Scottish Transport Statistics

No. 31
2012 Edition

A National Statistics Publication for Scotland

CÒMHDHAIL ALBA
TRANSPORT SCOTLAND
The Scottish Government
Buidheann le Riaghaltas na h-Alba

Scottish Transport Statistics

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Conventions

Symbols used: The following symbols are used throughout:

..	not available
- or 0	nil or less than half the final digit shown (*NB*: these are used interchangeably)
|	break in series

Rounding: In some tables, where figures have been rounded independently, the sum of constituent items may not always appear to agree exactly with the total shown.

Enquiries and suggestions

Enquiries about the statistics in this publication should generally be made as indicated in the Further Information sections of the relevant chapters.

Other enquiries (such as about the availability of other editions) should be made to:

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Suggestions for improvements should be addressed to the above address.

Web version of the publication

Transport Scotland Statistics publications and Excel spreadsheet versions of the tables may be found on the Transport Scotland Website. Go to:
http://www.transportscotland.gov.uk/analysis/statistics/publications

Updated versions of *some* of the tables and charts in this edition will be made available, in due course.

CONTENTS

PREFACE

Introduction

This is the 2012 edition of *Scottish Transport Statistics*, and is the thirty first publication in the series. The publication presents a comprehensive statistical picture of transport activity and covers a wide range of topics.

This is a National Statistics publication.
This publication presents a range of both National Statistics and Official Statistics. National Statistics are certified as meeting the high professional standards within the UK Statistics Authority's Code of Practice for Official Statistics: http://www.statisticsauthority.gov.uk/assessment/code-of-practice/index.html.

Official Statistics follow the Code of Practice as closely as possible but have not been certified as Code compliant. They are fit for purpose and are of sufficient quality to meet user needs. This publication also includes statistics produced out with the Scottish Government. Such statistics are marked by the relevant source. Users should be aware that although we did not directly produce these, we believe them to be a good source hence their inclusion within the publication.

The Structure of the Publication

The Summary section provides a compact view of the trends over the past 10 years and includes some comparisons with the figures for Great Britain (or the UK) and some longer term trends. Longer term trends are included in tables on the Transport Scotland website.

This is followed by 12 chapters, each on a specific topic, organised into:

1. Introduction
2. Main Points
3. Notes and Definitions
4. Sources
5. Further Information

Chapter 12 looks at International Comparisons, comparing Scotland with some EU countries.

Finally, there are some other short sections covering:

- recent transport research projects;
- other Transport Statistics publications; and
- Transport Scotland web site - where updated versions of some of this edition's tables and charts can be found

We welcome comments and/or suggestions of new data sources that could be included in future publications.

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DETAILED LIST OF STATISTICAL TABLES AND MAPS

Note: Most tables provide a time series of figures which are identified in the table headings rather than in the title of the table. Where a table relates to a *single* year, the relevant year is included in the title. Tables providing main figures for a single year, with a few figures of earlier years appear as single year tables in this list.

Tables of figures, and whole chapters, which are outwith the scope of National Statistics are identified by (*).

Figure **Maps**

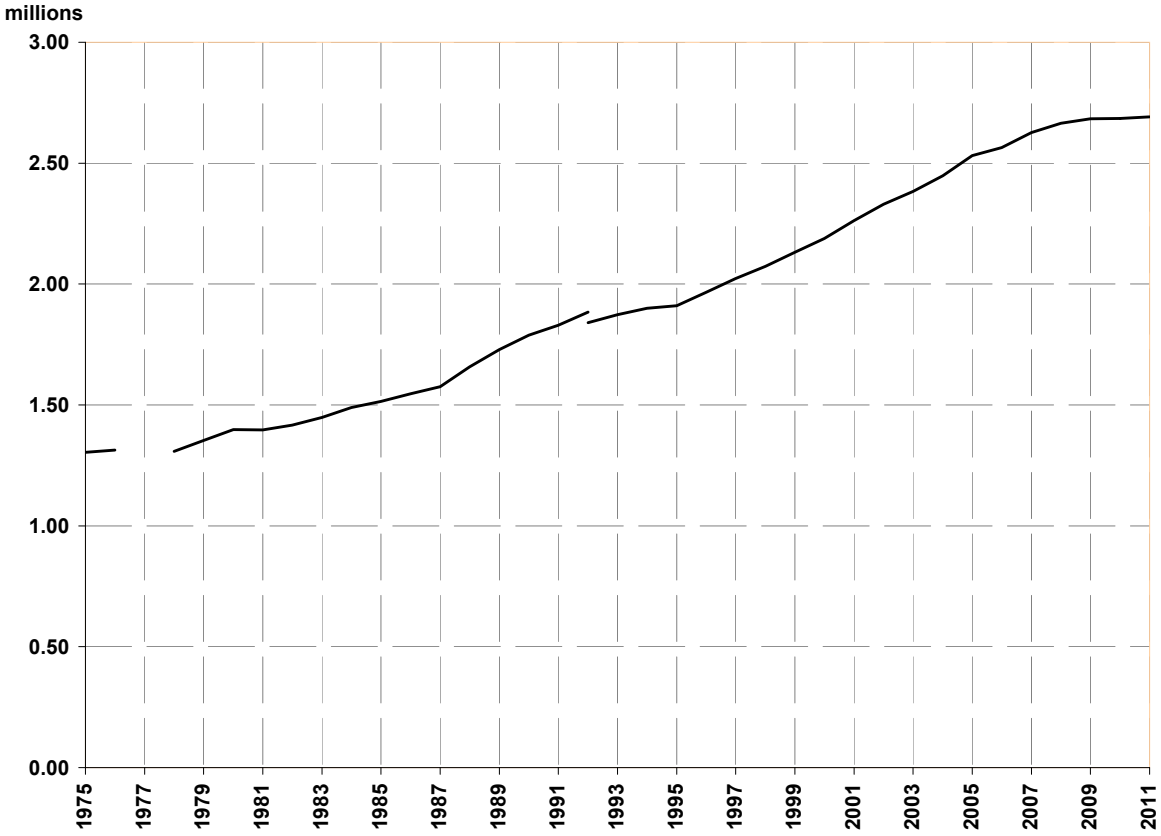
(*) this table, or this chapter, consists of figures which are outwith the scope of National Statistics

Summary

TRANSPORT Statistics

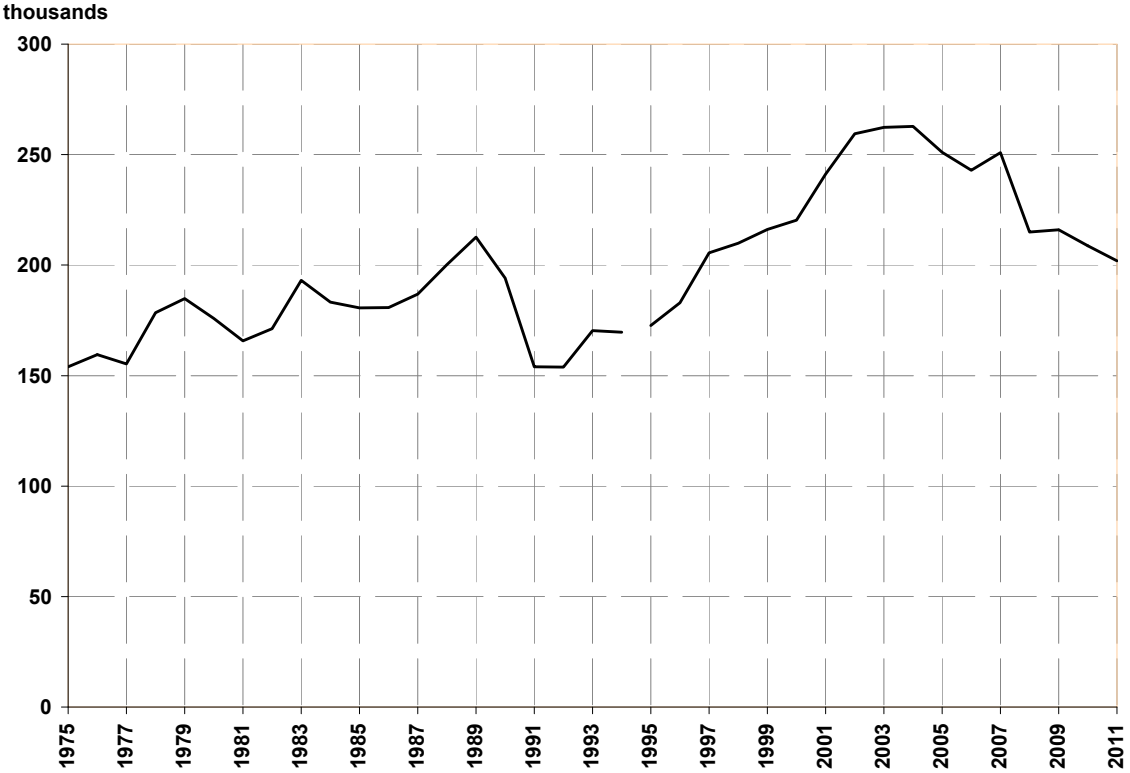
including
Historical Series

Figure 1: Vehicles licensed



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

Figure 2: New registrations of vehicles



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

SUMMARY TRANSPORT STATISTICS

1. Introduction

1.1 This chapter provides *some* main points from the statistics on transport in Scotland, and some comparisons with the figures for Great Britain (or the UK as a whole).

2. The content of this chapter

2.1 The *summary* is arranged as follows:

- section 3 - motor vehicles, the road network, traffic, toll bridges and road casualties;
- section 4 - public transport (bus, rail, air and ferry);
- section 5 - personal travel (possession of driving licences; frequency of driving, walking and cycling; travel to work and travel to school);
- section 6 - freight;
- section 7 - cross-border transport;
- section 8 - notes, sources and further information

Comparisons with the figures for GB/UK are included within sections 3 to 6.

2.2 The *charts* show some of the main trends in transport in Scotland since 1975, and some comparisons with GB over the past ten years. The *tables*, which appear at the end of the chapter, provide:

- a summary of the trends for each mode of transport in Scotland over the past ten years -*Tables S1 and S2*;
- a summary of the main trends shown by the Scottish Household Survey – *Table S3*;
- a summary of cross-border transport for some different modes over the past ten years – *Table S4*;
- a comparison of some key figures for Scotland and Great Britain (or, in a few cases, the UK as a whole) - *Tables SGB1 to SGB3*; and
- a summary of the longer-term trends in passenger and freight transport, traffic estimates and some other vehicle-related statistics, back to 1960 in some cases - *Tables H1 to H4*.

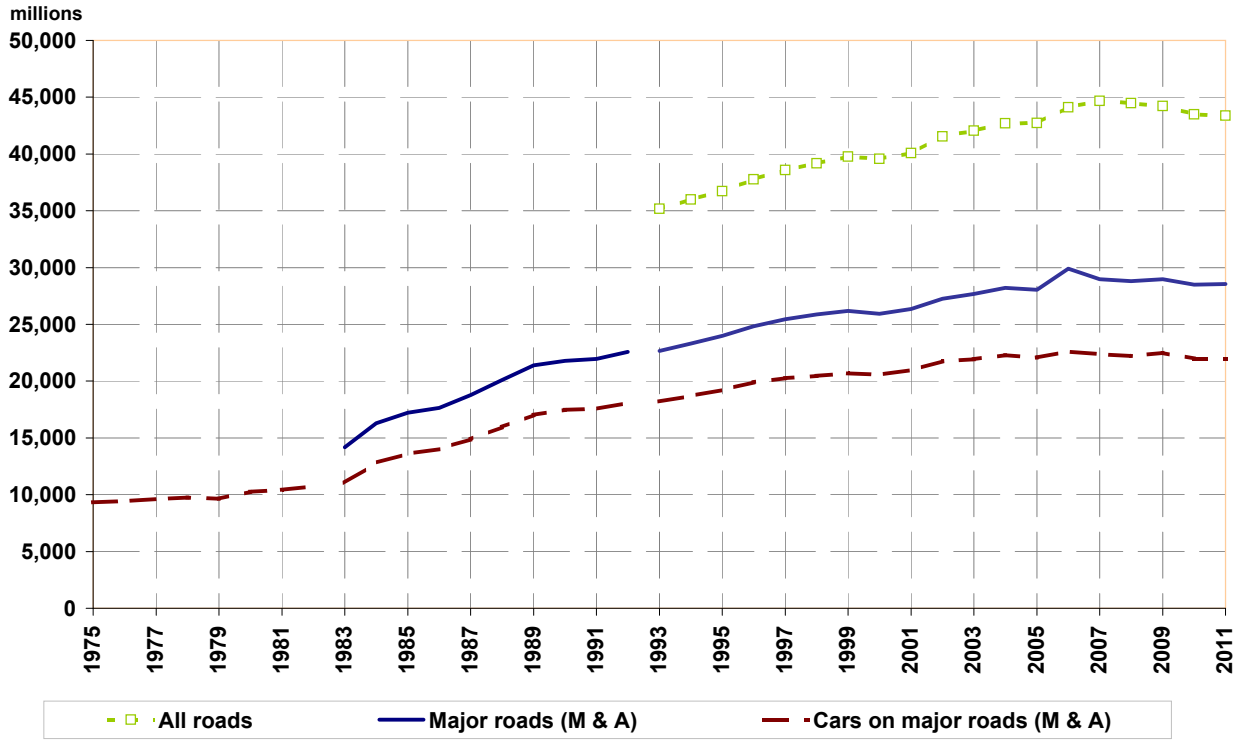
3. Motor vehicles, traffic and road casualties

3.1 Motor vehicles

3.1.1 The number of motor vehicles licensed in Scotland in 2011 was 2.7 million, a similar level to the previous year, 19 per cent higher than the number in 2001 and the highest figure ever recorded. Over the longer-term, the number of vehicles licensed has increased from an estimated 0.8 million in 1962. *Figure 1* shows the trends since 1975: there have been increases in almost every year.

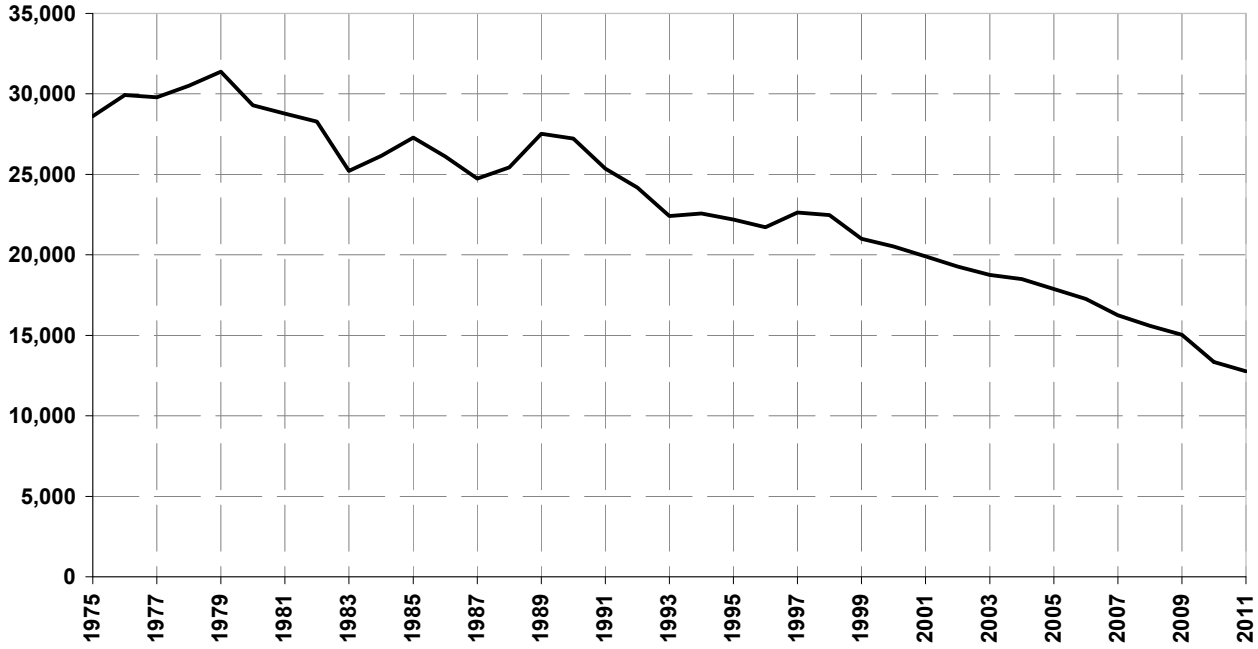
3.1.2 There were around 202,000 new vehicle registrations in Scotland in 2011, a decrease of 3.1 per cent on 2010. Continuing the downward trend since 2004. The figure is 23 per cent lower than 2004, and over two times the number (86,000) in 1962. *Figure 2* shows that the number of new registrations of vehicles has risen and fallen a number of times during the period since 1975.

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



3.1.3 In 2011, there were 51 vehicles per 100 people in Scotland compared with 56 in Great Britain. *Figure 7* shows that the number of vehicles per head of population rose steadily to 2009 in Scotland and GB and has since reduced slightly, remaining consistently lower in Scotland than in Great Britain.

3.1.4 The Scottish Household Survey (SHS) shows that, in 2011, 70 per cent of households had at least one car available for private use - up from 65 per cent in 2001. Twenty five per cent of households had two or more cars in 2011, compared with 19 per cent in 2001. As the SHS is a sample survey, its results can be subject to apparent year-to-year fluctuations.

3.1.5 2009/10 is the latest year for which one can compare the availability of cars to households in Scotland and GB as a whole, using the results from the National Travel Survey. In 2009/10, around 70 per cent of households in Scotland had the regular use of a car compared to 75 per cent in Great Britain as a whole. Any year-to-year fluctuations, and differences between these results and those of the SHS, are likely to be due to sampling variability.

3.2 The road network

3.2.1 Figures show there were 55,768 kilometres of public road in Scotland in 2011 with the trunk road network accounting for 6 per cent of this. Relative to the size of the population, the length of the road network is greater in Scotland than in Great Britain: in 2011, Scotland had 10.6 kilometres of road per 1,000 population; GB had only 6.4 kilometres per 1,000 population.

