger Traffic between Scotland and other EU Countries

Shipping services (Operators on subsidised routes)

Shipping services, local authority operators

Passengers and Commercial Vehicles on Subsidised ferry services

Car traffic on subsidised ferry services.

Passenger Traffic on other major ferry routes

Car Traffic on other major ferry routes

Commercial Vehicle and Bus Traffic on other major ferry routes

Reliability and punctuality of lifeline ferry services

HM Coastguard statistics: Search and rescue operations (Scotland)

Top passenger ferry routes within and to/from Scotland, 2023

Top car ferry routes within and to/from Scotland, 2023

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 cargoes 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. Excludes Coastwise and One Port components of Inland Waterway traffic to avoid double counting.
note 5	DFT have now discontinued the publication of a number of tables in their publication. We are therefore no longer able to update most of this table.
note 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 DFT.
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 include some traffic 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; Corpach; Stornoway; Kyle of Lochalsh; Girvan; Kirkcubright; Port Askaig.
note 16	Includes Rosyth, Braefoot Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil.
note 17	Other East Coast ports are: Scrabster; Wick; Gills Bay; Buckie; Fraserburgh; Inverkeithing; Scalloway.
note 18	From 1995 onwards, separate figures for bulk fuel and other are available for major ports only.
note 19	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	Quarter of 2008. This service closed in April 2018. The service started in May 2002. The drop in passenger numbers in 2006 follows a reduction in the frequency of the service with effect from November 2005.
note 34	These are passenger numbers only as car and commercial vehicles are not recorded.
note 35	Records for Rosyth-Zeebrugge indicate a nil return for 2004. However, there are some 4,230 units attributed to an unknown port of load/unload. We believe some element of this value includes import/export vehicles for R-Z, although we are unable to estimate what proportion.
note 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 Otterish-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.
note 63	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 64	Figures for 2000 and 2001 are estimates.
note 65	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 66	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 Ardnamurchan High School.
note 67	Passenger numbers in 1999 are high because of special events such as the Tall ships race.
note 68	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 69	Since 2001 the Gourock-Kilcreggan route has been tendered by Strathclyde Passenger Transport (SPT), and operated under contract by Clyde Marine and more recently by Clydelink. The SPT changed its name to Strathclyde Partnership for Transport in April 2006. Figures relate to financial years which start in the specified calendar year (e.g. the "1998" figure is for 1998-99). It was a Caledonian MacBrayne route in previous years, so figures for 2000 and earlier years appear in table 9.14. Clydelink operated this service until 12/05/2018. Clyde Marine Services Ltd have continued to operate this service from 14/05/2018 to 30/05/2020. CalMac Ferries Ltd took over the operation of the route from 1/06/2020. 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 70	Since 2008, there have been no fares charged on this route. This route is now Gutcher Hamarsness.
note 71	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 72	The Gairloch to Portree service operated by West Highland Seaways was withdrawn from 22 August 2004.
note 73	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 74	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 75	Data for Pentland Ferries is not available.
note 76	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 77	Total does not include unspecified traffic.
note 78	Due to breakdowns in 2023 there were service outages totalling 5 months when there was no car ferry operating.
note 79	
note 80	

Table 9.1a: Waterborne freight lifted 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	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Coastwise traffic - Liquid bulks [note1]	5.93	5.41	available]	t available]	t available]	t available]	t available]						
Coastwise traffic - Coal [note1]	0.67	0.78	available]	t available]	t available]	t available]	t available]						
Coastwise traffic - Other [note1]	4.79	5.62	available]	t available]	t available]	t available]	t available]						
Coastwise traffic - Total [note1]	11.39	11.81	14.20	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
One Port traffic - To rigs [note2]	2.10	2.19	available]	t available]	t available]	t available]	t available]						
One Port traffic - Sea dumped [note2]	0.00	-	available]	t available]	t available]	t available]	t available]						
One Port traffic - Total [note2]	2.10	2.19	available]	t available]	t available]	t available]	t available]						
Inland waterway traffic - Internal	0.00	0.05	available]	t available]	t available]	t available]	t available]						
Inland waterway traffic - Coastwise	1.93	1.64	available]	t available]	t available]	t available]	t available]						
Inland waterway traffic - One Port	0.02	0.01	available]	t available]	t available]	t available]	t available]						
Inland waterway traffic - Foreign	8.74	7.71	available]	t available]	t available]	t available]	t available]						
Inland waterway traffic - Total	10.69	9.41	10.27	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
All above traffic [note3]	22.23	21.76	24.47	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Port exports [note4]	31.58	30.84	30.26	32.97	30.89	33.33	33.43	29.92	26.07	25.83	22.62	21.97	
All freight lifted [note5] [note6]	45.07	44.89	44.45	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]

Table 9.1b: Waterborne freight moved in Scotland, by type of traffic, million tonne-kilometres

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	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Coastwise traffic - Liquid bulks [note1]	4,888	4,783	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Coastwise traffic - Coal [note1]	277	312	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Coastwise traffic - Other [note1]	2,287	2,936	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Coastwise traffic - Total [note1]	7,452	8,031	11,414	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
One Port traffic - To rigs [note2]	2,100	2,182	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
One Port traffic - Sea dumped [note2]	available]	t available]	t available]	t available]	t available]							
One Port traffic - Total [note2]	2,100	2,182	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Inland waterway traffic - Internal	0	0	0	0	0	0	0	0	0	0	1	0
Inland waterway traffic - Coastwise	53	22	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Inland waterway traffic - One Port	0	0	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Inland waterway traffic - Foreign	209	137	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Inland waterway traffic - Total	262	234	236	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
All above traffic [note7]	9,814	10,447	11,649	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Port exports [note8]	available]	t available]	t available]	t available]	t available]							
All freight lifted [note8]	available]	t available]	t available]	t available]	t available]							

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	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Coastwise traffic - Liquid bulks [note9]		1.91	1.74	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Coastwise traffic - Coal [note9]		0.02	0	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Coastwise traffic - Other [note9]		3.98	4.06	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Coastwise traffic - Total [note9]		5.91	5.79	4.62	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
One Port traffic - To rigs [note10]		2.23	2.07	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
One Port traffic - Sea dredged [note10]		0	0	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
One Port traffic - Total [note10]		2.23	2.07	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Inland waterway traffic [note11]		available]	t available]	t available]	t available]	t available]							
Port imports [note4] [note6]		16.50	16.55	13.48	9.49	10.65	11.46	11.93	8.98	10.75	11.50	10.78	10.78

Table 9.1d: Waterborne freight moved in Scotland, by type of traffic, million tonne-kilometres

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	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Coastwise traffic - Liquid bulks [note9]		1,253	1,126	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Coastwise traffic - Coal [note9]		12	0	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Coastwise traffic - Other [note9]		986	1,017	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Coastwise traffic - Total [note9]		2,250	2,143	1,846	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
One Port traffic - To rigs [note10]		2,241	2,091	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
One Port traffic - Sea dredged [note10]		0	0	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
One Port traffic - Total [note10]		2,241	2,091	available]	available]	available]	available]	available]	available]	t available]	t available]	t available]	t available]
Inland waterway traffic [note11]		available]	t available]	t available]	t available]	t available]							
Port imports [note4] [note6] [note12]		available]	t available]	t available]	t available]	t available]							

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	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Foreign - Imports	16,501	16,554	13,481	9,486	10,649	11,462	11,932	8,981	10,752	11,504	10,782	10,497
Foreign - Exports	31,583	30,842	30,259	32,974	30,886	33,330	33,435	29,917	26,068	25,825	22,618	21,974
Foreign - Total [Note 79]	48,084	47,396	43,740	42,458	41,538	44,792	45,367	38,899	36,820	37,328	33,400	32,471
Domestic - Inwards	7,160	7,053	6,281	6,643	6,343	6,268	6,639	6,071	6,454	6,682	6,971	6,262
Domestic - Outwards	12,673	13,167	16,531	14,308	15,467	10,909	11,155	10,477	11,270	11,821	11,229	10,374
Domestic - Total [Note 79]	19,833	20,219	22,813	20,950	21,811	17,178	17,794	16,549	17,725	18,503	18,200	16,636
Total - major ports only [note4]	67,917	67,615	66,552	63,409	63,952	61,969	63,160	55,447	54,544	55,845	51,639	49,109
Total - all ports	71,639	71,381	69,968	66,692	66,985	65,083	66,761	58,962	58,078	59,249	54,910	52,450

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	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Stranraer - Inwards [note13]	0	0	0	0	0	0	0	0	0	0	0	0
Stranraer - Outwards [note13]	0	0	0	0	0	0	0	0	0	0	0	0
Stranraer - Total traffic [note13]	0	0	0	0	0	0	0	0	0	0	0	0
Loch Ryan - Inwards [note14] [note15]	898	1,022	1,076	1,166	1,155	1,263	1,367	1,358	1,399	1,423	1,389	1,411
Loch Ryan - Outwards [note14] [note15]	885	1,016	1,087	1,190	1,233	1,283	1,283	1,258	1,330	1,326	1,289	1,287
Loch Ryan - Total traffic [note14] [note15]	1,783	2,038	2,163	2,356	2,388	2,546	2,650	2,616	2,729	2,749	2,677	2,698
Cairnryan - Inwards	1,103	1,096	1,179	1,290	1,399	1,323	1,224	1,209	1,474	1,701	1,772	1,928
Cairnryan - Outwards	1,261	1,272	1,370	1,450	1,448	1,534	1,481	1,486	1,655	1,962	2,062	2,234
Cairnryan - Total traffic	2,365	2,368	2,548	2,740	2,848	2,857	2,705	2,695	3,129	3,663	3,834	4,162
Ayr - Inwards	347	284	217	256	209	215	235	214	214	229	237	299
Ayr - Outwards	123	71	63	50	31	55	104	67	67	4	14	2
Ayr - Total traffic	470	355	280	306	240	270	339	281	281	233	251	301
Clyde - Inwards	12,148	13,221	9,678	6,273	6,500	6,825	6,700	5,119	6,595	7,693	7,586	6,133
Clyde - Outwards	2,635	2,980	2,806	2,469	2,366	2,262	2,101	1,814	1,815	2,119	1,008	1,044
Clyde - Total traffic	14,783	16,201	12,484	8,742	8,865	9,087	8,801	6,933	8,410	9,813	8,594	7,176
Glensanda - Inwards	0	0	0	0	0	0	0	0	0	0	0	0
Glensanda - Outwards	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123	6,041	5,827	6,155
Glensanda - Total traffic	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123	6,041	5,827	6,155
Other West Coast - Inwards [note16]	284	337	271	303	320	307	488	413	463	506	390	381
Other West Coast - Outwards [note16]	369	466	386	243	243	247	458	380	367	343	384	299
Other West Coast - Total traffic [note16]	653	803	656	546	563	554	946	793	830	849	774	680
Orkney - Inwards	180	182	195	204	210	210	205	194	250	217	166	158
Orkney - Outwards	874	969	3,750	4,411	4,643	3,260	2,845	2,476	2,528	2,005	1,523	1,528
Orkney - Total traffic	1,054	1,151	3,945	4,615	4,852	3,470	3,050	2,670	2,778	2,222	1,689	1,686
Lerwick - Inwards	495	437	410	359	325	276	279	364	303	319	291	264
Lerwick - Outwards	328	401	336	269	279	237	269	392	256	281	310	333
Lerwick - Total traffic	824	838	746	629	604	513	548	756	559	599	601	597
Sullom Voe - Inwards	201	1	6	0	0	0	0	2	2	23	0	0
Sullom Voe - Outwards	6,192	7,183	6,114	6,183	5,179	5,329	7,371	6,827	6,192	5,606	5,355	4,504
Sullom Voe - Total traffic	6,394	7,185	6,120	6,183	5,179	5,329	7,371	6,829	6,194	5,629	5,355	4,504
Cromarty Firth - Inwards	1,605	810	145	242	158	189	819	254	243	249	194	335
Cromarty Firth - Outwards	1,773	781	117	153	69	86	110	168	181	234	144	347
Cromarty Firth - Total traffic	3,378	1,591	262	395	227	275	929	421	424	483	339	682
Inverness - Inwards	409	321	394	510	421	522	460	403	586	453	442	474
Inverness - Outwards	155	154	172	154	144	150	185	169	181	220	194	196
Inverness - Total traffic	563	475	566	664	565	672	645	572	767	673	636	670
Peterhead - Inwards	589	768	950	695	842	732	713	582	637	502	486	411
Peterhead - Outwards	382	608	518	453	447	399	377	393	329	274	255	260
Peterhead - Total traffic	971	1,377	1,468	1,148	1,288	1,131	1,090	976	966	776	742	672
Aberdeen - Inwards	2,055	1,986	2,031	1,728	1,948	2,022	2,060	1,661	1,703	1,631	1,731	1,784
Aberdeen - Outwards	2,209	2,245	2,345	2,042	2,111	2,116	2,135	1,726	1,861	1,773	1,866	1,928
Aberdeen - Total traffic	4,264	4,231	4,376	3,770	4,058	4,138	4,195	3,387	3,563	3,404	3,597	3,712
Montrose - Inwards	417	452	387	362	348	402	362	322	356	291	310	277
Montrose - Outwards	171	150	106	142	96	132	172	237	233	224	222	164
Montrose - Total traffic	588	601	493	504	444	534	534	559	589	515	532	441
Dundee - Inwards	704	463	468	449	500	546	475	408	431	527	394	437
Dundee - Outwards	111	54	47	84	67	62	28	23	21	8	70	40
Dundee - Total traffic	815	517	515	534	566	608	503	430	452	535	464	477
Perth - Inwards	37	49	58	28	23	12	29	23	16	5	5	11
Perth - Outwards	23	12	5	5	9	0	0	0	0	1	1	0
Perth - Total traffic	60	61	63	33	31	12	29	23	16	6	6	11
Forth - Inwards [note17]	4,177	4,056	4,035	4,080	4,286	4,621	5,010	4,266	4,473	4,231	4,063	4,163
Forth - Outwards [note17]	22,188	20,552	23,039	23,359	23,258	21,966	20,211	18,766	15,304	16,298	14,458	13,021
Forth - Total traffic [note17]	26,365	24,608	27,074	27,439	27,544	26,587	25,221	23,032	19,777	20,529	18,521	17,184
Other East Coast - Inwards [note18]	326	348	345	377	344	318	323	275	269	260	211	371
Other East Coast - Outwards [note18]	239	284	268	224	240	241	235	255	223	269	259	269
Other East Coast - Total traffic [note18]	565	632	612	601	584	559	558	530	492	529	470	640
Scotland - Inwards	25,976	25,835	21,845	18,322	18,986	19,781	20,748	17,067	19,414	20,260	19,669	18,838
Scotland - Outwards	45,663	45,546	48,126	48,368	47,999	45,302	46,012	41,895	38,665	38,989	35,241	33,612
Scotland - Total traffic	71,639	71,381	69,968	66,692	66,985	65,083	66,761	58,962	58,078	59,249	54,910	52,450

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	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Stranraer - Bulk fuel [note13]	0	0	0	0	0	0	0	0	0	0	0	0
Stranraer - All other traffic [note13]	0	0	0	0	0	0	0	0	0	0	0	0
Loch Ryan - Bulk fuel [note14] [note15]	0	0	0	0	0	0	0	0	0	0	0	0
Loch Ryan - All other traffic [note14] [note15]	1,783	2,038	2,163	2,356	2,388	2,546	2,650	2,616	2,729	2,749	2,677	2,698
Cairnryan - Bulk fuel	0	0	0	0	0	0	0	0	0	0	0	0
Cairnryan - All other traffic	2,364	2,368	2,548	2,740	2,848	2,857	2,705	2,695	3,129	3,663	3,834	4,162
Ayr - Bulk fuel	available]											
Ayr - All other traffic	470	355	280	306	240	270	339	281	281	233	251	301
Clyde - Bulk fuel	12,877	14,090	10,332	6,522	6,918	7,096	7,212	5,592	6,862	8,178	7,107	5,710
Clyde - All other traffic	1,906	2,111	2,152	2,220	1,947	1,991	1,589	1,342	1,547	1,635	1,487	1,467
Glensanda - Bulk fuel	0	0	0	0	0	0	0	0	0	1	0	0
Glensanda - All other traffic	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123	6,041	5,827	6,155
Other West Coast - Bulk fuel [note16]	available]											
Other West Coast - All other traffic [note16]	653	803	656	546	563	554	946	793	830	849	774	680
Orkney - Bulk fuel	825	918	3,689	4,348	4,585	3,194	2,778	2,414	2,475	1,955	1,501	1,504
Orkney - All other traffic	229	233	256	267	267	276	273	256	303	267	188	182
Lerwick - Bulk fuel	available]											
Lerwick - All other traffic	824	838	746	629	604	513	548	756	559	599	601	597
Sullom Voe - Bulk fuel	6,352	7,180	6,108	6,179	5,175	5,326	7,368	6,826	6,191	5,603	5,351	4,501
Sullom Voe - All other traffic	41	5	12	4	4	3	3	4	4	26	4	3
Cromarty Firth - Bulk fuel	3,181	1,339	87	207	63	24	20	23	26	16	20	22
Cromarty Firth - All other traffic	197	252	175	188	164	251	909	398	398	467	318	660
Inverness - Bulk fuel	available]											
Inverness - All other traffic	563	475	566	664	565	672	645	572	767	673	636	670
Peterhead - Bulk fuel	305	236	330	443	456	471	411	382	387	347	338	256
Peterhead - All other traffic	667	1,141	1,138	705	832	660	678	593	579	429	403	415
Aberdeen - Bulk fuel	1,073	1,019	1,388	1,130	1,334	1,387	1,403	1,147	1,122	1,064	1,160	1,181
Aberdeen - All other traffic	3,190	3,212	2,988	2,640	2,724	2,751	2,792	2,239	2,441	2,340	2,438	2,532
Montrose - Bulk fuel	available]											
Montrose - All other traffic	588	601	493	504	444	534	534	559	589	515	532	441
Dundee - Bulk fuel	378	169	149	137	127	137	122	73	95	82	67	56
Dundee - All other traffic	437	349	366	397	439	470	381	357	357	453	397	421
Perth - Bulk fuel	available]											
Perth - All other traffic	60	61	63	33	31	12	29	23	16	6	6	11
Forth - Bulk fuel [note17]	22,039	19,982	23,081	22,999	23,336	22,653	20,205	18,526	15,585	17,032	15,027	13,538
Forth - All other traffic [note17]	4,326	4,626	3,993	4,440	4,208	3,934	5,016	4,506	4,192	3,497	3,494	3,646
Other East Coast - Bulk fuel [note18]	available]											
Other East Coast - All other traffic [note18]	565	632	612	601	584	559	558	530	492	529	470	640
Major ports - Bulk fuel [note19]	47,030	44,933	45,164	41,965	41,994	40,288	39,519	34,984	32,743	34,277	30,571	26,767
Major ports - All other traffic	20,887	22,683	21,388	21,444	21,959	21,681	23,642	20,464	21,801	21,568	21,068	22,342
All traffic - major ports only	67,917	67,615	66,552	63,409	63,953	61,970	63,160	55,447	54,544	55,845	51,639	49,109
All traffic - all ports	71,639	71,381	69,968	66,692	66,985	65,083	66,761	58,962	58,078	59,250	54,910	52,450

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	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Stranraer - Liquid bulk [note13] [note20]	0	0	0	0	0	0	0	0	0	0	0	0
Stranraer - Dry bulk [note13] [note20]	0	0	0	0	0	0	0	0	0	0	0	0
Stranraer - Container & roll on traffic [note13]	0	0	0	0	0	0	0	0	0	0	0	0
Stranraer - Other general cargo [note13] [note20]	0	0	0	0	0	0	0	0	0	0	0	0
Stranraer - All traffic [note13] [note20]	0	0	0	0	0	0	0	0	0	0	0	0
Loch Ryan - Liquid bulk [note14] [note15]	0	0	0	0	0	0	0	0	0	0	0	0
Loch Ryan - Dry bulk [note14] [note15]	0	0	0	0	0	0	0	0	0	0	0	0
Loch Ryan - Container & roll on traffic [note14]	1,783	2,038	2,163	2,356	2,388	2,546	2,650	2,616	2,729	2,749	2,677	2,698
Loch Ryan - Other general cargo [note14] [note20]	0	0	0	0	0	0	0	0	0	0	0	0
Loch Ryan - All traffic [note14] [note15]	1,783	2,038	2,163	2,356	2,388	2,546	2,650	2,616	2,729	2,749	2,677	2,698
Cairnryan - Liquid bulk [note20]	0	0	0	0	0	0	0	0	0	0	0	0
Cairnryan - Dry bulk [note20]	0	0	0	0	0	0	0	0	0	0	0	0
Cairnryan - Container & roll on traffic [note20]	2,364	2,368	2,548	2,737	2,847	2,857	2,705	2,695	3,129	3,663	3,834	4,162
Cairnryan - Other general cargo [note20]	1	0	0	3	0	0	0	0	0	0	0	0
Cairnryan - All traffic [note20]	2,365	2,368	2,548	2,740	2,847	2,857	2,705	2,695	3,129	3,663	3,834	4,162
Clyde - Liquid bulk	5,777	6,952	6,729	6,125	6,918	7,093	7,212	5,592	6,862	8,159	7,107	5,710
Clyde - Dry bulk	8,377	8,451	4,899	1,668	1,125	1,144	818	692	833	891	947	847
Clyde - Container & roll on traffic	499	576	634	651	599	641	596	533	575	590	382	479
Clyde - Other general cargo	130	221	223	298	223	209	174	116	139	173	158	140
Clyde - All traffic	14,783	16,201	12,484	8,742	8,865	9,087	8,801	6,933	8,410	9,813	8,594	7,176
Glensanda - Liquid bulk	0	0	0	0	0	0	0	0	0	0	0	0
Glensanda - Dry bulk	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123	6,041	5,827	6,155
Glensanda - Container & roll on traffic	0	0	0	0	0	0	0	0	0	0	0	0
Glensanda - Other general cargo	0	0	0	0	0	0	0	0	0	0	0	0
Glensanda - All traffic	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123	6,041	5,827	6,155
Orkney - Liquid bulk	824	918	3,688	4,348	4,585	3,194	2,778	2,413	2,474	1,955	1,501	1,504
Orkney - Dry bulk	11	12	16	9	9	15	9	14	55	49	10	8
Orkney - Container & roll on traffic	208	209	234	243	242	242	236	215	217	191	147	144
Orkney - Other general cargo	11	12	7	15	16	19	27	27	31	27	31	29
Orkney - All traffic	1,054	1,151	3,945	4,615	4,852	3,470	3,050	2,670	2,778	2,222	1,689	1,686
Sullom Voe - Liquid bulk	6,357	7,180	6,114	6,179	5,175	5,326	7,368	6,826	6,191	5,603	5,351	4,501
Sullom Voe - Dry bulk	13	0	5	4	3	3	3	3	4	26	4	3
Sullom Voe - Container & roll on traffic	0	0	0	0	0	0	0	0	0	0	0	0
Sullom Voe - Other general cargo	24	5	0	0	0	0	0	0	0	0	0	0
Sullom Voe - All traffic	6,394	7,185	6,120	6,183	5,179	5,329	7,371	6,829	6,194	5,629	5,355	4,504
Cromarty Firth - Liquid bulk	3,178	1,337	89	213	71	35	20	26	30	22	24	26
Cromarty Firth - Dry bulk	115	174	109	108	131	105	745	126	63	57	43	121
Cromarty Firth - Container & roll on traffic	0	0	0	0	0	0	0	0	0	0	5	0
Cromarty Firth - Other general cargo	85	80	64	74	24	135	164	269	332	404	267	534
Cromarty Firth - All traffic	3,378	1,591	262	395	227	275	929	421	424	483	339	682
Peterhead - Liquid bulk [note20]	364	536	735	535	560	606	590	516	522	507	419	355
Peterhead - Dry bulk [note20]	53	155	97	64	32	43	59	85	42	10	30	86
Peterhead - Container & roll on traffic [note20]	0	0	0	0	0	0	0	0	0	0	0	0
Peterhead - Other general cargo [note20]	554	686	635	549	696	483	441	374	402	259	293	231
Peterhead - All traffic [note20]	971	1,377	1,468	1,148	1,288	1,131	1,090	976	966	776	742	672
Aberdeen - Liquid bulk	1,987	1,986	2,298	2,188	2,131	2,095	2,204	1,752	1,706	1,679	1,821	1,825
Aberdeen - Dry bulk	474	487	455	367	405	519	498	344	463	376	386	391
Aberdeen - Container & roll on traffic	474	430	408	409	505	486	416	383	480	393	371	375
Aberdeen - Other general cargo	1,329	1,328	1,215	806	1,018	1,038	1,076	908	914	955	1,020	1,121
Aberdeen - All traffic	4,264	4,231	4,376	3,770	4,058	4,138	4,195	3,387	3,563	3,404	3,597	3,712
Dundee - Liquid bulk [note20]	379	183	157	147	145	180	156	109	133	128	88	99
Dundee - Dry bulk [note20]	369	259	310	304	330	354	285	275	284	330	305	349
Dundee - Container & roll on traffic [note20]	0	0	0	0	0	0	0	0	0	0	0	0
Dundee - Other general cargo [note20]	67	75	48	82	92	74	62	46	35	76	71	28
Dundee - All traffic [note20]	815	517	515	534	566	608	503	430	452	535	464	477
Forth - Liquid bulk [note17]	22,109	20,363	23,183	23,323	23,556	22,778	21,194	19,065	15,917	17,247	15,222	13,795
Forth - Dry bulk [note17]	1,125	1,056	958	963	979	1,138	1,362	1,317	1,356	1,233	985	1,136
Forth - Container & roll on traffic [note17]	2,858	2,834	2,643	2,792	2,737	2,538	2,432	2,158	2,184	1,941	2,191	2,157
Forth - Other general cargo [note17]	273	355	290	361	272	132	233	491	321	109	122	96
Forth - All traffic [note17]	26,365	24,608	27,074	27,439	27,544	26,587	25,221	23,032	19,777	20,529	18,521	17,184

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' o
 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	0	0	0	1,389	1,289	2,677	2,677
Cairnryan	0	0	0	1,772	2,062	3,834	3,834
Clyde	6,460	577	7,037	1,101	431	1,532	8,569
Glensanda	0	2,640	2,640	0	3,188	3,188	5,827
Orkney	31	1,020	1,051	135	503	638	1,689
Sullom Voe	0	4,461	4,461	0	894	894	5,355
Cromarty Firth	31	12	42	162	122	284	326
Peterhead	4	5	9	482	250	732	742
Aberdeen	257	310	567	1,474	1,556	3,030	3,597
Dundee	353	2	355	41	68	109	464
Forth [note17]	3,647	13,592	17,239	415	866	1,282	18,520
All Major Ports	10,782	22,618	33,400	6,971	11,229	18,200	51,600

Table 9.6b: Foreign and domestic freight traffic at the major ports by type of traffic, thousand tonnes, 2024

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or
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	0	0	0	1,411	1,287	2,698	2,698
Cairnryan	0	0	0	1,928	2,234	4,162	4,162
Clyde	5,776	704	6,481	355	339	694	7,175
Glensanda	0	3,382	3,382	0	2,774	2,774	6,155
Orkney	0	1,377	1,377	158	151	309	1,686
Sullom Voe	0	3,710	3,710	0	794	794	4,504
Cromarty Firth	288	20	308	47	327	374	682
Peterhead	4	22	25	408	239	646	672
Aberdeen	313	376	689	1,471	1,553	3,023	3,712
Dundee	416	33	449	20	7	27	477
Forth [note17]	3,700	12,351	16,050	463	669	1,133	17,183
All Major Ports	10,497	21,974	32,471	6,262	10,374	16,636	49,107

Table 9.7: All traffic at the major ports by mode of appearance and commodity, thousand tonnes, 2024

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	551	1,227	1,778	1	195	196	1,974
Liquid bulk - Crude oil	4,536	12,222	16,757	43	990	1,034	17,791
Liquid bulk - Oil products	1,639	2,876	4,515	1,438	1,050	2,488	7,003
Liquid bulk - Other liquid bulk products	378	63	441	148	458	606	1,047
Liquid bulk - All traffic	7,103	16,388	23,491	1,631	2,693	4,324	27,814
Dry bulk - Ores	226	121	348	95	80	175	523
Dry bulk - Coal	0	0	0	0	0	0	0
Dry bulk - Agricultural products (eg grain, soya, tapioca)	682	38	720	53	84	137	857
Dry bulk - Other dry bulk	1,039	3,501	4,540	367	2,811	3,178	7,718
Dry bulk - All traffic	1,947	3,661	5,608	514	2,976	3,490	9,098
Containers - 20' freight units	253	263	516	17	7	24	540
Containers - 40' freight units	445	1,062	1,507	39	26	65	1,573
Containers - Freight units >20' & <40'	34	72	106	0	0	0	106
Containers - Freight units >40'	211	201	413	1	18	19	432
Containers - All traffic	944	1,599	2,543	57	51	108	2,650
Roll-on/roll-off (self-propelled) - Road goods vehicles with or without accompanying trailers	0	0	0	1,886	1,915	3,801	3,801
Roll-on/roll-off (self-propelled) - Import/Export motor	5	2	7	3	4	7	14
Other mobile self-propelled units	0	0	0	0	0	0	0
Roll-on/roll-off (self-propelled) - All traffic	5	2	7	1,889	1,919	3,808	3,816
Roll-on/roll-off (non self-propelled) - Unaccompanied road goods trailers & semi-trailers	2	6	8	1,687	1,809	3,496	3,504
Roll-on/roll-off (non self-propelled) - Unaccompanied caravans and other road, agricultural and industrial vehicles	0	0	0	0	3	3	3
Roll-on/roll-off (non self-propelled) - Rail wagons, shipborne port to port trailers, and shipborne barges engaged in goods transport	6	5	11	18	14	32	42
Roll-on/roll-off (non self-propelled) - All traffic	8	11	19	1,704	1,826	3,530	3,549
Other general cargo - Forestry products	152	128	279	2	67	70	349
Other general cargo - Iron and steel products	41	43	85	16	0	16	101
Other general cargo - Other general cargo & containers	298	142	440	449	841	1,290	1,730
Other general cargo - All traffic	491	313	804	467	909	1,376	2,180
Total traffic	10,497	21,974	32,471	6,262	10,374	16,636	49,107

Table 9.8: Major ports traffic by cargo category and country of loading or unloading, thousand tonnes, 2024