3.3 Road traffic

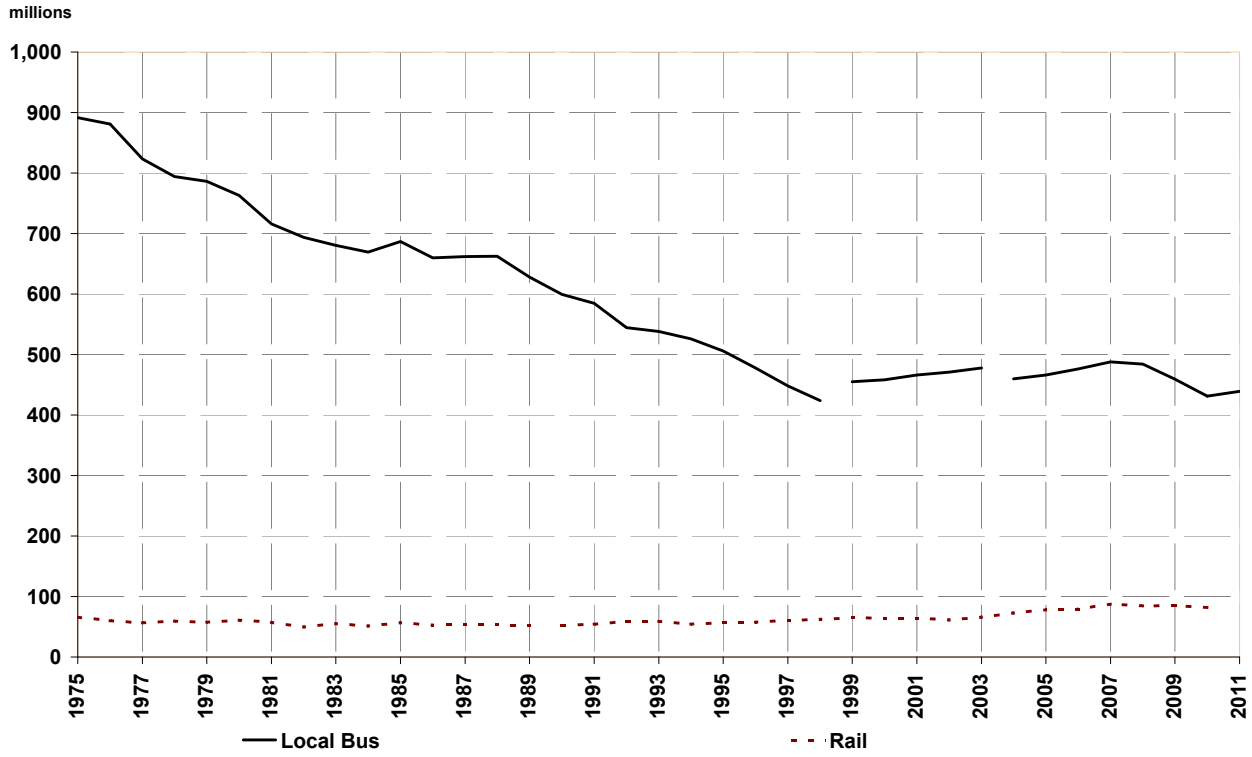
3.3.1 The estimated total volume of traffic on Scotland's roads in 2011 was over 43 billion (thousand million) vehicle kilometres – 3 per cent less than the peak in 2007 and 8 per cent more than the figure for 2001. The total volume of traffic has levelled off after a peak in 2006.

3.3.2 The pattern in Scotland was similar to that for Great Britain as a whole, both peaking in 2007. The total volume of traffic for Great Britain fell by 1.4 per cent between 2010 and 2011, and was 3 per cent higher than ten years earlier, with increases in most years.

3.3.3 *Figure 3* shows the longer-term trends in Scotland. It is estimated that the volume of car traffic on major roads (Motorways and A roads) has more than doubled, from an estimated 9,300 million vehicle kilometres in 1975 to around 22,000 million vehicle kilometres in recent years. *Figure 3* shows an increasing trend from 1983 to 2006 and 2007 before levelling out.

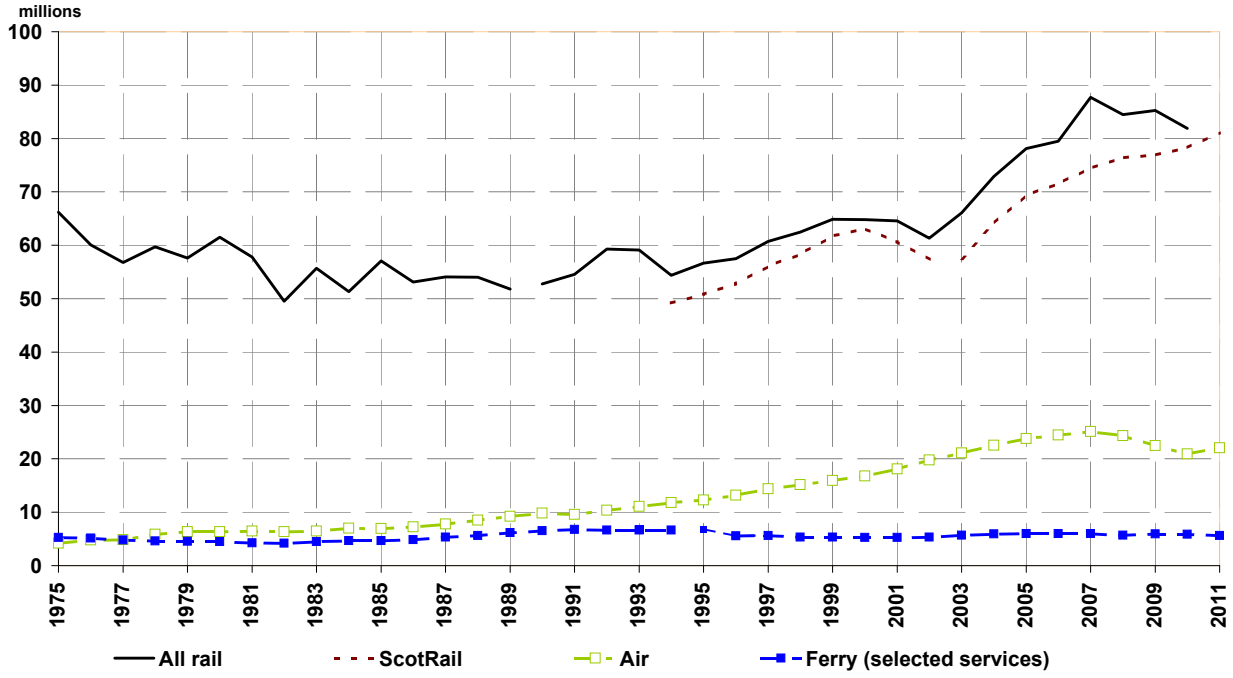
3.3.4 Per head of population, there is less traffic on Motorways, more traffic on A roads, and more traffic on all roads taken together (including B, C and unclassified roads) in Scotland than in Great Britain.

Figure 5: Passenger numbers: local bus and rail



NB: Due to methodological improvements bus figures are not strictly comparable (prior to 1999/00 and from 2004/05 onwards).
Rail figures up to 1990/91 were provided by British Rail, but now provided by the Office of Rail Regulation.

Figure 6: Passenger numbers: rail, air and ferry (selected services)



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.

3.4 Road casualties

3.4.1 The number of road deaths in Scotland in 2011 (186) was 11 per cent less than in 2010, and the lowest figure since records began over 50 years ago. 1,875 people were seriously injured in road accidents in 2011, 5 per cent less than in 2010, and the lowest figure recorded. Over the past ten years, the number of people injured in road accidents fell by 36 per cent to 12,770 in 2011. *Figure 4* shows that there have been falls in most years since 1979. Although in some years the drop appeared to be levelling off, over the longer-term the number of casualties injured in road accidents has fallen steadily.

3.4.2 Since 2001, the number of people killed or seriously injured in road accidents has fallen by 45% in Scotland and 38% in Great Britain. The number of people killed or seriously injured per thousand population was slightly lower in Scotland than Great Britain in 2011 (about 0.39 and 0.41 respectively), the first time this has been the case.

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

4.1 Local bus services

4.1.1 In the 2011-12 financial year there were 439 million passenger journeys on local bus services in Scotland, an increase over the previous year of 1.9 per cent.

4.1.2 However, over the longer-term, there have been large falls. There were almost 1,700 million passenger journeys on local bus services in 1960. The number had almost halved by 1975. Since then, it has roughly halved again, from 891 million in 1975 to 439 million in 2011-12. There was a steady fall in numbers between 1960 and 1999. *Figure 5* shows the trends since 1975; it *and Figure 6* show that local bus passenger numbers are much higher than other modes of public transport.

4.2 Rail passenger services

4.2.1 There were 81.1 m illion ScotRail passenger journe ys recorded in 2011-12, 2.8 million (3.6%) more than in the previous year, and an increase of 41% since 2003-04.

4.2.2 Over the longer-term, the number of rail passenger journeys originating in Scotland (including cross-border journeys) fell from a peak of 73 million in 1964 to a low of 50 million in 1982. Figure 6 shows that, from 1982 until 1994-95, passenger numbers levelled out. Latterly, rail patronage had been rising since 1994-95 reaching a peak of 89 million in 2007 before falling back to 82 million in 2010-11 (based on ORR data, see chapter for details).

4.3 Air passengers

4.3.1 There were around 22 million air terminal passengers at airports in Scotland in 2011, a slight increase on 2010 but still 13% below the 2007 peak. *Figure 6* shows the rise since 1975. Over the longer-term, terminal passenger numbers grew from 1.2 million in 1960 to 25 million in 2007.

4.3.2 Between 2001 and 2007, the number of air terminal passengers increased by 39 per cent for Scotland and 33 per cent for the UK as a whole. Scotland has since seen a 12% fall compared to a 9% fall in the UK as a whole. Over the past ten years, the

Figure 7: Vehicles licensed per 100 population

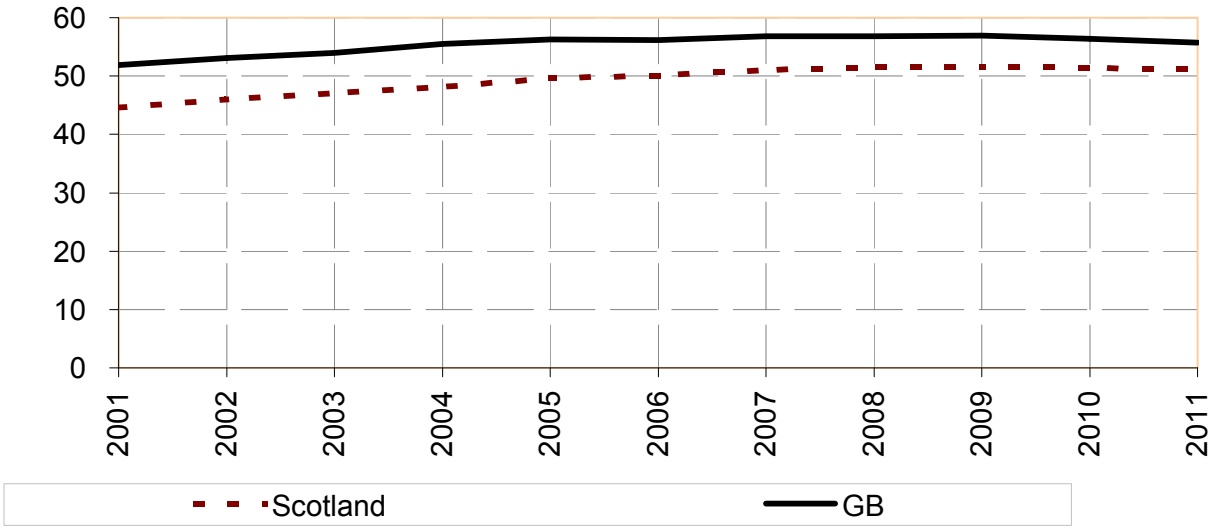


Figure 8: Passenger numbers per head of population: local bus and rail

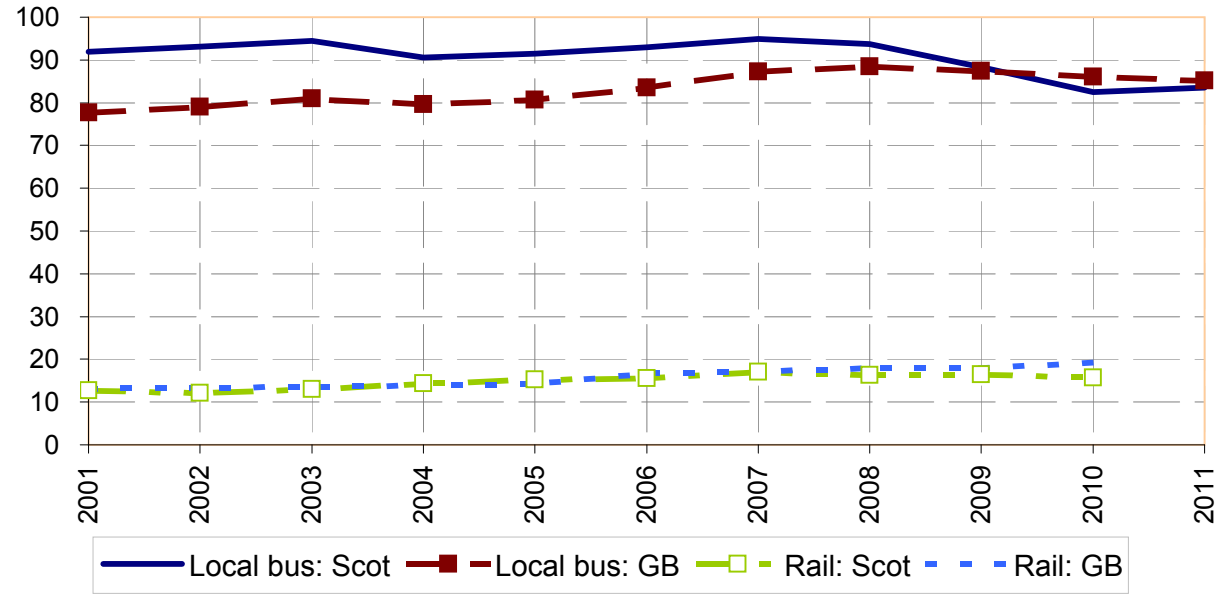
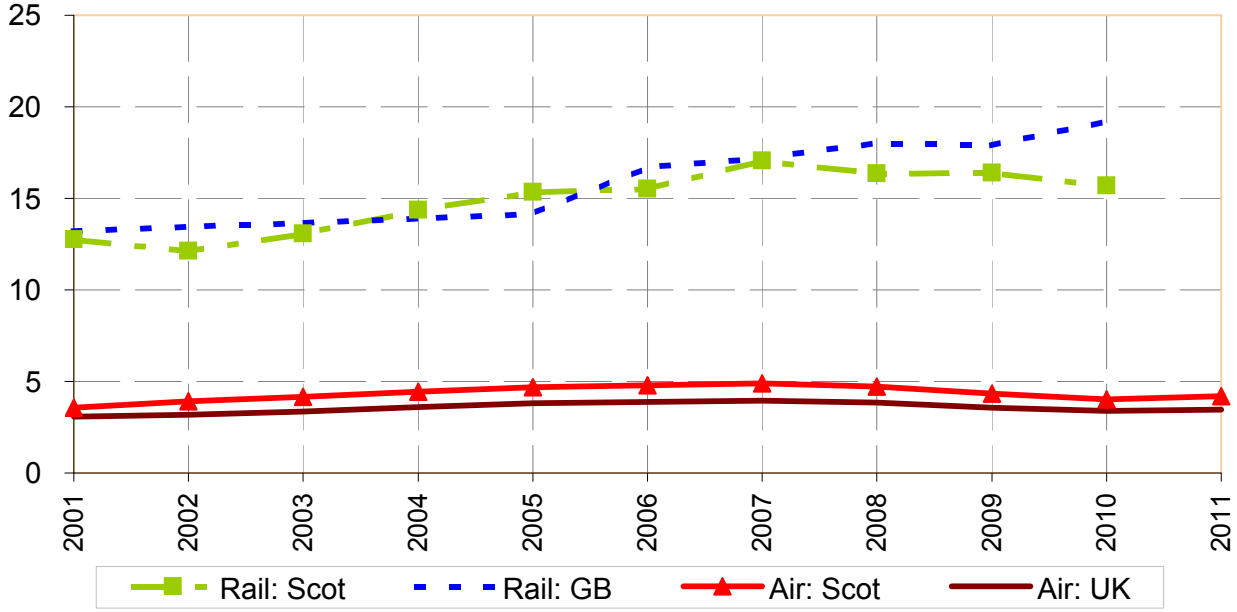


Figure 9: Passenger numbers per head of population: rail and air



number of passengers per head of population has been higher for Scotland than for the UK.

4.4 Ferry services

4.4.1 In 2011, 5.6 million passengers were carried on those shipping services within Scotland for which figures are available back to 1973 (i.e. Caledonian MacBrayne, P&O Scottish Ferries / NorthLink Orkney and Shetland, and Orkney Ferries). This was 4 per cent less than in the previous year. *Figure 6* shows the long-term trends, which were affected by the reduction in traffic that followed the opening of the Skye Bridge in 1995.

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

5.1 Possession of driving licences, and frequency of driving

5.1.1 67 per cent of people aged 17 or over had a full driving licence in 2011: 76 per cent of males and 60 per cent of females. Since 2001, the proportion of males who have a driving licence has remained steady at almost three-quarters, whereas the percentage of females aged 17+ who have a full driving licence has increased five percentage points since 2001.

5.1.2 People are driving less. In 2011, 40.7 per cent of people aged 17+ said that they drove every day. A decrease from 45.2 per cent in 2007. The percentages who said that they drove *at least 3 times a week (but not every day)* rose from 8 per cent in 2001 to 13 per cent in 2011.

5.2 Frequency of walking

5.2.1 Respondents were asked on how many of the previous seven days they walked more than a quarter of a mile (a) in order to go somewhere (i.e. used walking as a means of transport), and (b) for pleasure or to keep fit, including walking a dog. In 2011, 63 per cent of individuals reported walking to go somewhere on at least one of the previous seven days and 54 per cent said they had walked for pleasure or to keep fit. These figures are the highest reported since the survey began in 1999.

5.3 Travel to work and travel to school

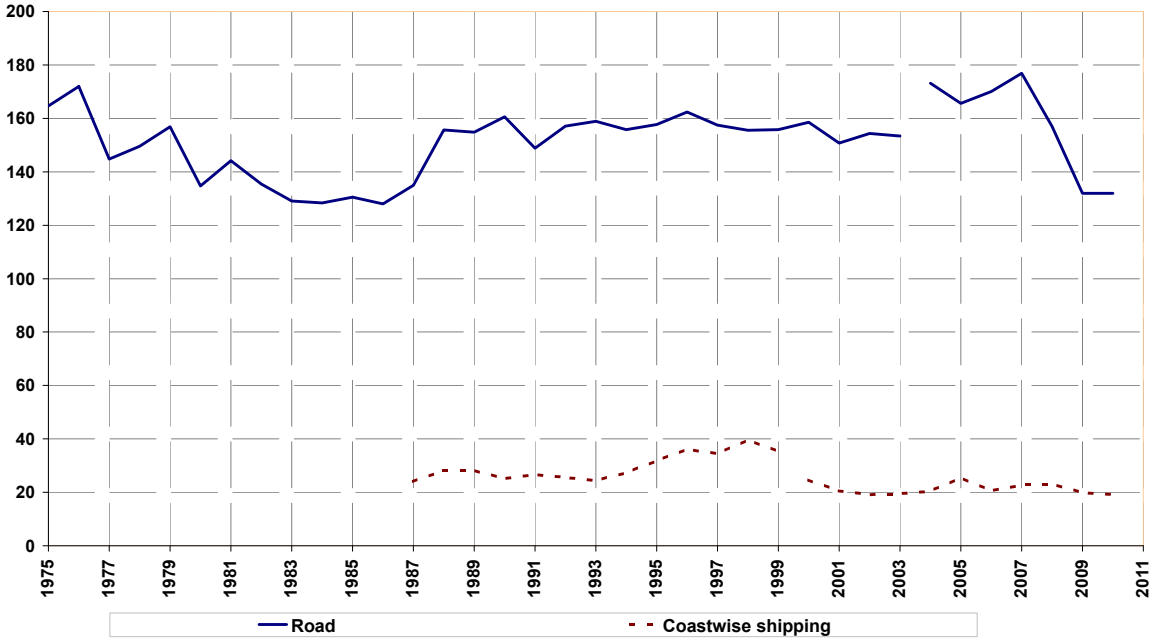
5.3.1 In 2011, two-thirds of commuters said that they travelled to work by car or van (59% as a driver and 8% as a passenger), 13 per cent walked, 12 per cent went by bus, 4 per cent took a train and 2 per cent cycled. There has been little change in modal choice since 2001.

5.3.2 The Labour Force Survey (LFS) shows that the percentage of people travelling to work who go by car has is similar in Scotland and Great Britain as a whole, as is the percentage using public transport, when sampling variability is taken into accout. According to the LFS, in Autumn 2011, 68 per cent of people travelling to work in Scotland did so by car, the same as Great Britain and 16 per cent used public transport , the same as Great Britain). The year-to-year fluctuations, and any differences from the results of the SHS, are likely to be due to sampling variability.

5.3.3 51 per cent of pupils walked to school in 2011, 22 per cent went by bus, 23 per cent by car, 1 per cent cycled, and 1 per cent went by rail. While there have been year-

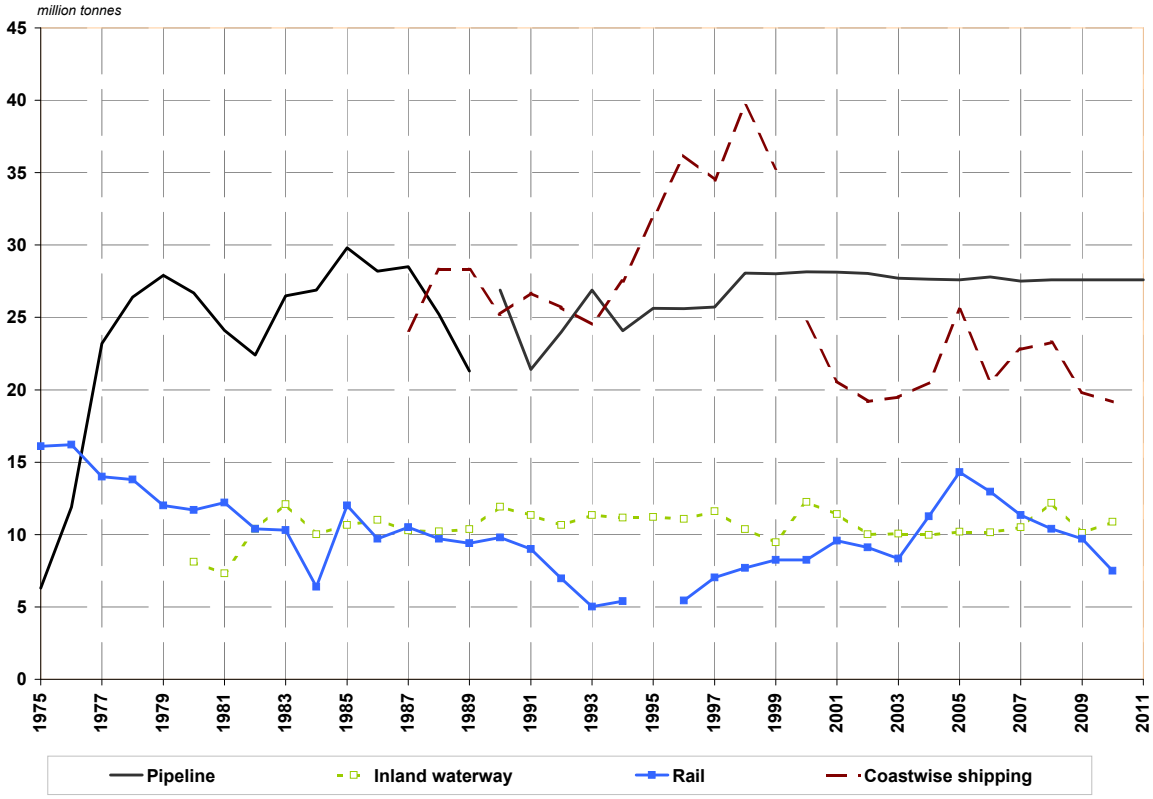
Figure 10: Freight lifted: road and coastwise shipping

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



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 coverage.

to-year fluctuations in the results, it appears that, since the SHS started in 1999, the percentage going by car has risen from around 18 per cent.

6. Freight

6.1 Freight lifted - tonnes

6.1.1 Freight lifted by road in Scotland in 2010 was 132 million tonnes. **The figures for 2004 onwards should *not* be compared with the statistics for earlier years because there is a break in the series following changes to DfT's survey methodology and processing.** Prior to that, there had been little change from year to year in the ten years up to 2003. Over the longer-term, the amount of freight carried by road fluctuated between 1975 and 1987 (see *Figure 10*), rising to 172 million tonnes in 1976 and falling to 128 million tonnes in 1986. After 1988, it was more stable, varying between 149 million tonnes (in 1991) and 162 million tonnes (in 1996). The total of 153 million tonnes in 2003 was the third lowest in the period since 1988. *Figures 10 and 11* show that, in terms of tonnes lifted, much more freight is carried by road than by any other mode of transport. Per head of population, the amount of freight which is lifted by road is slightly higher in Scotland than in Great Britain.

6.1.2 The volume of rail freight traffic lifted in Scotland fell from 29.8 million tonnes in 1960 to 5.4 million tonnes in 1994-95. *Figure 11* shows that since then it has increased in most years to 14 million tonnes in 2005 when it started to fall again to 8 million tonnes in 2010-11.

6.1.3 Coastwise freight traffic lifted in Scotland rose from 24 million tonnes in 1987 to 40 million tonnes in 1998. Since then, the total has fallen to around 19-23 million tonnes in five of the latest six years (the figure for 2005 appears unusual). However, the figures from 2000 are on a different basis from those for earlier years (see Chapter 10). The annual amount of freight lifted for inland waterways has remained between about 9 and 12 million tonnes since 1982. *Figure 11* shows the trends since 1980 (inland waterway) and 1987 (coastwise traffic). Per head of population, much more freight is lifted by coastwise shipping in Scotland than in Great Britain.

6.1.4 The amount of oil carried in Scottish pipelines rose rapidly to 23 million tonnes in 1977, and has fluctuated since then between 21 million tonnes and 30 million tonnes per year, levelling out at 28 million tonnes in 1998. *Figure 11* shows the trends since 1975. Per head of population, the amount of freight which is lifted by pipeline is significantly greater in Scotland than in Great Britain.

6.2 Freight moved - tonne-kilometres

6.2.1 *Figures 10 and 11* showed that, in terms of tonnes lifted, much more freight is carried by road than by any other mode of transport. However, a different picture can be seen when account is taken of the distance that freight is carried. *Table H2(b)* shows that, in terms of tonne-kilometres, coastwise shipping accounted for the largest amount of freight moved in most years, with road coming second (in 2004 the position was reversed). Rail and pipeline still move smaller amounts of freight than road. However, they represent a higher proportion of the total for road freight when they are measured in tonne-kilometres, because of the greater distance (on average) for which freight is carried by rail and by pipeline.

7. Cross-border transport

7.1 *Table S4* summarises the information about cross-border transport which is available from national statistical systems. Their coverage is incomplete – for example, they have no figures for the number of cross-border journeys made by car, bus or coach (estimates of these are produced by the Transport Model for Scotland – see Chapter 12).

7.2 ***Passengers to / from other parts of UK**:* In 2010, there were 19.1 million rail, air or ferry passenger journeys between Scotland and other parts of the UK (a return trip counts as two passenger journeys). A fall of 8% from the 2007 peak but an increase of 7 per cent since 2001, when there were only 17.8 million such passenger journeys.

7.3 ***Passenger journeys to / from other countries:*** In 2010, there were 9.32 million passenger journeys to or from Scotland to other countries, almost all by air. This was a decrease of 11% from the 2007 peak. The number of passenger journeys has increased by a half since 2001 when the figure was 6.24 million.

7.4 ***Freight to / from other parts of UK:*** In 2010, 33.7 million tonnes of freight were lifted by either road, rail or water and delivered to other parts of the UK. This was decrease of 23 per cent from the 2005 peak when 44 millions of tonnes of freight were lifted. Freight delivered to Scotland from other parts of the UK in 2010 was 25.0 million tonnes. This was an increase of 13 per cent on 2009 when 22.1 million tonnes were delivered.

7.5 ***Freight to / from other countries:*** In 2010, 40.7 million tonnes of freight were delivered outside the UK, almost all of which was carried by water. This was an increase of 4 per cent on 2009 when 39.2 million tonnes of freight were lifted. Freight delivered to Scotland from outside the UK in 2010 was 13.8 million tonnes, again almost all by water transport - a decrease of 3 per cent (14.2 million tonnes in 2009).

8. Notes, Sources and Further Information – historical

8.1 In general, notes, definitions and sources appear in the relevant chapters. Information here relates to historical trends.

8.2 Occasionally, figures given for Great Britain (or the UK) are on a different basis from the figures for Scotland. Such differences in the bases of the figures for Scotland and GB/UK should not prevent their use in a broad comparison of the trends.

8.3 Motor vehicles, the road network, traffic, toll bridges and road casualties

8.3.1 ***Vehicles Licensed*:** (Chapter 1). The figures for 1962 to 1974 represented the numbers of licences current at any time during the third quarter. They were derived from an annual census which used the records held by local licensing authorities. The method underlying the census then changed as vehicle records were gradually transferred from local taxation offices to the Driver and Vehicle Licensing Centre. Consequently, the figures for 1974 to 1978 are not comparable. No census results were available for 1977. Censuses based entirely on the record of licensed vehicles at the Driver and Vehicle Licensing Agency (DVLA) began on 31 December 1978 and subsequent counts were taken on the last day of each year up to and including 31 December 1992.

Thereafter, the source of this information changed to the Vehicle Information Database (VID) held by what is now the Department for Transport (DfT). The results conform to the same definitions as earlier vehicle censuses, but, for technical reasons, are considered slightly more reliable than earlier estimates. Some vehicles have complicated licensing histories that may include incidents such as cheques failing to clear, changes of taxation status, late payments, and one or more valid or invalid refund claims. The VID undertakes a more detailed examination of licensing history than earlier vehicle census analyses and is therefore able to provide better estimates of licensed stock. The net effect of the change to the VID as the main source of statistics on currently licensed stock was to produce a small reduction in the estimated levels of licensed stock. The difference between the two sources can be broadly estimated from statistics for 1992 which are available from both the old and new sources.

The VID figures for all vehicles licensed at the end of 1992 are 2.4 per cent lower for Scotland, and 3.1 per cent lower for England and Wales, than the DVLA figures for the same date. For example, the VID figure for Scotland for 31 December 1992 is 1,840,000 compared with the DVLA figure of 1,884,000. To estimate the growth in the number of licensed vehicles over the longer term, these changes should be used to adjust the apparent vehicle growths calculated from figures which are on different bases pre- and post-1992.

8.3.2 ***Car Traffic on major roads:*** Chapter 5 describes the methods used to estimate the volume of car traffic on major roads in Scotland for 1983 and subsequent years. As those methods cannot be used to estimate car traffic in Scotland for earlier years, the then Scottish Executive had to make ad-hoc estimates for the years from 1975 to 1982. These ad-hoc estimates were calculated using the rate of change in the volume of traffic for Great Britain as a whole, adjusted to take account of changes in the number of vehicles licensed in Scotland relative to the number for Great Britain as a whole. The estimates for 1975 to 1982 therefore indicate the likely level of car traffic on major roads in Scotland in those years, and may well be considerably less accurate than the estimates for later years.

8.4 Public transport (bus, rail, air and ferry)

8.4.1 ***Bus Passengers:*** Chapter 2 describes the method used to collect these statistics with effect from the 1985-86 financial year. A different method was used for 1984 and earlier years: the figures for 1975 to 1984 relate to calendar years and, prior to 1986, the term stage services was used (rather than local services). The figures for 1960 to 1974 are on a different basis: they were produced by adding together the total

numbers of passenger journeys reported by the Scottish Bus Group (for calendar years) and the four city corporations (for financial years). They therefore include any non-local services run by these operators, and exclude any local (or stage) services that were run by other operators. In addition, it appears that the figures reported by the Glasgow city corporation may have included passenger journeys on trolley buses and on the Glasgow Underground. The method used to collect the data has been changed and data prior to 2004 are not comparable.

8.4.2 ***Rail Passengers:*** See Chapter 7. The statistics relate to financial years with effect from 1985-86. The figure for 1984 is derived from a total for the fifteen-month period 1 January 1984 to 31 March 1985, by scaling this down to an estimate for a twelve-month period. The figures for 1983 and earlier years are for calendar years. The figures for 1990-91 and earlier years were provided by British Rail after the end of each year; those for 1991-92 to 1999-2000 were provided by the Association of Train Operating Companies in Spring 2001. See also paragraph 4.2.2 for details of changes to Scotrail methodology.

8.5 Freight

8.5.1 ***Road Freight:*** Chapter 3 describes these statistics. There is a small discontinuity between the figures for 1986 and 1987: the former excludes freight whose destination is Northern Ireland, and the latter includes such freight. As Table 3.1 shows, the amount involved is a very small percentage of the total.

8.5.2 ***Rail Freight:*** See Chapter 7. The statistics relate to financial years with effect from 1985-86. The figure for 1984 is derived from a total for the fifteen-month period from 1 January 1984 to 31 March 1985, by scaling this down to an estimate for a twelve-month period. The figures for 1983 and earlier years are for calendar years.

8.5.3 ***Coastal shipping*****:** The figures for Scotland cover freight on coastwise voyages for which either the origin or the destination (or both) is in Scotland - i.e. all coastwise freight lifted in Scotland plus the coastwise freight lifted elsewhere in the UK which is discharged in Scotland. This definition of coastal shipping excludes foreign, one port and inland waterway freight shipping. For historical reasons, the definition used for the coastal shipping series differs from the definitions which are used for the water transport statistics in chapter 9. There is a small discontinuity between 1981 and 1982, due to a change in definitions. The figures were provided by the Department for Transport – Margaret Talbot (Tel: 0207 944 4131).

8.5.4 ***Coastwise Shipping:*** See Chapter 9. These figures are lower than the figures for coastal shipping, because the latter includes freight lifted elsewhere in the UK which is discharged in Scotland.

8.5.5 ***Pipelines****:* Figures from 1993 onwards estimate the total carried by on-shore pipelines which are at least 50 km in length and which carry crude oil or products. Figures for Scotland relate to pipelines originating in Scotland. Estimates are produced by the Department of Energy and Climate Change, based on pipeline operators information. The estimates were supplied by DTI and Charanjit Ransi (Tel: 0207 215 2718) can provide further information about them.

Table S1 Summary of Transport in Scotland

Numbers

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Vehicles Licensed											*thousands*
Private and Light Goods [1]	1,997	2,058	2,104	2,158	2,231	2,259	2,313	2,347	2,362	2,364	2,369
All Vehicles [1]	2,262	2,330	2,383	2,448	2,531	2,564	2,627	2,665	2,684	2,685	2,691
New Registrations	241	259	262	263	251	243	251	215	216	209	202
Local Bus Services[2]											*millions*
Passenger Journeys (boardings)[3]	466	471	478	460	466	476	488	484	459	431	439
Vehicle Kilometres[3]	368	374	369	359	374	384	389	386	376	346	338
Passenger Revenue											*£ million*
at latest year's prices[3]	..	..	..	..	..	624	652	646	651	622	..
Freight Lifted											*million tonnes*
Road [4, 9]	150.8	154.4	153.4	173.1	165.6	170.0	176.8	157.0	131.9	131.9	..
Rail [2]	9.57	9.12	8.32	11.25	14.32	12.96	11.35	10.36	9.68	7.49	..
Coastwise traffic	20.6	19.2	19.5	20.5	25.5	20.6	22.8	23.3	19.8	19.2	..
One Port traffic	1.90	1.81	1.54	1.33	1.76	1.48	1.83	1.75	3.59	1.88	..
Inland waterway traffic	11.41	10.01	10.06	9.97	10.19	10.16	10.50	12.19	10.10	10.89	..
Pipelines [5]	28.1	28.0	27.7	27.6	27.6	27.8	27.5	27.6	27.6	27.6	27.6
Public Road Lengths											*kilometres*
Trunk (A and M)[10]	3,492	3,488	3,485	3,482	3,505	3,518	3,505	3,505	3,520	3,518	3,530
Other Major (A and M)	7,407	7,417	7,418	7,418	7,433	7,424	7,381	7,421	7,421	7,414	7,467
Minor Roads	43,159	43,687	43,659	43,693	43,911	44,029	44,303	44,420	44,594	44,696	44,771
All Roads[10]	54,058	54,592	54,562	54,593	54,849	54,971	55,188	55,346	55,535	55,628	55,768
Road Traffic											*million vehicle-kilometres*
Motorways	5,567	5,730	5,856	6,094	6,151	6,433	6,577	6,683	6,633	6,503	6,570
A roads	20,775	21,533	21,826	22,114	21,904	22,465	22,408	22,127	22,327	21,992	21,996
All roads (incl. B, C, uncl.)	40,065	41,535	42,038	42,705	42,718	44,119	44,666	44,470	44,219	43,488	43,390
Reported Road Accident Casualties											
Killed	348	304	336	308	286	314	281	270	216	208	186
Killed and Serious	3,758	3,533	3,293	3,074	2,952	2,949	2,666	2,845	2,504	2,176	2,061
All (Killed, Serious, Slight)	19,911	19,275	18,756	18,502	17,885	17,269	16,238	15,591	15,043	13,338	12,770
Passenger Rail [2,6]											*millions*
ScotRail passenger journeys [6]	60.7	57.4	57.5	64.0	69.4	71.6	74.5	76.4	76.9	78.3	81.1
ORR data:											
Rail journeys in/from Scotland [7]	64.6	61.4	66.1	72.9	78.1	79.5	87.7	84.5	85.2	81.9	..
Passenger receipts (£2010 mill)	248.1	243.4	256.2	271.4	272.3	280.4	319.3	320.5	352.1	364.9	..
Air Transport											*thousands*
Terminal Passengers	18,081	19,783	21,084	22,555	23,795	24,437	25,132	24,348	22,496	20,907	22,065
Transport Movements	360.6	362.6	367.3	385.6	408.8	420.6	428.2	417.1	382.7	354.4	366.3
Freight	77.1	77.0	80.8	81.0	79.4	83.3	66.1	50.2	50.9	*thousand tonnes* 47.5	45.2
Ferries (selected services [8])											*thousands*
Passengers	5,304	5,365	5,721	5,921	5,971	6,020	6,012	5,699	5,935	5,872	5,626
Vehicles	1,211	1,241	1,260	1,338	1,365	1,372	1,416	1,377	1,445	1,408	1,351

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.