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

Country of loading or unloading	Liquid bulks - Inwards to UK	Liquid bulks - outwards from UK	Liquid Dry bulks - Inwards to UK		Dry bulks - outwards from UK		Other general cargo - Inwards to UK	Other general cargo - outwards from UK	Other general cargo - total	Container traffic - Inwards to UK	Container traffic - outwards from UK	Container traffic - total	Ro-Ro traffic - Inwards to UK	Ro-Ro traffic - outwards from UK	Ro-Ro traffic - total	All traffic Inwards to UK	All traffic outwards from UK	All traffic total
	UK	UK	total	UK	total	UK	UK	UK	UK	UK	UK	UK	UK	UK	UK	UK	UK	UK
Belgium	158	929	1,087	25	315	340	16	2	19	273	412	686	0	0	0	472	1,658	2,130
Denmark	25	10	35	9	8	17	48	45	93	0	0	0	0	0	0	82	63	145
Estonia	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	7	0	7
Finland	15	810	825	23	7	30	38	3	41	0	0	0	0	0	0	76	820	896
France	26	571	597	18	13	31	0	0	0	14	141	155	0	0	0	58	725	783
Germany	44	2,257	2,302	174	1,491	1,665	86	55	141	0	6	6	0	0	0	304	3,809	4,113
Greece	0	0	0	0	0	0	0	0	0	7	2	9	0	0	0	7	2	9
Irish Republic	6	140	147	41	3	44	0	0	0	1	2	0	0	0	0	47	144	191
Italy	0	517	517	0	0	0	1	0	1	2	0	2	0	0	0	3	517	520
Latvia	22	0	22	18	0	18	8	3	11	0	0	0	0	0	0	48	3	51
Lithuania	0	663	663	3	0	3	1	2	2	0	0	0	0	0	0	4	665	669
Netherlands	1,318	5,516	6,833	102	1,575	1,678	37	5	42	602	1,008	1,610	0	0	0	2,059	8,104	10,163
Poland	36	2,520	2,556	278	103	381	0	0	0	0	0	0	0	0	0	314	2,623	2,937
Portugal	0	0	0	66	57	123	8	3	11	15	12	27	0	0	0	89	72	161
Romania	0	0	0	13	0	13	0	0	0	0	0	0	0	0	0	13	0	13
Spain	33	168	201	312	53	365	78	3	81	7	4	11	0	0	0	430	228	658
Sweden	250	598	848	8	26	34	52	26	78	0	0	0	0	0	0	310	650	960
All European Union countries (as at 1 July 2013)	1,933	14,699	16,633	1,097	3,651	4,749	373	147	520	920	1,586	2,508	0	0	0	4,323	20,083	24,406
Egypt	0	0	0	153	0	153	0	0	0	0	0	0	0	0	0	153	0	153
Iceland	2	0	2	11	0	11	0	0	0	0	0	0	0	0	0	13	0	13
Libya	140	0	140	0	0	0	0	0	0	0	0	0	0	0	0	140	0	140
Morocco	0	0	0	36	0	36	0	2	2	0	0	0	0	0	0	36	2	38
Norway	1,106	87	1,193	217	8	225	49	105	153	4	4	8	13	13	26	1,389	217	1,606
Tunisia	0	0	0	14	0	14	0	0	0	0	0	0	0	0	0	14	0	14
Turkey	0	0	0	82	0	82	17	1	18	5	1	6	0	0	0	84	2	86
Ukraine	0	0	0	82	0	82	0	0	0	0	0	0	0	0	0	82	0	82
All other Europe & Mediterranean	1,248	87	1,335	575	8	583	66	108	173	9	5	14	13	13	26	1,911	221	2,132
Angola	0	0	0	0	0	0	0	5	5	0	2	2	0	0	0	0	7	7
Mauritania	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
Namibia	0	0	0	0	0	0	0	25	25	0	0	0	0	0	0	0	25	25
Nigeria	1,483	0	1,483	0	0	0	0	0	0	2	2	0	0	0	0	1,483	2	1,485
Senegal	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1
South Africa	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1
Africa (excluding Mediterranean)	1,483	0	1,483	1	0	1	0	32	32	0	4	4	0	0	0	1,484	36	1,520
Argentina	0	0	0	72	0	72	0	0	0	0	0	0	0	0	0	72	0	72
Brazil	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1
Canada	0	0	0	120	0	120	0	0	0	0	0	0	0	0	0	120	0	120
Guyana	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3	3
Mexico	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1
USA	2,439	283	2,722	85	0	85	4	0	4	0	0	0	0	0	0	2,528	283	2,811
All America	2,439	283	2,722	277	0	277	5	0	5	1	3	4	0	0	0	2,722	286	3,008
Bangladesh	0	0	0	0	55	55	0	0	0	0	0	0	0	0	0	0	55	55
China	0	1,312	1,312	0	0	0	13	24	38	9	0	9	0	0	0	22	1,336	1,358
India	0	6	6	0	0	0	0	0	0	2	0	2	0	0	0	2	6	8
Japan	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	0	2
Singapore	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1
United Arab Emirates	0	2	2	0	0	0	32	0	32	0	0	0	0	0	0	32	2	34
All Asia and Australasia	0	1,320	1,320	0	55	55	47	25	73	11	0	11	0	0	0	58	1,400	1,458
Unspecified countries	0	0	0	0	0	0	0	0	1	2	0	2	0	0	0	2	0	2
All foreign countries	7,103	16,389	23,493	1,950	3,714	5,665	491	312	803	941	1,598	2,541	13	13	26	10,498	22,026	32,524
All domestic traffic	1,631	2,693	4,324	514	2,976	3,490	467	909	1,376	57	51	108	3,593	3,745	7,338	6,262	10,374	16,636
All foreign and domestic traffic	8,734	19,082	27,817	2,464	6,690	9,155	958	1,221	2,180	1,000	1,649	2,651	3,606	3,758	7,364	16,762	32,400	49,162

Table 9.9: Foreign and coastwise container and roll-on traffic 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: Department for Transport, Maritime Statistics

Port	2013	2014	2015 [note6]	2016	2017	2018	2019	2020	2021	2022	2023	2024
Number of containers (thousands)	268	264	[not available]	[available]	[available]	[available]	[available]					
Number of wheeled vehicles (thousands) [note2]	506	476	[not available]	[available]	[available]	[available]	[available]					
Total freight units (thousands)	774	740	[not available]	[available]	[available]	[available]	[available]					
Container traffic weight (thousand tonnes)	3,118	3,162	[not available]	[available]	[available]	[available]	[available]					
Wheeled vehicle traffic weight (thousand tonnes)	5,505	5,747	[not available]	[available]	[available]	[available]	[available]					
Total traffic weight (thousand tonnes)	8,624	8,908	[not available]	[available]	[available]	[available]	[available]					

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	2013	2014	2015 [note6]	2016	2017	2018	2019	2020	2021	2022	2023	2024
Freight lifted, River Clyde (million tonnes)	1.88	1.8	1.91	1.93	1.68	1.48	1.08	1.04	1.50	1.63	1.62	1.48
Freight lifted, River Forth (million tonnes)	8.76	7.54	8.24	8.49	8.78	8.95	8.02	6.55	6.50	7.00	6.83	7.08
Freight lifted, all waterways (million tonnes) [note23]	10.65	9.41	10.14	10.42	10.46	10.43	9.09	7.59	8.00	8.63	8.45	8.56
Freight moved, River Clyde (million tonne-kilometres)	76	74	77	78	67	59	42	41	57	63	63	58
Freight moved, River Forth (million tonne-kilometres)	184	158	173	178	184	188	168	138	137	147	143	149
Freight moved, all waterways (million tonne-kilometres) [note2:	260	234	250	257	252	247	210	178	194	210	206	207

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 Accredited Official Statistics

Operator	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
								[note30]	[note30]			
Caledonian MacBrayne	4,595	4,654	4,627	5,056	5,237	5,253	5,686	2,370	3,950	4,898	5,079	5,037
Cowal Ferries [note24]	0	0	0	0	0	0	0	0	0	0	0	0
Argyll Ferries Ltd [note24]	299	310	306	303	302	288	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]	283	289	298	302	308	322	348	122	230	339	405	416
Orkney Ferries	328	320	315	329	331	339	336	170	235	321	337	360
Shetland Islands Council [note26]	777	762	742	775	776	764	777	467	623	657	738	749
Argyll & Bute Council	138	138	141	150	144	139	141	90	152	167	175	178
Highland Council [note27]	10	10	11	9	8	8	8	5	9	11	16	19
Strathclyde Partnership for Transport	57	54	54	56	41	43	41	1	0	0	0	0
Western Ferries	1,343	1,347	1,331	1,341	1,354	1,373	1,320	850	1,063	1,226	1,243	1,271
Bruce Watt Cruises [note28]	0	0	0	0	0	0	0	0	0	0	0	0
Cromarty Ferry Company	0	0	0	12	13	16	19	0	23	25	22	24
West Highland Seaways	0	0	0	0	0	0	0	0	0	0	0	0
Bruce Watt Cruises [note27]	0	0	0	0	0	0	0	0	0	0	0	0
Orkney Line (Previously Orcargo) [note29]	[not availa	[not availa	[not available	[not availa	[not availa	[not available	[not availa	[not availab	[not availa	[not availa	[not availa	[not availa
Total within Scotland	7,831	7,884	7,824	8,332	8,514	8,545	8,675	4,076	6,284	7,644	8,014	8,054
Scotland and Northern Ireland	1,831	1,794	1,729	1,753	1,753	1,750	1,771	850	1,391	1,671	1,666	1,653
Scotland and Europe	1	1	0	1	0	0	0	0	0	0	0	1
Total [note29]	9,662	9,679	9,554	10,085	10,268	10,295	10,446	4,926	7,675	9,315	9,680	9,708

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 Accredited Official Statistics

Operator	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
								[note30]	[note30]			
Caledonian MacBrayne	1,168	1,200	1,267	1,445	1,519	1,520	1,585	874	1,344	1,511	1,537	1,536
Cowal Ferries [note24]	0	0	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]	56	56	59	63	68	72	77	35	63	82	94	94
Orkney Ferries	84	84	85	87	89	94	94	66	81	101	106	114
Shetland Islands Council [note26]	377	366	367	390	408	377	374	263	339	345	372	381
Argyll & Bute Council	30	33	36	43	42	41	42	32	50	51	54	57
Highland Council [note27]	246	259	259	263	270	272	277	127	201 [Unavailab		153	236
Western Ferries	616	628	635	642	659	671	663	465	566	638	648	645
Orkney Line (Previously Orcargo) [note29]	0	0	0	0	0	0	0	0	0	0	0	0
Total within Scotland	2,577	2,626	2,706	2,933	3,056	3,046	3,111	1,860	2,644 [Unavailab		2,963	3,062
Scotland and Northern Ireland	354	408	398	408	413	405	415	252	444	477	466	454
Scotland and Europe	41	41	43	33	33	8	0	0	0	0	0	0
Total [note29]	2,973	3,075	3,148	3,374	3,501	3,459	3,526	2,112	3,088	477	3,429	3,516

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	2013	2014	2015	2016	2017	2018	2019	2020 [note30]	2021 [note30]	2022	2023	2024
Cairnryan - Larne - Numbers of vehicles	117	121	119	135	136	132	123	58	110	102	124	118
Cairnryan - Larne - Numbers of passengers	501	492	472	536	551	521	467	242	396	369	435	421
Cairnryan - Belfast - Numbers of vehicles [note31]	187	237	243	273	276	273	291	194	334	375	342	336
Cairnryan - Belfast - Numbers of passengers [note31]	1,150	1,124	1,126	1,217	1,202	1,229	1,304	608	995	1,302	1,231	1,232
Campbeltown - Ballycastle - Numbers of vehicles [note32]	available]	available]	available]	available]	available]							
Campbeltown - Ballycastle - Numbers of passengers [note32]	available]	available]	available]	available]	available]							
Stranraer - Belfast - Numbers of vehicles [note31]	available]	available]	available]	available]	available]							
Stranraer - Belfast - Numbers of passengers [note31]	available]	available]	available]	available]	available]							
Stranraer - Larne - Numbers of vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Stranraer - Larne - Numbers of passengers	0	0	0	0	0	0	0	0	0	0	0	0
Tron - Belfast - Numbers of vehicles [note33]	available]	available]	available]	available]	available]							
Tron - Belfast - Numbers of passengers [note33]	available]	available]	available]	available]	available]							
Tron - Larne - Numbers of vehicles [note32]	50	50	36	0	0	0	0	0	0	0	0	0
Tron - Larne - Numbers of passengers [note32]	180	178	131	0	0	0	0	0	0	0	0	0
Total - Numbers of vehicles	354	408	398	408	413	405	415	252	444	477	466	454
Total - Numbers of passengers	1,831	1,794	1,729	1,753	1,753	1,750	1,771	850	1,391	1,671	1,666	1,653

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'
 Source: Department for Transport, Maritime Statistics

Route	2013	2014	2015	2016	2017	2018
Rosyth - Zeebrugge - Numbers of passengers [note34]	0.69	0.67	0.48	0.72	0.41	0.05
Rosyth - Zeebrugge - Numbers of cars [note34]	0.001	0.002	0.006	0.004	0.041	0.001
Rosyth - Zeebrugge - Roads goods vehicles [note34]	0.55	0.45	0.41	0.49	0.30	0.041
Rosyth - Zeebrugge - Unaccompanied trailers [note34]	6	6	5	6	6	1.513
Rosyth - Zeebrugge - Import/export vehicles [note34]	13	14	16	6	5	1.521
Rosyth - Zeebrugge - Unaccompanied caravans, other road, agricultural and industrial vehicles [note34]	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	21	22	20	21	4.916
Lerwick - Bergen - Numbers of passengers [note35]	0	0	0	0	0	0
Lerwick - Hanstholm - Numbers of passengers [note35]	0	0	0	0	0	0
Lerwick - Torshaven - Numbers of passengers [note35]	0	0	0	0	0	0
Total passengers - Numbers of passengers	0.69	0.67	0.48	0.72	0.41	0.05
Total vehicles	41	41	43	33	33	8

Table 9.14a: Shipping services, operators on subsidised routes

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 Accredited Official Statistics

Operator	Unit	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
									[note30]	[note30]			
Caledonian MacBrayne	Cars carried (thousands)	1,064	1,096	1,169	1,356	1,428	1,429	1,494	804	1,259	1,423	1,450	1,446
Caledonian MacBrayne	Commercial vehicles and buses (thousands)	104	104	98	89	91	91	91	70	85	88	87	90
Caledonian MacBrayne	Vehicles (Cowal ferries) (thousands)	0	0	0	0	0	0	0	0	0	0	0	0
Caledonian MacBrayne	Vehicles (Argyll ferries) (thousands)	0	0	0	0	0	0	0	0	0	0	0	0
Caledonian MacBrayne	Passengers (Cowal ferries) (thousands)	4,595	4,654	4,627	5,056	5,237	5,253	5,686	2,370	3,950	4,898	5,079	5,037
Caledonian MacBrayne	Passengers (Argyll ferries) (thousands)	0	0	0	0	0	0	0	0	0	0	0	0
Caledonian MacBrayne	Passengers (Argyll ferries) (thousands)	299.2	310.1	305.5	303.4	301.8	288	0	0	0	0	0	0
Caledonian MacBrayne	Loose freight (calendar year thousands tonnes) [note38]	3.0	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.4	0.37	0.41
Caledonian MacBrayne	Revenue from users (thousands pounds) [note37]	64,717	67,658	66,055	63,533	69,375	73,367	75,783	41,800	70,099	80,182	79,872	88,290
Caledonian MacBrayne	Subsidy (thousand pounds) [note39]	88,777	103,397	122,602	132,016	136,820	134,123	148,852	156,858	158,292	170,419	215,497	240,575
Caledonian MacBrayne	Cowal ferries (subsidy) (thousands pounds) [note39]	0	0	0	0	0	0	0	0	0	0	0	0
Caledonian MacBrayne	Argyll Ferries (subsidy) (thousand pounds) [note39] [note40]	3,037	3,542	3,440	3,633	4,052	4,905	0	0	0	0	0	0
P&O Scottish Ferries [note41]	Cars carried (thousands)	0	0	0	0	0	0	0	0	0	0	0	0
P&O Scottish Ferries [note41]	Commercial vehicles (thousands)	0	0	0	0	0	0	0	0	0	0	0	0
P&O Scottish Ferries [note41]	Passengers (thousands)	0	0	0	0	0	0	0	0	0	0	0	0
P&O Scottish Ferries [note41]	Loose freight [note 46]	0	0	0	0	0	0	0	0	0	0	0	0
P&O Scottish Ferries [note41]	Revenue from users (thousand pounds)	0	0	0	0	0	0	0	0	0	0	0	0
P&O Scottish Ferries [note41]	Subsidy (thousand pounds)	0	0	0	0	0	0	0	0	0	0	0	0
Northlink Orkney & Shetland Ferries / Northlink Fer	Cars carried (thousands)	56	55	59	63	67	71	77	35	63	82	94	93
Northlink Orkney & Shetland Ferries / Northlink Fer	Commercial Vehicles (thousands) [note43]	0.4	0.5	0.4	0.4	0.6	0.5	0.5	0.02	0.03	0.29	0.44	0.75
Northlink Orkney & Shetland Ferries / Northlink Fer	Passengers (thousands)	283	289	298	302	308	322	348	122	230	339	405	416
Northlink Orkney & Shetland Ferries / Northlink Fer	Revenue from users (thousand pounds) [note44] [note45]	29,385	30,875	31,976	32,316	34,116	36,610	30,579	29,128	39,328	43,625	45,812	52,387
Northlink Orkney & Shetland Ferries / Northlink Fer	Subsidy (thousand pounds) [note44]	28,358	24,773	21,584	22,374	29,625	35,681	24,075	34,174	38,851	47,109	46,289	40,487
Total for these Shipping Services	Vehicles carried (thousands)	1,224	1,255	1,326	1,508	1,586	1,591	1,662	908	1,407	1,593	1,630	1,628
Total for these Shipping Services	Passengers (thousands)	5,177	5,253	5,230	5,661	5,846	5,863	6,034	2,492	4,179	5,238	5,484	5,454
Total for these Shipping Services	Loose freight (thousand tonnes) [note46]	4.7	2.2	2.2	2.3	2.3	2.0	1.8	2.0	2.0	1.6	1.7	2.2
Total for these Shipping Services	Revenue from users (thousand pounds)	96,710	101,146	100,713	98,604	106,194	113,019	109,286	72,916	111,875	126,475	128,553	143,979
Total for these Shipping Services	Subsidy (thousand pounds)	124,059	135,210	151,527	162,015	173,641	178,492	182,386	201,057	209,755	230,930	277,615	296,891

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 Accredited Official Statistics

Operator	Unit	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
									[note30]	[note30]			
Orkney Ferries	Vehicles carried (thousands)	84	84	85	87	89	94	94	66	81	101	106	114
Orkney Ferries	Passengers (thousands)	328	320	315	329	331	339	336	170	235	321	337	360
Orkney Ferries	Loose freight (thousand tonnes)	1.7	1.8	1.8	1.9	1.9	1.6	1.4	1.5	1.5	1.2	1.3	2
Orkney Ferries	Revenue from users (thousand pounds) [note39]	2,608	2,613	2,682	2,755	2,703	3,042	2,924	1,988	2,448	2,668	2,869	3,302
Orkney Ferries	Subsidy (thousand pounds) [note39]	6,924	7,040	7,341	7,625	7,196	8,688	9,459	10,025	12,612	13,402	15,829	15,829
Shetland Islands Council [note47]	Vehicles carried (thousands)	377	366	367	390	408	377	374	263	339	345	372	381
Shetland Islands Council [note47]	Passengers (thousands)	777	762	742	775	776	764	777	467	623	657	738	749
Highland Council	Vehicles carried (thousands)	246	259	259	263	270	272	277	127	201 [Unavailable]	153	236	
Highland Council	Passengers (thousands) [note48]	10	10	11	9	8	8	8	5	9	11	16	19
Argyll and Bute Council	Vehicles carried (thousands)	30	33	36	43	42	41	42	32	50	51	54	57
Argyll and Bute Council	Passengers (thousands)	138	138	141	150	144	139	141	90	152	167	175	178
Total for Local Authority operators	Vehicles carried (thousands)	737	742	746	783	810	783	787	487	671 [Unavailable]	684	788	
Total for Local Authority operators	Passengers (thousands)	1,254	1,230	1,210	1,263	1,260	1,250	1,262	733	1,019	1,156	1,265	1,306

Table 9.15a: Passenger traffic on subsidised ferry services, thousands

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

Source: Ferry companies - Not Accredited Official Statistics

Region	Route	Operator	2013	2014	2015	2016	2017	2018	2019	2020	2021			
										[note30]	[note30]	2022	2023	2024
Clyde	Ardrossan-Brodick [note62]	CalMac	706.1	715.1	761.9	828.3	844.2	840.1	849.5	320.3	536.7	692.5	724.7	657.5
Clyde	Ardrossan-Campbeltown [note57] [note62]	CalMac	9.8	11.3	10.7	10.3	10.0	8.8	11.5	0.0	8.4	8.9	0.0	0.0
Clyde	Ballycastle-Rathlin [note52]	Rathlin Ferries	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Clyde	Colintraive-Rhubodach [note62]	CalMac	222.1	214.5	209.4	232.0	216.2	201.9	199.2	116.4	165.3	175.8	168.3	181.8
Clyde	Gourock - Kilcreggan [note59]	CalMac	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.1	39.3	47.7	48.6	49.5
Clyde	Gourock-Dunoon [note24] [note53]	CalMac	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Clyde	Gourock-Dunoon [note24]	Cowal Ferries	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Clyde	Gourock-Dunoon [note24]	Argyll Ferries	299.2	310.1	305.5	303.4	301.8	287.9	299.1	104.9	131.6	196.1	203.3	215.7
Clyde	Largs-Cumbrae [note62]	CalMac	708.9	706.1	687.1	738.5	745.6	793.2	786.8	421.8	619.1	690.2	721.8	707.5
Clyde	Lochranza-Tarbet/Claonaig [note49] [note62]	CalMac	43.0	46.7	58.8	66.4	67.2	72.0	75.3	30.5	68.2	76.4	79.2	84.4
Clyde	Tarbert-Portavadie [note62]	CalMac	61.7	62.7	63.3	85.8	85.7	88.5	95.8	47.5	77.0	86.4	78.3	67.5
Clyde	Tarbert-Lochranza	CalMac	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.7
Clyde	Wemyss Bay-Rothesay [note62]	CalMac	676.9	674.1	631.7	675.7	713.9	724.5	727.1	332.2	503.5	613.1	657.1	688.1
Clyde	Total Clyde	[not applicable]	2,727.8	2,740.6	2,728.4	2,940.4	2,984.6	3,016.9	3,044.2	1,389.8	2,149.1	2,586.9	2,682.3	2,653.6
West Coast	Ardmhor (Barra)-Eriskay [note62]	CalMac	45.5	47.4	48.1	57.1	60.0	61.1	63.7	25.2	49.2	61.5	64.8	58.3
West Coast	Berneray-Leverburgh [note51] [note62]	CalMac	54.4	57.7	54.4	63.1	68.4	69.6	75.5	28.3	56.7	64.0	62.9	68.4
West Coast	Fionnphort-Iona [note62]	CalMac	224.2	223.9	215.4	243.2	250.3	229.5	243.4	56.6	133.9	204.6	206.0	221.0
West Coast	Fishnish-Lochaline [note62]	CalMac	108.8	110.9	109.7	105.1	103.4	112.3	116.9	58.2	110.9	125.8	113.5	131.0
West Coast	Gallanach - Kerrera	CalMac	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.9	55.4	64.0	67.3	36.0
West Coast	Kennacraig-Islay/C'say/Oban [note61]	CalMac	19.0	19.2	20.8	22.7	22.2	20.6	21.5	4.2	14.9	18.2	17.1	10.6
West Coast	Kennacraig-Islay [note61]	CalMac	180.7	189.8	194.8	203.2	214.3	223.8	231.5	86.5	147.3	202.3	208.6	198.6
West Coast	Mallaig-Eigg/Muck/Rum/Canna [note62]	CalMac	25.9	29.8	27.8	30.4	30.5	30.0	30.5	6.3	17.4	22.4	23.5	24.6
West Coast	Mallaig-Armadale [note62]	CalMac	237.4	239.4	247.6	250.8	285.5	283.4	305.4	52.6	121.4	212.8	237.8	228.1
West Coast	Mallaig-Lochboisdale [note59] [note62]	CalMac	0.4	1.2	1.0	22.8	27.6	21.2	29.2	8.9	20.5	1.2	26.5	25.0
West Coast	Oban-Coll/Tiree/Castlebay [note60]	CalMac	9.9	10.7	9.6	5.7	5.4	4.9	5.6	0.0	5.2	5.1	0.0	0.0
West Coast	Oban-Colonsay [note61]	CalMac	15.7	13.4	11.8	12.0	13.4	13.8	12.4	7.8	11.5	12.7	12.9	12.4
West Coast	Oban-Lismore [note62]	CalMac	20.3	19.7	19.9	24.3	26.0	25.4	25.2	16.2	22.2	24.8	24.7	24.6
West Coast	Oban-Castlebay- Lochboisdale [note60]	CalMac	58.2	57.7	55.8	43.3	47.2	53.4	49.1	18.4	42.4	46.3	50.3	48.5
West Coast	Oban-Coll/Tiree [note60]	CalMac	52.4	52.5	51.5	56.4	58.7	56.9	59.5	27.1	50.3	55.8	60.7	61.6
West Coast	Oban-Craigmore [note62]	CalMac	553.4	572.0	555.2	644.8	670.3	634.6	652.3	238.2	391.3	550.5	553.9	552.5
West Coast	Ottemish-Leverburgh [note51]	CalMac	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Coast	Raasay-Sconser [note62]	CalMac	57.6	57.4	60.3	70.7	82.0	83.8	88.2	37.9	72.5	83.7	87.7	93.7
West Coast	Tayinloan-Gigha [note61]	CalMac	58.4	64.1	59.8	63.8	68.0	72.3	74.2	39.9	70.1	70.5	69.7	72.0
West Coast	Tobermory-Kilchoan [note62]	CalMac	35.7	35.3	36.4	47.1	49.6	50.3	55.6	16.8	38.2	44.4	45.4	44.5
West Coast	Uig-Tarbert-Lochmaddy [note50] [note60]	CalMac	185.1	194.4	188.2	188.1	195.8	192.8	202.0	89.4	151.6	155.4	163.2	181.7
West Coast	Ullapool-Stornoway [note60]	CalMac	223.0	226.0	231.9	264.1	275.7	284.5	299.9	134.1	217.7	285.4	300.5	290.7
West Coast	Total West Coast	[not applicable]	2,165.9	2,222.5	2,200.0	2,418.7	2,554.3	2,524.2	2,641.8	980.6	1,800.5	2,311.3	2,397.2	2,383.8
North	Aberdeen - Kirkwall [note42] [note55] [note56]	Sercos Northlink	34.2	32.3	34.1	32.9	33.5	35.0	36.8	12.4	24.2	32.9	35.8	39.9
North	Aberdeen - Lerwick [note42] [note56]	Sercos Northlink	116.8	119.2	122.0	116.4	110.1	115.4	129.8	51.5	84.3	128.3	141.6	144.6
North	Aberdeen - Stromness [note42] [note55] [note56]	Sercos Northlink	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
North	Lerwick - Kirkwall [note42] [note56]	Sercos Northlink	16.3	16.3	15.8	17.1	17.5	18.8	19.2	4.9	13.1	18.3	20.1	21.4
North	Scrabster - Stromness [note42] [note56]	Sercos Northlink	115.6	120.8	125.7	135.2	146.4	153.3	161.9	53.0	108.0	159.8	207.2	210.3
North	Total North	[not applicable]	282.9	288.6	297.6	301.5	307.5	322.5	347.6	121.8	229.5	339.3	404.7	416.2
All	Total	[not applicable]	5,176.6	5,251.7	5,226.0	5,660.6	5,846.4	5,863.6	6,033.7	2,492.2	4,179.1	5,237.5	5,484.2	5,453.6

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 Accredited Official Statistics

Region	Route	Operator	2020							2021				
			2013	2014	2015	2016	2017	2018	2019	[note30]	[note30]	2022	2023	2024
Clyde	Ardrossan-Brodick [note62]	CalMac	130.4	139.6	189.9	202.8	205.5	199.0	207.7	103.4	159.9	183.1	183.6	171.5
Clyde	Ardrossan-Campbeltown [note57] [note62]	CalMac	2.0	2.2	2.3	2.5	2.5	2.2	2.9	0.0	2.8	2.7	0.0	0.0
Clyde	Colintraive-Rhubodach [note62]	CalMac	75.5	74.6	83.7	95.2	91.6	84.7	86.6	56.9	76.6	80.6	76.7	84.1
Clyde	Gourock-Dunoon [note24] [note53]	CalMac	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Clyde	Gourock-Dunoon [note24]	Cowal Ferries	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Clyde	Gourock-Dunoon [note24]	Argyll Ferries	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Clyde	Largs-Cumbræ [note62]	CalMac	134.9	135.0	138.2	161.3	169.9	174.1	178.9	125.7	175.5	185.1	199.2	195.1
Clyde	Lochranza-Tarbert/Claonaig [note49] [note62]	CalMac	13.9	14.9	20.8	23.9	24.2	25.5	27.5	12.2	26.8	29.2	31.0	33.7
Clyde	Tarbert-Portavadie [note62]	CalMac	18.5	18.5	17.9	25.5	26.6	28.8	30.2	18.4	27.8	29.9	27.0	23.2
Clyde	Tarbert-Lochranza	CalMac											0.6	0.8
Clyde	Wemyss Bay-Rothesay [note62]	CalMac	144.8	147.5	145.1	172.9	188.7	193.7	198.1	112.7	165.8	190.5	203.9	207.4
Clyde	Other	[not applicable]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Clyde	Total Clyde	[not applicable]	520.0	532.3	597.9	684.1	709.0	708.0	731.9	429.3	635.2	701.1	721.4	721.4
West Coast	Ardmhor (Barra)-Eriskey [note62]	CalMac	16.6	17.0	17.3	22.0	23.0	23.9	25.3	13.1	21.4	24.5	26.9	25.7
West Coast	Berneray-Leverburgh [note51] [note62]	CalMac	22.2	23.9	22.5	28.2	29.7	30.4	32.3	14.4	26.7	28.3	27.4	30.2
West Coast	Fionnphort-Iona [note62]	CalMac	6.7	6.7	6.7	8.3	8.8	9.1	9.2	6.8	8.2	8.5	8.0	7.9
West Coast	Fishnish-Lochaline [note62]	CalMac	43.4	44.6	45.1	42.7	42.9	45.5	46.7	28.4	51.8	56.5	53.9	60.1
West Coast	Gallanach - Kerrera	CalMac	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	2.1	2.2	2.5	1.6
West Coast	Kennacraig-Islay/C'say/Oban [note61]	CalMac	5.5	6.0	6.6	7.7	7.3	6.8	7.1	1.7	5.6	6.7	6.2	3.8
West Coast	Kennacraig-Islay [note61]	CalMac	61.8	65.8	66.8	69.7	76.4	79.5	81.6	36.4	60.8	75.5	75.0	71.0
West Coast	Mallaig-Eigg/Muck/Rum/Canna [note62]	CalMac	0.9	1.1	1.1	1.7	1.7	1.7	1.8	2.5	3.2	3.2	3.0	2.1
West Coast	Mallaig-Armadale [note62]	CalMac	52.4	53.1	54.9	61.8	70.0	67.8	75.8	19.8	42.3	57.7	62.7	59.5
West Coast	Mallaig-Lochboisdale [note59] [note62]	CalMac	0.1	0.4	0.4	8.3	11.0	8.3	11.5	4.2	8.6	12.7	10.8	10.8
West Coast	Oban-Coll/Tiree/Castlebay [note60]	CalMac	2.6	2.6	2.5	1.8	1.9	1.6	1.8	0.0	1.9	2.0	0.0	0.0
West Coast	Oban-Colonsay [note61]	CalMac	4.8	4.4	4.2	4.5	4.9	5.1	5.0	3.6	5.2	5.4	5.2	5.5
West Coast	Oban-Lismore [note62]	CalMac	3.1	3.4	3.8	5.8	6.7	6.7	6.7	5.7	7.9	8.2	8.7	8.4
West Coast	Oban-Castlebay- Lochboisdale [note60]	CalMac	17.9	18.4	18.0	15.7	17.1	20.0	18.3	8.8	17.0	18.4	20.1	19.0
West Coast	Oban-Coll/Tiree [note60]	CalMac	16.0	15.7	15.8	17.8	18.8	18.0	19.2	10.5	19.4	20.1	21.6	22.1
West Coast	Oban-Craignure [note62]	CalMac	109.9	112.6	115.4	162.3	168.1	164.0	169.7	84.3	127.8	156.4	150.9	152.1
West Coast	Otternish-Leverburgh [note51]	CalMac	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Coast	Raasay-Sconser [note62]	CalMac	20.1	19.2	20.3	25.2	29.2	29.9	31.3	17.7	28.5	31.0	32.8	32.6
West Coast	Tayinloan-Gigha [note61]	CalMac	14.3	15.8	15.7	17.5	19.5	20.7	22.9	15.0	23.2	23.8	23.3	23.5
West Coast	Tobermory-Kilchoan [note62]	CalMac	5.3	5.5	6.1	10.6	11.7	11.6	14.4	4.8	10.3	11.4	11.5	11.5
West Coast	Uig-Tarbert-Lochmaddy [note50] [note60]	CalMac	72.0	76.1	74.8	74.7	78.2	76.7	80.5	39.5	65.1	65.4	66.5	75.3
West Coast	Ullapool-Stornoway [note60]	CalMac	68.6	70.3	72.0	86.2	92.1	94.7	100.9	55.7	87.4	104.4	111.5	102.0
West Coast	Total West Coast	[not applicable]	544.3	562.6	570.0	672.5	719.0	722.0	762.0	374.3	624.3	722.2	728.5	724.5
North	Aberdeen - Kirkwall [note42] [note55] [note56]	Serco Northlink	4.8	4.2	4.5	4.5	4.6	5.1	5.6	2.5	3.7	4.9	5.3	5.8
North	Aberdeen - Lerwick [note42] [note56]	Serco Northlink	16.9	16.6	17.4	17.9	18.3	20.0	22.3	12.6	22.1	26.0	26.1	26.4
North	Aberdeen - Stromness [note42] [note55] [note56]	Serco Northlink	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North	Lerwick - Kirkwall [note42] [note56]	Serco Northlink	2.2	2.4	2.5	2.7	3.2	3.1	3.3	1.4	2.7	3.6	3.6	4.1
North	Scrabster - Stromness [note42] [note56]	Serco Northlink	31.7	32.1	34.1	37.7	40.9	43.2	45.4	18.2	34.6	47.1	58.8	56.4
North	Total North	[not applicable]	55.6	55.3	58.5	62.8	67.0	71.5	76.6	34.6	63.0	81.6	93.7	92.8
All	Total	[not applicable]	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	1,543.6	1,538.6

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

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

Region	Route	Operator	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
										[note30]	[note30]			
Clyde	Ardrossan-Brodick [note62]	CalMac	12.4	12.1	9.2	10.7	10.4	10.0	9.4	6.9	9.2	9.2	9.0	9.0
Clyde	Ardrossan-Campbelltown [note57] [note62]	CalMac	0.2	0.4	0.2	0.2	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Clyde	Colintraive-Rhubodach [note62]	CalMac	12.9	12.4	11.6	9.2	8.2	8.5	8.6	6.8	7.5	7.5	6.9	7.4
Clyde	Gourock-Dunoon [note24] [note53]	CalMac	0.0	0.0	0.0	0	0	0	0	0	0.0	0.0	0.0	0.0
Clyde	Gourock-Dunoon [note24]	Cowal Ferries	0.0	0.0	0.0	0	0	0	0	0	0.0	0.0	0.0	0.0
Clyde	Gourock-Dunoon [note24]	Argyll Ferries	0.0	0.0	0.0	0	0	0	0	0	0.0	0.0	0.0	0.0
Clyde	Largs-Cumbræ [note62]	CalMac	6.8	6.2	6.5	4.2	4.2	4.4	4.1	4.6	4.7	4.6	5.1	6.4
Clyde	Lochranza-Tarbet/Claonaig [note49] [note62]	CalMac	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.3	0.5	1.0	1.1	1.5
Clyde	Tarbert-Portavadie [note62]	CalMac	0.5	0.4	0.7	0.5	0.5	0.5	0.5	0.2	0.3	0.2	0.2	0.2
Clyde	Tarbert-Lochranza	CalMac	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Clyde	Wemyss Bay-Rothesay [note62]	CalMac	13.2	13.7	11.9	8.9	9.5	9.2	9.2	6.8	8.5	8.7	7.8	8.7
Clyde	Other	[not applicable]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Clyde	Total Clyde	[not applicable]	46.4	45.6	40.5	34.1	33.3	33.2	32.5	25.6	30.8	31.3	30.2	33.2
West Coast	Ardmhor (Barra)-Eriskay [note62]	CalMac	1.2	1.3	1.3	1.3	2.0	2.1	2.1	0.9	0.8	1.0	1.2	1.0
West Coast	Berneray-Leverburgh [note51] [note62]	CalMac	1.9	1.3	1.8	1.1	1.4	1.4	1.5	1.2	1.6	1.6	1.5	1.4
West Coast	Fionnphort-Iona [note62]	CalMac	1.1	0.9	1.2	0.9	0.9	0.8	0.9	0.5	0.6	0.6	0.5	0.5
West Coast	Fishnish-Lochaline [note62]	CalMac	4.0	3.4	3.7	2.8	2.1	3.1	2.8	2.3	3.5	3.6	3.2	4.2
West Coast	Gallanach - Kerrera	CalMac	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Coast	Kennacraig-Islay/C'say/Oban [note61]	CalMac	0.6	0.6	0.8	0.9	0.8	0.6	0.6	0.2	0.5	0.7	0.7	0.6
West Coast	Kennacraig-Islay [note61]	CalMac	10.3	10.8	10.8	11.4	11.6	12.5	13	10.4	13.0	14.3	14.1	13.3
West Coast	Mallaig-Eigg/Muck/Rum/Canna [note62]	CalMac	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.1	0.2	0.2	0.2	0.2
West Coast	Mallaig-Armadale [note62]	CalMac	2.5	2.5	2.7	2.2	2.5	2.5	2.5	0.1	0.2	1.4	1.8	1.9
West Coast	Mallaig-Lochboisdale [note59] [note62]	CalMac	0.02	0.04	0.03	0.6	0.5	0.5	0.4	0.2	0.2	0.3	0.3	0.3
West Coast	Oban-Coll/Tiree/Castlebay [note60]	CalMac	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.0	0.2	0.2	0.0	0.0
West Coast	Oban-Colonsay [note61]	CalMac	0.3	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.5
West Coast	Oban-Lismore [note62]	CalMac	0.5	0.5	0.6	0.5	0.7	0.7	0.6	0.2	0.4	0.3	0.4	0.4
West Coast	Oban-Castlebay- Lochboisdale [note60]	CalMac	1.3	1.4	1.3	1.1	1.2	1.4	1.1	0.9	1.0	1.1	1.4	1.1
West Coast	Oban-Coll/Tiree [note60]	CalMac	1.6	1.7	1.7	1.7	1.8	1.7	1.8	1.7	1.8	1.8	2.0	2.2
West Coast	Oban-Craignure [note62]	CalMac	10.9	10.7	10.6	9.3	9.7	8.9	8.9	5.6	7.3	7.7	7.5	7.6
West Coast	Otternish-Leverburgh [note51]	CalMac	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Coast	Raasay-Sconser [note62]	CalMac	1.0	0.5	0.6	0.7	1.0	0.5	0.7	0.6	0.6	0.5	0.7	0.9
West Coast	Tayinloan-Gigha [note61]	CalMac	1.3	1.1	1.2	1.1	1.2	1.2	1.3	1.2	1.5	1.2	1.1	1.1
West Coast	Tobermory-Kilchoan [note62]	CalMac	0.1	0.1	0.05	0.02	0.04	0.1	0.1	0.0	0.1	0.0	0.0	0.0
West Coast	Uig-Tarbert-Lochmaddy [note50] [note60]	CalMac	6.0	6.2	6.1	6.2	6.0	6.2	6.0	5.6	6.1	5.6	5.5	5.6
West Coast	Ullapool-Stornoway [note60]	CalMac	12.3	13.0	11.6	12.9	13.0	12.9	13.9	12.5	14.1	13.9	14.2	13.7
West Coast	Total West Coast	[not applicable]	57.6	56.9	56.8	55.4	57.1	57.7	58.8	44.4	53.9	56.4	56.5	56.4
North	Aberdeen - Kirkwall [note42] [note55] [note56]	Sercos Northlink	0.02	0.02	0.03	0.02	0.02	0.01	0.01	0.00	0.00	0.01	0.00	0.01
North	Aberdeen - Lerwick[note42] [note56]	Sercos Northlink	0.13	0.13	0.11	0.12	0.14	0.14	0.14	0.01	0.01	0.08	0.10	0.12
North	Aberdeen - Stromness [note42] [note55] [note56]	Sercos Northlink	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
North	Lerwick - Kirkwall [note42] [note56]	Sercos Northlink	0.06	0.07	0.06	0.08	0.09	0.06	0.06	0.00	0.00	0.04	0.04	0.05
North	Scrabster - Stromness [note42] [note56]	Sercos Northlink	0.20	0.24	0.23	0.22	0.31	0.30	0.32	0.00	0.01	0.16	0.29	0.58
North	Total North	[not applicable]	0.4	0.45	0.43	0.43	0.56	0.51	0.53	0.016	0.031	0.293	0.439	0.753
All	Total	[not applicable]	104.4	102.9	97.7	90.0	90.9	91.4	91.9	70.0	84.8	88.0	87.1	90.4

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 Accredited Official Statistics

Operator	Route	2013	2014	2015	2016	2017	2018	2019	2020 [note30]	2021 [note30]	2022	2023	2024
Western Ferries [note64]	Gourock-Dunoon	1,343	1,347	1,331	1,341	1,354	1,373	1,320	850	1,063	1,226	1,243	1,271
Strathclyde Partnership for Transport	Renfrew - Yoker [note69]	0	0	0	0	0	0	0	0	0	0	0	0
Strathclyde Partnership for Transport	Gourock - Kilcreggan [note70]	57	54	54	56	41	43	41	1	0	0	0	0
Strathclyde Partnership for Transport	Total	57	54	54	56	41	43	41	1	0	0	0	0
Argyll & Bute Council	Appin-Lismore [note71]	44	40	39	46	44	41	41	23	38	41	46	42
Argyll & Bute Council	Islay - Jura	63	68	68	68	72	70	71	38	62	68	68	74
Argyll & Bute Council	Cuan-Luing [note65] [note71]	16	14	17	21	15	16	18	21	29	33	32	33
Argyll & Bute Council	Seil-Easdale [note71]	15	16	17	15	13	12	12	9	23	25	28	29
Argyll & Bute Council	Total	138	138	141	150	144	139	141	90	152	167	175	178
Highland Council	Ardgour-Nether Lochaber (Corran Ferry) [note66] [note Camusnagaul - Fort William	560	566	557	572	580	590	598	320	450	460	291	385
Highland Council	[note67]	10	10	11	9	8	8	8	5	9	11	16	19
Highland Council	Total [note78]	10	10	11	9	8	8	8	5	9	11	16	19
West Highland Seaways [note74]	Gairloch (Wester Ross) - Portree (Skye)	0	0	0	0	0	0	0	0	0	0	0	0
Bruce Watt Cruises [note27]	Mallaig-Loch Nevis	0	0	0	0	0	0	0	0	0	0	0	0
Orkney Ferries [note63] [note75]	Houton - Lyness/Flotta	79	78	78	82	84	79	82	48	65	84	91	90
Orkney Ferries [note63] [note75]	Tingwall - Rousay/Egilsay/Wyre	59	55	55	54	58	60	58	31	40	55	56	59
Orkney Ferries [note63] [note75]	Kirkwall - Shapinsay	65	65	59	63	61	66	63	35	41	60	63	48
Orkney Ferries [note63] [note75]	Kirkwall - Westray/Stromsøy	99	97	97	104	102	105	104	45	71	98	105	139
Orkney Ferries [note63] [note75]	Stromsøy-Hoy/Graemsøy	26	27	26	28	27	29	30	12	19	24	22	24
Orkney Ferries [note63] [note75]	Total	328	320	315	329	331	339	336	170	235	321	337	360
Orkney Line (previously Orcargo)	Invergordon - Orkney [note27]	available]	not available]	t available]	t available]	t available]							
	Laxo or Vidlin - Symbister (Whalsay)	166	166	163	170	163	161	164	98	121	136	154	156
Shetland Islands Council [note63]	Toft - Ullsta	281	270	261	273	273	265	269	162	216	208	259	261
Shetland Islands Council [note63]	Bluemull [note73]	159	153	138	147	152	148	145	79	116	133	137	142
Shetland Islands Council [note63]	Lerwick - Bressay [note68]	171	173	171	176	181	181	191	123	162	172	182	184
Shetland Islands Council [note63]	Gutcher - Oddsta [note72]	0	0	0	0	0	0	0	0	0	0	0	0
Shetland Islands Council [note63]	Vidlin/Lerwick - Skerries	0	0	6	5	5	4	3	4	4	4	1	2
Shetland Islands Council [note63]	West Burraferth - Papa Stour	0	0	3	3	3	3	3	2	3	3	4	5
Shetland Islands Council [note63]	Fair Isle - Grutness/Lerwick	0	0	1	1	1	1	0	0	0	0	0	0
Shetland Islands Council [note63]	Total	777	762	742	775	776	764	777	467	623	657	738	749
Cromarty Ferry Company	Cromarty-Nigg	0	0	0	12	13	16	19	0	23	25	22	24
All operators	Total all routes	2,654	2,632	2,594	2,659	2,655	2,666	2,623	1,584	2,082	2,382	2,530	2,601

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 Accredited Official Statistics

Operator	Route	2013	2014	2015	2016	2017	2018	2019	2020 [note30]	2021 [note30]	2022	2023	2024
Western Ferries [note64]	Gourock-Dunoon	578.5	590.0	599.6	608.0	621.8	634.3	632.7	438.5	539.5	610	619	617
Argyll & Bute Council	Islay - Jura	22.2	23.7	23.5	25.9	27.3	26.7	27.3	17.7	27.0	27.0	28.3	31.3
Argyll & Bute Council	Cuan-Luing [note65] [note71]	5.8	5.6	7.4	11.3	8.3	8.6	9.4	10.3	17.0	17.8	18.7	18.2
Argyll & Bute Council	Total	28.0	29.3	30.9	37.2	35.6	35.3	36.7	28.0	44.0	44.8	47.0	49.5
Highland Council	Ardgour-Nether Lochaber (Corran Ferry) [note 80]	234.7	247.4	247.2	251.0	257.5	261.1	265.8	120	190	[Unavailable]	146	227
Highland Council	Total	234.7	247.4	247.2	251.0	257.5	261.1	265.8	120.0	190.0	0	146.0	227.0
Orkney Ferries [note63]	Houton - Lyness/Flotta	15.6	14.8	15.4	16.2	17.6	17.4	20.3	11.6	17.7	23.5	24	27
Orkney Ferries [note63]	Tingwall - Rousay/Egilsay/Wyre	9.4	10.7	10.2	8.8	9.43	10.6	10.5	6.5	9.4	15.1	17	18
Orkney Ferries [note63]	Kirkwall - Shapinsay	7.8	8.1	8.0	7.9	8.2	8.5	8.8	5.7	7.4	10.0	12	9
Orkney Ferries [note63]	Kirkwall - Westray/Stronsay	19.5	20.4	21.1	22.7	22.5	22.9	23.4	12.1	16.5	24.8	24	32
Orkney Ferries [note63]	Total	52.3	54.0	54.7	55.6	57.7	59.4	63.0	35.9	51.0	73.3	75.9	86.0
Orkney Line (previously Orcargo)	Invergordon - Orkney 17 Laxo or Vidlin - Symbister	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shetland Islands Council [note63]	(Whalsay)	77.8	75.6	78.7	81.9	81.9	76.0	79.3	57.4	69.3	76.2	78.8	82
Shetland Islands Council [note63]	Toft - Ullsta	138.1	126.9	139.6	147.3	150.6	136.4	139.4	91.6	118.5	120.9	135.4	140.4
Shetland Islands Council [note63]	Bluemull [note73]	78.3	73.9	78.2	84.5	85.3	77.8	75.1	46.4	64.5	68.4	71.2	74.1
Shetland Islands Council [note63]	Lerwick - Bressay	65.2	64.6	65.9	69.6	67.3	63.7	61.6	51.9	68.0	63.4	67.8	66.1
Shetland Islands Council [note63]	Gutcher - Oddsta [note72]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shetland Islands Council [note63]	Vidlin/Lerwick - Skerries	0.0	0.0	2.7	0.7	0.6	0.7	0.7	0.4	0.7	0.7	0.7	0.8
Shetland Islands Council [note63]	West Burrafirth - Papa Stour	0.0	0.0	1.3	1.3	1.1	1.2	1.2	1.0	1.3	1.2	1.4	1.7
Shetland Islands Council [note63]	Fair Isle - Grutness/Lerwick	0.0	0.0	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Shetland Islands Council [note63]	Total	359.4	341.0	366.6	385.3	386.9	355.9	357.4	248.7	322.3	330.9	355.3	365.0
Cromarty Ferry Company	Cromarty-Nigg	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All operators	Total all routes	1,252.9	1,261.7	1,299.0	1,337.1	1,359.5	1,346.0	1,355.6	871.1	1,146.8	1,059.0	1,243.2	1,344.5

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

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

Source: Ferry companies - Not Accredited Official Statistics

Operator	Route	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
									[note30]	[note30]			
Western Ferries [note64]	Gourock-Dunoon	37.9	37.9	34.9	33.8	37.6	36.3	29.8	26.0	26.7	27.8	29.0	28.0
Argyll & Bute Council	Islay - Jura	1.6	3.3	4.4	5.7	5.8	4.7	4.5	3.4	4.7	5.2	4.0	5.4
Argyll & Bute Council	Cuan-Luing [note71]	0.3	0.3	0.6	0.3	0.4	0.5	0.5	0.5	1.5	1.2	2.8	1.7
Argyll & Bute Council	Total	1.9	3.6	5.0	6.0	6.2	5.2	5.0	3.9	6.2	6.4	6.8	7.1
Highland Council	Ardgour-Nether Lochaber (Corran Ferry) [note66] [note	11.3	11.8	11.4	11.5	12.6	11.1	11.0	6.9	11.0	[Unavailable	6.7	9.0
Highland Council	Total [note78]	11.3	11.8	11.4	11.5	12.6	11.1	11.0	6.9	11.0	0.0	6.7	9.0
Orkney Ferries [note63]	Houton - Lyness/Flotta	8.5	9.0	9.0	9.4	9.9	10.7	9.4	9.8	8.4	8.1	10	7
Orkney Ferries [note63]	Tingwall - Rousay/Egilsay/Wyre	4.9	4.5	4.8	4.7	4.6	5.3	4.7	4.5	3.6	2.4	2	2
Orkney Ferries [note63]	Kirkwall - Shapinsay	4.3	3.3	3.1	3.2	3.4	3.9	3.7	3.1	3.4	2.8	2	2
Orkney Ferries [note63]	Kirkwall - Westray/Stronsay	13.8	13.1	13.1	14.4	13.8	14.2	13.6	12.2	14.4	14.4	17	17
Orkney Ferries [note63]	Total	31.5	29.9	30.0	31.7	31.5	34.1	31.4	29.6	29.8	27.8	30.1	28.0
Orkney Line (previously Orcargo)	Invergordon - Orkney [note27] Laxo or Vidlin - Symbister	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shetland Islands Council [note63] (Whalsay)		2.2	2.9	0.0	0.0	2.0	1.9	1.9	1.8	1.8	1.5	1.6	1.6
Shetland Islands Council [note63]	Toft - Ulsta	9.0	12	0.0	0.0	12.6	9.5	9.9	8.4	9.4	7.3	8.7	8.3
Shetland Islands Council [note63]	Gutcher - Belmont [note73]	3.9	6.4	0.0	4.5	4.7	7.4	2.8	2.5	3.4	3.7	3.4	3.3
Shetland Islands Council [note63]	Vidlin/Lerwick - Skerries	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.02	0.0	0.0
Shetland Islands Council [note63]	Lerwick - Bressay [note68]	2.5	4	0.0	0.0	2.2	2.2	1.7	1.5	1.8	1.8	2.6	2.9
Shetland Islands Council [note63]	Gutcher - Oddsta [note72]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shetland Islands Council [note63]	Total	17.6	25.3	0.0	4.5	21.5	21.0	16.4	14.2	16.4	14.3	16.3	16.2
Cromarty Ferry Company	Cromarty-Nigg	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All operators	<u>Total all routes</u>	100.1	108.5	81.3	87.5	109.5	107.7	93.6	80.5	90.1	76.4	88.9	88.3

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 Accredited Official Statistics

Operator	Measure	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25
CalMac	Scheduled sailings (numbers)	133,477	134,665	133,391	135,680	135,076	144,770	163,878	119,988	157,105	172,370	170,663	168,551
CalMac	Reliability (percentage)	99.9	99.9	99.6	99.9	99.5	99.5	99.6	99.7	98.9	98.7	98.1	98.5
CalMac	Punctuality (percentage)	99.8	99.8	99.7	99.7	99.8	99.6	99.7	99.9	99.6	99.6	99.4	99.3
NorthLink	Scheduled sailings (numbers)	2,886	2,868	2,915	2,931	2,989	2,991	2,843	2,939	2,967	3,174	3,088	3,095
NorthLink	Punctuality - Aberdeen routes (percentage)	99.8	99.7	99.9	99.9	99.9	100	99.8	99.7	99.6	99.7	99.9	99.7
NorthLink	Punctuality - Pentland Firth (percentage)	92.1	100	99.5	100	99.9	100	99.9	100	99.9	99.8	99.7	93.7



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2025

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 £3,333 million on transport in 2024/25. Local Authorities spent £1,060 million in 2024/25.**
- **Personal spend on transport and travel accounted for 15% of household spending between 2022 and 2024.**
- **In 2025 petrol prices started at 136.8 pence per litre in January before falling to 136.5 pence in December. However, diesel prices rose in 2025 from 143.4 in January to 145.9 pence by December.**

Main Points

Motorways & Trunk Roads

The total of capital and current expenditure on motorways and trunk roads in 2024-25 was estimated at £740 million, £147 million (25%) more than the 2023/24 figure. Total expenditure on transport within Scottish Ministers' responsibility in 2024-25 was

budgeted at £3,333 million, £327 million (11%) more than in the previous year.
(Table 10.1)

Expenditure on the management and maintenance of the trunk road network totalled £322.2m in 2023-24. The expenditure is split £83.1m on capitalised maintenance and £239.1m 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 2024-25, net revenue expenditure on transport controlled by local authorities was £439 million. In cash terms, this was 3 per cent less than in 2023-24. Road maintenance (£249 million in 2024-25) accounted for 57% of the expenditure. The other main categories of expenditure in 2024-25 were:

- Contributions to passenger transport (excluding concessionary fares) - £120 million;
- Road lighting - £80 million;
- Network and traffic management (excluding school crossing patrols) - £37 million;

In 2024-25, the net costs for parking was £69 million, £22 million more than 2023-24.
(Table 10.1 and 10.3)

The Local Authorities with the highest net revenue expenditure on roads and transport (excluding loan charges) in 2024-25 were: Highland, (£42.9 million), Fife (£40.1 million), North Lanarkshire (£30.2 million), South Lanarkshire (£26.0 million) and Aberdeenshire (£25.5 million). (Table 10.3) The table also shows local authorities' figures for other types of expenditure in 2024/25:

- **Road maintenance/Winter maintenance** Highland had the highest expenditure on road maintenance (£24.6 million), followed by Glasgow (£18.1 million). Highland spent the most on winter maintenance (£9.6 million).

- **Contributions to Public Transport** in terms of the total net revenue expenditure on 'local authority' and 'non LA' public transport, Fife (£16.0 million) made the largest contributions to passenger transport. Edinburgh spent £11.3 million.
- **Road Lighting** Glasgow spent most on road lighting (£13.3 million), followed by Highland (£6.1 million).
- **Parking** Edinburgh had the largest net income from parking (£31.2 million) followed by Glasgow (£23.4 million).

Gross Capital Expenditure

Gross capital account expenditure by councils and boards on local authority roads and transport totalled £622 million in 2024-25, 13% less than the previous year. Of this total £411 million was spent on roads and £79 million on other public transport. (*Table 10.5*)

The local authorities with the highest gross capital account expenditure on roads and transport in 2024-25 were: Edinburgh (£69.3 million), Perth and Kinross (£51.5 million) and Highland (£48.8 million). Perth and Kinross spent the most on roads (£49.8 million) followed by Highland (£35.7 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 2024 and 2025 the average price of unleaded petrol decreased by 6.4 pence, and diesel decreased by 5.8 pence per litre in Great Britain. In 2025, petrol

prices decreased by 0.2 pence between January and December and diesel prices decreased by 2.5 pence over the same period. Tax (duty plus VAT) represented 56% of the price for unleaded petrol and 54% of the price for diesel in Great Britain in 2025, lower than they were in 2013. (*Table 10.6*)

The UK Retail Prices Index (RPI) rose by 56% between 2015 and 2025. 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 55%, and there was a 319% rise in the cost of vehicle tax and insurance. The cost of maintaining a motor vehicle also rose by 55% and the cost of petrol and oil rose by 23% in cash terms over the last ten years. As a result, motoring expenditure index fell by 0.5%, lower than the 56% increase in the RPI and therefore a real term fall between 2015 and 2025. Over the same period, fares and other travel costs rose by 66% in cash terms - rail fares by 41% and bus and coach fares by 71%, a decrease of 10% for rail fares and an increase 10% for bus and coach travel compared to general inflation. (*Table 10.7*)

Average weekly household expenditure in Scotland on transport and vehicles in 2022-24 was £75.90, representing 15.2% of total household expenditure. On average, £29.70 was spent on the purchase of vehicles, £28.80 on the operation of personal transport (including £17.90 on petrol, diesel and other motor oils) and £17.30 on transport services (such as bus and train fares). (*Table 10.8*)

Contents**Table title**

<u>Table 10.1</u>	Expenditure on transport within the Scottish Ministers' responsibility, and expenditure on transport controlled by local authorities
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<u>Table 10.3</u>	Net revenue expenditure on roads and transport (excluding loan charges) by Councils , by type, 2024-25
<u>Table 10.4</u>	Service breakdown of Local Authorities' gross capital expenditure 2024-25
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<u>Table 10.6</u>	Petrol and diesel prices per litre (year and month), GB
<u>Table 10.7</u>	Transport components of the Retail Prices Index, UK
<u>Table 10.8</u>	Average weekly household expenditure in Scotland on transport and vehicles (£)

Notes

This worksheet contains one table.

Note number	Note text
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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' or use [Alt W, F]
 Source: Expenditure on a and b above provided by Transport Scotland - Not Accredited Official Statistics; Local Government figures are from Scottish Government LFR CR / CR Final and LFR 05 respectively

Type of expenditure £ million at outturn prices	Description of expenditure	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23
Motorways and trunk roads [note 13]	Capital new construction and improvements [note 1]	101	76	184	320	184	158	145	107	113	1
Motorways and trunk roads [note 13]	Capital Forth Replacement Crossing	193	232	217	114	74	17	12	4	1	
Motorways and trunk roads [note 13]	Capital maintenance [note 2]	10	8	14	0	7	5	8	13	62	
Motorways and trunk roads [note 13]	Total capital	304	316	415	434	265	180	165	124	176	1
Motorways and trunk roads [note 13]	Current routine and winter maintenance etc	73	78	79	73	93	96	87	96	104	1
Motorways and trunk roads [note 13]	Current network Strengthening and Improvements [n	85	71	72	115	119	129	201	172	202	2
Motorways and trunk roads [note 13]	Other current	21	18	18	18	33	53	60	61	62	
Motorways and trunk roads [note 13]	Current design, build, finance, operate payments	59	68	80	73	110	122	121	130	129	1
Motorways and trunk roads [note 13]	Total current	238	235	249	279	355	400	469	459	497	4
Motorways and trunk roads [note 13]	Total capital and current (a)	542	551	664	713	620	580	634	583	673	6
Central Government support to transport industries	Highlands and Islands Airports Ltd	21	34	38	25	29	28	39	62	84	1
Central Government support to transport industries	Caledonian MacBrayne Ltd	86	107	123	134	131	142	134	144	147	1
Central Government support to transport industries	Scottish Canals [note 7]	14	11	10	10	12	19	15	33	145	
Central Government support to transport industries	Rail Services in Scotland [note 7]	803	676	745	731	756	756	832	1,406	1,364	1,1
Central Government support to transport industries	Northern Isles Ferries [note 8]	38	36	32	35	46	43	42	49	39	
Central Government support to transport industries	Bus Service Operators Grant [note 8]	50	51	53	53	51	52	52	51	51	1
Central Government support to transport industries	Freight Facilities Grant [note 8]	1	1	1	1	1	1	1	1	1	0
Central Government support to transport industries	Integrated Transport Fund [note 8]	inavailable	inavailable								
Central Government support to transport industries	Major public transport projects	35	3	3	6	5	0	0	176	159	1
Central Government support to transport industries	National Concessionary Travel schemes (including Smartcards) [note 9]	197	197	196	196	201	207	220	227	239	2
Central Government support to transport industries	Other [note 4]	93	115	150	170	273	268	360	470	393	3
Central Government support to transport industries	Total (b)	1,336	1,231	1,351	1,361	1,505	1,516	1,694	2,619	2,620	2,5
Total Ministers' resp. (sum of a and b)	Total Ministers' resp. (sum of a and b)	1,878	1,782	2,015	2,074	2,125	2,096	2,328	3,202	3,293	3,1
Local government gross capital expenditure on Roads and Transport	New construction and improvement	401	366	361	377	306	353	390	345	460	5
Local government gross capital expenditure on Roads and Transport	Other investment	25	40	43	84	85	90	57	34	54	
Local government gross capital expenditure on Roads and Transport	Total Gross Capital Expenditure	426	406	404	461	391	443	447	379	514	6
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	Construction	14	5	6	3	3	3	0	1	1	
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	Road maintenance (incl winter maintenance)	228	216	216	203	221	198	199	220	209	2
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	Road lighting	68	69	68	66	63	63	57	58	57	
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	Parking	-29	-32	-35	-39	-41	-44	-45	3	-28	
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	Network and traffic management (other than school crossing patrols)	45	43	44	36	31	33	28	33	32	
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	Concessionary fares	8	8	8	7	7	6	6	5	6	
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	Contributions to passenger transport	90	99	99	108	132	109	123	124	113	1
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	School crossing patrols	14	14	13	14	13	12	13	13	12	
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	Total Net Revenue Expenditure	439	423	418	398	430	382	381	456	403	4

Table 10.2 Net expenditure on management and maintenance of motorways and trunk roads by Operating Companies (£ thousand at outturn)
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
 Source: Transport Scotland

Operating company	Current Routine, Cyclical and Winter Maintenance and Network Management [note 13]		
	Capital Maintenance		Total
North East Operating Company	27,254	37,572	64,826
North West Operating Company	4,795	70,004	74,800
South East Operating Company	23,047	50,049	73,096
South West Operating Company	27,975	81,494	109,469
Forth Bridges Operating Company [note 14]	0	0	0
Total	83,072	239,119	322,191

Table 10.3: Local government net revenue expenditure on Roads and Transport, excluding loan charges, in 2024-25 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 2024-25, LFR 05

Local Authority	Construction	Structural, environmental and safety maintenance and routine repairs				School crossing patrols	Other	Parking Services	Local Authority public transport	Non - Local Authority concessionary fares [note 16]	Other non Local Authority public transport	Total
		Winter maintenance			Lighting							
Aberdeen City	0	1,611	6,655	1,523	52	939	-7,214	0	0	183	3,749	
Aberdeenshire	0	7,061	5,460	2,423	356	1,608	153	0	100	8,379	25,540	
Angus	0	3,447	6,704	1,357	0	0	-68	0	0	2,781	14,221	
Argyll & Bute	89	3,028	7,430	1,654	185	615	-293	135	216	2,376	15,435	
Clackmannanshire	1,534	387	-245	943	51	139	66	0	64	474	3,413	
Dumfries & Galloway	0	1,812	5,361	1,356	354	2,975	260	0	125	5,148	17,391	
Dundee City	0	1,712	1,326	972	0	820	-3,141	0	65	2,575	4,329	
East Ayrshire	0	1,598	4,324	2,659	174	770	-1,153	0	235	2,144	10,751	
East Dunbartonshire	0	708	2,687	1,672	294	1,112	61	0	233	1,752	8,519	
East Lothian	0	1,396	1,906	1,471	341	1,558	-569	0	3	1,340	7,446	
East Renfrewshire	0	763	4,726	1,154	227	145	9	0	186	1,622	8,832	
Edinburgh, City of	0	1,977	11,217	5,756	1,517	-594	-31,617	0	1,730	9,547	-467	
Eilean Siar	0	2,082	1,845	504	14	13	17	819	0	2,679	7,973	
Falkirk	413	677	1,888	1,772	385	2,336	-501	0	18	2,414	9,202	
Fife	0	2,587	15,499	4,630	391	1,638	-673	0	697	15,324	40,093	
Glasgow City	1,130	2,486	15,659	13,335	2,198	3,399	-23,382	0	842	7,143	22,810	
Highland	0	9,643	14,909	6,062	409	4,025	-1,977	1,557	119	8,175	42,922	
Inverclyde	0	355	975	1,515	208	203	155	0	163	1,314	4,888	
Midlothian	0	1,332	1,635	1,926	388	934	79	0	-34	823	7,083	
Moray	0	2,394	3,573	738	0	1,168	-388	549	0	596	8,630	
North Ayrshire	0	888	6,342	2,225	245	280	318	0	286	2,231	12,815	
North Lanarkshire	0	4,208	11,714	5,549	1,120	1,372	0	0	589	5,674	30,226	
Orkney Islands	0	1,567	2,623	443	54	435	95	-32	126	4,152	9,463	
Perth & Kinross	0	4,075	3,262	1,626	180	882	216	0	47	3,490	13,778	
Renfrewshire	2	4,523	587	2,600	849	1,181	-453	970	0	3,460	13,719	
Scottish Borders	46	4,434	5,972	1,581	87	765	429	0	10	2,436	15,433	
Shetland Islands	0	1,808	4,465	480	23	438	53	-2,478	1	4,782	9,899	
South Ayrshire	0	350	5,886	1,183	136	324	770	0	262	1,852	10,763	
South Lanarkshire	256	5,456	2,655	5,373	803	5,951	-491	0	611	5,380	25,994	
Stirling	-3	1,116	7,019	1,527	46	870	-397	0	0	1,947	12,125	
West Dunbartonshire	0	678	938	1,081	0	487	0	228	124	1,463	4,999	
West Lothian	0	1,919	5,650	3,199	424	630	168	0	65	2,803	14,858	
HITRANS	0	0	0	0	0	0	0	0	0	-212	-212	
NESTRANS	0	0	0	0	0	0	0	0	0	1,352	1,352	
SESTRANS	0	0	0	0	0	0	0	0	0	586	586	
SWESTRANS	0	0	0	0	0	0	0	0	0	0	0	
SPT	0	0	0	0	0	0	0	0	0	-28	-28	
TACTRAN	0	0	0	0	0	0	0	0	0	-156	-156	
ZetTrans	0	0	0	0	0	0	0	0	-315	446	131	
Scotland	3,467	78,078	170,447	80,289	11,511	37,418	-69,468	1,748	6,568	118,447	438,505	