2 Financial years

3 The DfT have revised figures from 2004/05 onwards as a result of methodological improvements. Figures prior to this period are not directly comparable. See Chapter 2 for more detail. Figures from 2006 include Government support for buses which is not available for the two previous years.

4 Freight lifted in Scotland by UK-registered hauliers, regardless of whether the destination is in Scotland, elsewhere in the UK or outwith the UK. The figures for 2004 onwards are not compatible with those for earlier years due to changes in methodology and processing system for the survey.

5 The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2010 and 2011 figures have been estimated.

6 ScotRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2009/10. Figures from 2003/04 onwards present the impact of this on previously reported data to provide a more meaningful year on year comparison. Note that this has no impact on actual journeys undertaken. Further detail on this can be found from paragraphs 4.3 onwards.

7 The Office of Rail Regulation (ORR) produce total passenger figures. These are not adjusted to reflect ScotRail's revised methdology and are therefore not comparable with ScotRail figures.

8 Those services for which figures are (at least) available back to 1975: Caledonian MacBrayne, P&O Scottish Ferries / NorthLink Orkney & Shetland, and Orkney Ferries.

9 Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011

Table S2 Summary of Transport in Scotland - index numbers

Index 2001=100

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Vehicles Licensed											
Private and Light Goods [1]	100.0	103.1	105.4	108.1	111.7	113.1	115.9	117.6	118.3	118.4	118.6
All Vehicles [1]	100.0	103.0	105.3	108.2	111.9	113.4	116.1	117.8	118.6	118.7	119.0
New Registrations	100.0	107.5	108.8	109.0	104.1	100.7	104.0	89.1	89.6	86.5	83.9
Local Bus Services [2]											
Passenger Journeys (boardings) [3]				100.0	101.3	103.5	106.1	105.2	99.8	93.7	95.4
Vehicle Kilometres [3]				100.0	104.2	107.0	108.4	107.5	104.7	96.4	94.2
Passenger Revenue at latest year's prices(2006=100) [3]						100.0	104.5	103.5	104.3	99.6	..
Freight Lifted											
Road [4, 9]	100.0	102.4	101.7	114.8	109.8	112.8	117.3	104.1	87.5	87.5	..
Rail [2]	100.0	95.3	86.9	117.6	149.6	135.4	118.6	108.3	101.1	78.3	..
Coastwise traffic	100.0	93.2	94.7	99.5	123.9	99.9	110.6	113.0	96.3	93.1	..
One Port traffic	100.0	95.3	81.1	70.0	92.6	77.9	96.3	92.1	188.9	98.9	..
Inland waterway traffic	100.0	87.7	88.2	87.4	89.3	89.0	92.0	106.8	88.5	95.4	..
Pipelines [5]	100.0	99.7	98.5	98.3	98.1	98.8	97.8	98.1	98.1	98.1	98.1
Public Road Lengths											
Trunk (A and M)	100.0	99.9	99.8	99.7	100.4	100.7	100.4	100.4	100.8	100.7	101.1
Other Major (A and M)	100.0	100.1	100.1	100.1	100.4	100.2	99.6	100.2	100.2	100.1	100.8
Minor Roads	100.0	101.2	101.2	101.2	101.7	102.0	102.7	102.9	103.3	103.6	103.7
All Roads	100.0	101.0	100.9	101.0	101.5	101.7	102.1	102.4	102.7	102.9	103.2
Road Traffic											
Motorways	100.0	102.9	105.2	109.5	110.5	115.6	118.1	120.0	119.1	116.8	118.0
A roads	100.0	103.6	105.1	106.4	105.4	108.1	107.9	106.5	107.5	105.9	105.9
All roads (incl. B, C, uncl.)	100.0	103.7	104.9	106.6	106.6	110.1	111.5	111.0	110.4	108.5	108.3
Reported Road Accident Casualties											
Killed	100.0	87.4	96.6	88.5	82.2	90.2	80.7	77.6	62.1	59.8	53.4
Killed and Serious	100.0	94.0	87.6	81.8	78.6	78.5	70.9	75.7	66.6	57.9	54.8
All (Killed, Serious, Slight)	100.0	96.8	94.2	92.9	89.8	86.7	81.6	78.3	75.6	67.0	64.1
Passenger Rail [2,6]											
ScotRail passenger journeys [6]	100.0	94.5	94.6	105.4	114.3	117.8	122.6	125.8	126.6	128.9	133.5
Rail journeys in/from Scotland [7]	100.0	95.0	102.3	112.9	121.0	123.1	135.9	130.9	132.0	126.8	..
Passenger receipts (£2010 mill)	100.0	98.1	103.3	109.4	109.7	113.0	128.7	129.2	141.9	147.1	..
Air Transport											
Terminal Passengers	100.0	109.4	116.6	124.7	131.6	135.2	139.0	134.7	124.4	115.6	122.0
Transport Movements	100.0	100.6	101.9	106.9	113.4	116.6	118.7	115.7	106.1	98.3	101.6
Freight	100.0	99.9	104.8	105.1	103.1	108.0	85.8	65.2	66.0	61.7	58.6
Ferries (selected services [8])											
Passengers	100.0	101.2	107.9	111.6	112.6	113.5	113.3	107.4	111.9	110.7	106.1
Vehicles	100.0	102.5	104.0	110.5	112.7	113.3	116.9	113.7	119.3	116.2	111.6

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.

2 Financial years

3 The DfT have revised figures from 2004/05 onwards as a result of methodological improvements. Figures prior to this period are not directly comparable. See Chapter 2 for more detail. Figures from 2006 include Government support for buses which is not available for the two previous years.

4 Freight lifted in Scotland by UK-registered hauliers, regardless of whether the destination is in Scotland, elsewhere in the UK or outwith the UK. The figures for 2004 onwards are not compatible with those for earlier years due to changes in methodology and processing system for the survey.

5 The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2010 figure has been estimated.

6 ScotRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2009/10. Figures from 2003/04 onwards present the impact of this on previously reported data to provide a more meaningful year on year comparison. Note that this has no impact on actual journeys undertaken. Further detail on this can be found from paragraphs 4.3 onwards.

7 The Office of Rail Regulation (ORR) produce total passenger figures. These are not adjusted to reflect ScotRail's revised methdology and are therefore not comparable with ScotRail figures.

8 Those services for which figures are (at least) available back to 1975: Caledonian MacBrayne, P&O Scottish Ferries / NorthLink Orkney & Shetland, and Orkney Ferries.

9 Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011

Table S3 Summary of Scottish Household Survey results [1]

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											percentages
Place of work											
Works from home	8.7	9.3	9.1	9.0	11.1	10.7	11.2	10.0	11.4	10.1	10.6
Does not work from home	91.3	90.7	90.9	91.0	88.9	89.3	88.8	90.0	88.6	89.9	89.4
Sample size (=100%)	*6,922*	*6,597*	*6,681*	*7,058*	*6,841*	*6,845*	*5,888*	*6,092*	*6,103*	*5,862*	*6,189*
Travel to work [2]											
Walking	13.1	13.2	12.6	12.7	12.7	13.8	11.9	12.5	12.3	13.4	12.9
Car or Van	68.4	67.7	68.5	67.0	67.4	66.8	68.0	66.0	67.0	67.3	66.6
Driver	57.9	56.6	59.8	58.9	59.8	59.8	61.3	59.9	60.7	61.0	59.1
Passenger	10.4	11.0	8.7	8.1	7.5	7.0	6.7	6.1	6.4	6.3	7.5
Bicycle	1.7	1.6	1.8	1.9	1.6	2.0	1.7	2.3	2.4	2.3	2.0
Bus	12.2	12.2	11.6	12.7	12.1	11.8	12.7	12.1	12.1	10.8	12.0
Rail, including underground	2.3	3.1	2.9	3.5	3.9	3.6	3.5	4.3	3.9	3.6	3.9
Other	2.4	2.3	2.6	2.3	2.3	2.0	2.3	2.7	2.3	2.7	2.6
Sample size (=100%)	*6,276*	*5,973*	*6,033*	*6,359*	*6,044*	*6,068*	*5,175*	*5,437*	*5,371*	*5,221*	*5,508*
Travel to school											
Walking	51.9	55.5	52.4	51.2	52.5	51.1	52.8	48.8	50.0	49.7	50.6
Car or Van	20.8	19.0	21.7	21.6	21.0	21.7	21.9	23.6	24.4	23.0	23.4
Bicycle	0.6	0.7	1.2	1.0	0.6	0.9	0.8	1.5	1.0	1.4	1.4
Bus (school or service)	24.5	22.4	22.4	23.6	23.6	23.7	21.9	23.9	22.0	23.9	21.7
School bus	17.7	15.1	16.9	16.9	16.5	17.0	14.8	16.5	16.0	16.1	15.1
Service bus	6.8	7.3	5.5	6.7	7.1	6.7	7.1	7.3	5.9	7.8	6.6
Rail, including underground	0.5	0.4	0.5	0.9	0.7	1.2	0.9	0.7	0.7	0.3	0.7
Other	1.7	2.1	1.8	1.8	1.6	1.3	1.7	1.5	1.8	1.7	2.2
Sample size (=100%)	*3,463*	*3,295*	*3,250*	*3,347*	*3,272*	*3,240*	*2,517*	*2,750*	*2,881*	*2,676*	*2,715*
Household access to car/bike											
No car	35.3	34.8	32.7	33.7	31.7	32.0	30.3	30.2	30.7	30.3	30.1
One car	45.6	44.4	44.5	43.0	44.5	43.6	44.3	43.9	43.7	44.0	44.5
Two Cars	16.6	18.2	19.8	19.9	20.5	20.5	21.4	21.8	21.5	21.6	21.0
Three or more cars	2.6	2.5	3.0	3.4	3.3	3.8	4.0	4.0	4.2	4.1	4.4
One or more cars	64.7	65.2	67.3	66.3	68.3	68.0	69.7	69.8	69.3	69.7	69.9
Two or more cars	19.1	20.8	22.8	23.3	23.8	24.4	25.3	25.8	25.6	25.7	25.4
1+ Bicycles which can be used by adults	N/A	34.9	34.4	35.0	35.0	35.3	36.9	36.8	35.4	34.3	35.1
Sample size	*15,566*	*15,073*	*14,880*	*15,942*	*15,392*	*15,616*	*13,414*	*13,821*	*14,190*	*14,214*	*14,358*
Driving (aged 17+)											
Those with a full driving licence											
Male 75.6		76.7	76.5	75.8	75.7	75.5	75.8	76.0	76.2	75.6	75.6
Female	55.0	53.8	56.0	56.9	56.4	58.0	59.2	59.9	60.6	60.2	59.8
All	64.7	64.6	65.8	65.8	65.6	66.4	67.0	67.6	68.0	67.6	67.3
Frequency of driving											
Every day	45.8	45.5	43.3	41.4	41.8	40.9	45.2	44.9	43.4	41.4	40.7
At least three times a week	8.0	8.0	10.2	11.2	11.2	11.6	10.0	10.4	11.9	12.8	13.3
Once or twice a week	3.9	4.2	5.5	5.7	5.8	6.7	5.1	5.6	5.6	6.0	6.2
At least 2-3 times a month	1.0	0.9	0.7	0.8	0.8	1.0	0.9	1.0	0.9	0.9	0.9
At least once a month	0.6	0.4	0.4	0.6	0.5	0.5	0.6	0.4	0.4	0.4	0.4
Less than once a month	1.9	2.1	1.7	1.6	1.4	1.4	1.7	1.3	1.6	1.8	1.7
Holds full licence, never drives	3.5	3.5	4.1	4.5	4.1	4.4	3.5	4.0	4.2	4.3	4.1
Does not have a full driving licence	35.3	35.4	34.2	34.2	34.4	33.6	33.0	32.4	32.0	32.4	32.7
Sample size (=100%)	*14,527*	*13,936*	*13,850*	*14,660*	*13,968*	*14,075*	*12,152*	*12,263*	*12,447*	*12,361*	*12,801*
Walking in the past seven days (aged 16+) [3]											
Walking as a means of transport	55.1	54.9	54.4	54.2	54.0	54.0	52.0	52.5	59.0	62.0	63.1
Walking just for pleasure or to keep fit	42.9	40.7	43.9	43.9	46.1	46.7	46.9	45.1	48.4	51.3	54.0
Sample size	*14,643*	*14,041*	*13,925*	*14,713*	*6,993*	*7,111*	*6,121*	*6,209*	*6,119*	*6,136*	*6,372*
Household access to bus service											
Up to 6 minutes walk to the nearest stop	84.8	86.3	85.4	86.6	85.4	84.9	84.8	85.7	84.3	85.2	84.2
At least 5+ per hour (up to 13 min freq)	18.5	21.6	23.4	24.2	24.8	22.5	24.3	25.0	25.4	23.8	23.5
Up to 6 minutes walk and 5+ per hour	17.1	19.9	21.6	22.4	22.9	20.8	22.4	22.9	23.2	22.1	21.5
Service frequency not known	23.4	23.1	22.6	23.0	24.6	24.3	23.1	23.1	22.8	22.7	23.1
Sample size	*15,561*	*15,072*	*14,879*	*15,941*	*15,392*	*15,616*	*9,274*	*6,846*	*14,190*	*14,214*	*14,358*
Frequency of use of local bus/train service (aged 16+)											
Bus service											
Every day or almost every day	..	11.0	10.5	11.1	11.9	12.0	12.3	12.6	11.3	11.0	11.1
2 or 3 times per week	..	11.6	11.5	11.2	11.6	11.7	11.7	12.2	11.8	11.7	12.5
About once a week	..	7.9	7.6	7.5	7.7	7.9	7.7	7.8	8.4	7.7	7.8
Once or twice a month	..	10.9	10.6	10.6	12.1	12.2	13.9	13.9	14.1	13.5	14.2
Not used in the past month	..	58.6	59.7	59.5	56.7	56.2	54.4	53.6	54.5	56.1	54.3
Train service											
Every day or almost every day	..	1.6	1.7	1.8	2.0	2.0	2.0	2.3	2.1	1.9	2.0
2 or 3 times per week	..	1.0	1.3	1.6	1.5	1.6	1.8	2.0	2.1	1.9	2.2
About once a week	..	2.0	2.5	2.7	2.6	2.8	3.2	3.2	3.7	3.5	3.7
Once or twice a month	..	10.4	11.4	12.3	14.3	13.7	16.3	16.4	15.9	17.3	17.9
Not used in the past month	..	84.9	83.1	81.6	79.5	79.8	76.6	76.1	76.2	75.5	74.2
Sample size (=100%)	..	*14,037*	*13,960*	*14,774*	*14,063*	*14,183*	*12,118*	*12,298*	*12,517*	*12,422*	*12,888*

1. The apparent year-to-year fluctuations in some of the figures may be due to sampling variability.
2. Employed adults (aged 16+) not working from home
3. Those who had made a trip of more than quarter of a mile for the specified purpose on at least one of the previous seven days

Table S4 Summary of cross-border transport

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Passenger journeys											*millions*
to / from other parts of UK											
Rail 5.27		4.85	5.01	4.88	5.20	5.58	5.81	6.13	6.64	7.33	..
Air [1]	10.21	11.51	12.38	12.88	13.16	12.96	12.87	12.07	10.89	9.83	10.12
Ferry [2]	2.33	2.28	2.43	2.34	2.05	2.02	2.09	1.94	1.92	1.92	1.76
Total these modes	17.81	18.65	19.82	20.09	20.41	20.55	20.77	20.13	19.45	19.08	..
to / from other countries											
Air [3]	6.24	6.63	7.13	8.12	8.97	9.67	10.35	10.35	9.74	9.27	10.06
Ferry [4]	0.01	0.11	0.21	0.21	0.20	0.12	0.11	0.07	0.03	0.05	-
Total these modes	6.24	6.74	7.34	8.33	9.17	9.79	10.46	10.43	9.77	9.32	..
Total cross-border passengers											
Rail	5.27	4.85	5.01	4.88	5.20	5.58	5.81	6.13	6.64	7.33	..
Air	16.45	18.14	19.52	21.00	22.14	22.63	23.23	22.42	20.63	19.10	20.18
Ferry	2.33	2.40	2.64	2.54	2.25	2.14	2.20	2.01	1.95	1.97	..
Total these modes	24.06	25.39	27.16	28.42	29.58	30.34	31.24	30.56	29.22	28.41	..
Freight										*millions of tonnes lifted*	
to other parts of UK											
Road [5, 9]	15.4	15.2	14.8	14.3	12.5	14.2	16.4	12.3	12.6	14.8	..
Rail	4.9	4.4	4.1	6.4	9.0	7.1	4.6	3.8	3.3	2.3	..
Water	19.6	17.6	17.6	18.7	22.5	17.9	19.7	21.0	17.6	16.6	..
Total these modes	39.9	37.1	36.5	39.4	44.0	39.3	40.6	37.1	33.4	33.7	..
from other parts of UK											
Road [5, 9]	19.3	18.3	20.9	17.6	17.4	18.9	21.9	17.7	16.0	17.9	..
Rail	1.2	1.1	1.0	0.9	2.1	2.1	2.0	2.0	1.3	1.6	..
Water	5.1	5.1	4.6	5.4	5.9	5.6	5.5	5.1	4.9	5.5	..
Total these modes	25.5	24.4	26.6	23.9	25.3	26.6	29.4	24.8	22.1	25.0	..
Total to / from other parts of UK											
Road [5, 9]	34.7	33.5	35.7	31.9	29.9	33.1	38.3	30.0	28.6	32.7	..
Rail	6.1	5.4	5.2	7.3	11.1	9.2	6.6	5.9	4.5	3.9	..
Water	24.6	22.6	22.2	24.0	28.4	23.6	25.2	26.1	22.4	22.1	..
Total these modes	65.4	61.5	63.0	63.2	69.3	65.9	70.0	61.9	55.6	58.7	..
to other countries											
Road [5]	0.5	0.6	0.6	0.5	0.4	0.4	0.6	0.5	0.5	0.4	..
Rail [6]	0.6	0.5	0.4	0.5	0.5	0.5	0.5	0.4	0.4	0.4	..
Water [7]	67.0	67.8	58.9	54.5	45.0	44.0	45.6	42.4	38.3	39.9	-
Total these modes	68.1	68.9	59.9	55.5	45.9	44.9	46.7	43.3	39.2	40.7	..
from other countries											
Road [5]	0.2	0.2	0.2	0.3	0.3	0.2	0.3	0.3	0.2	0.2	..
Rail [8]	0.6	0.6	0.5	0.5	0.5	0.5	0.4	0.5	0.4	0.4	..
Water [7]	17.5	11.4	9.5	15.0	17.0	17.9	14.6	16.1	13.5	13.2	-
Total these modes	18.3	12.3	10.2	15.8	17.8	18.6	15.3	16.9	14.2	13.8	..
Total to / from other countries											
Road	0.7	0.8	0.8	0.8	0.7	0.6	0.9	0.8	0.7	0.6	..
Rail	1.2	1.1	1.0	1.1	1.0	1.0	0.9	0.9	0.8	0.8	..
Water	84.5	79.2	68.4	69.4	62.0	61.9	60.2	58.5	51.9	53.1	..
Total	86.4	81.1	70.2	71.3	63.7	63.5	62.0	60.2	53.3	54.4	..
Total cross-border freight											
Road	35.4	34.3	36.5	32.7	30.6	33.7	39.2	30.8	29.3	33.3	..
Rail	7.3	6.6	6.1	8.3	12.1	10.2	7.5	6.7	5.3	4.7	..
Water	109.1	101.8	90.6	93.5	90.4	85.5	85.4	84.6	74.3	75.2	..
Total these modes	151.8	142.7	133.2	134.5	133.0	129.3	132.0	122.1	108.9	113.1	..