Table 10.4: Service breakdown of local authorities' total expenditure on Roads and Transport to be met from capital resources in 2024-25, £ 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 2024-25, 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	46,583	336,217	22,051	390	110	5,576	410,927
Network and Traffic Management	5,058	53,986	1,572	167	0	1	60,784
Bridges	777	63,150	425	0	2,075	5	66,432
Parking services	18	3,802	400	0	0	0	4,220
Rail	0	944	0	0	0	0	944
Other Public Transport	5,676	22,324	43,380	116	0	7,102	78,598
Total Roads and Transport	58,112	480,423	67,828	673	2,185	12,684	621,905

Table 10.5: Local government total expenditure on Roads and Transport to be met from capital resources in 2024-25 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 2024-25, LFR CR

Authority	Network and				Rail	Other Public Transport	Total Roads and Transport
	Roads	Traffic Management	Bridges	Parking services			
Aberdeen City	25,473	1,314	0	8	0	218	27,013
Aberdeenshire	13,516	366	968	0	0	8,684	23,534
Angus	17,164	403	0	0	0	59	17,626
Argyll & Bute	15,871	0	2,295	28	0	359	18,553
Clackmannanshire	2,908	0	66	0	0	460	3,434
Dumfries & Galloway	15,007	1,279	1,354	198	0	1,746	19,584
Dundee City	4,405	0	520	339	0	0	5,264
East Ayrshire	4,613	2,116	1,315	1,019	0	0	9,063
East Dunbartonshire	8,649	2,272	72	0	0	32	11,025
East Lothian	17,714	415	0	92	0	213	18,434
East Renfrewshire	17,243	503	26	0	746	0	18,518
Edinburgh, City of	25,139	19,319	17,631	81	0	7,084	69,254
Eilean Siar	3,217	154	1,178	0	0	0	4,549
Falkirk	9,426	2,786	446	0	0	99	12,757
Fife	18,051	6,378	1,517	304	0	43	26,293
Glasgow City	20,156	3,761	2,460	0	0	0	26,377
Highland	35,700	3,239	7,327	1,119	0	1,418	48,803
Inverclyde	7,362	692	98	0	0	0	8,152
Midlothian	8,270	1,047	0	0	0	0	9,317
Moray	4,850	1,376	724	144	0	0	7,094
North Ayrshire	7,515	330	805	0	0	0	8,650
North Lanarkshire	20,976	2,091	1,259	362	0	621	25,309
Orkney Islands	1,806	0	9	0	0	974	2,789
Perth & Kinross	49,770	0	1,156	235	0	380	51,541
Renfrewshire	8,890	1,746	14,757	0	0	0	25,393
Scottish Borders	8,190	3,731	738	0	0	0	12,659
Shetland Islands	3,369	26	0	141	0	5,076	8,612
South Ayrshire	3,553	2,517	446	0	0	437	6,953
South Lanarkshire	13,384	632	1,506	0	198	5,607	21,327
Stirling	10,686	412	1,019	43	0	0	12,160
West Dunbartonshire	3,442	536	0	0	0	0	3,978
West Lothian	4,612	1,343	556	107	0	228	6,846
Tay Bridge	0	0	6,184	0	0	0	6,184
HITRANS	0	0	0	0	0	216	216
NESTRANS	0	0	0	0	0	0	0
SESTRANS	0	0	0	0	0	16	16
SWESTRANS	0	0	0	0	0	1,656	1,656
SPT	0	0	0	0	0	42,972	42,972
TACTRAN	0	0	0	0	0	0	0
ZetTrans	0	0	0	0	0	0	0
Scotland	410,927	60,784	66,432	4,220	944	78,598	621,905

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 Accredited Official Statistics

Type of fuel	Price and tax	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Unleaded Petrol [note 19]	Price pence	134.1	127.5	111.1	108.8	117.6	125.2	124.9	113.9	131.3	164.7	147.7	141.5	135.1
Unleaded Petrol [note 19]	Of which duty	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	54.2	53.0	53.0	53.0
Unleaded Petrol [note 19]	Of which VAT [note 20]	22.4	21.3	18.5	18.1	19.6	20.9	20.8	19.0	21.9	27.5	24.6	23.6	22.5
Unleaded Petrol [note 19]	All tax	80.3	79.2	76.5	76.1	77.5	78.8	78.8	76.9	79.8	81.7	77.6	76.5	75.5
Unleaded Petrol [note 19]	<i>All tax as a % of price</i>	60	62	69	70	66	63	63	68	61	50	53	54	56
Diesel (derv) [note 21] [note 22]	Price pence	140.4	133.5	114.9	110.1	120.1	130.0	131.5	119.1	134.9	177.7	158.2	148.3	142.5
Diesel (derv) [note 21] [note 22]	Of which duty	58.0	58.0	58.0	58.0	58.0	58.0	57.9	57.9	57.9	54.2	53.0	53.0	53.0
Diesel (derv) [note 21] [note 22]	Of which VAT [note 20]	23.4	22.2	19.1	18.4	20.0	21.7	21.9	19.9	22.5	29.6	26.4	24.7	23.8
Diesel (derv) [note 21] [note 22]	All tax	81.4	80.2	77.1	76.3	78.0	79.6	79.9	77.8	80.4	83.8	79.3	77.7	76.7
Diesel (derv) [note 21] [note 22]	<i>All tax as a % of price</i>	58	60	67	69	65	61	61	65	60	47	50	52	54

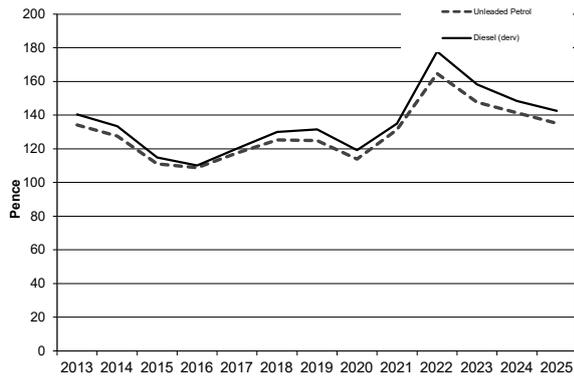
Table 10.6b Petrol and diesel prices per litre (year and month), GB [note 23] [note24]

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

Source: DECC - Not Accredited Official Statistics

Type of fuel	Year	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
Unleaded [note 19]	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
Unleaded [note 19]	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
Unleaded [note 19]	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
Unleaded [note 19]	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
Unleaded [note 19]	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
Unleaded [note 19]	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
Unleaded [note 19]	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
Unleaded [note 19]	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
Unleaded [note 19]	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
Unleaded [note 19]	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
Unleaded [note 19]	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
Unleaded [note 19]	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
Unleaded [note 19]	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
Unleaded [note 19]	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
Unleaded [note 19]	2024	139.4	141.5	144.7	148.8	149.3	145.1	144.8	142.9	136.4	133.9	134.7	136.3
Unleaded [note 19]	2025	136.8	139.3	137.6	134.8	132.3	131.5	133.9	134.5	133.8	134.8	135.0	136.5
Diesel	2009	98.7	100.3	99.9	101.9	103.0	104.3	103.9	104.3	106.6	105.5	109.5	109.3
Diesel	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
Diesel	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
Diesel	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
Diesel	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
Diesel	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
Diesel	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
Diesel	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
Diesel	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
Diesel	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
Diesel	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
Diesel	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
Diesel	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
Diesel	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
Diesel	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
Diesel	2024	147.8	150.5	153.7	157.7	157.3	150.6	150.6	148.3	141.5	138.9	140.4	142.6
Diesel	2025	143.4	146.5	145.0	141.7	139.1	137.5	140.8	142.1	141.6	143.0	143.9	145.9

Petrol and Diesel prices, year average GB



Petrol and Diesel prices, by month, 2020 to December 2025 GB

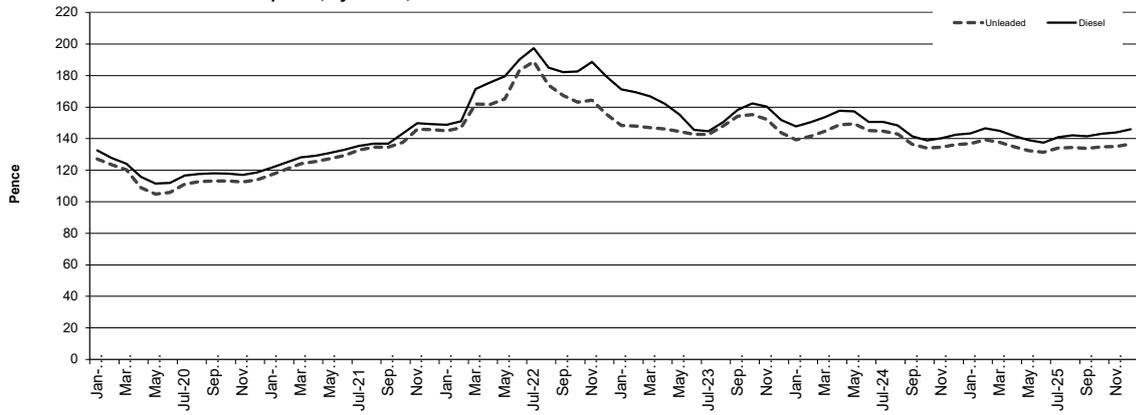


Table 10.7 Transport components of the Retail Prices Index, UK

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

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

Source: Office for National Statistics

Transport expenditure	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Retail Prices Index (all items) : 13 January 1987 = 100	250.1	256	258.5	263.1	272.5	281.6	288.8	293.1	305.0	340.3	373.3	386.7	402.7
Motoring expenditure	240.1	238.1	227.8	231.1	246.1	256.8	260.6	260.7	278.5	320.8	343.5	349.4	353.2
Purchase of motor vehicles	96.3	96.3	94.2	91.8	92.2	95	95.4	98.5	106.7	116.9	117.9	114.5	116.4
Maintenance of motor vehicles	390.4	400.8	408.2	415.1	426.4	441.6	454	466.4	481.3	515.6	555.8	593.8	633.6
Petrol and oil	395.1	376.1	326.4	317.4	343.7	368.3	369.9	337.1	384.1	491.4	441.2	419.3	401.4
Vehicle tax and Insurance	530.6	544	569.1	659.6	777.5	803.7	840.1	909.7	897.3	1081.4	1556.5	1764.4	1813.6
Fares and other travel costs	332.8	344.1	363.5	372.3	385.5	398.1	416.7	422.4	454.6	520.4	560.1	575.6	602.2
Rail fares	364.5	376.7	384.6	385.6	396.4	408.6	425.1	434.6	446.4	471.0	494.0	512.8	541.7
Bus and Coach fares	372.4	378.9	391.4	406.6	464.5	486.5	498.5	534.1	580.1	599.9	595.7	622.5	670.6
Other travel costs	296.2	305.6	325.4	334.1	337.4	348.8	367.2	369.3	400.7	465.0	512.6	527.8	543.4
Retail Prices Index (all items): 2015=100	96.8	99.0	100.0	101.8	105.4	108.9	111.7	113.4	118.0	131.6	144.4	149.6	155.8
Motoring expenditure	105.4	104.5	100.0	101.4	108.0	112.7	114.4	114.4	122.3	140.8	150.8	153.4	155.0
Purchase of motor vehicles	102.2	102.2	100.0	97.5	97.9	100.8	101.3	104.6	113.3	124.1	125.2	121.5	123.6
Maintenance of motor vehicles	95.6	98.2	100.0	101.7	104.5	108.2	111.2	114.3	117.9	126.3	136.2	145.5	155.2
Petrol and oil	121.0	115.2	100.0	97.2	105.3	112.8	113.3	103.3	117.7	150.6	135.2	128.5	123.0
Vehicle tax and Insurance	93.2	95.6	100.0	115.9	136.6	141.2	147.6	159.8	157.7	190.0	273.5	310.0	318.7
Fares and other travel costs	91.6	94.7	100.0	102.4	106.1	109.5	114.6	116.2	125.1	143.2	154.1	158.3	165.7
Rail fares	94.8	97.9	100.0	100.3	103.1	106.2	110.5	113.0	116.1	122.5	128.4	133.3	140.8
Bus and Coach fares	95.1	96.8	100.0	103.9	118.7	124.3	127.4	136.5	148.2	153.3	152.2	159.0	171.3
Other travel costs	91.0	93.9	100.0	102.7	103.7	107.2	112.8	113.5	123.1	142.9	157.5	162.2	167.0
Motoring expenditure (Constant prices - Adjusted for general inflation using all items RPI)	108.9	105.5	100.0	99.7	102.5	103.5	102.4	100.9	103.6	107.0	104.4	102.5	99.5
Purchase of motor vehicles(Constant prices - Adjusted for general inflation using all items RPI)	105.7	103.2	100.0	95.7	92.8	92.6	90.6	92.2	96.0	94.3	86.7	81.3	79.3
Maintenance of motor vehicles(Constant prices - Adjusted for general inflation using all items RPI)	98.9	99.1	100.0	99.9	99.1	99.3	99.6	100.8	99.9	95.9	94.3	97.2	99.6
Petrol and oil(Constant prices - Adjusted for general inflation using all items RPI)	125.1	116.4	100.0	95.5	99.9	103.6	101.4	91.1	99.7	114.4	93.6	85.9	78.9
Vehicle tax and Insurance	96.4	96.5	100.0	113.9	129.6	129.6	132.1	141.0	133.6	144.3	189.4	207.3	204.6
Fares and other travel costs (Constant prices - Adjusted for general inflation using all items RPI)	94.6	95.6	100.0	100.6	100.6	100.5	102.6	102.5	106.0	108.8	106.7	105.9	106.3
Rail fares (Constant prices - Adjusted for general inflation using all items RPI)	98.0	98.9	100.0	98.5	97.8	97.5	98.9	99.7	98.4	93.0	88.9	89.1	90.4
Bus and Coach fares (Constant prices - Adjusted for general inflation using all items RPI)	98.3	97.8	100.0	102.1	112.6	114.1	114.0	120.4	125.6	116.4	105.4	106.3	110.0
Other travel costs (Constant prices - Adjusted for general inflation using all items RPI)	94.1	94.8	100.0	100.9	98.4	98.4	101.0	100.1	104.4	108.6	109.1	108.4	107.2

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

	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]	2021-23 [note 27]	2022-24 [note 27]
Transport expenditure												
Purchase of vehicles	18.20	21.00	26.20	28.60	26.20	23.50	24.00	27.00	27.40	28.50	28.00	29.70
Purchase of new cars and vans	6.10	8.70	12.50	13.90	12.40	8.90	9.10	10.60	10.10	11.10	9.40	9.80
Purchase of second hand cars or vans	11.80	11.80	12.70	13.40	12.40	13.60	14.10	15.60	16.60	16.80	17.90	19.50
Purchase of motorcycles and other vehicles	[0.30]	[0.50]	[1.00]	[1.40]	[1.30]	[1.10]	0.80	0.80	0.80	0.60	0.60	0.40
Operation of personal transport	30.00	32.30	33.30	30.30	27.90	27.00	28.80	28.50	26.10	25.80	26.20	28.80
Spares and accessories	1.70	1.90	2.20	2.10	2.10	2.10	2.50	2.20	1.90	1.90	2.00	2.20
Petrol, diesel and other motor oils	21.60	23.20	23.90	21.40	19.50	18.40	19.50	19.70	17.40	16.60	16.40	17.90
Repairs and servicing	5.20	5.50	5.30	5.10	4.60	4.60	4.60	4.60	5.00	5.70	6.30	7.20
Other motoring costs	1.50	1.70	1.90	1.60	1.70	1.80	2.20	2.00	1.80	1.70	1.60	1.50
Transport services	13.60	12.40	13.80	15.10	17.60	17.70	19.90	19.70	17.60	14.80	14.10	17.30
Rail and tube fares	2.10	2.20	2.40	2.60	2.70	2.80	2.90	2.8	2.10	1.20	0.70	1.10
Bus and coach fares	2.00	2.10	1.80	1.70	1.70	1.70	1.60	1.6	1.40	1.20	1.00	1.00
Combined fares	[0.10]	[0.00]	[0.10]	[0.10]	[Unavailab	[Unavailab	[Unavailab	[Unavailab	[Unavailable]	[Unavailabl	[Unavailable]	[Unavailab
Other travel and transport	9.30	8.10	9.60	10.70	13.00	13.10	15.30	15.20	13.90	12.40	12.40	15.20
Total Transport Expenditure	61.80	65.80	73.30	74.00	71.70	68.20	72.80	75.30	71.10	69.20	68.30	75.90
Total Household Expenditure	437.30	449.00	474.40	481.70	492.30	492.20	508.20	512.40	485.40	475.90	463.20	499.30
Transport as % of total exp	14.1	14.7	15.5	15.4	14.6	13.9	14.3	14.7	14.6	14.5	14.7	15.2



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2025

**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

- 73% of people had travelled the previous day when asked as part of the 2024 Scottish Household Survey.
- Of the 457 million public transport journeys made in 2024, 73 per cent were by bus, 19 per cent were journeys by rail, air accounts for 6 per cent and ferries 2 per cent.
- Thirty one per cent of journeys to work and 74 per cent of journeys to school are by public and active travel.

Main Points

Trips

In the 2024 Scottish Household Survey 73% 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 2024, with 51% of journeys made as a car driver.

Twenty six per cent of adults used the bus at least once per week in 2024, whereas only 10% used the train. The gap was less for usage over the past month, with 39% using a bus compared to 31% for the train.

Distance travelled

In 2023, most journeys tended to be over short distances, with 14% of all journeys being under 1 km long and a further 26% between 1 and 3 km. The average (median) journey distance in 2024 was 4.3 km.

The average (median) walking journey was 1.3 km in length in 2024. Car journeys tended to be over greater distances, with a median car driver journey of 6.5 km.

In 2024, shopping (23%) and going to work (20%) were the most frequent journey purposes.

Duration travelled

In terms of time, most journeys in 2024 (68%) lasted for less than 20 minutes. Only 4% 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 2024, 60% of adults living in households with no cars normally available travelled the previous day, compared to 79% 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 53% where one car was available, and 67% 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 2024. Where no cars were available there was a far higher proportion of journeys by foot: 50%, compared to 24% where one car was available and 16% 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 4% 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 2024, 38% of men, 32% of women and 35% of all people aged 17+ said that they drove every day. A further 29% stated they drove at least once a week (but not every day), 3% drove less frequently, 4% had a full driving licence but never drove, and 29% did not have a full driving licence. (*Table 11.10*)

The frequency of driving varied with age. In 2024, 46% of people aged 40 to 49 said they drove every day. As age rises this falls (to 14% for people aged 80 and over). The frequency of driving also varied with the annual net income of the household. Fifty two percent of people aged 17+ living in households with an annual net income of between £50,000 – £60,000 said they drove every day, compared with 18 percent of those living in households with an annual net income of up to £15,000. Almost a quarter (24%) of people aged 17+ in large urban areas drove every day compared to 45% in 'remote rural' areas. (*Table 11.10*)

Walking

In 2024, 66% of adults made a journey of more than a quarter of a mile by foot to go somewhere in the last seven days – the third highest proportion seen in the last decade. Adults (aged 20-29) were the most likely to have walked to go somewhere (78%), compared with 63% of those aged 50-59. Adults aged over 80 were the lowest at 38% (*Tables 11.11 & 11.13*)

In 2024, 69% of adults said that they had walked for pleasure or to keep fit at least once in the last seven days – the third highest in recent times. There was some variation with age: the percentage was highest for those aged 30-39 (76%) and lowest for those aged 80 or above (39%). There was less variation with household income, although those with net annual incomes of over £20,000 were more likely than those with lower incomes. (*Tables 11.11 & 11.13*)

Travel to Work (SHS data)

The SHS shows that 25% of employed adults worked from home in 2024. Sixty five percent of self-employed people worked from home. (Tables 11.17 & 11.21)

Overall, the SHS found that the majority (66%) 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 2024. This percentage tended to increase with age (20-29: 60%, Over 40: around 69% to 73%), type of employment (58% of those who work part-time, compared to 68% for full-time) and annual net household income (rising to 74% of those in the £50,000 - £60,000 band). (Table 11.18)

Other usual means of travel to work were: walking (12%); bus (10%); rail (6%); bicycle (2%) and other modes (3%). 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 (31%) and the percentage who commuted by bus was highest in large urban areas (19%). (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 2013 and 2024, there has been little change in the percentage for whom a car or a van is the usual means of travel to work (69% in 2013 and 70% in 2024). There was little change to walking which was 13% in 2013 and 11% in 2024. 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 2024: 23 minutes by car; 34 minutes by bus and 15 minutes by foot). (Table 11.15 b)

The Scottish Census 2022 showed 2.5 million people aged 16 and over in employment, excluding full-time students. 32% of these worked mainly from home. Of the remaining 1.7 million people, 31% had a journey of under 5 km to work, 40% had a journey of between 5 km and 30 km to work and 7% travelled 30 km or more to work. 21% had no fixed place of work 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 72% in 2022 and the percentage using buses had fallen from 43% in 1966 to 8% in 2022. 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 2022. (*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 2023, 53% of children in full-time education at school usually walked to school, 18% usually went by bus, 24% by car or van, 2% cycled. There was little difference between the sexes, but varied greatly with age: 59% of primary school age pupils (those aged up to 11) usually walked to school compared with only 46% of those of secondary school age (those aged 12 and over); 29% of primary pupils went by car or van compared with only 18% of secondary pupils; and only 8% of primary pupils usually travelled by bus compared with 29% of those of secondary age. (*Table 11.19*)

Those usually travelling by car/van tended to rise with household income, to around 28% of pupils from households with an annual net income between £25,000 and £40,000, reflecting patterns seen elsewhere in this chapter e.g. travel to work and car use more generally. Walking to school was lowest (19%) 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 6.6 million visits abroad in 2024 with 6.4 million visits (96%) being made by air. Edinburgh was the main airport used and accounted for about 3.1 million visits (46% of all visits abroad), followed by Glasgow (2.1 million or 31%), Aberdeen (248,000 or 4%). Around 167,000 visits abroad (3%) were made by sea. There were 88,000 visits made using the Channel Tunnel. (*Table 11.24*)

Around 62% of Scottish residents' visits abroad were made for holiday purposes. Of these, 2.7 million (41%) were on a package holiday whilst the rest travelled independently. There were 1.8 million (27%) visits abroad to visit friends or relatives and 556,000 visits abroad for business purposes (8%). (*Table 11.24*)

Seventy four per cent (4.9 million) of Scottish residents' visits abroad were made to EU countries and visits to other European areas totalled 32,000 (0.5%). Visits to Canada and the USA together totalled about 397,000 (6%). (*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

201 million passenger journeys were made under all types of concessionary fare schemes in 2024-25, 7% more than in 2023-24. 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 193 million passenger journeys in 2024-25, 96% of concessionary journeys by all modes of transport). (*Table 11.29*)

Traveline Scotland

In 2023 Traveline Scotland received 66,400 telephone calls which was 28% less than the previous year. Its Web site and smart phone app recorded 19 million hits in 2023, down 15% from the previous year. (*Table 11.30*).

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Notes

This worksheet contains one table.

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 5	This category includes jogging and walking a dog.
note 6	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, 2001, 2011 and 2022 (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 'home' 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	People in full-time employment, part-time employment and self-employment only
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 11.24, 11.25 and 11.26, due to totals being calculated by adding separately-rounded numbers.
note 29	Frestwick 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. Frestwick 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 Dundee City, Angus, Perth & Kinross and Fife (North)
note 35	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 36	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 37	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 38	2001-02 & 2002-03 figures do not include Eilean Siar.
note 39	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 40	The Reimbursement Rate for the Older & Disabled Free 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 and to 55% in 2024/25. The Reimbursement Rate for the Young Persons' Free Bus Scheme is 43.6% (5-15 years) and 81.2% (16-21 years) from 2021/22 onwards.
note 41	A small charge was introduced for ferries in 2010.
note 42	Financial year end figures for 2019/20 impacted by the Covid-19 pandemic
note 43	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 44	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 45	Categorisation of unanswered calls no longer takes place.
note 46	Daily averages are calculated by dividing the total for all the weeks ending in the year by the number of days in those weeks (e.g. 52 x 7 = 364). Therefore, they may differ slightly from the result that would be obtained if one divided by the actual number of days in the year (365 or 366).
note 47	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 48	Total number of hits now includes visits to bus departure boards on the Traveline Scotland app Consists of 6.217.7 unique web visits and 1219.2 app departure board visits (thousands)
note 49	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 50	Total number of hits for 2018 will be understated due to a server logging issue
note 51	The distance travelled is a calculation of the straight line between the postcode of place of residence and postcode of workplace.
note 52	Includes no fixed place of work, working on an offshore installation and working outside the UK.
note 53	Percentages for distance to place of work do not include those working mainly from home
note 54	Excludes people who live in communal establishments - values for number of cars in a household were imputed where this was missing
note 55	Percentages based on a denominator of 50 respondents or fewer are not shown.
note 56	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 57	This table was not updated for 2020 as the survey had been suspended.
note 58	The estimates provided for 2021 should be treated with caution as the numbers are much smaller than pre-coronavirus pandemic years, especially the first six months of the year, resulting in some cases with larger confidence intervals. The data exclude Eurotunnel completely for 2021 and the Dover ferries until August 2021 as we were unable to interview at these sites.
note 59	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 60	Freeze panes is being used on this page. To turn off, select the 'View' tab and choose Freeze Panes > Unfreeze Panes
note 61	Response options for gender changed in 2022. Previously there were 4 response categories: Man/Boy, Woman/Girl; In another way; Refused. From 2022 onwards there are 3 response categories: Male; Female; Prefer not to say. For time series analysis all categories are presented. For results from 2022 onwards, only the 3 current responses are presented. While 'Prefer not to say' is not directly equivalent to 'Refused' there is likely to be considerable overlap, so for time series analysis both groups are represented by 'Prefer not to say'. There is no 2022 equivalent of 'In another way'. The proportion of respondents who gave these responses was historically not large enough to meet our reporting threshold, so there should be no functional effect on comparability across years.
note 62	Only journeys over a quarter of a mile are recorded.
note 63	2001-02 & 2002-03 figures do not include Eilean Siar.
note 64	The question was dropped from the SHS in the 2024 questionnaire review.
note 65	Strathclyde Concessionary Travel scheme includes period when Concession Peak time restrictions removed during ScotRail Removal of Peak Fares Pilot
note 66	
note 67	

Table 11.10: Frequency of driving, people aged 17+, 2024 (percentages) [Note 1] [Note 62] [Note 63]

This worksheet contains one table. Some cells may 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

Category	Sub-category	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 adults aged 17+	All people	35.0	20.9	8.2	1.1	0.5	1.1	4.0	29.2	9,620
Sex	Male	38	22	9	1	1	1	4	25	4,290
Sex	Female	32	20	8	1	0	1	4	33	5,330
Sex	Prefer not to say	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	0
Age	16-19	14	6	3	1	0	2	4	70	120
Age	20-29	31	14	5	0	1	2	5	42	900
Age	30-39	39	18	6	1	1	1	3	31	1,420
Age	40-49	46	20	8	1	0	1	3	21	1,280
Age	50-59	44	23	9	1	1	0	4	18	1,500
Age	60-69	34	26	11	1	0	1	4	22	1,880
Age	70-79	23	30	12	2	1	2	4	26	1,600
Age	80+	14	18	10	1	1	1	7	48	930
Ethnicity	White Scottish	38	21	7	1	0	1	4	27	7,360
Ethnicity	White other British	31	24	14	1	1	2	5	21	1,200
Ethnicity	White Irish	29	22	12	2	0	8	5	23	100
Ethnicity	White Polish	30	14	8	0	0	1	3	45	90
Ethnicity	Other white	24	13	8	0	1	1	5	47	370
Ethnicity	Asian, Asian Scottish or Asian British	25	16	8	1	1	2	5	43	270
Ethnicity	Other ethnic group	13	16	5	1	0	0	4	60	220
Religion	None	36	21	8	1	1	1	4	28	5,500
Religion	Church of Scotland	36	24	8	1	0	1	5	25	2,090
Religion	Roman Catholic	33	17	9	1	0	1	4	36	1,180
Religion	Other Christian	36	23	10	0	0	2	3	25	540
Religion	Muslim	24	16	5	0	0	2	2	51	160
Religion	All other religions	25	17	11	0	1	0	4	42	140
Disability status	Disabled	20	17	8	1	1	1	6	46	2,860
Disability status	Not disabled	40	22	8	1	0	1	3	24	6,730
Current situation	Self employed	54	24	10	1	0	1	3	8	570
Current situation	Employed full time	48	20	7	1	1	0	3	20	3,190
Current situation	Employed part time	42	19	6	1	0	1	2	30	910
Current situation	Looking after the home or family	28	16	5	1	1	2	2	45	290
Current situation	Permanently retired from work	22	28	11	2	1	2	5	30	3,490
Current situation	Unemployed and seeking work	16	9	9	1	0	2	7	57	210
Current situation	At school	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	30
Current situation	In further/higher education	13	15	6	1	1	4	9	52	240
Current situation	Government work or training scheme	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	0
Current situation	Permanently sick or disabled	6	10	8	1	0	1	9	64	590
Current situation	Unable to work because of short-term illness or inj	11	4	11	0	0	1	10	63	70
Current situation	Other	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	[small sam]	30
Annual net household income	up to £15,000 p.a.	18	15	8	1	0	2	8	47	1,460
Annual net household income	over £15,000 - £20,000	23	15	8	1	1	1	5	46	1,190
Annual net household income	over £20,000 - £25,000	26	20	8	1	1	1	6	38	1,300
Annual net household income	over £25,000 - £30,000	32	21	8	1	1	1	4	33	950
Annual net household income	over £30,000 - £40,000	36	23	8	1	1	1	4	27	1,380
Annual net household income	over £40,000 - £50,000	45	22	8	1	1	0	4	19	980
Annual net household income	over £50,000 - £60,000	52	20	7	1	0	1	1	17	740
Annual net household income	over £60,000 p.a.	47	27	10	1	0	1	1	12	1,190
Equivalent income	1 (20% lowest incomes)	23	17	8	1	0	2	6	43	1,890
Equivalent income	2	28	19	8	1	1	1	5	38	1,910
Equivalent income	3	36	21	7	1	1	1	4	29	1,910
Equivalent income	4	44	21	8	1	0	1	3	22	1,780
Equivalent income	5 (20% highest incomes)	44	26	9	1	1	1	2	16	1,740
Scottish Index of Multiple Deprivation	1 (20% most deprived)	25	13	6	1	0	1	4	50	1,830
Scottish Index of Multiple Deprivation	2	33	18	6	1	0	1	4	37	1,870
Scottish Index of Multiple Deprivation	3	40	22	7	1	1	1	4	24	2,130
Scottish Index of Multiple Deprivation	4	41	25	9	1	1	1	3	19	2,090
Scottish Index of Multiple Deprivation	5 (20% least deprived)	36	25	12	1	1	1	5	18	1,700
Urban-rural classification	Large urban areas	24	17	10	1	1	1	6	40	3,070
Urban-rural classification	Other urban areas	39	22	6	1	0	1	3	27	3,150
Urban-rural classification	Accessible small towns	42	23	8	1	0	1	4	21	850
Urban-rural classification	Remote small towns	37	20	9	0	1	0	5	29	450
Urban-rural classification	Accessible rural	47	26	7	1	0	1	1	14	1,130
Urban-rural classification	Remote rural	45	23	12	1	0	0	3	15	970