1 England, Wales or Northern Ireland - for the purposes of this table, UK offshore *is not* counted as another part of the UK.
2 Scotland / Northern Ireland ferries
3 Figures for 1999 and earlier years are approximate as they include an element of estimation.
4 The Rosyth / Zeebrugge service started in May 2002. Figures for services between Lerwick and other countries are available from 1998.
5 Freight lifted by UK HGVs only - does not include freight carried by other HGVs or by other types of vehicle (such as light goods vehicles)
The figures for 2004 onwards are not directly comparable with earlier years, due to changes to the survey's methodology & processing.
6 The Rail figures for "outwith UK" include freight taken to Scottish, English or Welsh ports for export.
7 Figures relate only to exports/imports from major ports only. Note these have increased over the years.
8 The Rail figures for "outwith UK" include freight imported at an English or Welsh port, then brought into Scotland by rail.
9 Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011

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

Numbers

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Vehicles Licensed (all vehicles)											*thousand*
Scotland	2,262	2,330	2,383	2,448	2,531	2,564	2,627	2,665	2,684	2,685	2,691
GB	29,747	30,557	31,207	32,259	32,897	33,070	33,651	33,883	33,958	34,120	34,229
Households with a Car [1] (National Travel Survey)											*percent*
Scotland	..	..	69	..	69	..	70	..	70	..	..
GB	..	..	74	..	75	..	75	..	75	..	..
Public Road Lengths (all roads)									*thousand kilometres*		*kilometres*
Scotland	54.1	54.6	54.6	54.6	54.8	55.0	55.2	55.3	55.5	55.6	55.8
GB [2]	391.0	391.6	392.3	387.7	388.0	398.4	398.9	394.5	394.4	394.3	394.3
Road Traffic										*billion vehicle kilometres*	
Motorway											
Scotland	5.57	5.73	5.86	6.09	6.15	6.43	6.58	6.68	6.63	6.50	6.57
GB	90.8	92.6	93.0	96.6	97.0	99.4	100.6	100.1	99.5	98.2	99.5
A roads											
Scotland	20.8	21.5	21.8	22.1	21.9	22.5	22.4	22.1	22.3	22.0	22.0
GB [3]	215.1	218.6	221.0	224.1	223.1	226.1	224.9	222.8	222.4	219.5	220.4
All roads (incl. B, C, unclassified)											
Scotland	40.1	41.5	42.0	42.7	42.7	44.1	44.7	44.5	44.2	43.5	43.4
GB [3]	474.4	486.5	490.4	498.6	499.4	507.5	513.0	508.9	504.0	495.9	488.9
Reported Road Accident Casualties: Killed or Seriously Injured											*thousand*
Scotland	3.76	3.53	3.29	3.07	2.95	2.95	2.67	2.85	2.50	2.18	2.06
GB	40.6	39.4	37.2	34.4	32.2	31.8	30.7	28.6	26.9	24.5	25.0
Local bus passenger journeys [2, 4]											*million*
Scotland	466	471	478	460	466	476	488	484	459	431	439
GB	4,455	4,550	4,681	4,631	4,721	4,915	5,165	5,272	5,214	5,203	5,233
Rail passenger journeys [4, 5, 6]											*million*
Scotland	64.6	61.4	66.1	72.9	78.1	79.5	87.7	84.5	85.2	81.9	..
GB	759	775	791	808	827	984	1,018	1,075	1,068	1,163	..
Air terminal passengers											
Scotland	18.1	19.8	21.1	22.6	23.8	24.4	25.1	24.3	22.5	20.9	22.1
UK	181.2	188.8	200.0	215.7	228.2	235.2	240.7	235.4	218.1	210.7	219.3
Freight Lifted											*million tonnes*
Road [8, 9]											
Scotland	151	154	153	173	166	170	177	157	132	132	..
GB	1,581	1,627	1,643	1,744	1,746	1,776	1,822	1,668	1,356	1,489	..
Rail [4]											
Scotland	9.57	9.12	8.32	11.25	14.32	12.96	11.35	10.36	9.68	7.49	..
GB	94	87	89	100	105	108	102	103	87	90	
Coastwise traffic											
Scotland	20.6	19.2	19.5	20.5	25.5	20.6	22.8	23.3	19.8	19.2	..
UK	58.5	59.5	58.5	59.8	65.1	56.7	57.6	58.1	54.6	51.3	..
Pipelines [7]											
Scotland	28.1	28.0	27.7	27.6	27.6	27.8	27.5	27.6	27.6	27.6	27.6
GB	63.0	58.4	54.9	56.1	55.4	54.5	53.1	53.3	53.6	53.5	53.7
Travel to Work (Autumn: Labour Force Survey)											*percent*
Car (or van, minibus, works van)											
Scotland	69	70	70	69	68	69	69	69	70	71	68
GB	70	71	71	71	71	70	69	70	70	70	68
Public transport (bus, rail, underground)											
Scotland	16	14	15	15	16	17	16	17	15	14	16
GB	15	14	14	14	14	15	16	15	15	15	16

1 Figures are for combined years e.g. 2010 covers 2010/11.

2 DfT revised its methodlogy from 2004, causing a break in the series.

3 The GB figures relate to motor vehicle traffic only, and therefore exclude a small amount of pedal cycle traffic.

4 Financial years

5 Total passenger figures are produced by the ORR and have not been adjusted to reflect ScotRail's revised zonecard methdology.

6 Figures are based on the origin and destination of trips and do not count stages of these trips separately.

7 The estimated amounts of crude oil and products carried by pipelines of length 50+ km. Pipeline figures for 2010 and 2011 are estimated.

8 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.

9 Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011

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

Index 2001=100

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Vehicles Licensed (all vehicles)											
Scotland	100.0	103.0	105.3	108.2	111.9	113.4	116.1	117.8	118.6	118.7	119.0
GB	100.0	102.7	104.9	108.4	110.6	111.2	113.1	113.9	114.2	114.7	115.1
Public Road Lengths (all roads)											
Scotland	100.0	101.0	100.9	101.0	101.5	101.7	102.1	102.4	102.7	102.9	103.2
GB [1]	100.0	100.2	100.3	99.2	99.2	101.9	102.0	100.9	100.9	100.8	100.8
Road Traffic											
Motorway											
Scotland	100.0	102.9	105.2	109.5	110.5	115.6	118.1	120.0	119.1	116.8	118.0
GB	100.0	102.0	102.4	106.4	106.8	109.5	110.8	110.2	109.6	108.1	109.6
A roads											
Scotland	100.0	103.6	105.1	106.4	105.4	108.1	107.9	106.5	107.5	105.9	105.9
GB [2]	100.0	101.6	102.7	104.2	103.7	105.1	104.6	103.6	103.4	102.0	102.5
All roads (incl. B, C, unclassified)											
Scotland	100.0	103.7	104.9	106.6	106.6	110.1	111.5	111.0	110.4	108.5	108.3
GB [2]	100.0	102.6	103.4	105.1	105.3	107.0	108.1	107.3	106.2	104.5	103.1
Reported Road Accident Casualties Killed or Seriously Injured											
Scotland	100.0	94.0	87.6	81.8	78.6	78.5	70.9	75.7	66.6	57.9	54.8
GB	100.0	97.2	91.8	84.7	79.3	78.5	75.7	70.4	66.4	60.4	61.7
Local bus passenger journeys [1, 3]											
Scotland	100.0	101.0	102.5	98.7	100.0	102.2	104.8	103.9	98.5	92.5	94.2
GB	100.0	102.1	105.1	104.0	106.0	110.3	115.9	118.3	117.0	116.8	117.5
Rail passenger journeys [3,4,5]											
Scotland	100.0	95.0	102.3	112.9	121.0	123.1	135.9	130.9	132.0	126.8	..
GB	100.0	102.2	104.3	106.6	109.1	129.7	134.2	141.7	140.8	153.3	..
Air terminal passengers											
Scotland	100.0	109.4	116.6	124.7	131.6	135.2	139.0	134.7	124.4	115.6	122.0
UK	100.0	104.2	110.4	119.0	125.9	129.8	132.8	129.9	120.3	116.2	121.0
Freight Lifted											
Road [6, 8]											
Scotland	100.0	102.4	101.7	114.8	109.8	112.8	117.3	104.1	87.5	87.5	..
GB	100.0	102.9	103.9	110.3	110.4	112.3	115.2	105.5	85.8	94.2	..
Rail [3]											
Scotland	100.0	95.3	86.9	117.6	149.6	135.4	118.6	108.3	101.1	78.3	..
GB	100.0	92.2	94.2	106.0	111.5	114.8	108.5	108.8	92.4	95.2	..
Coastwise traffic											
Scotland	100.0	93.2	94.7	99.5	123.9	99.9	110.6	113.0	96.3	93.1	..
UK	100.0	101.7	100.0	102.2	111.3	96.9	98.5	99.3	93.3	87.7	..
Pipelines [7]											
Scotland	100.0	99.7	98.5	98.3	98.1	98.8	97.8	98.1	98.1	98.1	98.1
GB	100.0	92.7	87.2	89.1	88.0	86.5	84.3	84.6	85.1	85.0	85.3

1 DfT revised its methodology from 2004, causing a break in the series.

2 The GB figures relate to motor vehicle traffic only, and therefore exclude a small amount of pedal cycle traffic.

3 Financial years

4 Total passenger figures are produced by the ORR and have not been adjusted to reflect ScotRail's revised zonecard methdology.

5 Figures are based on the origin and destination of trips and do not count stages of these trips separately.

6 These figures are for freight lifted by Heavy Goods Vehicles. The GB figures are for freight transported within GB; the Scotti figures include small amounts of freight destined for Northern Ireland and outside the UK.

7 The estimated amounts of crude oil and products carried by pipelines of length 50+ km. Pipeline figures for 2010 are estimated.

8 Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011

Table SGB3 Comparisons of Scotland and Great Britain (or UK) - relative to the population[6]

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Vehicles Licensed (all vehicles)											*per 100 population*
Scotland	45	46	47	48	50	50	51	52	52	51	51
GB	52	53	54	55	56	56	57	57	57	56	56
Public Road Lengths (all roads)											*kilometres per 1,000 population*
Scotland	10.7	10.8	10.8	10.8	10.8	10.7	10.7	10.7	10.7	10.7	10.6
GB	6.8	6.8	6.8	6.7	6.6	6.8	6.7	6.6	6.6	6.5	6.4
Road Traffic											*vehicle kilometres per head*
Motorway											
Scotland	1,099	1,134	1,158	1,200	1,207	1,257	1,279	1,293	1,277	1,245	1,250
GB	1,583	1,610	1,608	1,662	1,659	1,689	1,699	1,679	1,669	1,624	1,620
A Roads											
Scotland	4,102	4,260	4,316	4,355	4,299	4,390	4,356	4,281	4,299	4,211	4,186
GB [1]	3,750	3,800	3,820	3,856	3,815	3,842	3,798	3,738	3,731	3,630	3,588
All roads (incl. B, C and unclassified)											
Scotland	7,911	8,217	8,312	8,409	8,385	8,622	8,683	8,604	8,513	8,328	8,257
GB [1]	8,270	8,456	8,477	8,578	8,539	8,624	8,663	8,537	8,455	8,202	7,959
Road Accident Casualties Killed or Seriously Injured											*per 1,000 population*
Scotland	0.74	0.70	0.65	0.61	0.58	0.58	0.52	0.55	0.48	0.42	0.39
GB	0.71	0.68	0.64	0.59	0.55	0.54	0.52	0.48	0.45	0.41	0.41
Local bus passenger journeys [2,3]											*per head*
Scotland	92	93	94	91	91	93	95	94	88	83	84
GB	78	79	81	80	81	84	87	88	87	86	85
Rail passenger journeys [3,4]											*per head*
Scotland	12.8	12.1	13.1	14.4	15.3	15.5	17.1	16.3	16.4	15.7	..
GB	13.2	13.5	13.7	13.9	14.1	16.7	17.2	18.0	17.9	19.2	..
Air terminal passengers											*per head*
Scotland	3.6	3.9	4.2	4.4	4.7	4.8	4.9	4.7	4.3	4.0	4.2
UK	3.1	3.2	3.4	3.6	3.8	3.9	3.9	3.8	3.6	3.4	3.5
Freight Lifted											*tonnes per head*
Road											
Scotland	29.8	30.5	30.3	34.1	32.5	33.2	34.4	30.4	25.4	25.3	..
GB	27.6	28.3	28.4	30.0	29.9	30.2	30.8	28.0	22.7	24.6	..
Rail [3]											
Scotland	1.9	1.8	1.6	2.2	2.8	2.5	2.2	2.0	1.9	1.4	..
GB	1.6	1.5	1.5	1.7	1.8	1.8	1.7	1.7	1.5	1.5	..
Coastwise traffic											
Scotland	4.1	3.8	3.9	4.0	5.0	4.0	4.4	4.5	3.8	3.7	..
UK	1.0	1.0	1.0	1.0	1.1	1.0	1.0	1.0	0.9	0.8	..
Pipelines [5]											
Scotland	5.6	5.5	5.5	5.4	5.4	5.4	5.3	5.3	5.3	5.3	5.3
GB	1.1	1.0	0.9	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9

1 The GB figures relate to motor vehicle traffic only, and therefore exclude a small amount of pedal cycle traffic.

2 Bus patronage figures are provisional and should be treated with caution. See note 1 of Table S1.

3 Financial Year

4 Rail patronage trend presented here does not incorporate Scotrail's revised methodology. See notes to Table S1.

5 Pipeline figures for 2010 are estimated.

6 As population estimates for Great Britain and UK for 2011 were not available at the time of publication, the mid-year estimates of the population for 2010 were u to calculate the GB/UK figures for 2011 in this table. The mid-year population estimates for Scotland for 2011 were available and have been used.