Table 11.11: Frequency of walking in the previous seven days (percentages), 2024 [Note 3] [Note 62] [Note 63] [Note 64]

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

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Source: Scottish Household Survey

Category	Sub-category	Walking as a	Walking as a	Walking as a	Walking as a	Walking as a	Walking just	Walking just	Walking just	Walking just	Walking just
		means of transport None	means of transport 1 to 2 days	means of transport to 5 days	means of transport 3 to 5 days	means of transport to 7 days	means of transport 6 to 7 days	for pleasure or to keep fit None	for pleasure or to keep fit 1 to 2 days	for pleasure or to keep fit 3 to 5 days	for pleasure or to keep fit 6 to 7 days
All people	All people	33.6	21.2	29.1	16.1	9,490	31.4	22.0	23.9	22.7	9,490
Sex	Male	32	22	29	17	4,240	31	23	23	23	4,230
Sex	Female	35	21	29	16	5,250	32	21	24	22	5,250
Sex	Prefer not to say	[small sample]	[small sample]	[small sample]	[small sample]	0	[small sample]	[small sample]	[small sample]	[small sample]	0
Age	16-19	18	20	38	25	160	37	18	19	25	160
Age	20-29	22	20	38	19	880	25	26	28	21	890
Age	30-39	24	22	37	16	1,380	24	26	27	23	1,380
Age	40-49	32	21	32	16	1,250	27	24	25	24	1,250
Age	50-59	37	23	24	16	1,470	29	22	22	27	1,470
Age	60-69	39	22	24	16	1,840	33	20	23	25	1,840
Age	70-79	43	20	22	15	1,580	42	18	22	19	1,580
Age	80+	62	18	11	8	920	61	14	13	12	910
Ethnicity	White Scottish	36	22	28	15	7,260	33	22	23	23	7,260
Ethnicity	White other British	33	20	28	18	1,190	26	19	28	27	1,190
Ethnicity	White Irish	26	16	42	16	100	26	21	33	19	100
Ethnicity	White Polish	27	16	35	22	90	18	23	29	30	90
Ethnicity	Other white	23	17	34	26	370	22	26	24	27	370
Ethnicity	Asian, Asian Scottish or Asian British	26	25	33	17	260	34	30	22	15	260
Ethnicity	Other ethnic group	20	19	47	14	220	36	24	30	10	220
Religion	None	31	22	31	16	5,430	29	23	25	23	5,430
Religion	Church of Scotland	43	20	21	16	2,060	37	19	22	23	2,060
Religion	Roman Catholic	33	19	29	19	1,160	34	22	23	21	1,170
Religion	Other Christian	35	24	27	14	540	35	20	22	23	540
Religion	Muslim	24	21	40	15	160	40	23	25	12	160
Religion	All other religions	31	21	32	15	130	25	31	21	23	130
Disability status	Disabled	52	18	18	12	2,830	53	15	14	17	2,830
Disability status	Not disabled	28	22	33	18	6,630	24	24	27	25	6,630
Current situation	Self employed	33	22	26	19	560	22	22	26	30	560
Current situation	Employed full time	28	23	34	15	3,120	24	26	26	23	3,120
Current situation	Employed part time	28	20	35	17	890	25	22	27	26	900
Current situation	Looking after the home or family	29	17	31	23	280	32	25	22	22	290
Current situation	Permanently retired from work	45	21	20	13	3,440	42	18	21	20	3,440
Current situation	Unemployed and seeking work	18	26	34	22	210	24	23	27	26	210
Current situation	At school	14	17	40	26	70	31	19	22	29	70
Current situation	In further/higher education	14	16	38	32	230	26	19	31	24	230
Current situation	Government work or training scheme	[small sample]	[small sample]	[small sample]	[small sample]	0	[small sample]	[small sample]	[small sample]	[small sample]	0
Current situation	Permanently sick or disabled	56	20	16	8	590	66	11	11	12	580
Current situation	Unable to work because of short-term illness or injury	52	24	12	11	70	55	13	10	22	70
Current situation	Other	[small sample]	[small sample]	[small sample]	[small sample]	20	[small sample]	[small sample]	[small sample]	[small sample]	20
Annual net household income	up to £15,000 p.a.	36	19	27	17	1,440	42	19	21	19	1,440
Annual net household income	over £15,000 - £20,000	37	21	28	13	1,170	41	22	19	19	1,170
Annual net household income	over £20,000 - £25,000	35	22	25	18	1,280	38	20	20	22	1,280
Annual net household income	over £25,000 - £30,000	35	19	30	16	940	34	22	22	21	940
Annual net household income	over £30,000 - £40,000	35	21	29	15	1,370	33	22	23	23	1,370
Annual net household income	over £40,000 - £50,000	35	23	27	15	960	29	23	27	21	960
Annual net household income	over £50,000 - £60,000	33	23	31	13	740	24	26	26	24	740
Annual net household income	over £60,000 p.a.	26	22	34	19	1,180	16	23	30	30	1,180
Equivalised income	1 (20% lowest incomes)	33	20	28	19	2,240	38	20	22	21	2,240
Equivalised income	2	35	21	28	16	1,890	39	21	20	20	1,890
Equivalised income	3	39	22	27	13	1,900	34	22	22	21	1,890
Equivalised income	4	33	21	31	15	1,740	27	24	27	22	1,750
Equivalised income	5 (20% highest incomes)	28	23	31	18	1,720	20	23	27	30	1,720
Scottish Index of Multiple Deprivation	1 (20% most deprived)	33	21	30	15	1,790	41	20	21	18	1,790
Scottish Index of Multiple Deprivation	2	33	23	29	15	1,840	36	22	21	20	1,830
Scottish Index of Multiple Deprivation	3	36	19	28	16	2,100	32	21	22	25	2,110
Scottish Index of Multiple Deprivation	4	35	22	26	16	2,080	27	23	27	24	2,080
Scottish Index of Multiple Deprivation	5 (20% least deprived)	30	20	32	18	1,690	22	24	28	26	1,680
Urban-rural classification	Large urban areas	27	19	34	20	3,020	30	22	25	22	3,020
Urban-rural classification	Other urban areas	36	24	28	12	3,100	34	23	23	19	3,090
Urban-rural classification	Accessible small towns	38	22	25	14	840	32	23	21	24	850
Urban-rural classification	Remote small towns	29	17	33	22	450	33	18	20	29	450
Urban-rural classification	Accessible rural	41	23	22	14	1,120	27	19	27	26	1,130
Urban-rural classification	Remote rural	43	18	20	19	960	29	19	19	33	960
Frequency of driving	Every day	36	25	26	14	3,120	25	24	25	26	3,130
Frequency of driving	At least 3 times a week	36	21	28	15	1,990	26	23	29	22	2,000
Frequency of driving	Once or twice a week	34	22	27	17	820	28	25	23	25	820
Frequency of driving	Less often	32	15	31	22	260	32	18	22	29	260
Frequency of driving	Never but holds full driving licence	33	18	30	20	450	41	19	19	22	450
Driving licence	Holds a full driving licence	35	23	27	15	6,640	27	23	25	25	6,660
Driving licence	Does NOT hold a full driving licence	30	18	34	19	2,850	42	19	21	18	2,830

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.

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

	2013	2014	2015	2016	2017	2018	2019 [Note 58]	2020	2021	2022	2023	2024
Frequency of driving (column percentages)												
Every Day	41.9	40.9	40.9	42.2	41.9	41.4	43.0	21.0	33.9	34.1	34.8	35.0
Per Week:												
At least 3 times	13.3	13.9	14.5	14.3	14.7	15.3	15.0	20.0	23.4	22.1	21.3	20.9
Once or twice	5.6	5.9	5.9	6.0	6.1	6.0	6.4	24.0	12.5	9.9	8.6	8.2
Per Month:												
At least 2 or 3 times	1.0	0.9	0.8	1.0	1.0	1.0	0.9	4.0	1.6	1	1.1	1.1
At least once	0.5	0.7	0.5	0.5	0.5	0.4	0.4	1.0	0.6	0.4	0.3	0.5
Less than once	1.6	1.8	1.4	1.6	1.3	1.3	1.1	2.0	1.1	1.2	1	1.1
Holds full driving licence, never drives	4.5	4.3	4.0	3.4	4.0	4.2	4.4	6.0	4.4	4.7	4.4	4
Total with a full driving licence	68.4	68.5	68.0	69.0	69.5	69.5	71.2	79.0	77.5	73.5	71.4	70.8
Doesn't have a full driving licence	31.6	31.5	32.0	31.0	30.5	30.5	28.8	21.0	22.5	26.5	28.6	29.2
Sample size (=100%)	9,838	9,720	9,340	9,570	9,760	9,650	9,720	2,770	8,990	9,600	9,700	9,620

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.

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

Transport/pleasure (column percentages)	Number of days	2006	2007	2008	2009	2010	2011	2012	2014	2016	2019	2021	2023	2024
As means of transport	None	46	48	48	41	38	37	34	33	31	34	33	34	34
As means of transport	1-2 days	16	18	17	18	19	19	20	19	19	18	24	21	21
As means of transport	3-5 days	21	20	22	22	24	24	23	26	26	27	27	28	29
As means of transport	6-7 days	17	14	14	19	19	20	23	22	23	22	16	18	16
As means of transport	1+ days	54	52	53	59	62	63	66	67	69	67	67	66	66
Sample size (=100%)	Sample size (=100%)	7,111	6,116	6,197	6,137	6,178	6,381	9,841	9,735	9,580	9,610	8,990	9,460	9,490
Just for pleasure or to keep fit [note 6]	None	53	53	55	52	49	46	45	42	39	38	26	30	31
Just for pleasure or to keep fit [note 6]	1-2 days	17	18	18	19	18	19	19	20	20	19	22	20	22
Just for pleasure or to keep fit [note 6]	3-5 days	14	14	13	13	17	17	17	18	20	19	26	25	24
Just for pleasure or to keep fit [note 6]	6-7 days	16	16	14	16	17	19	19	20	21	24	26	25	23
Just for pleasure or to keep fit [note 6]	1+ days	47	47	45	48	51	54	55	58	61	62	74	70	69
Sample size (=100%)	Sample size (=100%)	7,111	6,121	6,209	6,119	6,136	6,372	9,805	9,687	9,580	9,610	8,990	9,440	9,490

Table 11.15(a) Usual time taken (minutes) 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.

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 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

Table 11.15(b) Usual time taken (minutes) 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.

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]

Sourc Oct-Dec, Office for National Statistics (ONS) Labour Force Survey.

Type of vehicle	2013 [note 10]	2014 [note 10]	2015 [note 10]	2016 [note 10]	2017 [note 10]	2018 [note 10]	2019 [note 10]	2020 [note 10]	2021 [note 10]	2022 [note 10]	2023 [note 10]	2024 [note 10]
Car	25	24	24	25	24	25	25	23	22	23	23	23
Motorcycle	[note 8]											
Bicycle	22	23	22	26	20	22	23	22	24	20	21	18
Bus/coach	37	38	37	37	39	35	36	44	43	42	38	34
Rail	56	49	51	50	54	51	50	53	51	52	50	50
Walk	14	14	14	16	13	16	15	17	15	16	15	15
Other [note 12]	77	74	98	49	79	63	51	60	56	40	57	58
All	27	26	27	26	27	26	26	26	24	24	26	25

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.

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: 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
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%
2022	4%	8%	72%	[Note 14]	2%	11%	3%	100%

Table 11.17 Employed [Note 17] adults (16+) - place of work: 2024 [Note 58]

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

Employment type (row percentages)	Works from home	Does not work from home	Sample size (=100%)
All employed adults	25%	75%	4,670
Self - employed	65%	35%	570
Employed full - time	20%	80%	3,190
Employed part - time	18%	82%	910

Figure 11.3: Travel to work a) 2014 and b) 2024

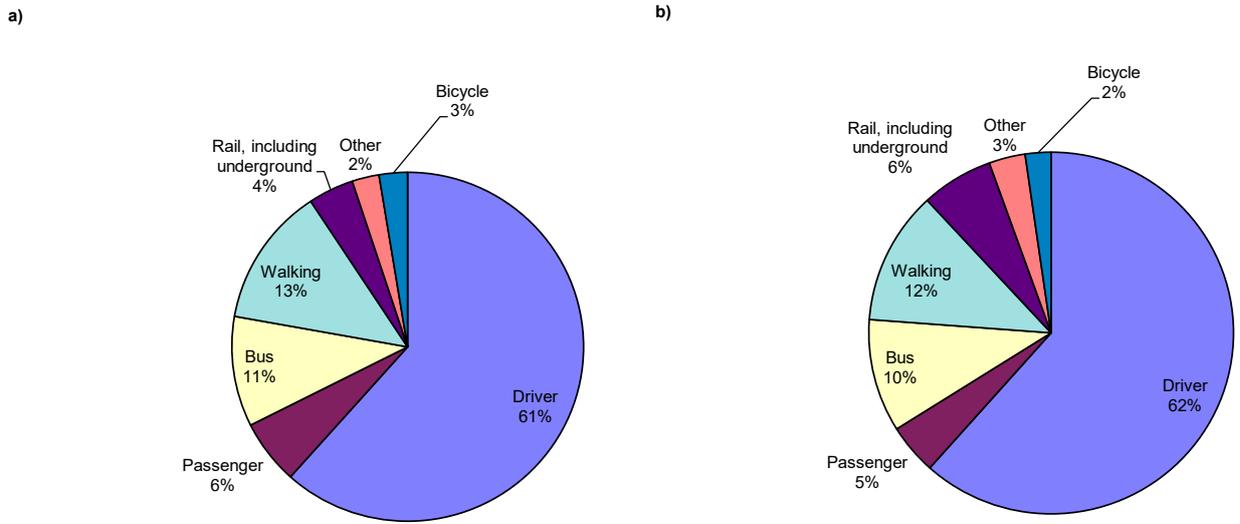
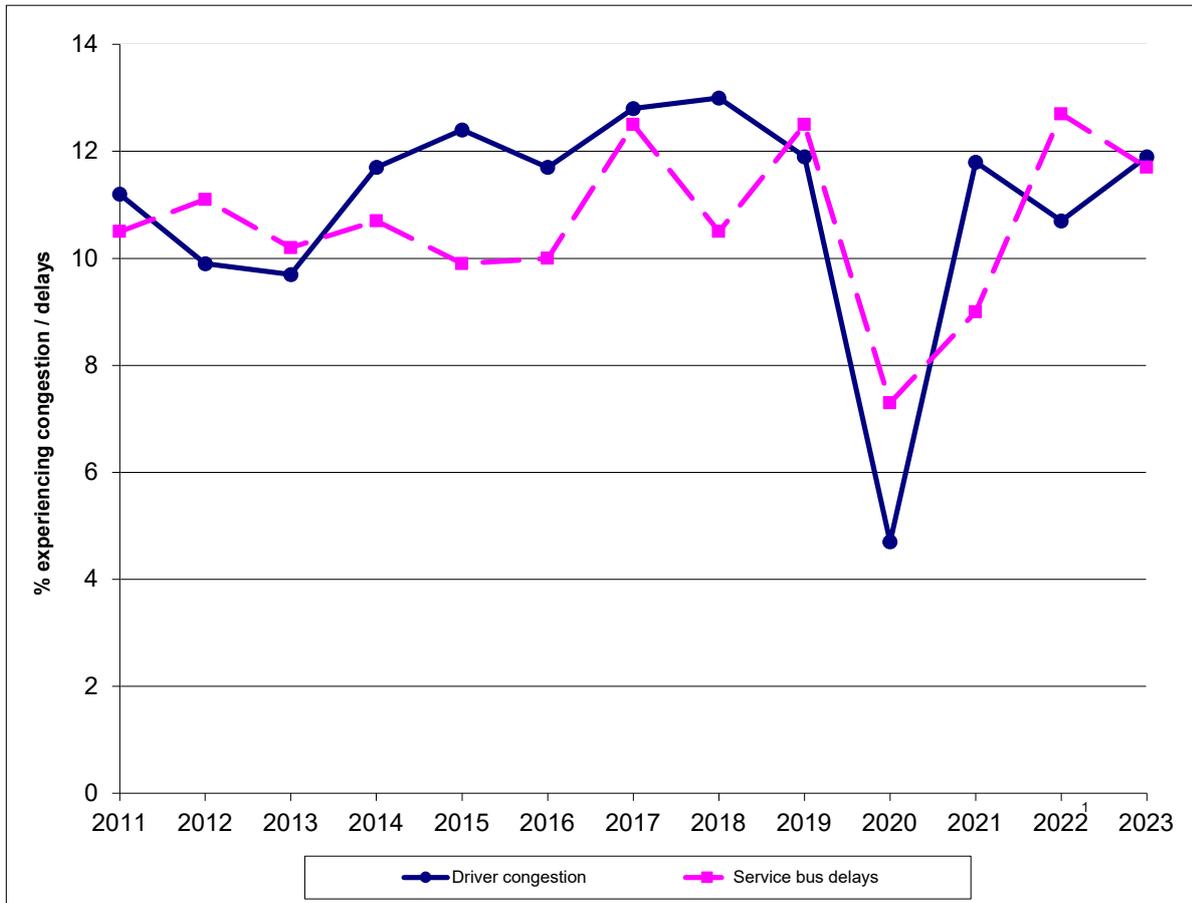


Figure 11.4: Driver experience of congestion and bus passenger experience of delays 2011-2024 [Note 66]



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.

Table 11.18: Employed adults not working from home - usual method of travel to work (percentages), 2024 [Note 17]

This worksheet contains one table. Some cells may 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

Category	Sub-category	Walking	Driver	Passenger	Bicycle	Bus	Rail (includes Glasgow underground)	Other (includes Edinburgh trams)	Sample size	% Public or Active Travel (Former National Indicator)
All adults	All adults	11.9	61.6	4.5	2.3	10.1	6.4	3.2	3,460	31
Sex	Male	11	62	4	3	9	7	5	1,590	29
Sex	Female	13	61	4	2	12	6	2	1,860	33
Sex	Prefer not to say	[small sample]	[small sample]	0	[small sample]					
Age	16-19	[small sample]	[small sample]	30	[small sample]					
Age	20-29	15	53	7	1	14	8	2	510	38
Age	30-39	12	57	4	4	11	8	3	880	36
Age	40-49	10	66	3	2	10	7	3	750	29
Age	50-59	10	70	3	3	5	5	4	780	23
Age	60-69	11	68	5	2	7	4	3	460	24
Age	70-79	[small sample]	[small sample]	40	[small sample]					
Age	80+	[small sample]	[small sample]	0	[small sample]					
Ethnicity	White Scottish	10	66	5	2	8	6	3	2,560	26
Ethnicity	White other British	12	60	2	7	9	6	3	370	36
Ethnicity	White Irish	[small sample]	[small sample]	40	[small sample]					
Ethnicity	White Polish	[small sample]	[small sample]	50	[small sample]					
Ethnicity	Other white	19	45	6	2	15	8	4	200	46
Ethnicity	Asian, Asian Scottish or Asian British	21	43	2	2	20	8	4	120	52
Ethnicity	Other ethnic group	17	32	4	2	34	10	2	120	63
Religion	None	12	62	4	3	9	7	3	2,280	31
Religion	Church of Scotland	8	72	5	1	8	5	2	450	22
Religion	Roman Catholic	13	55	6	2	14	7	3	420	37
Religion	Other Christian	7	69	4	0	11	4	4	180	23
Religion	Muslim	25	41	4	3	23	3	2	60	54
Religion	All other religions	20	44	4	4	14	7	7	60	47
Disability status	Disabled	9	61	5	1	16	4	3	400	31
Disability status	Not disabled	12	62	4	2	9	7	3	3,050	31
Current situation	Self employed	15	69	3	1	2	3	6	190	22
Current situation	Employed full time	10	63	5	2	9	7	3	2,540	29
Current situation	Employed part time	17	54	4	2	16	4	3	730	40
Annual net household income	up to £15,000 p.a.	23	50	2	1	19	3	1	170	46
Annual net household income	over £15,000 - £20,000	24	42	10	2	17	4	2	230	46
Annual net household income	over £20,000 - £25,000	16	50	4	2	20	6	1	400	44
Annual net household income	over £25,000 - £30,000	19	60	3	0	9	5	4	320	33
Annual net household income	over £30,000 - £40,000	14	58	7	1	12	4	3	600	32
Annual net household income	over £40,000 - £50,000	9	67	5	2	8	6	3	560	26
Annual net household income	over £50,000 - £60,000	7	71	3	3	6	6	3	450	23
Annual net household income	over £60,000 p.a.	7	66	3	4	6	10	4	710	27
Equalised income	1 (20% lowest incomes)	20	55	4	0	18	2	2	280	40
Equalised income	2	20	53	6	2	14	2	3	490	38
Equalised income	3	12	62	5	2	11	5	3	730	30
Equalised income	4	11	64	5	2	10	6	3	930	29
Equalised income	5 (20% highest incomes)	8	64	3	4	7	10	4	1,030	29
Scottish Index of Multiple Deprivation	1 (20% most deprived)	14	52	9	1	19	5	1	590	38
Scottish Index of Multiple Deprivation	2	12	61	5	2	12	6	3	690	31
Scottish Index of Multiple Deprivation	3	12	64	4	1	7	8	4	740	28
Scottish Index of Multiple Deprivation	4	10	69	3	2	6	6	4	830	25
Scottish Index of Multiple Deprivation	5 (20% least deprived)	12	60	2	6	9	8	4	610	35
Urban-rural classification	Large urban areas	16	46	3	4	19	8	4	1,110	48
Urban-rural classification	Other urban areas	9	68	6	1	6	7	3	1,160	23
Urban-rural classification	Accessible small towns	10	73	4	1	3	7	2	300	21
Urban-rural classification	Remote small towns	31	55	7	0	4	2	1	190	37
Urban-rural classification	Accessible rural	5	80	3	1	3	4	3	360	14
Urban-rural classification	Remote rural	9	77	6	1	2	1	4	350	13
Household type	Single adult	18	54	2	2	11	8	4	820	40
Household type	Small adult	13	56	5	3	10	9	3	810	36
Household type	Single parent	17	61	5	2	11	2	2	230	32
Household type	Small family	8	67	3	4	9	6	3	650	27
Household type	Large family	10	71	2	1	9	4	5	200	23
Household type	Large adult	9	64	7	2	11	4	2	330	26
Household type	Older smaller	12	64	5	1	10	4	5	270	26
Household type	Single pensioner	11	71	5	1	8	2	1	140	22
Number of cars	None	38	2	8	4	33	11	5	550	86
Number of cars	One	11	59	6	3	10	7	4	1,630	32
Number of cars	Two +	4	85	2	1	2	5	2	1,280	11

Table 11.19: School children in full-time education, usual method of travel to school, 2023 (percentages) [Note 62] [Note 63]

This worksheet contains one table. Some cells may 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

Category	Sub-category	Walking	Car or van	Bicycle	School bus [Note 23]	Service bus	Rail (inc. Glasgow Underground)	All other modes [Note 19]	Sample size
All school children	All school children	52.9	24.0	1.9	13.7	4.1	1.0	2.4	1,590
Sex	Male	53	24	3	12	5	1	3	830
Sex	Female	52	24	1	16	4	1	1	760
Sex	Prefer not to say	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	0
Age (wide bands)	4 to 11	59	29	3	7	1	0	2	900
Age (wide bands)	12 to 18	46	18	1	22	7	2	3	700
Age (narrow bands)	4 to 5	54	38	1	5	2	0	1	140
Age (narrow bands)	6 to 7	60	28	4	5	1	0	2	270
Age (narrow bands)	8 to 9	57	32	2	5	1	0	3	260
Age (narrow bands)	10 to 11	61	21	3	10	3	0	2	240
Age (narrow bands)	12 to 13	42	21	1	25	6	0	5	260
Age (narrow bands)	14 to 15	48	16	1	22	10	2	2	280
Age (narrow bands)	16 to 18	49	18	0	19	5	6	2	150
Household type	Single parent	55	30	3	5	4	0	3	340
Household type	Small family	54	24	2	13	5	0	2	770
Household type	Large family	50	21	1	19	4	3	2	380
Household type	Large adult	58	17	0	16	3	2	3	80
Annual net household income	up to £15,000 p.a.	67	10	5	11	4	0	4	90
Annual net household income	over £15,000 - £20,000	51	28	2	12	5	1	2	90
Annual net household income	over £20,000 - £25,000	55	24	1	10	6	1	3	120
Annual net household income	over £25,000 - £30,000	51	28	5	11	2	1	2	120
Annual net household income	over £30,000 - £40,000	53	28	1	11	5	0	2	250
Annual net household income	over £40,000 - £50,000	52	25	1	17	3	1	1	260
Annual net household income	over £50,000 - £60,000	52	25	1	16	3	0	2	260
Annual net household income	over £60,000 p.a.	51	22	2	15	4	2	3	380
Equivalentised income	1 (20% lowest incomes)	60	19	3	11	4	1	2	300
Equivalentised income	2	52	26	2	14	3	0	4	330
Equivalentised income	3	49	25	1	15	6	3	1	350
Equivalentised income	4	52	26	1	16	3	0	1	360
Equivalentised income	5 (20% highest incomes)	50	25	3	12	5	1	5	250
Scottish Index of Multiple Deprivation	1 (20% most deprived)	60	23	1	8	4	0	3	300
Scottish Index of Multiple Deprivation	2	57	25	0	9	5	1	3	290
Scottish Index of Multiple Deprivation	3	47	22	2	20	5	2	2	320
Scottish Index of Multiple Deprivation	4	44	29	1	18	4	1	3	360
Scottish Index of Multiple Deprivation	5 (20% least deprived)	56	20	4	14	3	1	1	320
Urban-rural classification	Large urban areas	61	21	2	5	7	1	2	500
Urban-rural classification	Other urban areas	57	27	2	10	2	1	1	530
Urban-rural classification	Accessible small towns	54	19	1	20	2	1	3	160
Urban-rural classification	Remote small towns	73	21	0	5	0	0	0	70
Urban-rural classification	Accessible rural	27	30	1	33	3	0	6	210
Urban-rural classification	Remote rural	19	27	0	41	9	0	3	130
Number of cars	None	74	3	1	10	8	2	2	210
Number of cars	One	56	26	2	10	4	0	2	670
Number of cars	Two +	43	29	2	18	3	2	3	710

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.

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

Employment status (column percentages)	2020											
	2013	2014	2015	2016	2017	2018	2019 [Note 58]	2021	2022	2023	2024	
Works from home	13.3%	13.1%	14.1%	14.5%	14.2%	16.0%	16.1%	52.6%	39.7%	30.8%	28.9%	24.7%
Does not work from home	86.7%	86.8%	85.9%	85.5%	85.8%	84.0%	83.9%	47.4%	60.3%	69.2%	71.1%	75.3%
All employed adults	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Sample size (100%)	4,848	4,810	4,670	4,720	4,820	4,720	4,890	1,330	4,210	4,740	4,750	4,670

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.

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

Method of travel (column percentages)	2020											
	2013	2014	2015	2016	2017	2018	2019 [Note 58]	2021	2022	2023	2024	
Walking	12.9%	12.9%	13.6%	12.3%	12.0%	11.8%	12.0%	11.9%	12.1%	13.0%	11.8%	11.9%
Car or van driver	60.6%	61.6%	60.3%	61.7%	62.3%	62.9%	63.1%	67.4%	68.0%	63.8%	62.8%	61.6%
Car or van passenger	5.6%	6.0%	5.6%	6.3%	5.4%	4.8%	5.1%	4.6%	2.9%	4.4%	4.7%	45.0%
All car or van occupants	66.2%	67.6%	65.9%	68.0%	67.7%	67.7%	68.2%	72.0%	70.9%	68.2%	67.5%	66.1%
Bicycle	2.5%	2.6%	2.2%	2.6%	3.0%	2.8%	2.7%	2.2%	4.3%	3.0%	2.9%	23.0%
Bus	11.3%	10.2%	11.2%	10.4%	9.8%	10.1%	9.6%	7.8%	6.8%	9.0%	10.3%	10.1%
Rail [Note 24]	4.0%	4.2%	4.4%	5.2%	5.1%	5.5%	5.4%	3.1%	4.1%	4.4%	5.3%	64.0%
Other [Note 19]	3.1%	2.5%	2.7%	2.4%	2.4%	2.2%	2.1%	2.9%	1.9%	2.4%	2.1%	32.0%
<i>Sample size (100%)</i>	<i>4,157</i>	<i>4,130</i>	<i>3,950</i>	<i>3,970</i>	<i>4,070</i>	<i>3,910</i>	<i>4,050</i>	<i>1,230</i>	<i>2,490</i>	<i>3,250</i>	<i>3,350</i>	<i>3,460</i>

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.

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

Method of travel (column percentages)	2020										
	2013	2014	2015	2016	2017	2018	2019 [Note 58]	2021	2022	2023	2024
Walking	51.7%	51.2%	48.8%	51.8%	51.5%	52.3%	51.8%	47.7%	54.4%	50.0%	52.9% [question not asked]
Car or van	24.4%	24.5%	25.8%	25.6%	25.5%	24.2%	25.1%	26.1%	22.0%	25.5%	24.0% [question not asked]
Bicycle	1.2%	1.7%	1.2%	1.4%	0.9%	1.9%	1.9%	2.1%	1.9%	1.0%	1.9% [question not asked]
School bus [Note 26]	14.5%	14.5%	15.3%	12.9%	14.2%	13.9%	14.3%	16.7%	15.6%	16.1%	13.7% [question not asked]
Service bus	5.4%	5.8%	5.7%	6.4%	5.6%	5.1%	5.0%	4.0%	3.8%	5.2%	4.1% [question not asked]
All buses	19.9%	20.3%	20.9%	19.3%	19.8%	19.0%	19.3%	20.7%	19.4%	21.3%	17.8% [question not asked]
Rail [Note 24]	0.6%	0.7%	1.1%	0.5%	0.5%	0.7%	0.3%	1.3%	1.0%	0.2%	1.0% [question not asked]
Other [Note 19]	2.2%	1.7%	2.1%	1.5%	1.7%	2.0%	1.7%	2.0%	1.3%	1.9%	2.4% [question not asked]
<i>Sample size (100%)</i>	1,975	1,980	1,880	1,890	1,830	1,720	1,920	420	1,380	1,640	1,590 [question not asked]

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.