Table H1 Summary of passenger traffic

Year [1]	Car vehicle kilometres on major roads local (M and A)	Bus passenger journeys on services [2]	Rail passenger journeys originating in Scotland [3]	Air terminal passengers at airports	Ferry passengers on selected ferry services [4]	Car	Bus	Rail	Air	Ferry
					million				*Index, 1985 = 100*	
1960	..	1,664	64.9	1.20	..	..	242	114	17	..
1961	..	1,633	63.4	1.41	..	..	238	111	20	..
1962	..	1,579	72.3	1.59	..	..	230	127	23	..
1963	..	1,561	71.7	1.82	..	..	227	126	26	..
1964	..	1,506	73.0	2.07	..	..	219	128	30	..
1965	..	1,417	71.0	2.29	..	..	206	124	33	..
1966	..	1,344	65.8	2.56	..	..	196	115	37	..
1967	..	1,297	65.9	2.76	..	..	189	115	40	..
1968	..	1,220	67.0	2.69	..	..	178	117	39	..
1969	..	1,169	68.4	2.91	..	..	170	120	42	..
1970	..	1,057	70.7	3.10	..	..	154	124	45	..
1971	..	1,019	66.5	3.20	..	..	148	116	46	..
1972	..	998	61.2	3.64	..	..	145	107	52	..
1973	..	975	60.5	4.07	4.82	..	142	106	59	103
1974	..	896	69.1	4.00	4.96	..	131	121	58	106
1975	*9,318*	891	66.2	4.18	5.28	68	130	116	60	113
1976	*9,438*	881	60.1	4.78	5.17	69	128	105	69	111
1977	*9,622*	824	56.8	4.85	4.82	71	120	99	70	103
1978	*9,749*	794	59.7	5.90	4.64	72	116	105	85	99
1979	*9,643*	786	57.6	6.33	4.56	71	114	101	91	98
1980	*10,262*	763	61.5	6.37	4.48	75	111	108	92	96
1981	*10,418*	716	57.8	6.50	4.27	77	104	101	94	91
1982	*10,733*	694	49.5	6.37	4.19	79	101	87	92	90
1983	11,043	680	55.7	6.48	4.51	81	99	98	93	97
1984	12,794	669	51.3	6.99	4.67	94	97	90	101	100
1985	13,606	687	57.1	6.94	4.67	100	100	100	100	100
1986	14,012	660	53.1	7.24	4.85	103	96	93	104	104
1987	14,881	662	54.1	7.81	5.35	109	96	95	112	115
1988	15,946	662	54.0	8.51	5.66	117	96	95	123	121
1989	17,027	628	51.8	9.23	6.18	125	91	91	133	132
1990	17,476	600	52.8	9.86	6.54	128	87	92	142	140
1991	17,553	585	54.5	9.57	6.80	129	85	95	138	146
1992	18,068	545	59.3	10.38	6.63	133	79	104	150	142
1993	18,211	538	59.1	11.12	6.63	134	78	104	160	142
1994	18,683	526	54.4	11.79	6.65	137	77	95	170	142
1995	19,226	506	56.7	12.31	6.86	141	74	99	177	147
1996	19,888	478	57.5	13.21	5.59	146	70	101	190	120
1997	20,266	448	60.7	14.39	5.63	149	65	106	207	121
1998	20,456	424	62.5	15.19	5.33	150	62	109	219	114
1999	20,700	455	64.9	15.94	5.33	152	66	114	230	114
2000	20,566	458	64.8	16.79	5.29	151	67	113	242	113
2001	20,977	466	64.6	18.08	5.30	154	68	113	260	114
2002	21,760	471	61.4	19.78	5.37	160	69	107	285	115
2003	21,922	478	66.1	21.08	5.72	161	70	116	304	123
2004	22,308	460	72.9	22.55	5.92	164	67	128	325	127
2005	22,060	466	78.1	23.80	5.97	162	68	137	343	128
2006	22,610	476	79.5	24.44	6.02	166	69	139	352	129
2007	22,392	488	87.7	25.13	6.01	165	71	154	362	129
2008	22,221	484	84.5	24.35	5.70	163	70	148	351	122
2009	22,496	459	85.2	22.50	5.93	165	67	149	324	127
2010	21,998	431	81.9	20.91	5.87	162	63	143	301	126
2011	21,986	439	..	22.07	5.63	162	64	..	318	121

1 The figures for Car and Air are for calendar years; latterly, the figures for Bus and Rail are for the financial years which start in the specified calendar years (eg the 1996 figures are for 1996-97)

2 Pre-1975, the figures are the totals of passenger journeys for the Scottish Bus Group and the four city corporations. Therefore, they include any non-stage (non-local) services run by these operators, and exclude other operators' stage (local) services. Glasgow Corporation's figures may have included passenger journeys on trolley buses and the Glasgow Underground. Figures from 2004 onwards have been subject to revision due to methodological improvements

3 Rail patronage trend from 2003 onward incorporates Scotrail's revised methodology. See notes to Table S1.

4 Those routes for which figures are available back to 1973: Caledonian MacBrayne, P&O Scottish Ferries / NorthLink Orkney and Shetland Ferries, and Orkney Ferries. The figures from 1995 are affected by the reduction in traffic caused by the withdrawal of the Kyle-Kyleakin service when the Skye Bridge opened in October 1995.

Table H2 Summary of freight traffic[1]

(a) freight lifted - millions of tonnes

Year [2]	Road	Rail	Coastal shipping	Coastwise shipping	Inland waterway	Pipeline [3]	Road	Rail	Coastal shipping	Coastwise shipping	Inland waterway	Pipeline [3]
	lifted in Scotland	*lifted in Scotland*	*see notes*	*lifted in Scotland*	*lifted in Scotland*	*see notes*	*lifted in Scotland*	*lifted in Scotland*	*see notes*	*lifted in Scotland*	*lifted in Scotland*	*see notes*
					millions of tonnes lifted							*Index, 1985 = 100*
1960	..	29.8	..	..	..	..	..	248	..	..	..	..
1961	..	28.1	..	..	..	..	..	234	..	..	..	..
1962	..	24.7	..	..	..	..	..	206	..	..	..	..
1963	..	24.6	..	..	..	..	..	205	..	..	..	..
1964	..	25.4	..	..	..	..	..	212	..	..	..	..
1965	..	24.3	..	..	..	..	..	203	..	..	..	..
1966	..	21.4	..	..	..	..	..	178	..	..	..	..
1967	..	20.0	..	..	..	..	..	167	..	..	..	..
1968	..	20.9	..	..	..	..	..	174	..	..	..	..
1969	..	21.1	..	..	..	..	..	176	..	..	..	..
1970	..	20.8	..	..	..	..	..	173	..	..	..	..
1971	..	20.0	..	..	..	..	..	167	..	..	..	..
1972	..	18.1	..	..	..	..	..	151	..	..	..	..
1973	..	19.3	5.7	..	..	8.0	..	161	17	..	..	27
1974	160.7	17.9	5.7	..	..	7.5	123	149	17	..	..	25
1975	164.6	16.1	4.9	..	..	6.3	126	134	14	..	..	21
1976	172.0	16.2	7.0	..	..	11.9	132	135	20	..	..	40
1977	144.7	14.0	13.6	..	..	23.2	111	117	40	..	..	78
1978	149.5	13.8	18.6	..	..	26.4	115	115	54	..	..	89
1979	156.9	12.0	23.8	..	..	27.9	120	100	69	..	..	94
1980	134.7	11.7	33.5	..	8.1	26.7	103	98	98	..	76	90
1981	144.1	12.2	33.2	..	7.3	24.1	110	102	97	..	69	81
1982	135.4	10.4	34.5	..	10.4	22.4	104	87	101	..	98	75
1983	129.1	10.3	37.3	..	12.1	26.5	99	86	109	..	114	89
1984	128.3	6.4	35.6	..	10.0	26.9	98	53	104	..	94	90
1985	130.5	12.0	34.3	..	10.7	29.8	100	100	100	..	100	100
1986	128.0	9.7	32.3	..	11.0	28.2	98	81	94	..	103	95
1987	134.9	10.5	28.6	24.1	10.3	28.5	103	88	83	..	97	96
1988	155.7	9.7	31.9	28.3	10.2	25.2	119	81	93	..	96	85
1989	154.8	9.4	32.5	28.3	10.4	21.3	119	78	95	..	97	71
1990	160.6	9.8	29.9	25.2	11.9	26.9	123	82	87	..	112	90
1991	148.8	9.0	31.6	26.7	11.3	21.4	114	75	92	..	106	72
1992	157.1	7.0	30.1	25.7	10.7	24.0	120	58	88	..	100	81
1993	158.9	5.0	29.0	24.5	11.4	26.9	122	42	85	..	107	90
1994	155.8	5.4	32.0	27.5	11.2	24.1	119	45	93	..	105	81
1995	157.7	..	35.9	31.9	11.2	25.6	121	..	105	..	105	86
1996	162.4	5.4	40.3	36.2	11.1	25.6	124	45	117	..	104	86
1997	157.4	7.0	39.4	34.5	11.6	25.7	121	59	115	..	109	86
1998	155.6	7.7	45.7	39.7	10.4	28.1	119	64	133	..	97	94
1999[4]	155.8	8.2	41.3	35.3	9.5	28.0	119	69	120	..	89	94
2000	158.5	8.3	30.9	24.7	12.2	28.1	121	69	90	..	115	94
2001	150.8	9.6	27.4	20.6	11.4	28.1	116	80	80	..	107	94
2002	154.4	9.1	24.5	19.2	10.0	28.0	118	76	71	..	94	94
2003[5]	153.4	8.3	24.4	19.5	10.1	27.7	118	69	71	..	94	93
2004	173.1	11.3	25.8	20.5	10.0	27.6	133	94	75	..	94	93
2005	165.6	14.3	31.4	25.5	10.2	27.6	127	119	92	..	96	93
2006 [6]	170.0	13.0	25.7	20.6	10.2	27.8	130	108	75	..	95	93
2007 [6]	176.8	11.4	27.5	22.8	10.5	27.5	136	95	80	..	99	92
2008 [6]	157.0	10.4	28.3	23.3	12.2	27.6	120	87	83	..	114	93
2009 [6]	131.9	9.7	24.7	19.8	10.1	27.6	101	81	72	..	95	93
2010	131.9	7.5	23.9	19.2	10.9	27.6	101	..	70	..	102	93
2011	..	..	..	..	..	27.6	..	..	..	..	..	93

1. The figures for 'road', 'rail', '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:
the 'coastal shipping' figure is the total lifted in Scotland*plus*
the total lifted elsewhere in the UK which is delivered in Scotland.
The 'pipeline' 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.
2. The figures are all for calendar years except for the figures for "rail" from 1985, which are for the financial years which start in the specified calendar years (e.g. the rail figures for 1997 are for 1997-98).
3. The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2010 figure has been estimated.
4. A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis.
5. Changes to the methodology for collecting road freight data mean that previous figures are not comparable.
6. Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011

Table H2 Summary of freight traffic[1]

(b) freight moved - millions of tonne-kilometres

Year [2]	Road *lifted in Scotland*	Rail *lifted in Scotland*	Coastwise shipping *lifted in Scotland*	Inland waterway *lifted in Scotland*	Pipeline [3,6] *see notes*
					millions of tonne-kilometres
1960	..	..		..	..
1961	..	..		..	..
1962	..	..		..	..
1963	..	..		..	..
1964	..	..		..	..
1965	..	..		..	..
1966	..	..		..	..
1967	..	..		..	..
1968	..	..		..	..
1969	..	..	..	..	..
1970	..	..	..	..	..
1971	..	..	..	..	..
1972	..	..	..	..	..
1973	..	..	..	..	..
1974	..	..	..	..	..
1975	..	..	..	..	..
1976	..	..	..	..	..
1977	..	..	..	..	..
1978	..	..	..	..	..
1979	..	..	..	..	..
1980	..	..	..	..	..
1981	..	..	..	..	..
1982	..	..	..	..	..
1983	..	..	..	..	..
1984	..	..	..	..	..
1985	9,706	..	..	..	..
1986	9,332	..	..	..	..
1987	10,225	..	19,810	262	..
1988	11,520	..	22,910	264	..
1989	12,339	..	23,020	268	..
1990	12,309	..	19,090	315	..
1991	11,909	..	22,850	298	..
1992	12,121	..	20,940	270	5,132
1993	12,426	..	19,710	290	..
1994	12,995	..	19,740	290	5,279
1995	13,965	..	25,110	300	5,693
1996	14,163	1,427	29,250	300	5,688
1997	14,236	2,145	26,280	310	5,717
1998	14,856	2,787	29,610	260	5,946
1999[4]	14,988	2,891	26,850	240	5,905
2000	14,817	2,462	20,100	280	5,933
2001	14,425	3,099	15,600	280	5,929
2002	14,170	2,737	14,540	240	5,909
2003[5]	14,432	2,519	14,850	240	5,832
2004	15,195	3,734	14,060	240	5,820
2005	13,507	4,304	17,457	251	5,869
2006	14,233	3,597	14,491	249	5,715
2007	15,349	2,883	16,909	268	5,726
2008	13,936	2,543	17,890	312	5,725
2009	12,348	2,549	15,321	244	5,725
2010	12,695	2,485	13,557	280	5,725
2011	..	..	..	..	5,751

1. The figures for 'road', 'rail', 'coastwise shipping' and 'inland waterways' relate to freight lifted in Scotland; for 'pipeline' it is the estimated tonne-kilometres for crude oil carried by on-shore pipelines which are over 50km in length. This table does not show the tonne-kilometres for one port traffic to / from oil rigs and the sea bed or for coastal shipping (as defined in part [a] of this table).
2. 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 years (e.g. the rail figures for 1997 are for 1997-98).
3. Over 50km
4. A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis.
5. Changes to the methodology for collecting road freight data mean that previous figures are not comparable.
6. Pipeline figures for 2010 are estimated.

Table H3: Traffic estimates

Year	Motorways	A roads	All major roads (M & A)	Minor roads (B, C & unclassif.)	All roads	Motorways	A roads	All major roads (M & A)	Minor roads (B, C & unclassif.)	All roads
				million vehicle kilometres						*index 1985=100*
1962	..	..	..	..	..	..	..	..	..	..
1963	..	..	..	..	..	..	..	..	..	..
1964	..	..	..	..	..	..	..	..	..	..
1965	..	..	..	..	..	..	..	..	..	..
1966	..	..	..	..	..	..	..	..	..	..
1967	..	..	..	..	..	..	..	..	..	..
1968	..	..	..	..	..	..	..	..	..	..
1969	..	..	..	..	..	..	..	..	..	..
1970	..	..	..	..	..	..	..	..	..	..
1971	..	..	..	..	..	..	..	..	..	..
1972	..	..	..	..	..	..	..	..	..	..
1973	..	..	..	..	..	..	..	..	..	..
1974	..	..	..	..	..	..	..	..	..	..
1975	..	..	..	..	..	..	..	..	..	..
1976	..	..	..	..	..	..	..	..	..	..
1977	..	..	..	..	..	..	..	..	..	..
1978	..	..	..	..	..	..	..	..	..	..
1979	..	..	..	..	..	..	..	..	..	..
1980	..	..	..	..	..	..	..	..	..	..
1981	..	..	..	..	..	..	..	..	..	..
1982	..	..	..	..	..	..	..	..	..	..
1983	1,742	12,443	14,185	..	..	83	82	82	..	..
1984	1,920	14,382	16,302	..	..	91	95	95	..	..
1985	2,104	15,115	17,219	..	..	100	100	100	..	..
1986	2,116	15,531	17,647	..	..	101	103	102	..	..
1987	2,541	16,226	18,767	..	..	121	107	109	..	..
1988	2,961	17,137	20,098	..	..	141	113	117	..	..
1989	3,141	18,262	21,404	..	..	149	121	124	..	..
1990	3,286	18,501	21,786	..	..	156	122	127	..	..
1991	3,200	18,747	21,947	..	..	152	124	127	..	..
1992	3,516	19,060	22,575	..	..	167	126	131	..	..
1993	4,000	18,666	22,666	12,509	35,175	190	123	132	..	..
1994	4,147	19,153	23,300	12,700	36,000	197	127	135	..	..
1995	4,318	19,670	23,987	12,749	36,736	205	130	139	..	..
1996	4,586	20,253	24,839	12,938	37,777	218	134	144	..	..
1997	4,852	20,600	25,452	13,130	38,582	231	136	148	..	..
1998	5,072	20,812	25,885	13,284	39,169	241	138	150	..	..
1999	5,164	21,021	26,185	13,585	39,770	245	139	152	..	..
2000	5,405	20,531	25,936	13,625	39,561	257	136	151	..	..
2001	5,567	20,775	26,342	13,722	40,065	265	137	153	..	..
2002	5,730	21,533	27,262	14,272	41,535	272	142	158	..	..
2003	5,856	21,826	27,682	14,356	42,038	278	144	161	..	..
2004	6,094	22,114	28,209	14,496	42,705	290	146	164	..	..
2005	6,151	21,904	28,055	14,663	42,718	292	145	163	..	..
2006	6,433	22,465	29,898	15,221	44,119	306	149	174	..	..
2007	6,577	22,408	28,986	15,680	44,666	313	148	168	..	..
2008	6,683	22,127	28,810	15,659	44,470	318	146	167	..	..
2009	6,633	22,327	28,961	15,258	44,219	315	148	168	..	..
2010	6,503	21,992	28,495	14,992	43,488	309	145	165	..	..
2011	6,570	21,996	28,565	14,825	43,390	312	146	166	..	..

Table H4 Other vehicle related statistics

Year	Vehicles licensed	New registr-ations of vehicles	Reported road casualties all severities	Vehicles licensed	New registr-ations of vehicles	Reported road casualties
	thousand	*thousand*	*number*			*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 [1]	1,304	154	28,621	86	85	105
1976	1,314	159	29,933	87	88	110
1977	..	155	29,783	..	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 [2]	1,884	154	24,173	124	85	89
1993	1,874	170	22,414	124	94	82
1994 [3]	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	20,517	145	122	75
2001 [4]	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	17,885	167	139	66
2006	2,564	243	17,269	169	134	63
2007	2,627	251	16,238	174	139	60
2008	2,665	215	15,591	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	12,770	178	112	47

1. The figures for vehicles licensed for 1974 to 1978 are on different bases, due to the effect on the annual "census" of the transfer of licensing records from local offices to the then DVLC
2. 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 VID figure for 1992 was 1,840,000 compared with the DVLA figure of 1,884,000.
3. New registration results to 1994 are taken from geographical analysis provided by DVLA. Results for 1995 onwards are estimated using post town area data. The vehicle taxation system was subject to major revisions from July 1995.
4. 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.

Chapter 1 ROAD TRANSPORT VEHICLES

1. Introduction

1.1 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, the number of Blue Badges issued and information about motor vehicle offences recorded by the Police.

2. Main Points

Vehicles Licensed

2.1 The total number of new motor vehicles registrations in 2011 was around 202,000, 3% less than 2010 (the lowest number since 1997). *(Table 1.1)*

2.2 New registrations of cars in 2011 accounted for around 168,000 of these, about 9,400 less than in 2010, and 52,300 less than a peak in 2002. Of all new registered vehicles in 2011, 98,400 (49%) were petrol-propelled, and 101,900 (50%) were diesel-propelled. This is the first time diesel registrations have been higher than petrol registrations. *(Table 1.1)*

2.3 The total number of vehicles licensed was 2.7 million in 2011, slightly higher than 2010 and 19% higher than in 2001. The number of private and light goods vehicles in 2011 was 2.4 million, 0.2% more than 2010 and 19% higher than 2001. (*Table 1.2)*

2.4 Glasgow had the largest number of vehicles licensed in 2011 (236,900), followed by Fife (192,000) and Edinburgh (183,100) - based on the postcode of the registered keeper. The effect of the registration of company car fleets can be seen: Glasgow accounted for 30 per cent (52,000) of all the company cars registered in Scotland, compared to 9 per cent of all cars. *(Table 1.3)*

2.5 Rural local authorities tend to have higher numbers of cars per head of population than urban local authorities. Aberdeenshire had the highest number of private cars per head of population (0.52) closely followed by Orkney Islands (0.48), Scottish Borders, Angus, East Renfrewshire, East Dunbartonshire and Moray (all 0.47) and Highland and Perth & Kinross and Dumfries & Galloway (all 0.46). Glasgow (0.26) had the lowest figure; West Dunbartonshire (0.36), Dundee (0.33) and Edinburgh (0.31) also had low values. *(Figure 1.3)*

2.6 There were 10,508 taxis and 10,280 private hire cars licensed in Scotland based on figures provided by Scottish licensing authorities during July-September 2012. These show an decrease of 1.5% in the number of licensed taxis and a reduction of 4% in the number of private hire cars when compared with figures for 2011. Latest figures show that of the 10,508 licensed taxis 4,914 are wheelchair accessible - showing an increase of 0.3% over the previous year. *(Table 1.4)*

2.7 The average age of private and light goods vehicles in 2011 was 6.3 years, slightly up on recent years, and continuing a trend of increasing average age since 2003. The average age of private and light goods vehicles continues to be lower in Scotland than for Great Britain as a whole. In 2011 the average age of these vehicles in Great Britain was 7.3 years. *(Table 1.6)*

2.9 There were 6,380 licensed operators of heavy goods vehicles in Scotland in 2011-12. Most operators had few (if any) vehicles specified on the licence: 4,282 had 0-2 vehicles, 1,111 had 3-5 vehicles and 475 had 6-10 vehicles. Only 234 operators had 21 or more vehicles specified on the licence. (Table 1.10)

2.10 The most popular new car sold in Scotland in 2011 remains the Vauxhall Corsa with a market share of 6.5%. The top 5 most popular models had a total market share of 21% and the top 10, 33%. *(Table 1.11)*

MOTs & Driving Tests

2.11 In 2011/12, about 44% of cars tested in the Road Vehicle Testing Scheme (MOT) were unsatisfactory, as were 19% of motor cycles. About 19% of cars tested had unsatisfactory lights or signalling, 16% had unsatisfactory brakes and 16% had unsatisfactory suspension (a vehicle with more than one type of fault is counted against each of them). 10% of motorcycles tested had unsatisfactory lights or signalling, 4% had unsatisfactory brakes and 4% had unsatisfactory steering or suspension. *(Table 1.12)*

2.12 There were 125,000 driving licence practical tests conducted in 2011, a decrease of 0.6% on 2010. The pass rate was slightly higher at 47.4%. The test centre on South Uist had the highest pass rate (100%) while the lowest was at Glasgow Shieldhall (37.3%). *(Tables 1.13 & 1.14)*

2.13 National Travel Survey results, based on a sample of a few hundred households per year in Scotland, suggest that in 1985/86 about 49% of people aged 17 and over held a full car driving licence, increasing to 69% in 2009/10. Largely due to an increase in the number of female driving licence holders, from 34% of women in 1985/86 to 60% in 2009/10. Over the same period, the percentage of men with a driving licence rose from 68% to 78%. 82% of all people aged 40 to 59 held a driving licence in 2009/10. Because of the small size of the National Travel Survey's Scottish sample, these results could be subject to large sampling errors and variability. *(Table 1.15)*

2.14 The Scottish Household Survey, which started in 1999, has a much larger sample, and therefore provides more detailed and more reliable results. The SHS results for 2011 show that, although men are more likely to hold a full driving licence than women, the difference between the proportions increases with age. For 40-49 year olds there is a difference of 7 percentage points (men: 84%, women: 77%), which increases to 17 percentage points amongst 50-59 year olds (men: 87%, women: 70%) and further again for those aged 70+ (men: 73%; women: 35%). *(Tables 1.16 and 1.17)*

2.15 SHS results also show that the percentage holding a full driving licence tends to increase with annual net household income. In 2011, 90% of adults aged 17+ living in households which had an annual net income of over £40,000 held a full

driving licence. In contrast, only 48% of adults who lived in households with an annual net income of up to £10,000 held a full driving licence. In 2011, 60% of adults aged 17+ living in large urban areas held a full driving licence compared with 82% of those living in rural areas (the Scottish Government urban/rural classification system used in the Survey is described in Chapter 11). *(Table 1.16)*

Car Availability

2.16 The results from the National Travel Survey show that in 2009/2010, an estimated 70% of Scottish households had the regular use of one car or van, and 27% had two or more cars. Because the survey is designed to produce results for GB as a whole, the Scottish sample is not large enough for detailed analysis, and the Scottish results could be subject to large sampling errors. *(Table 1.18)*

2.17 The Scottish Household Survey, which started in 1999, shows how the percentage of households with a car available for private use varies between different household types, income bands and type of area (vans are not counted in this analysis). In 2011, family (small or large) and large adult households were most likely to have access to at least one car (small family: 88%, large family: 89%, large adult: 88%). (note definitions of family types are included in para 3.13) Least likely to have access to a car were single pensioner households (37%). Over a fifth (23%) of large adult households had 3 or more cars available for private use. Only 40% of households whose net annual income was up to £10,000 had one or more cars available for private use, compared with at least 90% of households whose annual net income were above £25,000. 61% of households in large urban areas had cars, compared with 86-87% those in rural areas. *(Table 1.20)*

2.18 There were 263,045 Blue Badges on issue in Scotland at the end of March 2012. 125,534 were issued to recipients of allowances or grants which provide an automatic entitlement to a Blue Badge, 134,833 were issued on a discretionary basis to other people with a permanent or substantial disability, and 2,678 were issued to institutions. *(Table 1.21)*

Vehicle Offences

2.19 The numbers of motor vehicle 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).

2.20 The total number of motor vehicle offences recorded in 2011/12 was 333,632, an increase of 4% on the 2010/11 total. Numbers rose in 2003/04, and this can be attributed to the rollout of the Scottish Safety Camera Programme, which is delivered through local partnerships involving the police, local authorities and the trunk roads network. The Programme has allowed safety camera enforcement to be targeted at roads with a history of both speeding and accidents causing injury, and so has contributed to a reduction in the number of road accident casualties. *(Table 1.22)*

2.21 Between 2010/11 and 2011/12 there were decreases in 14 of the 27 motor vehicle offence categories shown, and a 4% increase overall; changes in these figures may arise because of changes in the level of enforcement or police deployment. The largest decrease was for Tachograph etc offences, where there

was a 19% decrease from 2,437 to 1,972. Speeding offences recorded in 2011/12 represented 38% of all motor vehicle offences recorded that year. *(Table 1.22).*

3. Notes and Definitions

3.1 ***Motor Vehicles**:* There are three types of classification of motor vehicles:

- ***Taxation Group*:** based on the level of tax placed on a motor vehicle according to its vehicle type (e.g. Private & light goods, Public transport, Goods etc);

- ***Body Type*:** based on the look of a vehicle (e.g. cars).

3.2 ***Private and Light Goods Vehicles***: the bulk of this group consists of private cars (whether owned by individuals or companies) and vans and light goods vehicles (goods vehicles which do not exceed 3,500 kgs gross weight). The group also contains a number of other types of vehicle including private buses and coaches.

3.3 ***Motorcycles:*** no distinction is made between motorcycles, scooters and mopeds for taxation purposes, and therefore motorcycles includes all two wheeled vehicles.

3.4 ***Public Transport*:** all vehicles classified for taxation in class 34 - Bus (introduced 1 July 1995). These are vehicles used for public conveyance, with more than 8 seats. Prior to 1 July 1995 public transport vehicles were taxed in class 35 Hackney, used similarly for public transportation but with no lower limit on seating capacity. Buses and coaches not licensed for public conveyance, and operated and used privately, are excluded and are classified for excise licensing with private and light goods. Taxis and private hire cars are now included in the private and light goods group.

3.5 ***Goods Vehicles*:** the totals for this group (goods vehicles which exceed 3,500 kgs gross weight) for the earlier years include the now-discontinued formerly separate Farmers Goods, General Goods and some vehicles which before 1 July 1995 were taxed in a specialised taxation class but which now fall into the Goods Vehicle class groups, which were shown separately in some of the previous editions of *Scottish Transport Statistics*. Goods vehicles that are used un-laden, privately or for driver training purposes are licensed in the Private HGV taxation class.

3.6 ***Crown and Exempt Vehicles*:** the 'exempt' vehicles include a number of distinct sub-groups and classes, of which the most important are: 'Emergency vehicles', 'Disabled driver and disabled passenger carrying vehicles', 'All vehicles, except buses and goods vehicles used commercially if they were constructed before 1 January 1973', and 'Personal export and direct export vehicles', and vehicles formerly in the 'Special Concessions' class i.e. agricultural tractors, combine harvesters, and mowing machines, electric vehicles, gritting vehicles and snow ploughs, and steam powered vehicles.

3.7 ***Special Vehicles:*** this group consists of vehicles over 3,500 kgs which do not pay Vehicle Excise Duty as heavy goods vehicles nor qualify for taxation in the special concessionary group. Vehicles in this group include road rollers, work trucks, digging machines and mobile cranes.

3.8 ***Average ages of vehicles:*** with effect from the estimates for 2008, the Department for Transport [DfT]) improved its method of estimating the age of the vehicle fleet. The estimated ages are slightly higher than previously, although the pattern from year to year is unchanged.

3.9 ***Goods vehicles licensed by operator size:*** To operate a goods vehicle (over 3,500 kgs gross weight) in GB (England, Scotland and Wales) in connection with a trade or business or for hire or reward you need to hold a goods vehicle operator's licence. The aims of operator licensing are basically road safety and fair competition. All operators undertake to keep their vehicles in a fit and serviceable condition and to ensure their drivers meet the statutory requirements regarding drivers' hours and records legislation. Operator licensing is the responsibility of the Traffic Commissioners. Each is responsible for a Traffic Area, of which there are 8 in GB. Where an operator has an operating centre(s) (i.e. the place(s) where vehicles are normally kept) in a Traffic Area, a licence must be held in that Traffic Area. Some of the larger operators will have more than one licence. Some operators have licences with no vehicles specified, relying solely on short term hire instead.

3.10 ***Driving tests:*** The theory test was introduced on 1 July 1996, therefore 1997 is the first full year for which figures are available. A person who has passed the theory test must sit the practical test within two years. If the person fails the practical during this period then he/she can re-sit the practical without having to take the theory test again.

3.11 ***Households with the regular use of a car*****:** In the analysis of the results of the National Travel Survey, the term car is used for all three or four wheeled vehicles with a car body type, and also light vans, land rovers, dormobiles and motorcaravans. Such vehicles are regarded as household cars if they are either owned by a member of the household, or available for the private use of household members. Vehicles used only for the carriage of goods, as public service passenger vehicles, or solely for hire by other people are excluded. Company cars provided by an employer for the use of a particular employee (or director) are included, but cars borrowed temporarily from a company pool are not.

3.12 ***Households with cars available for private use:*** In the analysis of the results of the Scottish Household Survey (SHS), the term car is used *only* for cars: vans are **not** included in the analysis. The interviewer asks whether any cars are normally available for private use by members of the household. Cars normally kept or owned by someone outside the household are excluded, but company cars available for private use are included.

3.13 ***Household types:*** the following categories are used in the analysis of the SHS results:

- A ***single pensioner*** household consists of just one adult of pensionable age (60+ for women, and 65+ for men) and no children
- A ***single parent*** household contains an adult of any age and one or more children.
- A ***single adult*** household consists of an adult of non-pensionable age and no children.

- An ***older smaller*** household contains *either* (a) an adult of non-pensionable age and an adult of pensionable age and *no* children *or* (b) two adults of pensionable age and *no* children.
- A ***large adult*** household has three or more adults and *no* children.
- A ***small adult*** household contains two adults of non-pensionable age and *no* children.
- A ***large family*** household consists of *either* (a) two adults and three or more children *or* (b) three or more adults and one or more children.
- ***Small family*** households consist of two adults and one or two children.

3.14 ***Annual net household income*** and ***SHS urban / rural classification:*** notes on these classifications appear in Chapter 12.

3.15 ***Motor Vehicle Offences:*** those offences classified as motor vehicle offences in the Scottish Government Justice Department's classification of crimes and offences. Certain crimes related to motor vehicles, namely causing death by dangerous driving, causing death by careless driving while under the influence of drink or drugs and reckless driving at common law, are excluded primarily because information on these crimes is not collected on the same basis as other motor vehicle offences. In 2011/12, the police recorded 15 crimes of causing death by dangerous driving, and 2 crimes of reckless driving at common law. No crimes of causing death by careless driving when under the influence of drink or drugs were recorded in 2011/12. In 2010/11, there were 13 convictions where the main offence was causing death by dangerous driving, 11 of which resulted in a custodial sentence. There were 18 convictions where the main offence was causing death by careless driving, of which 10 resulted in a community sentence, 2 in a custodial sentence and 5 resulted in fines. There was also 1 conviction for causing death by careless driving while under the influence of drink or drugs, which resulted in a custodial sentence. There were no convictions in 2010/11 with reckless driving at common law as the main offence. However, the statistics dealing with recorded crime and court proceedings are not directly comparable as a person may be proceeded against for more than one crime involving more than one victim and there is the possibility that the crime recorded by the police may be altered in the course of judicial proceedings. Also a crime may be recorded by the police in one year and court proceedings concluded in a subsequent year.

4. Sources

4.1 Numbers of vehicles

4.1.1 The source of this information is the Vehicle Information Database (VID) held by the Department for Transport (DfT). The results conform to the same definitions as earlier vehicle censuses, but, for technical reasons, are considered slightly more reliable than earlier estimates. Some vehicles have complicated licensing histories, that may include incidents such as cheques failing to clear, changes of taxation status, late payments, and one or more valid or invalid refund claims. The VID undertakes a more detailed examination of licensing history than earlier vehicle census analyses and is therefore able to provide better estimates of licensed stock. The figures include all vehicles which pay tax and certain vehicles which are exempt. The exempt vehicles are described in section 3.6. The figures exclude vehicles

registered by the armed forces, or as personal or direct export and trade licences issued to manufacturers, repairers of and dealers in motor vehicles.

4.2 Number of Vehicles: Taxation class changes in the period covered by the tables

4.2.1 In 1995 there were major reforms of the vehicle taxation system. The bulk of the changes came into operation on 1 July 1995, but some additional changes were introduced on 29 November 1995. The intention was to remove many of the complications in the existing taxation structure, using a strategy to link Vehicle Excise Duty (VED) rates for many directly to the rate for the private and light goods group (PLG), or the basic minimum rate for heavy goods vehicles (HGVs).
One measure to help achieve this was the creation of three umbrella taxation groups:

- An emergency vehicles group - exempt from VED

- A special concessionary group, including agricultural machines, snow ploughs, gritting vehicles, electric vehicles and, later, steam powered vehicles, paying VED at one quarter of the annual PLG rate

- A special vehicles group, limited to vehicles over 3500 kgs, including mobile cranes, works trucks, digging machines, showmen's vehicles, etc, paying VED at a rate equivalent to the basic minimum rate for HGVs

From 1 April 2001, vehicles licensed in the special concessionary group were exempted from the payment of VED.

4.2.2 In addition, the goods vehicle taxation system was itself considerably simplified by the abolition of separate goods vehicle classes for farmers and showmen. All remaining goods vehicle taxation classes were also abolished and vehicles in those groups transferred to an appropriate tax class. At the same time, the basis for calculation of excise duty for goods vehicles was amended to revenue weight. Revenue weight means either confirmed maximum gross weight as determined by plating and testing regulations, or design weight for vehicles not subject to plating and testing (formerly known as Restricted HGVs).

4.2.3 The process also included further simplifications and tidying arrangements. These included cases in which vehicles not over 3,500 kgs gross weight were removed into the private and light goods taxation class rather than remaining in specialised taxation classes and groups, and the re-allocation of some tax classes into more appropriate groups. One key change of a similar type was to abolish the separate taxation of public transport vehicles with eight seats or fewer, and tax all such vehicles in the PLG class. From start of July 1995 bigger public transport vehicles were taxed in a new bus taxation class. The changes were completed by the introduction in the November 1995 budget of a new exempt class for vehicles over 25 years of age previously in the private and light goods or motorcycle groups. In 1998 the exemption for vehicles over 25 years of age was replaced with one applying to all vehicles, except buses and goods vehicles used commercially if they were constructed before 1 January 1973.

4.2.4 In general, the process of implementing these changes was gradual, and vehicles were allowed to remain in their current class until a new tax disk was required, whereupon they were transferred into other groups and classes as appropriate. Since tax disks may run for up to a year, some vehicles remained legitimately taxed in abolished groups at the end of 1995. That process was effectively complete by the end of 1996, but users of taxation and stock statistics for 1995 and later years should take special care to ensure they are aware of the changes and the methods by which vehicles were re-allocated to other groups.

4.2.5 ***Heavy Goods Vehicles*****:** there is a large increase in the over 38 tonnes category, and a large decrease in the 32.1 to 38 tonnes category, between 1998 and 1999, and continuing in later years. This is due primarily to legislation which came into effect in 2001 allowing 6-axled lorries to run at up to 44 tonnes. This has led to many lorries 'up-plating' i.e. the lorries do not necessarily physically change, but are simply taxed differently so that they may carry greater loads.

4.2.6 A further reform to the tax class structure for vehicles weighing up to 3,500kg was announced in 1998. In 1999 a two banded system based on engine size was introduced for the PLG class. In March 2001 four new tax classes were introduced. The Petrol Car, Diesel Car and Alternative Fuel Car taxation classes were introduced for passenger vehicles weighing up to 3,500kg registered on or after 1 March 2001. The Light Goods Vehicles tax class was introduced for goods vehicles weighing up to 3,500kg registered on or after 1 March 2001.

4.3 Numbers of vehicles: Analysis by local government areas

4.3.1 Until 1995 the DVLA used the postcode of the registered keeper (of the vehicle) to allocate vehicles to local government regions. With the 1996 re-organisation of local authorities in Scotland, local government area analyses required major revisions. This was achieved by use of the most recently available postcode directory, which, when used in conjunction with the Vehicle Information Database, allowed vehicle stocks to be estimated for the new local authorities.

4.4 Numbers of new registrations of vehicles

4.4.1 The numbers of new registrations of vehicles of various taxation class types have been obtained by DfT from DVLA. In recent years, changes to taxation classes and local government reorganisation have affected the DVLA computer system used to produce these figures, and it can longer provide the numbers of new registrations for each taxation class for Scotland. Scottish figures appearing here are estimated by DfT, using post town area data, and are subject to a small margin of error.

4.5 Taxis licensed

4.5.1 These figures are based on an annual survey conducted by the Scottish Government and represent the taxi fleet size/driver numbers at the time of replying to the survey.

4.6 Goods vehicles operators by licence type and number of vehicles specified on the licence

4.6.1 These figures were produced from information taken from the Traffic Commissioners administrative records.

4.7 Most popular car sold

4.7.1 These figures are supplied by Society of Motor Manufacturers and Traders (SMMT). They are based on postcode location derived from form V55 which is

completed by the car dealer. The figures do not include sales from non SMMT dealers, such as overseas dealers.

4.8 MOT tests

4.8.1 These figures are supplied by VOSA (Vehicle Operator Services Agency) and are based on test results data entered electronically at each privately operated Vehicle Testing Station in Scotland.