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: Hands Up Scotland Survey - Not National Statistics

Method of travel

(column

percentages)

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Walk	44.1%	44.2%	43.3%	42.8%	42.3%	42.5%	41.0%	44.8%	43.6%	42.6%	41.3%	39.8%
Cycle	3.5%	3.4%	3.5%	3.6%	3.7%	3.8%	4.1%	3.8%	4.0%	3.9%	4.7%	3.9%
Scooter/Skate	2.8%	2.8%	2.9%	2.9%	2.8%	2.4%	2.7%	2.6%	2.7%	2.9%	3.3%	2.9%
Park & Stride	7.5%	7.8%	7.8%	9.3%	9.7%	9.8%	10.2%	9.9%	9.9%	9.5%	9.7%	10.0%
Driven	21.4%	21.9%	22.4%	22.3%	22.8%	23.1%	23.8%	22.8%	23.2%	23.1%	22.5%	23.9%
Bus	18.8%	17.7%	17.9%	16.6%	16.5%	16.2%	16.0%	14.1%	14.5%	15.8%	16.4%	17.1%
Taxi	1.6%	1.6%	1.7%	1.8%	1.6%	1.7%	1.7%	1.5%	1.5%	1.6%	1.6%	1.7%
Other	0.4%	0.5%	0.4%	0.6%	0.5%	0.5%	0.6%	0.4%	0.6%	0.5%	0.6%	0.6%
<i>Sample size (100%)</i>	467,397	487,147	480,161	458,145	473,160	468,537	472,617	405,917	418,147	456,695	443,271	461,727

Table 11.24 Scottish residents' visits abroad by means of leaving the UK [Note 60] and purpose of visit, 2024

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 (thousands)	Airport/ports/channel tunnel	Package Holiday	Other Holiday	Business	Visiting Friends or Relatives	Miscellaneous and Other Purposes	Total all visits
Air	Edinburgh	1,062	580	315	1,020	76	3,052
Air	Glasgow	1,271	345	62	335	38	2,051
Air	Aberdeen	52	31	74	87	4	248
Air	Total Edinburgh, Glasgow & Aberdeen	2,385	956	451	1,441	118	5,351
Air	Heathrow	43	83	68	149	18	361
Air	Gatwick	60	49	1	31	4	145
Air	Stanstead	2	39	7	33	16	97
Air	Manchester	94	30	0	33	4	161
Air	Newcastle	56	36	3	10	0	105
Air	Birmingham	10	2	0	3	0	15
Air	Other UK Airports	64	61	8	23	1	156
Air	Total Air	2,713	1,256	538	1,722	162	6,391
Channel Tunnel	Channel Tunnel	11	45	3	26	4	88
Sea	English Channel Ports	13	55	9	25	7	109
Sea	English East Coast Ports	3	21	7	18	10	58
Sea	Other UK Ports [Note 29]	0	0	0	0	0	0
Sea	Total Sea	16	76	15	43	17	167
All means	Total All Means of Leaving the UK	2,740	1,377	556	1,791	182	6,646

Table 11.25 Scottish residents' visits abroad by means of leaving the UK [Note 28] [Note 60] and area visited, 2024

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 (thousands)	Airport/ports/channel tunnel	EU	Other Europe	Canada and USA	Australia and New Zealand	Rest of Asia the world	Total	
Air	Edinburgh	2300	14	219	26	324	169	3,052
Air	Glasgow	1695	9	31	23	211	83	2,051
Air	Aberdeen	152	1	13	0	24	58	248
Air	Total Edinburgh, Glasgow & Aberdeen	4,146	23	264	49	559	310	5,351
Air	Heathrow	89	2	87	7	101	74	361
Air	Gatwick	73	1	13	3	24	30	145
Air	Stanstead	84	0	0	0	6	8	97
Air	Manchester	112	0	12	0	11	26	161
Air	Newcastle	78	0	12	0	12	3	105
Air	Birmingham	7	0	2	0	6	0	15
Air	Other UK Airports	109	5	0	0	36	7	156
Air	Total Air	4,698	31	390	60	754	458	6,391
Channel Tunnel	Channel Tunnel	87	0	0	0	0	1	88
Sea	English Channel Ports	102	0	7	0	0	0	109
Sea	English East Coast Ports	56	1	0	0	0	1	58
Sea	Other UK Ports[Note 29]	0	0	0	0	0	0	0
Sea	Total Sea	157	1	7	0	0	1	167
All means	Total All Means of Leaving the UK	4,943	32	397	60	755	459	6,646

Table 11.26 Scottish residents' visits abroad, by means of leaving the UK [Note 31] [Note 32] purpose of visit, and area visited (thousands)

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

		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
		4,096	4,499	4,572	4,754	5,135	5,540	5,807	[Note 59]	[Note 59]	[Note 59]	[Note 59]	[Note 59]
Means of leaving the UK and purpose of visit	Airports/ports/ type of holiday/destination												
All visits abroad by Scots	All visits abroad by Scots												
Air Total	Air Total	3,868	4,222	4,343	4,525	4,881	5,284	5,544	[Not availab]	965	4,580	5,580	6,391
Air Total	Edinburgh	1,357	1,431	1,579	1,828	2,206	2,514	2,678	[Not availab]	482	2,297	2,875	3,052
Air Total	Glasgow	1,016	1,247	1,289	1,399	1,558	1,596	1,624	[Not availab]	234	1,052	1,266	2,051
Air Total	Prestwick [Note 30]	411	348	285	33	0	0	0	[Not availab]	0	0	0	0
Air Total	Aberdeen	256	303	294	308	314	295	259	[Not availab]	23	155	217	248
Air Total	Total these airports	3,040	3,328	3,448	3,568	4,078	4,405	4,561	[Not availab]	738	3,504	4,358	5,351
Air Total	Heathrow	103	83	81	87	61	101	108	[Not availab]	[Not availab]	157	123	361
Air Total	Gatwick	155	171	212	203	179	149	135	[Not availab]	[Not availab]	114	133	145
Air Total	Stansted	32	38	63	81	59	40	79	[Not availab]	[Not availab]	54	120	97
Air Total	Manchester	173	231	200	183	172	246	227	[Not availab]	[Not availab]	180	188	161
Air Total	Newcastle	83	94	71	91	85	125	104	[Not availab]	[Not availab]	93	111	105
Air Total	Birmingham	21	28	24	19	21	23	18	[Not availab]	[Not availab]	10	14	15
Air Total		261	247	245	292	225	195	312	[Not availab]	[Not availab]	334	315	156
Channel Tunnel	Channel Tunnel	75	80	82	72	95	71	89	[Not availab]	[Not availab]	67	96	88
Sea Total	Sea Total	154	197	147	157	159	185	174	[Not availab]	23	67	124	167
Sea Total	English Channel Ports	117	126	88	78	66	88	105	[Not availab]	[Not availab]	[Not availab]	74	109
Sea Total	English East Coast Ports	33	67	57	73	64	76	65	[Not availab]	[Not availab]	[Not availab]	41	58
Sea Total	Other UK Ports	4	4	2	6	28	20	3	[Not availab]	[Not availab]	[Not availab]	9	0
by purpose of visit	Package holiday	1,205	1,391	1,506	1,562	1,650	1,729	2,247	[Not availab]	202	1,574	2,087	2,740
by purpose of visit	Other holiday	1,513	1,644	1,613	1,553	1,655	1,804	1,742	[Not availab]	314	1,567	1,704	1,377
by purpose of visit	Business	464	540	487	493	513	504	505	[Not availab]	79	326	426	556
by purpose of visit	Visit friends / relatives	834	844	895	1,081	1,265	1,451	1,205	[Not availab]	334	968	1,246	1,791
by purpose of visit	Misc. and other	80	79	71	64	51	52	108	[Not availab]	36	144	116	182
by area visited	EU	1,874	2,009	1,968	2,124	2,400	2,562	2,756	[Not availab]	449	1,886	2,815	4,943
by area visited	Other Europe	16	12	4	11	18	6	27	[Not availab]	5	15	26	32
by area visited	North America	315	374	367	458	423	494	429	[Not availab]	31	407	378	397
by area visited	Australia & New Zealand	69	83	94	68	94	97	115	[Not availab]	8	67	72	60
by area visited	Asia	212	262	190	258	288	382	392	[Not availab]	61	244	312	755
by area visited	Rest of the World	1,612	1,759	1,950	1,836	1,911	1,999	2,088	[Not availab]	411	1,960	1,977	459
Edinburgh, Glasgow, Prestwick & Aberdeen	Package holiday	903	1,051	1,184	1,244	1,390	1,394	1,896	[Not availab]	169	1,345	1,800	2,385
Edinburgh, Glasgow, Prestwick & Aberdeen	Other holiday	1,105	1,169	1,165	1,108	1,203	1,320	1,224	[Not availab]	255	1,124	1,172	956
Edinburgh, Glasgow, Prestwick & Aberdeen	Business	300	374	359	352	401	397	400	[Not availab]	53	226	325	451
Edinburgh, Glasgow, Prestwick & Aberdeen	Visit friends / relatives	683	682	713	828	1,054	1,256	970	[Not availab]	236	722	988	1,441
Other UK airport	Package holiday	34	29	7	10	19	31	63	[Not availab]	[Not availab]	43	47	64
Other UK airport	Other holiday	79	67	43	43	79	64	118	[Not availab]	[Not availab]	134	117	61
Other UK airport	Business	52	45	2	6	39	19	58	[Not availab]	[Not availab]	47	44	8
Other UK airport	Visit friends / relatives	37	46	16	26	53	37	68	[Not availab]	[Not availab]	90	97	23
Sea or Channel Tunnel	Package holiday	49	51	42	46	39	24	55	[Not availab]	[Not availab]	12	29	27
Sea or Channel Tunnel	Other holiday	91	118	78	60	96	126	138	[Not availab]	[Not availab]	73	123	120
Sea or Channel Tunnel	Business	21	27	16	29	28	26	24	[Not availab]	[Not availab]	15	20	18
Sea or Channel Tunnel	Visit friends / relatives	23	22	27	31	36	17	38	[Not availab]	[Not availab]	30	42	69
Package holiday	EU	347	433	419	468	559	525	850	of available]	47	467	860	2,154
Package holiday	Elsewhere	858	959	1,087	1,094	1,091	1,204	1,396	of available]	155	1,107	1,227	587
Other holiday	EU	727	790	734	725	854	951	893	of available]	127	700	937	1,141
Other holiday	Elsewhere	786	854	879	827	800	853	850	of available]	187	867	767	236
Business	EU	300	328	275	305	286	339	323	of available]	51	172	262	380
Business	Elsewhere	164	212	212	188	226	165	183	of available]	29	154	164	176
Visit friends / relatives	EU	457	415	513	582	676	735	628	of available]	202	492	686	1,138
Visit friends / relatives	Elsewhere	377	429	382	499	589	716	577	of available]	132	476	560	652

Table 11.27a Transport Model for Scotland: inter-zonal [Note 33] car, bus or train trips made on an average weekday (thousands) - within Scotland: circa 2018 [Note 37]

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 (Transport Model for Scotland:18) - Not National Statistics

Origin	Clydeplan [Note 34]	SESplan [Note 35]	TAYplan [Note 36]	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	Rest of UK	Total
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] car trips made on an average weekday (thousands) - within Scotland: circa 2018

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 (Transport Model for Scotland:18) - Not National Statistics

Origin	Clydeplan [Note 34]	SESplan [Note 35]	TAYplan [Note 36]	Aberdeen			Stirling, Falkirk & Clacks		Elsewhere in Scotland	Rest of UK	Total
				City & Shire	Dumfries & Galloway	Ayrshire	Clacks				
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] bus or train trips made on an average weekday (thousands) - within Scotland: circa 2018 [Note 37]

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 (Transport Model for Scotland:18) - Not National Statistics

Origin	Clydeplan [Note 34]	SESplan [Note 35]	TAYplan [Note 36]	Aberdeen		Dumfries	Ayrshire	Stirling, Falkirk & Clacks		Elsewhere in Scotland		Rest of UK	Total
				City & Shire	Galloway	&		Scotland	Scotland				
Clydeplan [Note 34]	369	12	1	0	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	0			50
Aberdeen City & Shire	0	1	1	44	0	0	0	0	1	0			48
Dumfries & Galloway	0	0	0	0	9	0	0	0	0	1			11
Ayrshire	8	1	0	0	0	32	0	0	0	0			42
Stirling, Falkirk & Clacks	4	5	0	0	0	0	0	25	0	0			36
Elsewhere in Scotland	3	1	0	1	0	0	0	0	26	0			31
Rest of UK	4	8	0	0	1	0	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] car and goods vehicle trips made on an average weekday (thousands) - within Scotland: circa 2018 [Note 37]

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 (Transport Model for Scotland:18) - Not National Statistics

Origin	Clydeplan [Note 34]	SESplan [Note 35]	TAYplan [Note 36]	Aberdeen			Stirling, Falkirk & Clacks		Elsewhere in Scotland	Rest of UK	Total
				City & Shire	Dumfries & Galloway	Ayrshire	Falkirk & Clacks	Elsewhere in Scotland			
Clydeplan [Note 34]	1,562	47	4	2	3	52	34	12	7	1,723	
SESplan[Note 35]	50	1,124	27	2	2	4	37	3	11	1,261	
TAYplan [Note 36]	5	26	277	8	0	0	6	2	1	325	
Aberdeen City & Shire	3	3	10	403	0	0	0	8	1	428	
Dumfries & Galloway	3	2	0	0	97	3	0	0	5	111	
Ayrshire	44	3	1	0	2	228	1	1	1	281	
Stirling, Falkirk & Clacks	36	33	5	0	0	2	217	1	1	295	
Elsewhere in Scotland	13	2	2	8	0	1	1	249	2	279	
Rest of UK	6	11	1	1	5	1	1	2	0	28	
Total	1,721	1,253	328	423	111	291	298	278	29	4,731	

Table 11.29 Passenger journeys made under concessionary fare schemes

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' or use Alt W, F
 Source: Transport Scotland & Strathclyde Partnership for Transport - Not National Statistics

		2024-2025											
		2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20 7	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025
Type of concessionary journey	Type of scheme	Type of travel	Unavailable										
(a) all journeys made under concessionary fare schemes (Note 38)	Strathclyde Concessionary Travel scheme	Buses (Note 39)	3.17	3.17	3.36	3.42	3.51	3.52	3.52	0.57	1.81	2.32	3.54
(a) all journeys made under concessionary fare schemes (Note 38)	Strathclyde Concessionary Travel scheme	Rail	0.77	0.82	0.81	0.72	0.85	0.91	0.90	0.2	0.51	0.73	0.97
(a) all journeys made under concessionary fare schemes (Note 38)	Strathclyde Concessionary Travel scheme	Underground	0.64	0.67	0.65	0.68	0.65	0.67	0.67	0.24	0.5	0.56	0.57
(a) all journeys made under concessionary fare schemes (Note 38)	Strathclyde Concessionary Travel scheme	Ferries	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(a) all journeys made under concessionary fare schemes (Note 38)	Strathclyde Concessionary Travel scheme	Taxis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(a) all journeys made under concessionary fare schemes (Note 38)	Strathclyde Concessionary Travel scheme	Others	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(a) all journeys made under concessionary fare schemes (Note 38)	Strathclyde Concessionary Travel scheme	Total	4.58	4.66	4.82	4.82	5.01	5.10	5.09	1.01	2.82	3.61	5.06
(a) all journeys made under concessionary fare schemes (Note 38)	Other concessionary fare schemes (Note 65)	Buses (Note 39) (Note 41) (Note 42) (i.e. the National schemes)	148.64	148.27	146.52	145.62	142.33	145.12	140.7	48.65	88.19	163.37	181.14
(a) all journeys made under concessionary fare schemes (Note 38)	Other concessionary fare schemes (Note 65)	Rail	1.46	2.13	2.31	2.34	1.93	1.87	1.85	0.17	0.7	1.39	2.28
(a) all journeys made under concessionary fare schemes (Note 38)	Other concessionary fare schemes (Note 65)	Underground	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(a) all journeys made under concessionary fare schemes (Note 38)	Other concessionary fare schemes (Note 65)	Ferries (Note 43) (Note 61)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.02	0.04	0.05	0.06
(a) all journeys made under concessionary fare schemes (Note 38)	Other concessionary fare schemes (Note 65)	Taxis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(a) all journeys made under concessionary fare schemes (Note 38)	Other concessionary fare schemes (Note 65)	Others	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(a) all journeys made under concessionary fare schemes (Note 38)	Other concessionary fare schemes (Note 65)	Total	150.16	150.46	148.89	148.02	144.32	147.05	142.61	48.84	88.93	164.81	183.48
(a) all journeys made under concessionary fare schemes (Note 38)	All concessionary fare schemes (Note 40)	Buses (Note 39) (Note 41) (Note 42)	148.64	148.27	146.52	145.62	142.33	145.12	140.70	48.65	88.19	163.37	181.14
(a) all journeys made under concessionary fare schemes (Note 38)	All concessionary fare schemes (Note 40)	Rail	4.63	5.50	5.67	5.76	5.44	5.39	5.37	0.74	2.51	3.71	5.82
(a) all journeys made under concessionary fare schemes (Note 38)	All concessionary fare schemes (Note 40)	Underground	0.77	0.82	0.81	0.72	0.85	0.91	0.90	0.20	0.51	0.73	0.97
(a) all journeys made under concessionary fare schemes (Note 38)	All concessionary fare schemes (Note 40)	Ferries	0.70	0.73	0.71	0.74	0.71	0.73	0.73	0.26	0.54	0.61	0.63
(a) all journeys made under concessionary fare schemes (Note 38)	All concessionary fare schemes (Note 40)	Taxis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(a) all journeys made under concessionary fare schemes (Note 38)	All concessionary fare schemes (Note 40)	Others	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(a) all journeys made under concessionary fare schemes (Note 38)	All concessionary fare schemes (Note 40)	Total	154.74	155.32	153.71	152.84	149.33	152.16	147.70	49.66	91.76	158.42	183.66
(b) of which: journeys which were made free of charge to the traveller	Strathclyde Concessionary Travel scheme	Buses (Note 39)	Unavailable										
(b) of which: journeys which were made free of charge to the traveller	Strathclyde Concessionary Travel scheme	Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(b) of which: journeys which were made free of charge to the traveller	Strathclyde Concessionary Travel scheme	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
(b) of which: journeys which were made free of charge to the traveller	Strathclyde Concessionary Travel scheme	Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(b) of which: journeys which were made free of charge to the traveller	Strathclyde Concessionary Travel scheme	Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(b) of which: journeys which were made free of charge to the traveller	Other concessionary fare schemes	Buses (Note 39) (Note 41) (Note 42) (i.e. the National schemes)	148.87	146.75	145.31	144.71	141.75	144.63	140.40	48.60	88.10	163.37	181.14
(b) of which: journeys which were made free of charge to the traveller	Other concessionary fare schemes	Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(b) of which: journeys which were made free of charge to the traveller	Other concessionary fare schemes	Ferries (Note 61)	0.06	0.06	0.06	0.06	0.06	0.06	0.05	0.02	0.04	0.05	0.06
(b) of which: journeys which were made free of charge to the traveller	Other concessionary fare schemes	Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(b) of which: journeys which were made free of charge to the traveller	Other concessionary fare schemes	Total	148.93	146.81	145.37	144.77	141.81	144.69	140.45	48.62	88.14	163.42	181.20
(b) of which: journeys which were made free of charge to the traveller	All concessionary fare schemes	Buses (Note 39) (Note 41) (Note 42)	148.87	146.75	145.31	144.71	141.75	144.63	140.40	48.60	88.10	163.37	181.14
(b) of which: journeys which were made free of charge to the traveller	All concessionary fare schemes	Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(b) of which: journeys which were made free of charge to the traveller	All concessionary fare schemes	Ferries	0.06	0.06	0.06	0.06	0.06	0.05	0.02	0.04	0.05	0.06	
(b) of which: journeys which were made free of charge to the traveller	All concessionary fare schemes	Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
(b) of which: journeys which were made free of charge to the traveller	All concessionary fare schemes	Total	148.93	146.81	145.37	144.77	141.81	144.69	140.45	48.62	88.14	163.42	181.20

Table 11.30 Traveline Scotland: telephone calls and web site hits [Note 45]

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

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

Source: Transport Scotland - Not National Statistics

Weeks included in year/calls answered/Web hits [Note 46]	Type of figures used	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Weeks included in year telephone calls [Note 46]	numbers	52	52	52	52	52	52	52	53	52	52	52	[Not available]
Weeks included in year Web site [Note 46]	numbers	52	52	52	52	52	52	52	52	52	52	52	[Not available]
Calls answered	thousands	331.7	286.7	219.9	214.1	166.0	157.0	106.1	54.05	89.7	90.3	64.6	[Not available]
Ring tone, no reply [Note 47]	thousands	0	0	0	0	0	0	0	0	0	0	0	[Not available]
Engaged tone [Note 47]	thousands	0	0	0	0	0	0	0	0	0	0	0	[Not available]
Other [Note 47]	thousands	0	0	0	0	0	0	0	0	0	0	0	[Not available]
Total unanswered [Note 51]	thousands	6.5	8.5	2.6	10.0	13.0	26.0	2.0	1.2	2.0	2.0	2.4	[Not available]
Total number of calls	thousands	338.2	295.2	222.5	224.1	179.0	183.0	108.1	55.2	91.7	92.3	66.4	[Not available]
Percentage answered	percentages	98.1	97.1	98.8	95.5	92.7	85.8	98.1	97.9	97.8	97.9	97.4	[Not available]
Daily average answered [Note 48]	numbers	911	788	604	588	456	431	291	146	246	248	178	[Not available]
Answered calls: av. duration	seconds	180.0	182.0	190	195	205	184	179	182	175	177	172	[Not available]
Total number of hits [Note 49] [Note 50] [Note 52]	thousands	11,532.4	12,636.1	20,080.9	29,000.0	35,069.4	33,152.8	31,838.6	18,779.8	25,325.2	22,421.8	18,957.0	[Not available]
Daily average hits [Note 48]	numbers	31,682	34,715	55,167	79,670	96,345	91,079	87,469	51,593	69,575	61,598	52,080	[Not available]

Table 11.31 Employed adults (aged 16 or over and excluding those working mainly from home) 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.

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 Census 2022, National Records of Scotland

	Work										<i>Total number of employed adults</i>
	<i>mainly at or from home</i>	<i>Less than 2km</i>	<i>2 km to less than 5 km</i>	<i>5 km to less than 10 km</i>	<i>10 km to less than 20 km</i>	<i>20 km to less than 30 km</i>	<i>30 km to less than 40 km</i>	<i>40 km to less than 60 km</i>	<i>60 km and over</i>	<i>Other [Note 54]</i>	
All Adults	31.6%	12.6%	18.8%	17.2%	15.8%	6.8%	3.0%	2.2%	2.1%	21.4%	2,533,511

Table 11.32 Employed adults (16-74) mode of transport to place of work (excluding those working mainly from home): 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.

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 Census 2011, National Records of Scotland

	Work mainly at or from home	Undergro und, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driver, car or van	Passeng er, car or van	Motorcyc le, scooter or moped	Bicycle	On foot	Other	Total Number (=100%)
All Adults	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

Table 11.33 Employed adults (16-74) (excluding those working mainly from home) 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.

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 Census 2011, National Records of Scotland

Adults ownership	Work								Other	Total Number (=100%)3
	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			
All	10.7%	14.6%	21.6%	19.3%	17.0%	7.3%	8.0%	12.3%	2,390,595	
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(excluding those studying mainly from home), 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.

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 Census 2011, National Records of Scotland

All Adults	Study										Other	Total Number (=100%)
	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 to less than 40 km	40 km to less than 60 km	60 km and over			
All	12.4	49.3	23.4	11.7	7.5	2.7	1.4	1.2	1.0	1.7	996,282	
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.

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.

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 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 2024

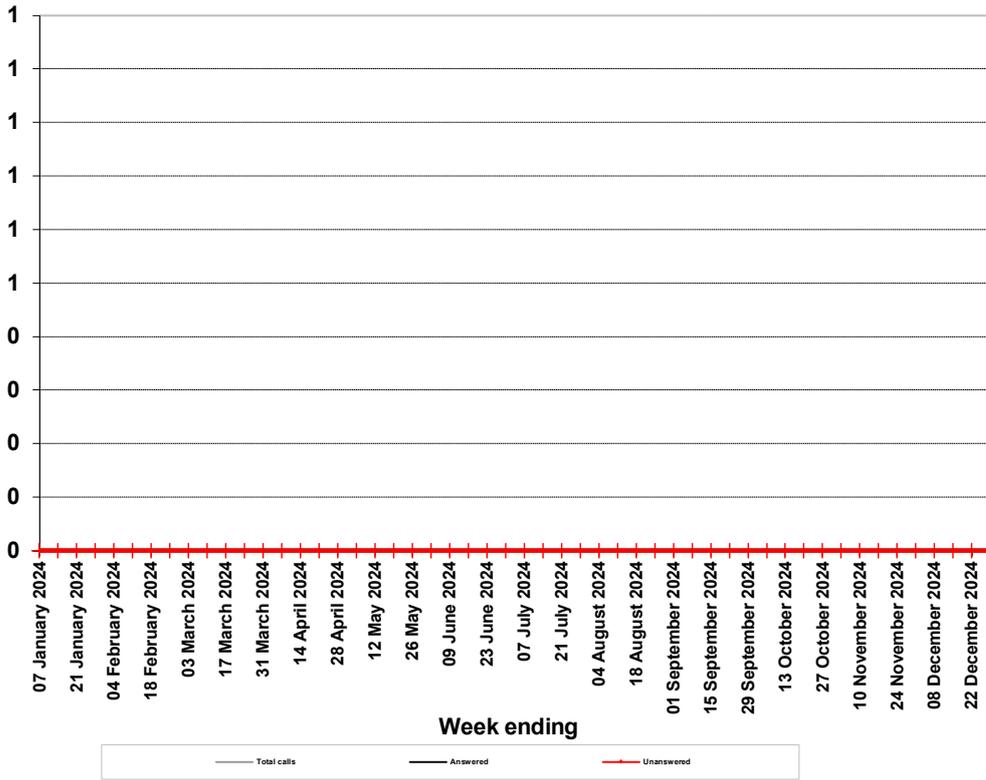
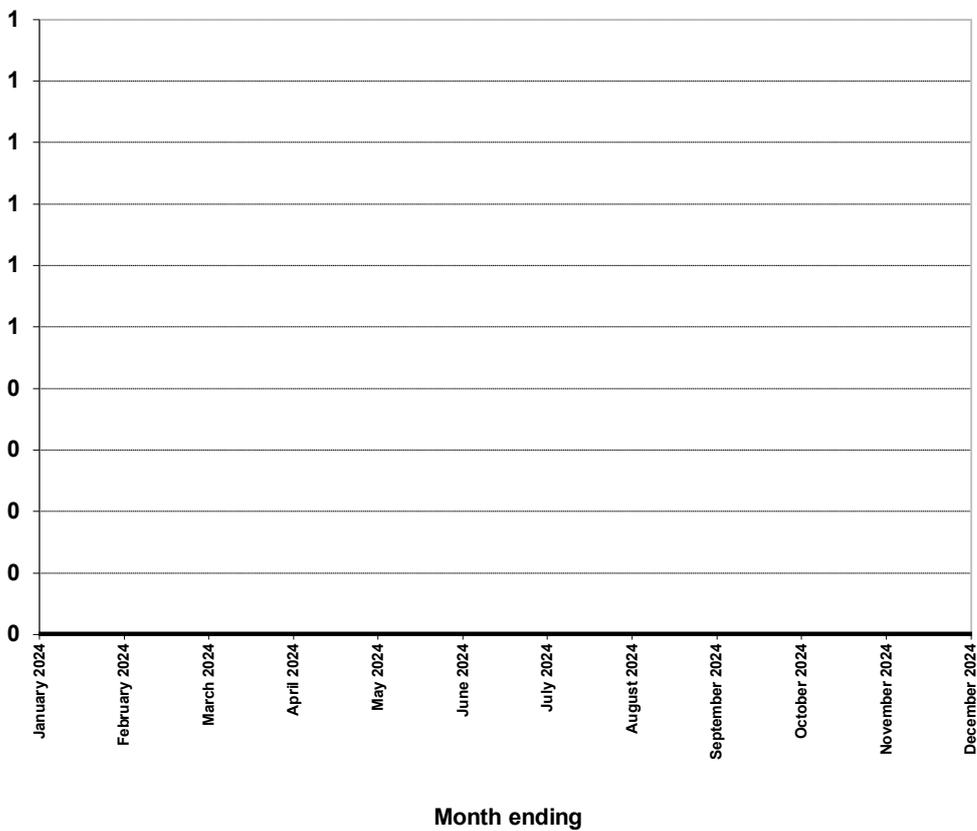


Figure 11.2 Traveline Scotland - Web & App hits in 2024





**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2025

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 but less 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 eleven of the EU-27 (Finland, Slovak Republic, Ireland, Croatia, Lithuania, Slovenia, Latvia, Estonia, Cyprus, Luxembourg and Malta) have fewer people. Scotland also has a low population density (74 people per square kilometre) compared with the overall EU average (EU-14: 113; EU-27:

106). 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 (5.7 km of Motorway per thousand square kilometres), well below the overall EU figure (EU-14: 14.8; EU-27: 18.1). Four of the EU-27 countries (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 5 per cent below the EU-27 average when 'other roads' and unclassified roads in Scotland are excluded (Scotland: 379 km of road per thousand square kilometres; EU-14: 328; EU-27: 401).

Scotland has a short rail network for its area (34.6 km of route per thousand square kilometres) compared with the overall EU figure (EU-14: 34.8; EU-27: 47.6). Nine of the 27 EU countries (Spain, Lithuania, Ireland, Latvia, Portugal, Estonia, Sweden, Finland and Greece) have a lower 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 (483 per thousand population) compared with the EU as a whole (EU-14: 582; EU-27: 570). Seven of the EU-27 countries have lower figures than Scotland.

Scotland also has few goods vehicles relative to the size of its population (72 per thousand population) compared with the overall EU average (EU-14: 75; EU-27: 78). Of the EU-27, thirteen countries have lower figures.

The number of new vehicle registrations in Scotland was relatively high (29 per thousand population), higher than the EU-27 average – three of the EU-27 countries had higher rates (Luxembourg, Belgium and Germany).

Air travel

Relative to the size of its population, Scotland had more international air passengers to or from the EU-27 countries (2.36 per head of the population, not counting internal UK traffic) than the overall EU figure (EU-14 2.04; EU-27: 1.81).

Road Fatalities

Scotland's number of road deaths per million population is well below the overall EU average (Scotland: 27; EU-14: 41; EU-27: 45). Of the EU-27 countries, only Sweden had a lower figures.

Freight

For freight transport, road has a low modal share in Scotland (67.2%) compared with the overall EU figure (EU-14: 72.7%; EU-27: 75.5%). The modal share of pipelines (24.9%) 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

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

Formulae are active on this sheet. To turn off these please select the 'View ribbon then 'Frozen' then 'Unfreeze Panes' or use [Alt, W, F]

Source: EU Energy and Transport in Figures

Type of data	Year of data (most countries)	EU publication title	EU publication code	SCOT	LU	LV	MT	NL	PL	PT	RO	SE	SI	SK	EU-27	EU-14	SCOT	GB	UK
General data	2024	1.1	0.8	0.7	1.9	0.6	0.6	17.9	35.6	10.6	19.1	10.6	2.1	6.4	449.8	347.8	5.77	67.35	69.28
General data	2024	5.1	76.0	2.6	64.6	0.3	0.3	37.4	31,928	92.2	208.4	447.4	29.3	49.0	4,226.15	3,061.3	78.0	229.0	243.8
General data	2024	calc'd	744	270	29	1899	0	2.93	1,851	3,113	907	2,194	616	865	76,005	45,993	44.6	3,749	3,864
Infrastructure and vehicles	2023	calc'd	5.7	84.4	0	0	0	74.7	1.9	33.8	4.2	4.9	30.4	17.6	19.1	14.8	5.7	16.4	15.8
Infrastructure and vehicles	2023	2.5.2	29.6	2.9	49.3	2.8	10.8	175.1	9.5	62.7	155.6	39.0	7.8	1.696	1,011	294	815	915	916
Infrastructure and vehicles	2023	calc'd	379	1,122	764	8,991	289	561	104	221	348	1,922	159	401	128	379	356	376	376
Infrastructure and vehicles	2023	2.5.3	2,701	271	1,831	0	3,041	10,939	2,927	10,611	10,969	1,208	3,631	203,647	107,304	2,701	16,813	16,213	
Infrastructure and vehicles	2023	calc'd	34.6	104.4	28.3	0	81.4	62.8	27.4	44.5	24.4	59.6	74.0	47.6	34.8	34.6	69	69	69
Infrastructure and vehicles	2023	2.6.2	2.57	1.45	0.78	0.32	0.07	21.80	5.86	8.15	4.98	1.23	2.44	670	202.46	2.57	32.50	31.68	
Infrastructure and vehicles	2023	calc'd	481	649	412	540	507	596	552	424	469	586	400	670	582	483	483	485	
Infrastructure and vehicles	2023	2.6.6	79	36	77	44	1,892	3,382	824	209	741	162	179	39,000	32,323	78	1,328	1,333.9	
Infrastructure and vehicles	2023	2.6.4	385	53	100	55	1,154	4,328	1,377	1,260	684	141	345	39,009	28,188	385	5,079	5,426	
Infrastructure and vehicles	2023	calc'd	72	76	53	92	84	118	130	66	65	67	64	78	75	72	75	78	
Infrastructure and vehicles	2024	2.6.6	169	47	17	8	382	556	210	161	271	53	92	10,724	9,351	169	1,900	1,946	
Infrastructure and vehicles	2024	calc'd	29	67	9	13	21	15	20	8	26	25	27	24	27	29	28	28	
Passenger transport (Note 2)	2023	2.3.4 (Note 5) (Note 6)	8,557	12,560	7,116	5,166	7,841	6,745	6,601	6,508	9,761	11,668	5,563	8,339	8,794	8,557	8,684	8,684	[Not available]
Passenger transport (Note 2)	2021	priv. (Note 6)	95	192	n/a	n/a	95	n/a	754	n/a	111	n/a	n/a	n/a	405	56	0	[Not available]	
Passenger transport (Note 2)	2023	2.3.5 (Note 5) (Note 6)	651	2,119	1,009	1,107	241	775	822	1,286	912	1,608	903	995	924	651	565	[Not available]	
Passenger transport (Note 2)	2023	2.3.6 (Note 5) (Note 6)	0	161	53	0	45	114	124	236	219	0	74	164	159	0	117	[Not available]	
Passenger transport (Note 2)	2023	2.3.7 (Note 5) (Note 6)	778	757	319	0	1,078	702	459	325	1,284	331	645	591	656	778	779	[Not available]	
Passenger transport (Note 2)	2021	priv. (Note 6)	56	23	n/a	n/a	848	n/a	29	n/a	271	n/a	n/a	n/a	186	56	0	[Not available]	
Passenger transport (Note 2)	2021	priv. (Note 6)	288	457	n/a	n/a	377	n/a	342	n/a	383	n/a	n/a	n/a	382	288	288	[Not available]	
Passenger transport (Note 2)	2023	2.3.8 (Note 5) (Note 6)	10,385	16,197	6,497	6,272	10,288	8,337	12,131	8,265	12,821	13,664	7,184	10,650	11,566	10,385	10,587	[Not available]	
Passenger transport (Note 2)	2023	2.3.3 (Note 8)	85.7	80.8	83.8	82.0	84.9	80.9	87.2	77.9	80.3	85.5	77.5	82.0	82.4	85.7	85.6	[Not available]	
Passenger transport (Note 2)	2023	2.3.3	6.5	13.3	11.8	18.0	2.7	9.3	7.4	15.4	7.5	11.9	12.5	8.2	7.5	6.5	5.6	[Not available]	
Passenger transport (Note 2)	2023	2.3.3	7.8	4.9	3.8	0.0	12.0	8.4	4.2	3.9	10.4	2.6	9.1	6.4	8.8	7.8	7.7	[Not available]	
Passenger transport (Note 2)	2023	2.3.3	0.0	1.1	0.5	0.0	0.5	1.4	1.2	2.8	1.8	0.0	1.0	1.4	1.3	0.0	1.2	[Not available]	
Passenger transport (Note 2)	2023	calc'd	9,996	15,406	8,497	6,272	8,096	8,337	11,068	8,265	12,166	13,604	7,184	10,650	10,333	9,996	10,140	[Not available]	
Passenger transport (Note 2)	2023	2.4.1 (Note 7)	12.54	3.82	4.72	5.66	37.07	29.40	39.59	15.99	21.87	0.54	1.28	813.00	710.00	12.54	150.36	150.36	
Passenger transport (Note 2)	2023	calc'd	1.26	1.48	2.48	0.43	0.80	3.73	0.84	2.06	0.26	0.34	1.81	2.04	2.24	2.35	[Not available]		
Passenger transport (Note 2)	2023	2.7.1	243	26	142	16	608	1,893	642	1,545	229	82	266	20,389	14,419	14.4	1,624	1,695	
Passenger transport (Note 2)	2023	calc'd	17	37	75	27	34	52	61	81	22	39	49	45	41	27	24	24	
Passenger transport (Note 2)	2023	2.2.6	15.8	7	13	0	63	378	27	65	42	23	28	1,857	1,138	15.8	167	[Not available]	
Passenger transport (Note 2)	2023	2.2.5	1.6	0	5	0	7	61	2	13	22	5	7.5	396	264	1.6	15.7	15.9	
Passenger transport (Note 2)	2023	2.2.6	0.2	0	0	0	0	0	0	0	0	0	0	116	68	0.2	1.4	[Not available]	
Passenger transport (Note 2)	2023	2.2.7	1.8	0	0	0	9	12	1	1	0	0	4.3	90	85	1.8	4.3	[Not available]	
Passenger transport (Note 2)	2023	calc'd	23.4	7	16.4	0	119.3	451.3	28.6	91.1	69	37	36.9	2,460	1,860	22.4	184	[Not available]	
Passenger transport (Note 2)	2023	2.2.4 (Note 5)	67.2	56.0	71.7	100.0	52.5	83.7	90.5	71.6	65.7	83.0	68.0	68.0	68.0	68.0	68.0	68.0	
Passenger transport (Note 2)	2023	2.2.4 (Note 5)	7.0	2.7	28.3	[Unavailable]	5.4	15.5	7.8	14.2	34.1	17.0	19.3	16.1	16.0	7.0	8.3	[Not available]	
Passenger transport (Note 2)	2022	2.2.5 (Note 5)	0.9	2.3	[Unavailable]	[Unavailable]	34.9	0.9	[Unavailable]	13.1	0.2	[Unavailable]	1.6	4.7	6.2	0.9	6.7	[Not available]	
Passenger transport (Note 2)	2022	2.2.7 (Note 5)	24.9	[Unavailable]	[Unavailable]	[Unavailable]	7.2	2.7	1.7	1.1	[Unavailable]	[Unavailable]	11.1	3.7	4.2	24.9	2.3	[Not available]	

- note 1 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.
- note 2 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.
- note 3 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.
- note 4 All roads data relates to the end of 2005, except for motorway estimate.
- note 5 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).
- note 6 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.
- note 7 Data calculated by adding together the total number of journeys across each row in Table 2.4.1
- note 8 UK figure is for GB only.
- note 9 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.
- note 10 Note: figures for GB and Scotland are taken from DfT road lengths publication rdl0201. Data differs from TS data due to different methodology. NI figure from NITS.
- note 11 GB figure from table RA10104 (TSGB0604) of TSGB 2020. UK figure is GB figure plus NI figure from NITS 2018-19 Table 2.3
- note 12 GB/ UK figs table VEH0101a DfT's veh tables <http://tinyurl.com/zhrtb5x>
- note 13 <http://tinyurl.com/zhrtb5x>
- note 14 <http://tinyurl.com/zhrtb5x>
- note 15 GB/ UK figs table VEH0153 DfT's veh tables <http://tinyurl.com/zhrtb5x>
- note 16 Note NTS only covers England now. Scotland and GB figures are those that were published in 2012.
- note 17 Scotland STS table 8.3(a) UK DfT aviation statistics table AV10105
- note 18 GB figures for road and rail freight taken from TSGB table TSGB0401. The UK figure for rail is in TSGB0403. Inland waterways UK figure is in table port0705. Scotland oil freight is no longer collected and the figure is for 2012. Inland waterway freight for Scotland is no longer available and the figure is for 2015



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Scottish Transport Statistics 2025

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 2023 (the most recent year available), transport (including international shipping and aviation) accounted for 33% of Scotland's greenhouse gas emissions under the definition set out in the Climate Change Scotland Act.
- Road transport made up 68% of transport greenhouse gas emissions.
- In 2024 there were 31,141 Ultra Low Emission Vehicles registered in Scotland for the first time – 18% up on 2023.
- In 2023, transport accounted for 68% of emissions of oxides of nitrogen, 24% of particulate matter PM₁₀ and 29% of particulate matter PM_{2.5}. As at 13 November 2025, there were 20 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 (97% 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 68kt in 2023 of which transport accounted for 65%. Since 1990, transport emissions have declined by 71%. 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 2023, diesel cars and light goods vehicles (LGVs) accounted for 30% of NO_x emissions from transport compared with less than 2% in 1990 (Table 13.1a).

Emissions of PM₁₀ were estimated to be 10kt in 2023, of which transport accounted for 24%. Since 1990, transport emissions have declined by 66%. For particulate matter, the main source of transport emissions is non-exhaust emissions from tyre and brake wear and road abrasion. In 2023, these accounted for 69% of PM₁₀ emissions from transport compared with 14% in 1990. Since 1990, exhaust emissions from road transport have decreased by 91% 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 5kt in 2023 of which transport accounted for 29%. 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 55% 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 up to 8 percent. By contrast the decreases from 2019 to 2020 were 19 percent for NO₂, 24 percent for PM₁₀ and 25 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 was a decrease of 3 percent for NO₂ and increases of 9 percent for PM₁₀ and 7 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 2024 eight of the 10 selected operational sites that recorded nitrogen dioxide concentrations with a data capture rate of over 75% had the lowest concentrations recorded over the period 2013-2024. In 2024, 70 sites in Scotland recorded nitrogen dioxide concentrations with a data capture rate of over 75%, of which 58 were roadside or kerbside locations. None of these 70 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 2024, all of the 10 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 2024, of the 75 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. (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 13 November 2025, there were 20 active AQMAs, all but one of which related to either NO₂ or PM₁₀, or both. (Table 13.1c)

Greenhouse gases

In 2023, Transport (*including* international aviation and shipping) accounted for 13 million tonnes of carbon dioxide equivalent (MtCO_{2e}). This represents 33.2% of total net greenhouse gas emissions allocated to Scotland in the *Greenhouse Gas Inventories*, 3.1% higher than 2022. Total net emissions from *all* sources decreased by 1.9% between 2022 and 2023 falling from 40.35 MtCO_{2e} to 39.57 MtCO_{2e}, with transport total emissions having increasing from 13.0 MtCO_{2e} to 13.1 MtCO_{2e}, an increase of 1%. Within Transport emissions, Road Transportation accounted for approximately 67.7% of the transport total. Heavy Goods Vehicles and Light Goods Vehicles were the other significant contributors to transport emissions accounting for 12.0% and 13.8%, respectively. International Aviation and Shipping contributed roughly 13.4% and domestic aviation 2.8% of transport's total emissions. The contribution from domestic shipping, 11.9%. 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 13% 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 in the car emissions chapter below 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 15% Scottish bus emissions are above a proportionate share of the UK total, while domestic aviation, at 32%, 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 28 gCO₂e; and light rail and tram at 29 gCO₂e. Both diesel and petrol cars are the highest emitters per passenger-kilometre and account for 163-173 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 8 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 114.8 in 2024. (*Table 13.6a*)

The proportion of newly registered cars with emissions of 150g/km or lower has decreased from 87 per cent in 2014 to 82 per cent in 2024. Cars with emissions of over 191g/km have increased from 2.7 per cent of new cars in 2014 to 4.8 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 2024 was 31,141, 18% up on the corresponding figure for 2023 (26,417). At the end of 2024 there were 121,622 ULEVs registered in Scotland (*Table 13.7 and 13.8*)

Registrations by type of vehicle

The overwhelming majority (90 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 37 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

Scotland now has over 7,400 public EV charge points, achieving a target of 6,000 charge points 2 years ahead of the target set by Scottish Ministers. Thanks to over £65 million invested by the Scottish Government, over 2,500 of those public charge points are part of the ChargePlace Scotland (CPS) network, with the rest belonging to commercial charging networks.

At the start of 2026, Scotland has the UK's fourth highest number of electric vehicle public charge per head of population, and the fourth highest number of rapid charge points among UK regions. [EV charging statistics 2026 - Zapmap](#)

In 2023, the publication of Scotland's vision for public EV charging was announced, highlighting the need for a transition towards a network that is largely financed and delivered by the private sector, signalling a shift away from publicly funded ChargePlace Scotland approach.

The Scottish Government's vision sets out what an ideal public charging offer for cars and vans in Scotland should look like. It is intended to help guide public, private and third sector partners who will be central to developing Scotland's future public charging network. The vision states that Scotland's public EV charging network should be comprehensive and convenient, be grown with private investment, be powered by clean, green energy and support the wider sustainable transport system.

In late 2024 the Scottish Government published a draft vision Implementation Plan identifying the key actions to be taken to deliver the vision. The Implementation Plan is a 2024 PfG commitment and outlines an agreed set of actions to meet Scotland's needs and also provided a route map for delivering approximately 24,000 additional charge points by 2030 largely financed and delivered by the private sector.

A map showing the locations of the charging points in Scotland is available here <https://chargeplacescotland.org/cpmap/> (*Table 13.11*)

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Notes

This worksheet contains one table.

Note number

Note text

	<p>From the Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 2005 - 2023. 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 https://naei.energysecurity.gov.uk/reports/air-quality-pollutant-inventories-england-scotland-wales-and-northern-ireland-1990-2018</p>
note 1	<p>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.</p>
note 2	
note 3	<p>Only take-off and landing emissions are reported.</p>
	<p>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.</p>
note 4	
note 5	<p>Includes military aviation and naval vessels, aircraft support vehicles and railways stationary combustion.</p>
note 6	<p>Data have been revised due to changes in methodology - see paragraphs 13.3.3 and 13.3.6 in notes and definitions.</p>
note 7	<p>This emissions category was included for the first time in the 2005-2020 report.</p>
note 8	<p>The sites chosen are a mixture of urban and rural site types with long time series</p>
note 9	<p>Annual mean concentration of atmospheric nitrogen dioxide.</p>
note 10	<p>Annual mean ground level ozone concentration.</p>
note 11	<p>Annual mean atmospheric PM10 concentration.</p>
note 12	<p>Annual mean atmospheric PM2.5 concentration.</p>
note 13	<p>Annual mean atmospheric PM2.5 concentration.</p>
note 14	<p>Since 2003, results where data capture is less than 75% are not shown.</p>
note 15	<p>Site not in operation for given year</p>
note 16	<p>Since 2003, results where data capture is less than 75% are not shown.</p>
note 17	<p>(a) those to which transport is understood to contribute significantly - see text.</p> <p>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.</p> <p>Other Road includes LPG and biofuel use</p> <p>International Aviation and Shipping include emissions from international aviation and shipping bunkers.</p> <p>Domestic Aviation are emissions from civil aviation only</p> <p>Domestic Shipping and Maritime emissions include coastal and other Shipping and Fishing emissions</p> <p>Other includes Military aviation and shipping, aircraft support vehicles, Mobile air-conditioning - F-gases, Transport refrigeration - F-gases, Lubricant use in engines, Urea use in transport, Refrigerated transport machinery and Seaport machinery</p> <p>Net emissions take account of removals of carbon dioxide due to carbon sinks.</p> <p>International Aviation and Shipping include emissions from international aviation and shipping bunkers.</p> <p>Domestic Aviation are emissions from civil aviation only</p> <p>Domestic Shipping and Maritime emissions include coastal and other Shipping and Fishing emissions</p> <p>Other includes Military aviation and shipping, aircraft support vehicles, Mobile air-conditioning - F-gases, Transport refrigeration - F-gases, Lubricant use in engines, Urea use in transport, Refrigerated transport machinery and Seaport machinery</p> <p>All figures are estimated using data for GB/UK as a whole so do not specifically relate to Scotland.</p> <p>The long haul estimate is based on a flight length from the Guidelines of of 6482 km, short haul 1108km and domestic 463km.</p> <p>Aviation emissions calculations not inclusive of radiative forcing.</p> <p>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.</p> <p>ChargePlace Scotland (CPS) (www.chargeplacescotland.org) is the national network of publicly available Electric Vehicle charge points, funded by the Scottish Government.</p> <p>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.</p> <p>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.</p> <p>Monthly figures can be found on the CPS Website.</p> <p>https://chargeplacescotland.org/network-performance-2/</p>
note 18	
note 19	
note 20	
note 21	
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note 23	
note 24	
note 25	
note 26	
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note 36	
note 37	<p>https://www.gov.scot/publications/scottish-greenhouse-gas-statistics-2023/documents/ 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.</p>
note 38	<p>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.</p>
note 39	<p>The total number of charge points may differ from the figures for CPS displayed on Zapmap. This variance arises because charge points may be in the process of being commissioned, migrated, or decommissioned from the CPS network at times that fall outside Zapmap's data collation schedule.</p>

Table 13.1a Emissions of air pollutants by type of transport allocated to Scotland (thousand tonnes of pollutant) [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: National Atmospheric Emissions Inventory - Not National Statistics

Pollutant	Type of transport	2013	2014	2015	2016	2017	2018	2019	2020	2021
Oxides of nitrogen (NOx)	Road transport [Note 2]	33.1	32.0	30.5	29.3	28.7	26.2	24.3	18.0	19.0
Oxides of nitrogen (NOx)	Buses and coaches	3.4	3.1	2.7	2.1	2.0	1.5	1.6	1.1	1.2
Oxides of nitrogen (NOx)	Passenger cars	13.9	13.8	13.5	13.2	13.2	12.8	12.1	8.4	9.1
Oxides of nitrogen (NOx)	Passenger cars: Diesel	10.1	10.5	10.6	10.7	11.0	10.8	10.3	7.1	7.7
Oxides of nitrogen (NOx)	Passenger cars: Petrol	3.8	3.3	2.8	2.5	2.2	2.0	1.8	1.3	1.4
Oxides of nitrogen (NOx)	HGVs	9.6	8.3	7.0	5.9	5.0	4.0	3.1	2.2	2.0
Oxides of nitrogen (NOx)	Light goods vehicles	6.2	6.8	7.3	8.0	8.5	7.9	7.4	6.2	6.6
Oxides of nitrogen (NOx)	Light goods vehicles: Diesel	6.1	6.7	7.3	7.9	8.5	7.9	7.4	6.2	6.6
Oxides of nitrogen (NOx)	Light goods vehicles: Petrol	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0
Oxides of nitrogen (NOx)	Mopeds and motorcycles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Oxides of nitrogen (NOx)	Vehicles fuelled by Natural Gas [Note 7]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Oxides of nitrogen (NOx)	Railways	1.3	1.3	1.3	1.3	1.3	1.3	1.1	0.7	0.8
Oxides of nitrogen (NOx)	Aviation [Note3]	1.0	1.0	1.0	1.0	1.1	1.0	1.0	0.4	0.4
Oxides of nitrogen (NOx)	Shipping [Note 4] [Note 6]	32.2	33.7	34.8	36.2	34.3	35.6	35.2	31.1	28.1
Oxides of nitrogen (NOx)	Other transport [Note 5]	2.4	2.1	1.8	1.7	1.7	1.7	1.6	1.1	1.4
Oxides of nitrogen (NOx)	Total Transport	69.9	70.1	69.4	69.5	67.1	65.8	63.2	51.3	49.7
Oxides of nitrogen (NOx)	Non-transport emissions	53.8	49.1	46.3	35.5	32.1	30.8	28.0	26.1	26.9
Oxides of nitrogen (NOx)	Emissions from all sources	123.7	119.2	115.7	104.9	99.2	96.7	91.1	77.4	76.6
Oxides of nitrogen (NOx)	Transport % of all NOx emissions	57%	59%	60%	66%	68%	68%	69%	66%	65%
Particulate matter (PM10)	Road transport [Note 2]	2.30	2.23	2.17	2.14	2.16	2.08	2.03	1.58	1.78
Particulate matter (PM10)	Exhaust emissions from: Buses and coaches	0.05	0.05	0.04	0.03	0.03	0.02	0.02	0.01	0.01
Particulate matter (PM10)	Exhaust emissions from: Passenger cars	0.36	0.31	0.29	0.26	0.24	0.21	0.19	0.12	0.13
Particulate matter (PM10)	Exhaust emissions from: HGVs	0.15	0.12	0.10	0.09	0.07	0.06	0.04	0.03	0.03
Particulate matter (PM10)	Exhaust emissions from: Light goods vehicles	0.22	0.19	0.16	0.14	0.13	0.10	0.08	0.06	0.06
Particulate matter (PM10)	Exhaust emissions from: Mopeds and motorcycles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Particulate matter (PM10)	Vehicles fuelled by Natural Gas [Note 7]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Particulate matter (PM10)	Road abrasion	0.44	0.45	0.46	0.47	0.48	0.48	0.49	0.38	0.44
Particulate matter (PM10)	Tyre and brake wear	1.08	1.10	1.12	1.15	1.21	1.20	1.21	0.96	1.11
Particulate matter (PM10)	Railways	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.03
Particulate matter (PM10)	Aviation [Note3]	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01
Particulate matter (PM10)	Shipping [Note 4] [Note 6]	0.75	0.73	0.68	0.71	0.68	0.70	0.69	0.52	0.50
Particulate matter (PM10)	Other transport [Note 5]	0.10	0.09	0.08	0.08	0.07	0.07	0.06	0.04	0.04
Particulate matter (PM10)	Total Transport	3.20	3.09	2.98	2.97	2.96	2.89	2.83	2.16	2.36
Particulate matter (PM10)	Non-transport emissions	8.67	8.23	7.96	8.04	8.29	7.84	7.68	6.64	7.36
Particulate matter (PM10)	Emissions from all sources	11.87	11.32	10.94	11.01	11.25	10.73	10.51	8.80	9.71288
Particulate matter (PM10)	Transport % of all PM10 emissions	27%	27%	27%	27%	26%	27%	27%	25%	24%
Particulate matter (PM2.5)	Road transport [Note 2]	1.57	1.48	1.42	1.37	1.35	1.27	1.22	0.93	1.05
Particulate matter (PM2.5)	Exhaust emissions from: Buses and coaches	0.05	0.05	0.04	0.03	0.03	0.02	0.02	0.01	0.01
Particulate matter (PM2.5)	Exhaust emissions from: Passenger cars	0.36	0.31	0.29	0.26	0.24	0.21	0.19	0.12	0.13
Particulate matter (PM2.5)	Exhaust emissions from: HGVs	0.15	0.12	0.10	0.09	0.07	0.06	0.04	0.03	0.03
Particulate matter (PM2.5)	Exhaust emissions from: Light goods vehicles	0.22	0.19	0.16	0.14	0.13	0.10	0.08	0.06	0.06
Particulate matter (PM2.5)	Exhaust emissions from: Mopeds and motorcycles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Particulate matter (PM2.5)	Vehicles fuelled by Natural Gas [Note 7]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Particulate matter (PM2.5)	Road abrasion	0.24	0.24	0.25	0.25	0.26	0.26	0.26	0.21	0.24
Particulate matter (PM2.5)	Tyre and brake wear	0.56	0.57	0.58	0.60	0.63	0.62	0.63	0.50	0.57
Particulate matter (PM2.5)	Railways	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.03
Particulate matter (PM2.5)	Aviation [Note3]	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00
Particulate matter (PM2.5)	Shipping [Note 4] [Note 6]	0.71	0.69	0.65	0.67	0.64	0.67	0.66	0.49	0.47
Particulate matter (PM2.5)	Other transport [Note 5]	0.10	0.09	0.08	0.07	0.07	0.07	0.06	0.04	0.04
Particulate matter (PM2.5)	Total Transport	2.43	2.31	2.19	2.15	2.11	2.05	1.98	1.49	1.59
Particulate matter (PM2.5)	Non-transport emissions	4.29	4.05	3.95	3.79	3.68	3.59	3.44	2.98	3.47
Particulate matter (PM2.5)	Emissions from all sources	6.72	6.35	6.14	5.94	5.78	5.64	5.42	4.47	5.06
Particulate matter (PM2.5)	Transport % of all PM2.5 emissions	36%	36%	36%	36%	36%	36%	37%	33%	31%

Table 13.1b Atmospheric concentrations of selected pollutants recorded at Air Quality Monitoring Stations [Note 14] [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: Scottish Government - Not National Statistics

Type of pollutant	Air Quality monitoring station [Note 8]	Type of monitoring station	Measurement	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Nitrogen dioxide [Note9]	Aberdeen Errol Place	Urban background	micrograms per cubic metre	[Note 14]	22	23	21	22	20	17	14	[Note 14]	[Note 15]	[Note 15]	[Note 16]
Nitrogen dioxide [Note9]	Aberdeen Union Street	Roadside	micrograms per cubic metre	48	47	46	43	40	38	36	24	25	27	25	23
Nitrogen dioxide [Note9]	Bishopbriggs, Kirkintilloch Road	Roadside	micrograms per cubic metre	31	29	27	29	27	27	26	20	[Note 14]	[Note 14]	[Note 15]	15
Nitrogen dioxide [Note9]	Dumfries, A780	Roadside	micrograms per cubic metre	30	30	30	31	30	30	31	22	22	21	22	20
Nitrogen dioxide [Note9]	Dundee Lochee Road	Roadside	micrograms per cubic metre	52	46	48	45	44	43	43	31	32	29	29	25
Nitrogen dioxide [Note9]	Dundee Union Street	Kerbside	micrograms per cubic metre	31	29	28	10	[Note 15]							
Nitrogen dioxide [Note9]	Eskdalemuir	Rural	micrograms per cubic metre	3	2	2	2	2	2	2	2	[Note 15]	[Note 15]	[Note 14]	1
Nitrogen dioxide [Note9]	Edinburgh Gorgie Road	Roadside	micrograms per cubic metre	38	34	32	33	30	28	27	18	18	17	18	16
Nitrogen dioxide [Note9]	Edinburgh St Leonards	Urban background	micrograms per cubic metre	22	[Note 14]	[Note 14]	20	20	18	21	14	14	13	11	12
Nitrogen dioxide [Note9]	Glasgow Centre, St Enoch[Note 14]	Urban centre	micrograms per cubic metre	[Note 15]	[Note 14]	[Note 15]	[Note 15]	[Note 15]							
Nitrogen dioxide [Note9]	Glasgow Kerbside, Hope Street	Kerbside	micrograms per cubic metre	67	68	60	65	59	61	56	38	[Note 15]	39	39	36
Nitrogen dioxide [Note9]	Glasgow Byres Road	Roadside	micrograms per cubic metre	44	[Note 14]	38	38	37	34	35	23	26	25	21	19
Nitrogen dioxide [Note9]	Glasgow City Chambers	Urban background	micrograms per cubic metre	[Note 15]											
Nitrogen dioxide [Note9]	Inverness, Telford Street	Roadside	micrograms per cubic metre	21	21	[Note 14]	24	20	18	17	13	14	13	12	11
Nitrogen dioxide [Note9]	Perth High Street	Roadside	micrograms per cubic metre	22	22	22	23	22	21	25	15	[Note 14]	[Note 15]	[Note 15]	[Note 15]
Ozone [Note10]	Edinburgh St Leonards	Urban background	micrograms per cubic metre	49	[Note 14]	45	45	46	51	48	55	53	[Note 14]	54	58
Ozone [Note10]	Eskdalemuir	Rural	micrograms per cubic metre	60	58	57	54	57	58	60	58	[Note 14]	[Note 14]	58	57
Ozone [Note10]	Strath Vaich	Rural	micrograms per cubic metre	70	69	70	68	68	66	68	65	67	69	69	69
Ozone [Note10]	Edinburgh St Leonards	Urban background	Number of daily maximums (measured as an 8-hour running mean) exceeding 100ug/m3	2	[Note 14]	3	3	2	13	5	5	0	[Note 14]	1	1
Ozone [Note10]	Eskdalemuir	Rural	Number of daily maximums (measured as an 8-hour running mean) exceeding 100ug/m3	14	7	9	8	3	16	16	2	[Note 14]	[Note 14]	11	6
Ozone [Note10]	Strath Vaich	Rural	Number of daily maximums (measured as an 8-hour running mean) exceeding 100ug/m3	23	17	10	10	6	12	26	1	5	8	17	6
Particulates (PM10) [Note 11]	Aberdeen Errol Place	Urban background	micrograms per cubic metre	13	15	12	12	11	14	14	9	[Note 14]	[Note 15]	[Note 15]	[Note 15]
Particulates (PM10) [Note 11]	Aberdeen Union Street	Roadside	micrograms per cubic metre	20	18	[Note 14]	13	13	15	11	[Note 14]	[Note 14]	13	13	12
Particulates (PM10) [Note 11]	Bishopbriggs, Kirkintilloch Road	Roadside	micrograms per cubic metre	[Note 14]	[Note 14]	[Note 14]	15	16	17	12	10	10	11	[Note 15]	11
Particulates (PM10) [Note 11]	Dundee Broughty Ferry	Roadside	micrograms per cubic metre	16	15	13	12	11	12	14	9	10	12	10	10
Particulates (PM10) [Note 11]	Dundee Union Street	Kerbside	micrograms per cubic metre	15	16	17	[Note 15]								
Particulates (PM10) [Note 11]	Edinburgh Queen Street	Roadside	micrograms per cubic metre	17	17	15	[Note 15]								
Particulates (PM10) [Note 11]	Edinburgh St Leonards	Urban background	micrograms per cubic metre	14	[Note 14]	10	11	10	11	11	8	9	9	9	9
Particulates (PM10) [Note 11]	Glasgow Byres Road	Roadside	micrograms per cubic metre	[Note 14]	[Note 14]	10	12	13	14	15	11	6	11	[Note 14]	[Note 14]
Particulates (PM10) [Note 11]	Glasgow Waukmillglen Reservoir	Rural	micrograms per cubic metre	12	[Note 14]	11	[Note 14]	11	9	9	7	4	8	[Note 14]	8
Particulates (PM10) [Note 11]	Glasgow Kerbside, Hope Street	Kerbside	micrograms per cubic metre	23	[Note 15]	13	12								
Particulates (PM10) [Note 11]	Glasgow Centre, St Enoch[Note 14]	Urban centre	micrograms per cubic metre	[Note 15]											
Particulates (PM10) [Note 11]	Inverness, Telford Street	Roadside	micrograms per cubic metre	12	11	9	9	[Note 15]	[Note 15]	9	8	9	9	9	8
Particulates (PM10) [Note 11]	Perth High Street	Roadside	micrograms per cubic metre	16	14	13	13	13	[Note 15]						
Particulates (PM2.5) [Note 12]	Aberdeen Errol Place	Urban background	micrograms per cubic metre	9	10	8	5	6	7	7	5	[Note 14]	[Note 15]	[Note 15]	[Note 15]
Particulates (PM2.5) [Note 12]	Aberdeen Union Street	Roadside	micrograms per cubic metre	[Note 15]	[Note 14]	11	7	7	8	7	[Note 14]	[Note 14]	7	7	7
Particulates (PM2.5) [Note 12]	Auchencroft Moss	Rural	micrograms per cubic metre	[Note 15]	7	3	3	5	5	4	3	4	4	3	4
Particulates (PM2.5) [Note 12]	Edinburgh St Leonards	Urban background	micrograms per cubic metre	8	[Note 15]	6	6	7	6	6	4	5	5	5	5
Particulates (PM2.5) [Note 12]	Glasgow Kerbside, Hope Street	Kerbside	micrograms per cubic metre	16	[Note 15]	7	7								
Particulates (PM2.5) [Note 12]	Glasgow Centre, St Enoch's Square	Urban centre	micrograms per cubic metre	[Note 15]											
Particulates (PM2.5) [Note 12]	Glasgow High Street	Roadside	micrograms per cubic metre	[Note 15]	[Note 15]	8	8	7	7	6	5	6	6	[Note 15]	6
Particulates (PM2.5) [Note 12]	Glasgow Townhead	Urban background	micrograms per cubic metre	[Note 15]	7	7	7	8	7	7	5	5	6	5	5
Particulates (PM2.5) [Note 12]	Grangemouth	Urban industrial	micrograms per cubic metre	[Note 15]	8	9	6	6	7	8	6	5	8	[Note 15]	6

Table 13.1c Number of active Air Quality Management Areas by pollutant and local authority, as at 13 November 2025

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

Source: Scottish Air Quality website - Not National Statistics

Local authority	Nitrogen dioxide (NO2) only	Particulate Matter (PM10) only and PM10	Both NO2 and PM10	Sulphur dioxide	All pollutants
	Aberdeen City Council	1	0	0	0
City of Edinburgh Council	4	1	0	0	5
Dundee City Council	0	0	1	0	1
East Dunbartonshire Council	0	0	1	0	1
East Lothian Council	1	0	0	0	1
Falkirk Council	1	0	1	0	2
Fife Council	0	0	0	0	0
Glasgow City Council	0	0	2	0	2
Highland Council	0	0	0	0	0
North Lanarkshire Council	0	1	0	0	1
Perth & Kinross Council	0	0	1	0	1
Renfrewshire Council	2	0	1	0	3
South Lanarkshire Council	0	2	0	0	2
West Lothian Council	0	0	0	0	0
Scotland	9	4	7	0	20

Figure 13.1

Index of air pollutant emissions from transport in Scotland, 1990-2023 (1990=100)

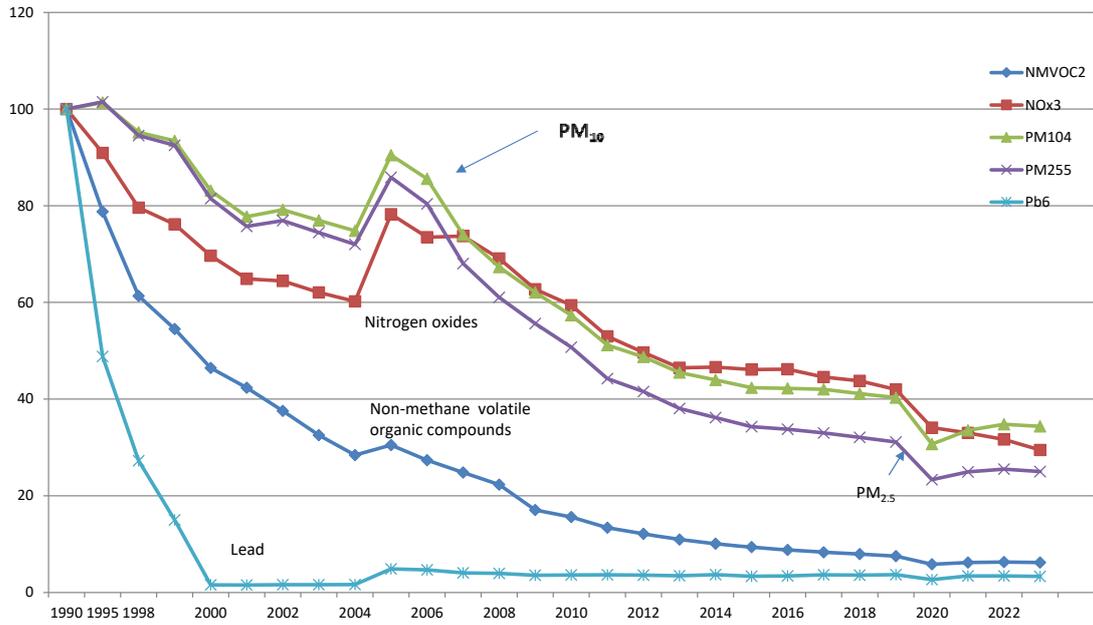


Table 13.2 Emissions of greenhouse gases by type of transport allocated to Scotland (MtCO₂e)

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: National Atmospheric Emissions Inventory: Greenhouse Gas Inventories for England, Scotland, Wales & Northern Ireland 1990-2023, some headings are own ac

Type of transport	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Buses & coaches	0.46	0.47	0.45	0.40	0.42	0.37	0.39	0.31	0.34	0.36	0.33
Passenger cars	5.67	5.72	5.68	5.88	6.01	5.94	5.79	4.35	4.89	5.10	5.11
Heavy Goods Vehicles	1.70	1.70	1.71	1.78	1.85	1.83	1.73	1.60	1.75	1.66	1.58
Light Goods Vehicles	1.37	1.44	1.50	1.66	1.79	1.77	1.69	1.59	1.85	1.83	1.81
Mopeds & motorcycles	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02
Other Road [Note 19]	0.04	0.04	0.03	0.03	0.03	0.03	0.04	0.04	0.03	0.04	0.05
Road Transportation Total [Note 18]	9.27	9.39	9.39	9.78	10.12	9.97	9.66	7.90	8.89	9.01	8.90
Railways	0.17	0.17	0.16	0.16	0.16	0.15	0.16	0.12	0.13	0.13	0.13
International Aviation and Shipping [Note 20]	1.57	1.63	1.73	1.83	1.96	1.90	1.88	0.83	0.75	1.49	1.76
Domestic Aviation [Note 21]	0.55	0.52	0.52	0.48	0.52	0.48	0.44	0.18	0.21	0.34	0.37
Domestic Shipping and Maritime [Note 22]	1.74	1.82	1.94	2.02	1.93	2.01	2.02	1.79	1.67	1.63	1.57
Other [Note 23]	0.52	0.52	0.49	0.48	0.48	0.49	0.49	0.38	0.39	0.41	0.40
Total transport	13.82	14.05	14.23	14.76	15.18	15.01	14.64	11.20	12.04	13.00	13.14
Non-transport net emissions	42.18	38.02	36.95	31.66	30.45	31.60	30.77	29.14	28.60	27.35	26.43
Net emissions all sources [Note 24]	56.00	52.07	51.18	46.42	45.63	46.61	45.41	40.33	40.65	40.35	39.57
Total net emissions attributed to transport (%) [Note 24]	24.68	26.98	27.81	31.79	33.27	32.19	32.23	27.76	29.63	32.22	33.21

Table 13.3 Emissions of greenhouse gases by Transport allocated to Scotland [Note 37] [Note 38] (MtCO2e)

Source: Scottish Greenhouse Gas Statistics 2023 - Not National Statistics

Year	Type of emissions	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Carbon dioxide (CO2)	Non-IAS Emissions	12.00	12.16	12.24	12.65	12.94	12.83	12.50	10.12	11.05	11.28	11.15
Methane (CH4)	Non-IAS Emissions	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Nitrous Oxide (N2O)	Non-IAS Emissions	0.09	0.10	0.10	0.10	0.11	0.11	0.11	0.09	0.10	0.10	0.10
Total transport greenhouse gases (Excluding International Aviation and Shipping)	Non-IAS Emissions	12.105	12.266	12.354	12.768	13.059	12.950	12.613	10.222	11.162	11.384	11.253
Carbon dioxide (CO2)	IAS Emissions	1.55	1.62	1.71	1.82	1.95	1.89	1.86	0.83	0.74	1.47	1.75
Methane (CH4)	IAS Emissions	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Nitrous Oxide (N2O)	IAS Emissions	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.02
Total greenhouse gases from International Aviation and Shipping	IAS Emissions	1.570	1.634	1.725	1.833	1.965	1.904	1.878	0.834	0.748	1.487	1.764
All transport greenhouse gases	Non-IAS Emissions	13.675	13.901	14.080	14.601	15.024	14.854	14.492	11.056	11.909	12.871	13.017

Table 13.4 Comparison of transport greenhouse gas emissions from Scotland and UK as a whole (MiCO2e)

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

Source: National Atmospheric Emissions Inventory; Greenhouse Gas Inventories for England, Scotland, Wales & Northern Ireland 1990-2023, some headings are own aggregations - Not National Statistics

Type of transport	Scottish Baseline (1990)	UK Baseline (1990)	Scottish Emissions (2022)	UK Emissions (2022)	Scottish Emissions (2023)	UK Emissions (2023)	Scottish Emissions as % of UK Emissions (2023)	Change in Scottish Emissions (2022-2023)	Change in UK Emissions (2022-2023)	Change in Scottish Emissions (1990-2023)	Change in UK Emissions (1990-2023)
Buses & coaches	0.60	5.28	0.36	2.36	0.33	2.23	15%	-7%	-5%	-45%	-58%
Passenger cars	5.80	72.27	5.10	60.06	5.11	60.16	8%	0%	0%	-12%	-17%
Heavy Goods Vehicles	1.88	21.29	1.66	19.02	1.58	18.16	9%	-5%	-5%	-16%	-15%
Light Goods Vehicles	0.93	11.26	1.83	18.44	1.81	17.98	10%	-1%	-3%	95%	60%
Mopeds & motorcycles	0.03	0.68	0.02	0.45	0.02	0.46	5%	3%	3%	-25%	-32%
Other Road [Note 19]	0.00	0.00	0.04	0.36	0.05	0.45	10%	29%	26%	-	-
Road Transportation Total	9.24	110.78	9.01	100.70	8.90	99.44	9%	-1%	-1%	-4%	-10%
Emissions by Road Type - Urban	3.19	45.92	3.14	32.61	3.09	32.01	10%	-2%	-2%	-3%	-30%
Emissions by Road Type - Rural	4.24	38.43	3.51	38.61	3.45	38.16	9%	-2%	-1%	-19%	-1%
Emissions by Road Type - Motorway	1.00	17.00	1.63	21.89	1.62	21.57	8%	-1%	-1%	63%	27%
Railways	0.12	1.95	0.13	1.53	0.13	1.60	8%	7%	5%	10%	-18%
International Aviation and Shipping [Note 25]	1.32	23.65	1.49	34.66	1.76	39.47	4%	19%	14%	33%	67%
Domestic Aviation [Note 26]	0.48	1.49	0.34	1.11	0.37	1.17	32%	11%	6%	-23%	-22%
Domestic Shipping and Maritime [Note 27]	3.31	8.46	1.63	5.33	1.57	5.18	30%	-4%	-3%	-53%	-39%
Other [Note 28]	0.60	6.57	0.41	4.43	0.40	4.42	9%	-1%	0%	-33%	-33%
Total transport (excl International Aviation and Shipping)	13.75	129.26	11.51	113.09	11.38	111.81	10%	-1%	-1%	-17%	-13%
Total transport (incl International Aviation and Shipping)	15.08	152.90	13.00	147.75	13.14	151.29	9%	1%	2%	-13%	-1%

Table 13.5 UK Carbon Dioxide equivalent emissions 2025 [Note 29]

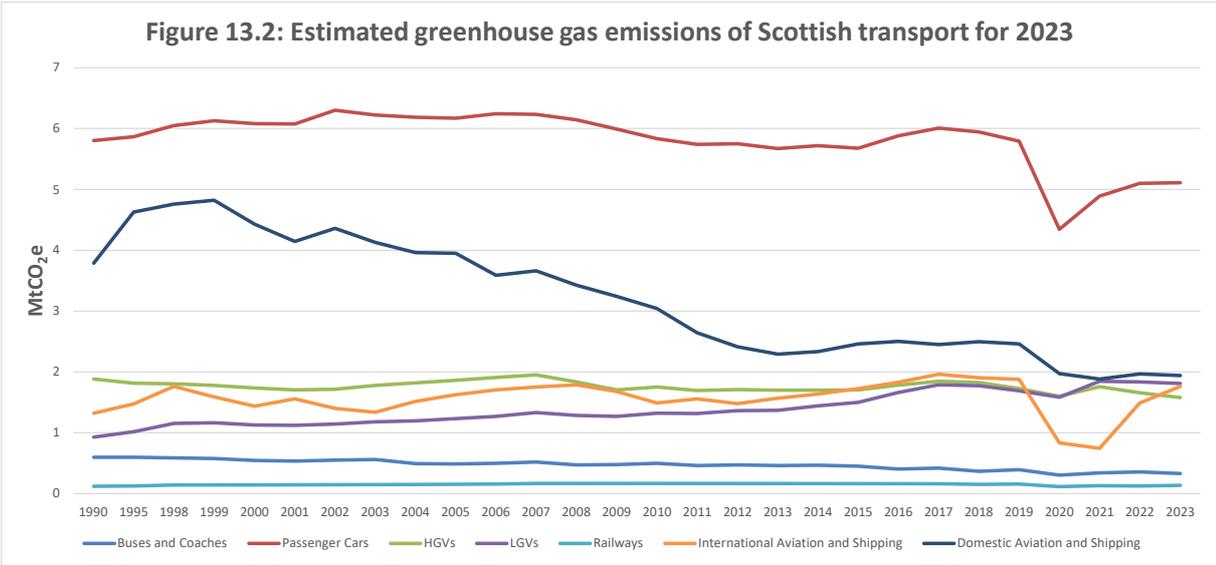
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

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]

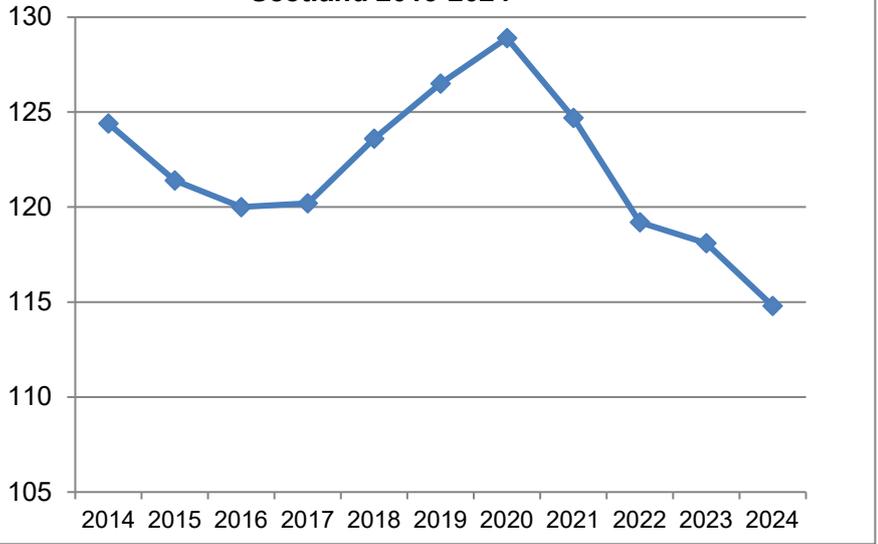
Source: National Atmospheric Emissions Inventory: Greenhouse Gas Inventories for England, Scotland, Wales & Northern Ireland 1990 to 2025

Mode of Transport	Grams CO2 equivalent per passenger kilometre
Petrol cars [Note 30]	163
Diesel cars [Note 30]	173
Hybrid [Note 30]	128
Petrol motorbike	114
Bus	104
Coach	28
National rail	35
Light rail and tram	29
Ferry	113
Domestic flights [Note 31]	136
Short haul international [Note 31]	76
Long haul international [Note 31]	90

Figure 13.2: Estimated greenhouse gas emissions of Scottish transport for 2023



**Figure 13.3 New car average CO2 emissions,
Scotland 2013-2024**



**Figure 13.4 Licensed cars average CO2 emissions,
Scotland 2014-2024**

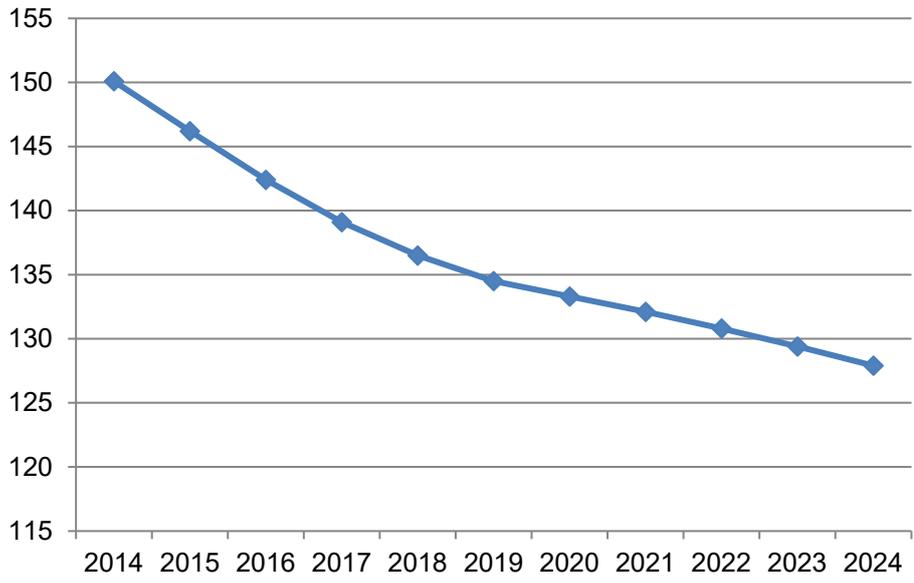


Table 13.7 Ultra low emission vehicles registered for the first time by method of propulsion, quarterly: January 2010 to December 2024

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 [A Source: Department for Transport vehicle licensing tables <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-da>

Year/quarter	Battery electric	Fuel cell electric	Hybrid electric petrol	Hybrid electric diesel	Plug-in hybrid electric petrol	Plug-in hybrid electric diesel	Range extended electric	Other fuels	Total
2010 Q1	8	-	-	-	-	-	-	-	8
2010 Q2	7	-	-	-	-	-	-	-	7
2010 Q3	19	-	-	-	-	-	-	-	19
2010 Q4	2	-	-	-	-	-	-	-	2
2011 Q1	59	-	-	-	-	-	-	-	59
2011 Q2	43	-	-	-	-	-	-	-	43
2011 Q3	20	-	-	-	-	-	-	-	20
2011 Q4	19	-	-	-	-	-	-	-	19
2012 Q1	38	-	-	-	-	-	-	-	38
2012 Q2	46	-	-	-	-	-	12	-	58
2012 Q3	49	-	-	-	11	-	7	-	67
2012 Q4	49	-	-	-	3	-	4	-	56
2013 Q1	16	-	-	-	8	-	6	-	30
2013 Q2	54	-	-	-	5	2	9	-	70
2013 Q3	49	-	-	-	7	1	4	-	61
2013 Q4	41	-	-	-	1	2	5	-	49
2014 Q1	109	-	-	-	5	-	25	-	139
2014 Q2	130	-	-	-	41	4	10	-	185
2014 Q3	152	-	-	-	114	3	17	-	286
2014 Q4	176	-	-	-	101	-	14	-	291
2015 Q1	203	-	4	-	194	1	12	-	414
2015 Q2	152	-	-	-	182	2	5	-	341
2015 Q3	133	-	3	-	155	1	8	-	300
2015 Q4	194	-	-	-	153	1	6	-	354
2016 Q1	225	2	5	-	248	1	3	-	484
2016 Q2	150	-	23	-	140	-	4	-	317
2016 Q3	172	-	14	-	200	10	6	-	402
2016 Q4	147	-	19	-	137	3	13	-	319
2017 Q1	334	0	26	0	291	8	32	0	691
2017 Q2	255	0	29	0	240	3	21	0	548
2017 Q3	268	0	26	0	439	2	18	0	753
2017 Q4	144	0	30	0	351	2	23	1	551
2018 Q1	280	0	24	0	527	2	11	1	845
2018 Q2	303	0	5	0	606	2	12	3	931
2018 Q3	298	0	2	0	498	0	37	3	838
2018 Q4	279	0	0	0	601	0	42	3	925
2019 Q1	570	0	0	0	564	8	30	3	1,175
2019 Q2	492	0	0	0	457	7	15	41	1,012
2019 Q3	930	0	0	0	531	11	19	70	1,561
2019 Q4	880	0	0	0	511	10	34	56	1,491
2020 Q1	1,140	0	0	0	525	11	16	36	1,728
2020 Q2	653	0	0	0	154	9	1	59	876
2020 Q3	2,773	0	0	0	1,212	46	10	83	4,124
2020 Q4	3,059	11	3	0	1,330	43	5	41	4,492
2021 Q1	2,464	3	0	0	1,430	79	5	12	3,993
2021 Q2	2,280	0	1	0	1,563	39	3	30	3,916
2021 Q3	3,098	0	12	0	1,555	49	13	10	4,737
2021 Q4	3,853	0	1	0	1,380	79	6	4	5,323
2022 Q1	3,820	10	2	0	1,505	76	9	8	5,430
2022 Q2	3,056	0	0	0	1,331	43	3	21	4,454
2022 Q3	3,784	0	9	0	1,402	29	17	35	5,276
2022 Q4	5,159	0	7	0	1,716	5	16	25	6,928
2023 Q1	4,889	0	0	0	1,896	3	25	28	6,841
2023 Q2	4,692	0	1	0	1,711	7	18	45	6,474
2023 Q3	4,774	0	1	0	2,229	7	21	62	7,094
2023 Q4	3,711	0	2	0	2,219	5	29	42	6,008
2024 Q1	4,612	0	10	0	2,428	4	27	54	7,135
2024 Q2	4,790	0	2	0	2,271	17	22	77	7,179
2024 Q3	5,344	0	7	0	2,355	14	28	80	7,828
2024 Q4	6,154	0	1	0	2,736	5	36	67	8,999

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

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

Source: Department for Transport vehicle licensing tables <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

Year	Battery electric	Fuel cell electric	Hybrid electric petrol	Hybrid electric diesel	Plug-in hybrid electric petrol	Plug-in hybrid electric diesel	Range extended electric	Other fuels	Total
2010	36	0	0	0	0	0	0	0	36
2011	141	0	0	0	0	0	0	0	141
2012	182	0	0	0	0	14	0	23	219
2013	160	0	0	0	0	21	5	24	210
2014	567	0	0	0	0	261	7	66	901
2015	682	0	7	0	0	684	5	31	1,409
2016	694	2	61	0	0	725	14	26	1,522
2017	1,001	0	111	0	0	1,321	15	94	2,543
2018	1,160	0	31	0	0	2,232	4	102	3,539
2019	2,872	0	0	0	0	2,063	36	98	5,239
2020	7,625	11	3	0	0	3,221	109	32	11,220
2021	11,695	3	14	0	0	5,928	246	27	17,969
2022	15,819	10	18	0	0	5,954	153	45	22,088
2023	18,066	0	4	0	0	8,055	22	93	26,417
2024	20,900	0	20	0	0	9,790	40	113	31,141

Table 13.8 Ultra low emission vehicles by method of propulsion, quarterly: January 2010 to December 2024

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 vehicle licensing tables <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

Year/Quarter	Battery electric	Fuel_cell_electric	Hybrid electric petrol	Hybrid electric diesel	Plug-in hybrid electric petrol	Plug-in hybrid electric diesel	Range extended electric	Other fuels	Total
2010 Q1	181	0	0	0	0	0	0	0	181
2010 Q2	185	0	4	0	0	0	0	0	189
2010 Q3	205	0	5	0	0	0	0	0	210
2010 Q4	206	0	5	0	0	0	0	0	211
2011 Q1	258	0	2	0	0	0	0	0	260
2011 Q2	298	0	4	0	0	0	0	0	302
2011 Q3	314	0	4	0	0	0	0	0	318
2011 Q4	327	0	4	0	0	0	0	0	331
2012 Q1	364	0	1	0	0	0	0	0	365
2012 Q2	416	0	4	0	0	0	12	0	432
2012 Q3	448	0	4	0	12	0	19	0	483
2012 Q4	483	0	3	0	16	0	23	0	525
2013 Q1	501	0	1	0	24	0	31	0	557
2013 Q2	563	0	3	0	28	2	38	0	634
2013 Q3	609	0	3	0	34	3	40	0	689
2013 Q4	650	0	4	0	37	5	46	0	742
2014 Q1	754	0	1	0	41	5	71	1	873
2014 Q2	814	0	3	0	80	10	81	1	989
2014 Q3	968	0	3	0	195	14	97	1	1,278
2014 Q4	1,124	0	5	0	295	15	110	0	1,549
2015 Q1	1,307	0	5	0	491	17	122	0	1,942
2015 Q2	1,438	0	9	0	679	19	127	0	2,272
2015 Q3 (end of year)	1,541	0	12	0	855	20	141	1	2,570
2015 Q4 (end of year)	1,733	0	12	0	1,024	22	151	1	2,943
2016 Q1	1,929	2	20	0	1,302	22	165	1	3,441
2016 Q2	2,085	2	50	0	1,493	23	169	1	3,823
2016 Q3	2,289	2	65	0	1,748	33	167	1	4,305
2016 Q4	2,442	2	84	0	1,918	36	185	0	4,667
2017 Q1	2,723	0	114	0	2,221	44	218	0	5,320
2017 Q2	2,966	0	150	0	2,491	50	244	1	5,902
2017 Q3	3,303	0	170	0	2,920	55	262	1	6,711
2017 Q4	3,518	2	199	0	3,261	55	295	2	7,332
2018 Q1	3,834	2	223	1	3,798	56	314	3	8,231
2018 Q2	4,085	2	230	1	4,447	58	338	5	9,166
2018 Q3	4,511	2	230	1	5,025	62	382	7	10,220
2018 Q4	4,771	2	239	1	5,695	65	434	10	11,217
2019 Q1	5,289	2	239	1	6,237	71	471	11	12,321
2019 Q2	5,722	2	239	1	6,704	81	494	53	13,296
2019 Q3	6,578	2	239	1	7,239	91	527	117	14,794
2019 Q4	7,443	2	229	1	7,765	98	564	167	16,269
2020 Q1	8,632	2	239	2	8,305	105	592	195	18,072
2020 Q2	9,059	2	224	3	8,312	106	580	253	18,539
2020 Q3	11,703	2	221	3	9,427	154	588	320	22,418
2020 Q4	14,712	14	225	3	10,686	198	591	347	26,776
2021 Q1	17,161	17	240	2	12,071	276	600	346	30,713
2021 Q2	19,494	17	257	3	13,724	310	600	374	34,779
2021 Q3	22,446	17	289	2	15,149	369	619	380	39,271
2021 Q4	26,040	15	283	3	16,433	443	625	361	44,203
2022 Q1	30,057	25	298	3	18,044	516	635	364	49,942
2022 Q2	33,189	25	313	3	19,338	554	652	383	54,457
2022 Q3	36,718	25	334	3	20,601	578	666	401	59,326
2022 Q4	41,191	21	346	4	22,031	571	675	417	65,256
2023 Q1	46,246	21	369	5	23,735	571	696	436	72,079
2023 Q2	51,629	21	398	4	25,388	566	719	460	79,185
2023 Q3	56,536	21	460	5	27,295	557	739	499	86,112
2023 Q4	59,671	21	521	6	29,199	558	769	513	91,258
2024 Q1	63,767	21	590	9	31,535	555	806	533	97,816
2024 Q2	68,818	22	650	10	33,369	555	832	603	104,859
2024 Q3	74,789	18	724	14	35,702	570	880	657	113,354
2024 Q4	80,291	20	788	14	38,335	564	917	693	121,622

Table 13.8a Ultra low emission vehicles by method of propulsion

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

Source: Department for Transport vehicle licensing tables <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

Year	Battery electric	Fuel_cell_electric	Hybrid electric petrol	Hybrid electric diesel	Plug-in hybrid electric petrol	Plug-in hybrid electric diesel	Range extended electric	Other fuels	Total
2010	206	0	5	0	0	0	0	0	211
2011	327	0	4	0	0	0	0	0	331
2012	483	0	3	0	16	0	23	0	525
2013	650	0	4	0	37	5	46	0	742
2014	1,124	0	5	0	295	15	110	0	1,549
2015	1,733	0	12	0	1,024	22	151	1	2,943
2016	2,442	2	84	0	1,918	36	185	0	4,667
2017	3,518	2	199	0	3,261	55	295	2	7,332
2018	4,771	2	239	1	5,695	65	434	10	11,217
2019	7,443	2	229	1	7,765	98	564	167	16,269
2020	14,712	14	225	3	10,686	198	591	347	26,776
2021	26,040	15	283	3	16,433	443	625	361	44,203
2022	41,191	21	346	4	22,031	571	675	417	65,256
2023	59,671	21	518	6	29,202	558	769	513	91,258
2024	80,291	20	788	14	38,335	564	917	693	121,622

Table 13.9: Number of new registrations by body type and propulsion type in Scotland during 2024 (Thousands)

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

Source: Department for Transport vehicle licensing tables <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

Body type	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	Gas	Other fuel types	Total
Buses and coaches	0.0	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Cars	77.8	10.9	19.8	0.0	0.0	10.0	1.6	0.0	48.7	0.3	0.0	169.3
Heavy goods vehicles	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
Light goods vehicles	0.7	23.4	0.8	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	25.0
Motorcycles	6.7	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9
Other vehicles [Note 32]	1.4	4.3	0.6	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	6.3
Total	86.6	43.1	21.5	0.0	0.0	10.1	1.6	0.1	48.9	0.3	0.0	212.2

Table 13.10: Number of licensed vehicles by body type and propulsion type in Scotland as at 31 December 2024 (Thousands)

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

Source: Department for Transport vehicle licensing tables <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

Body type	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	Total
Buses and coaches	0.1	11.8	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	12.6
Cars	1,489.9	811.6	165.2	11.3	39.2	0.6	75.6	0.4	0.0	2.2	0.0	2,596.2
Heavy goods vehicles	0.1	36.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	36.4
Light goods vehicles	8.4	346.0	0.2	0.0	0.2	0.0	3.7	0.1	0.0	0.1	0.0	358.8
Motorcycles	77.7	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	78.4
Other vehicles [Note 32]	9.8	75.0	0.0	0.0	0.0	0.0	5.8	0.4	0.0	0.4	0.0	91.4
Total	1,586.0	1,280.7	165.4	11.4	39.4	0.6	86.5	0.9	0.0	2.8	0.1	3,173.8

Figure 13.5 Ultra Low Emission Vehicles licensed in Scotland - growth from 2020 Q1 to 2024 Q4

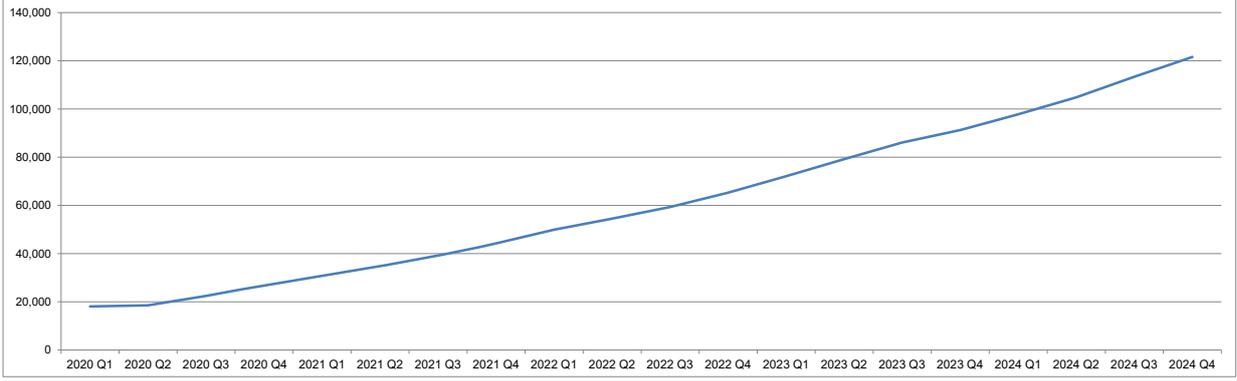


Table 13.11 – ChargePlace Scotland: Utilisation data for CPS Network January - December 2025 [Note 33] [Note 34] [Note 35] [Note :

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: National Atmospheric Emissions Inventory: Greenhouse Gas Inventories for England, Scotland, Wales & Northern Ireland 1990-2020

Local Authority	Charging		Total CP Units as at Dec 25
	Sessions 2025	Total kWh 2025	
Aberdeen Council	37,098	809,639	65
Aberdeenshire Council	49,561	1,127,900	114
Angus Council	31,329	655,781	60
Argyll and Bute Council	39,128	900,665	70
Clackmannanshire Council	10,702	256,478	39
Comhairle nan Eilean Siar Council	11,801	264,255	41
Dumfries and Galloway Council	34,557	903,066	188
Dundee City Council	83,198	1,831,861	33
East Ayrshire Council	47,264	1,120,305	76
East Dunbartonshire Council	16,347	274,950	21
East Lothian Council	4,944	99,986	10
East Renfrewshire Council	8,219	153,307	22
Edinburgh City Council	121,690	2,154,726	171
Falkirk Council	52,696	1,210,458	102
Fife Council	54,664	1,658,154	118
Glasgow City Council	81,833	1,711,258	232
Highland Council	102,798	2,246,064	168
Inverclyde Council	8,513	178,873	29
Midlothian Council	20,235	442,334	59
Moray Council	23,616	559,884	38
North Ayrshire Council	30,302	711,967	58
North Lanarkshire Council	57,171	1,330,519	136
Orkney Island Council	12,177	205,214	33
Perth and Kinross Council	66,198	1,395,505	87
Renfrewshire Council	45,353	1,173,933	85
Scottish Borders Council	30,184	613,746	49
Shetland Council	8,471	196,414	34
South Ayrshire Council	21,599	519,229	43
South Lanarkshire Council	65,890	1,556,856	170
Stirling Council	57,230	1,218,093	152
West Dunbartonshire Council	19,237	417,556	27
West Lothian Council	28,523	576,848	56
Totals	1,288,907	28,602,784	2,586



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