4.9 Driving test receipts

4.9.1 Figures for both driving licence theory and practical tests are obtained from the Driving Standards Agency (DSA).

4.10 National Travel Survey

4.10.1 Information about the National Travel Survey is given in chapter 12.

4.11 Scottish Household Survey

4.11.1 Information about the Scottish Household Survey is given in chapter 12.

4.12 Numbers of Blue Badges

4.12.1 The Scottish Government requested details from Local Authorities of the number of badges awarded under the EU Blue Badge scheme, which was introduced on 1 April 2000, and replaced the Orange Badge scheme. Blue badges are valid for 3 years from the date of issue. Totals (shown in Table 1.21) will include all valid badges on issue in the specified year.

4.12.2 In 2011, a review was carried out on the blue badge data to improve data accuracy. Figures have been revised back to 2008 and previous publications will not take account of these - comparisons should be made with caution. The revisions led to around a 3 percent decrease in the 2010 Scotland totals, although this varied across Local Authorities. The categories ‘Other reasons’ and ‘Not known’ have been excluded as they are no longer relevant.

4.13 Motor Vehicle Offences

4.13.1 The statistical return from which the figures on recorded motor vehicle offences in this publication are taken is a simple count of the numbers of crimes and offences recorded and cleared up by the police. The 8 Scottish forces are included; other police forces, such as the British Transport Police, are not. One return is made for each council area in Scotland and these are aggregated to give the national total. The return is submitted quarterly and gives the information as known at the end of each quarter. Thus amendments (such as the deletion of incidents found on investigation not to be criminal) which arise at the end of the year are not incorporated.

4.13.2 Most motor vehicle offences are discovered and recorded as a result of police activity rather than by being reported to the police by the public. Hence the numbers of such offences recorded are mainly determined by the strength and deployment of the police forces.

4.13.3 The figures included in the Motor vehicle offences group do not include *stationary* motor vehicle offences dealt with by the issue of a fixed penalty ticket. However, offences dealt with under the vehicle defect rectification scheme and offences for which the procurator fiscal offers a fixed penalty are included in the figures. In addition to this, *moving* traffic offences which are the subject of a police conditional offer of a fixed penalty are also included, e.g. speeding, traffic directions offences.

4.13.4 Certain motor vehicle offences are not always recorded in cases where police forces are unable to clear-up the offence (e.g. speeding offences where the driver is untraceable). Clear-up rates for motor vehicle offences in these circumstances are artificial. Thus, clear-up rates for the Motor vehicle offences group are not included.

5. Further Information

5.1 Further information on motor vehicle licensing statistics can be found in the DfT publications *Transport Statistics Great Britain*, & *Vehicle Licensing Statistics*.

5.2 Further information on motor vehicle offences recorded by the Police is available in the Scottish Government's *'Criminal Proceedings in Scottish Courts'*.

5.3 Enquiries regarding the statistics should be directed as follows:

Motor vehicle licensing (Tables 1.1 to 1.3 and 1.5 to 1. 9)
Mike Dark, Department for Transport, Tel: 020 7944 6386

Taxi and Private hire cars licensed by Local Authority area (Table 1.4)
Dave Williamson, Transport Scotland Tel: 0131 244 0866

Goods vehicle operators by licence type & number of vehicles specified on the licence (Table 1.10)
David Dumbleton, Vehicle and Operator Services Agency, Tel: 0113 254 3280

Cars sold in Scotland by make and mode (Table 1.11)
Paul Kingston, Society of Motor Manufacturers & Traders, Tel:0207 235 7000

Road vehicle testing scheme (MOT) (Table 1.12)
Michael Skone, VOSA, Tel: 01792 454 217

Driving licence tests and DVLA receipts (Tables 1.13 & 1.14)
Applications, tests concluded & passes: (theory) Sanjot Sahota (Tel 0115 936 6177) or (practical - http://www.dft.gov.uk/publications/dsa-practical-driving-test-statistics-car) Malcolm Sims (Tel 0115 936 6465), DSA
Receipts from vehicle licences -Christopher Dean, DVLA, Tel: 01792 783 004
Receipts from driving licences - Ms Lynne Harris, DVLA, Tel: 01792 788 088

National Travel Survey figures for Driving licence holders and Households with regular use of a car (Tables 1.15 & 1.18)
nationaltravelsurvey@dft.gsi.gov.uk Tel: 020 7944 4892

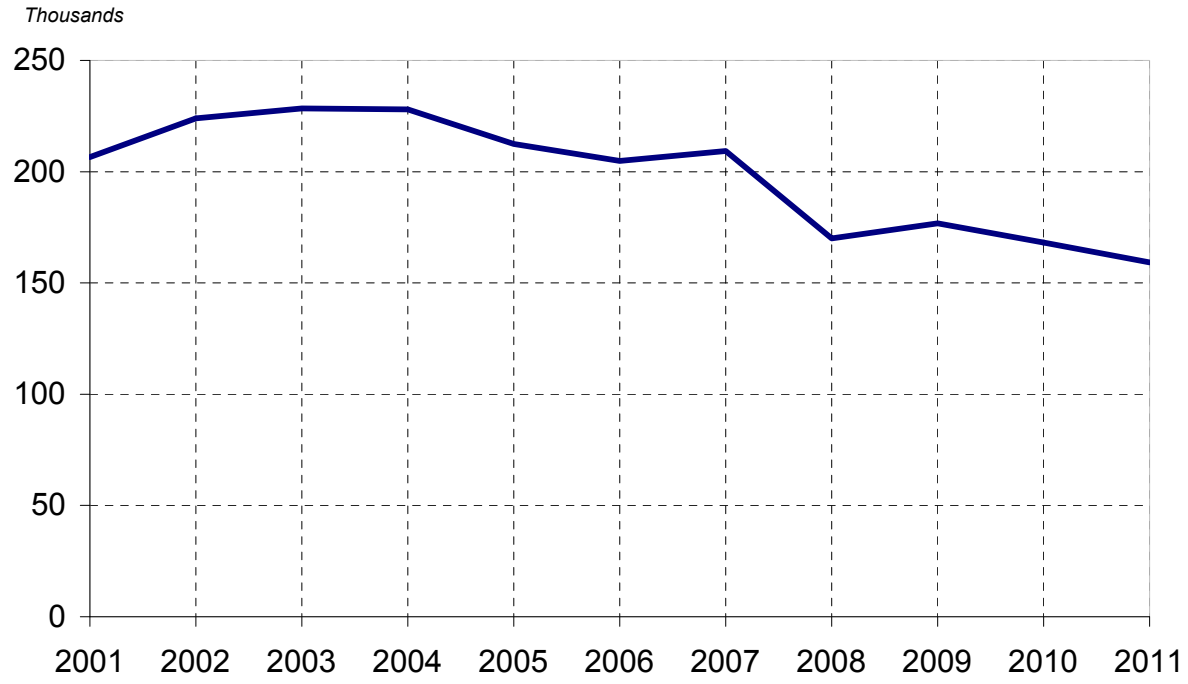
SHS figures for Driving licence holders and Households with a car available for private use. (Tables 1.16, 1.17, 1.19 & 1.20)
Andrew Knight, Transport Statistics, Transport Scotland, Tel: 0131 244 7256

Blue Badge Statistics (Table 1.21)
Sarah Guy, Transport Scotland (Tel: 0131 244 1525)

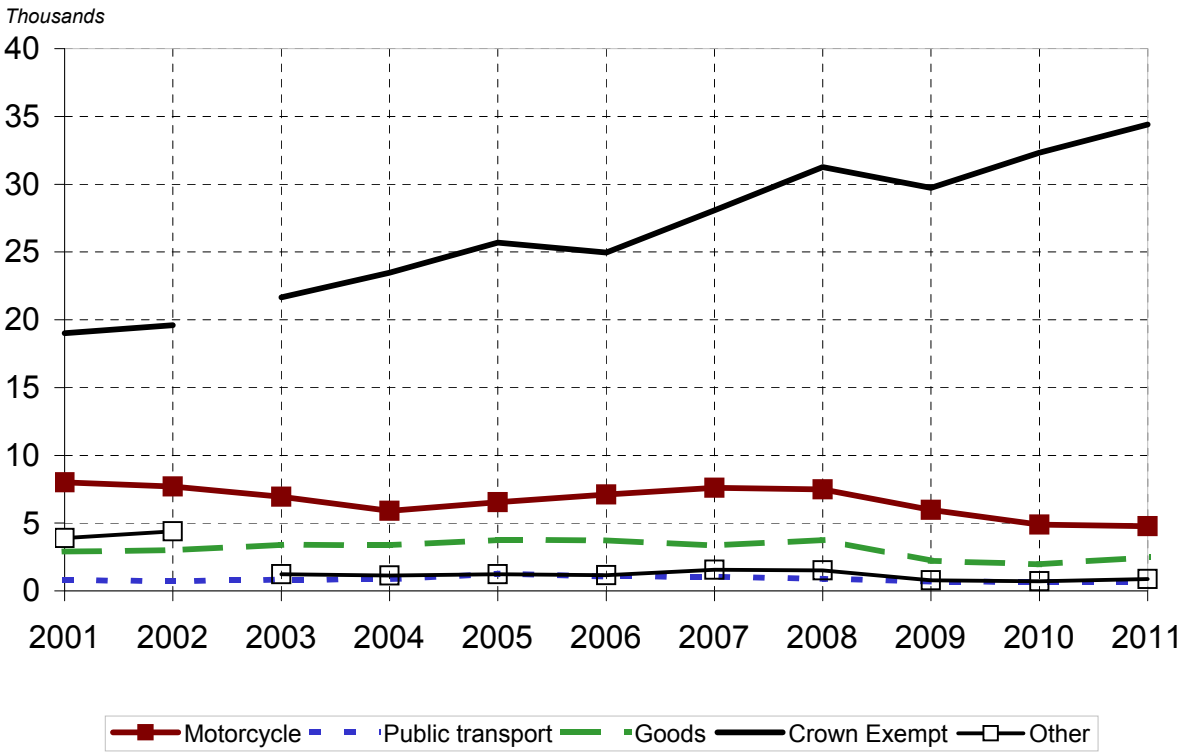
Motor vehicle offences (Table 1.22)
Adele Walls, Scottish Government Justice Statistics Unit (Tel: 0131 244 2228).

Figure 1.1 New registrations by taxation group

Private and Light goods vehicles



Other Vehicles



Note: In 2003 the definition of "Crown Exempt" and "Other" categories mean figures aren't strictly comparable.
See footnote 3 of table 1.1

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

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
						thousand					
by type of vehicle (taxation group)											
Private and light goods	206.6	224.0	228.4	228.0	212.5	204.9	209.3	170.1	176.7	168.2	159.2
Motorcycles	8.0	7.7	6.9	5.9	6.6	7.1	7.6	7.5	6.0	4.9	4.8
Public transport [1]	0.8	0.7	0.8	0.9	1.3	1.1	1.0	0.9	0.7	0.7	0.6
Goods	2.9	3.0	3.4	3.4	3.7	3.7	3.3	3.7	2.2	2.0	2.5
Crown and exempt [2]	19.0	19.6	21.6	23.5	25.7	25.0	28.1	31.3	29.7	32.3	34.4
Other vehicles [2]	3.9	4.4	1.2	1.1	1.2	1.2	1.6	1.5	0.8	0.7	0.9
Total	**241.2**	**259.4**	**262.4**	**262.8**	**251.0**	**242.9**	**250.9**	**215.0**	**216.1**	**208.7**	**202.3**
by body type											
Cars	205.5	220.1	219.0	217.5	202.9	196.2	202.2	172.4	185.9	177.1	167.8
Taxis	0.5	0.4	0.4	0.4	0.5	0.6	0.6	0.3	0.2	0.4	0.4
Motorcycles	8.1	7.8	7.1	6.0	6.6	7.2	7.8	7.7	6.1	5.0	4.8
Three wheelers	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Light goods [3]	18.3	21.4	25.2	28.2	29.6	28.2	28.9	22.9	14.4	17.8	19.6
Goods [3]	3.1	3.1	2.9	2.7	3.0	3.0	3.8	4.2	3.0	2.3	2.8
Buses and coaches	1.2	1.3	1.5	1.2	1.6	1.5	1.3	1.2	0.8	0.8	0.8
Agricultural vehicles etc	2.8	3.3	3.3	3.4	2.9	2.9	3.3	3.5	3.1	2.9	3.2
Other vehicles	2.3	2.0	3.1	3.2	3.8	3.3	3.0	2.9	2.5	2.3	2.9
All vehicles	**241.2**	**259.4**	**262.4**	**262.8**	**251.0**	**242.9**	**250.9**	**215.0**	**216.1**	**208.7**	**202.3**
by method of propulsion											
Petrol	176.6	177.7	167.6	157.5	142.0	137.3	143.2	117.2	123.8	107.8	98.4
Diesel	64.4	81.4	94.5	104.9	108.6	105.2	106.7	96.6	91.0	99.0	101.9
Electric	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.6	0.6	0.8
Gas or petrol/gas	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gas Bi-Fuel	0.1	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Others [4]	0.0	0.0	0.0	0.1	0.2	0.4	0.7	0.7	0.8	1.3	1.1
Total	**241.2**	**259.4**	**262.4**	**262.8**	**251.0**	**242.9**	**250.9**	**215.0**	**216.1**	**208.7**	**202.3**

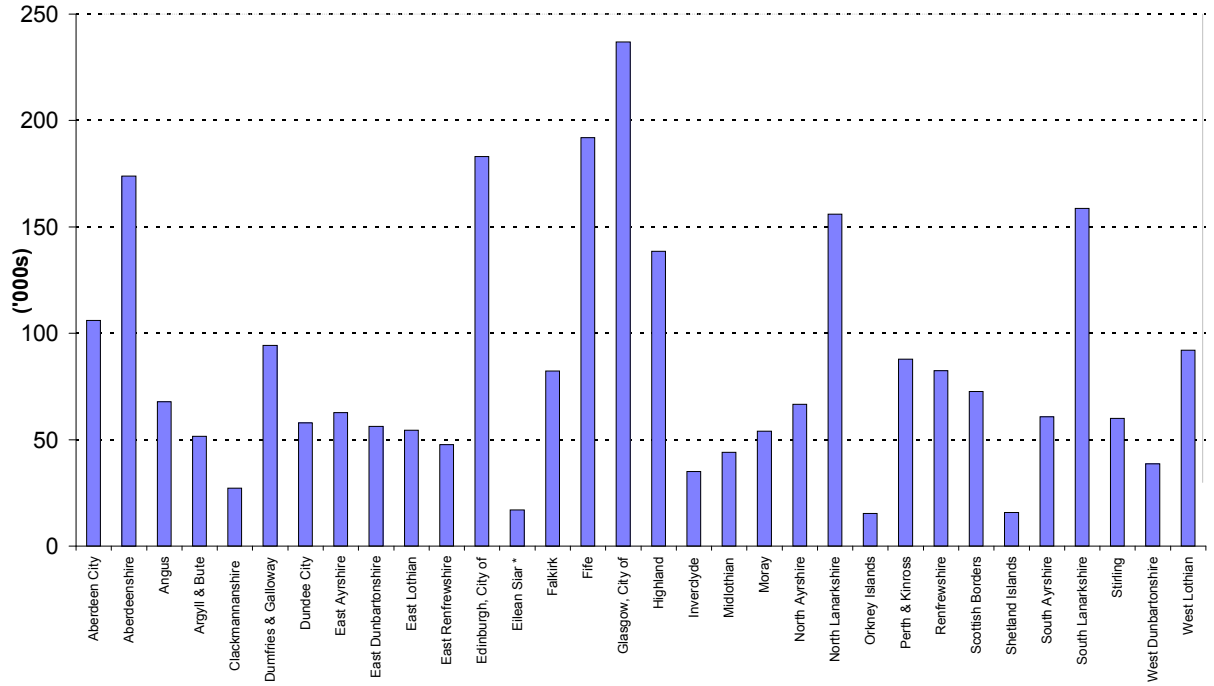
1. Estimates include only those vehicles with more than 8 seats.
2. Vehicles in the Special Concessionary Group (part of other vehicles in 2002 and earlier years) are part of Crown and Exempt from 2003 onwards
3. DfT has revised the figures for the light goods and goods body types back to 2001. DfT does not have the underlying data to revise earlier years' figures.
4. Hybrid Electricity, Gas Diesel and Steam.

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

	2001	2002	2003	2004	2005	2006[3]	2007[3]	2008[3]	2009[3]	2010	2011
						thousand					
by type of vehicle (taxation group)											
Private and light goods	1,997	2,058	2,104	2,158	2,231	2,259	2,313	2,347	2,362	2,364	2,369
Motorcycles	42	46	50	54	56	59	63	66	66	63	60
Public transport [1]	10	10	11	11	12	12	12	12	12	12	12
Goods	30	30	30	31	32	33	33	32	31	30	29
Crown and exempt [2]	144	144	178	183	189	191	195	198	203	206	211
Other vehicles [2]	40	42	10	10	11	11	11	9	9	9	9
All vehicles	**2,262**	**2,330**	**2,383**	**2,448**	**2,531**	**2,564**	**2,627**	**2,665**	**2,684**	**2,685**	**2,691**
by body type											
Cars	1,939	1,993	2,031	2,076	2,139	2,157	2,201	2,233	2,249	2,255	2,264
Taxis	4	3	3	4	4	4	4	4	4	3	4
Motorcycles	47	52	56	60	62	65	69	71	72	69	66
Three wheelers	1	1	1	1	1	1	1	1	1	1	1
Light goods	167	174	183	194	209	221	234	240	242	240	238
Goods	30	30	31	31	32	38	38	38	37	36	36
Buses and coaches	17	17	17	18	18	18	18	17	17	16	16
Agricultural vehicles etc	36	38	39	41	42	42	43	44	45	45	47
Other vehicles	22	22	22	24	25	19	19	18	18	19	20
All vehicles	**2,262**	**2,330**	**2,383**	**2,448**	**2,531**	**2,564**	**2,627**	**2,665**	**2,684**	**2,685**	**2,691**
by method of propulsion											
Petrol	1,719	1,742	1,746	1,756	1,771	1,748	1,747	1,735	1,701	1,656	1,619
Diesel	541	585	634	689	756	812	874	923	974	1,018	1,061
Electric	0	0	0	0	0	0	1	1	2	2	2
Gas or petrol/gas	2	2	2	2	2	2	2	2	2	2	1
Gas Bi-Fuel	0	0	1	1	1	2	2	2	2	2	2
Steam	..	0	0	0	0	0	0	0	0	0	0
Others	0	0	0	0	0	1	1	2	3	4	5
Total	**2,262**	**2,330**	**2,383**	**2,448**	**2,531**	**2,564**	**2,627**	**2,665**	**2,684**	**2,685**	**2,691**

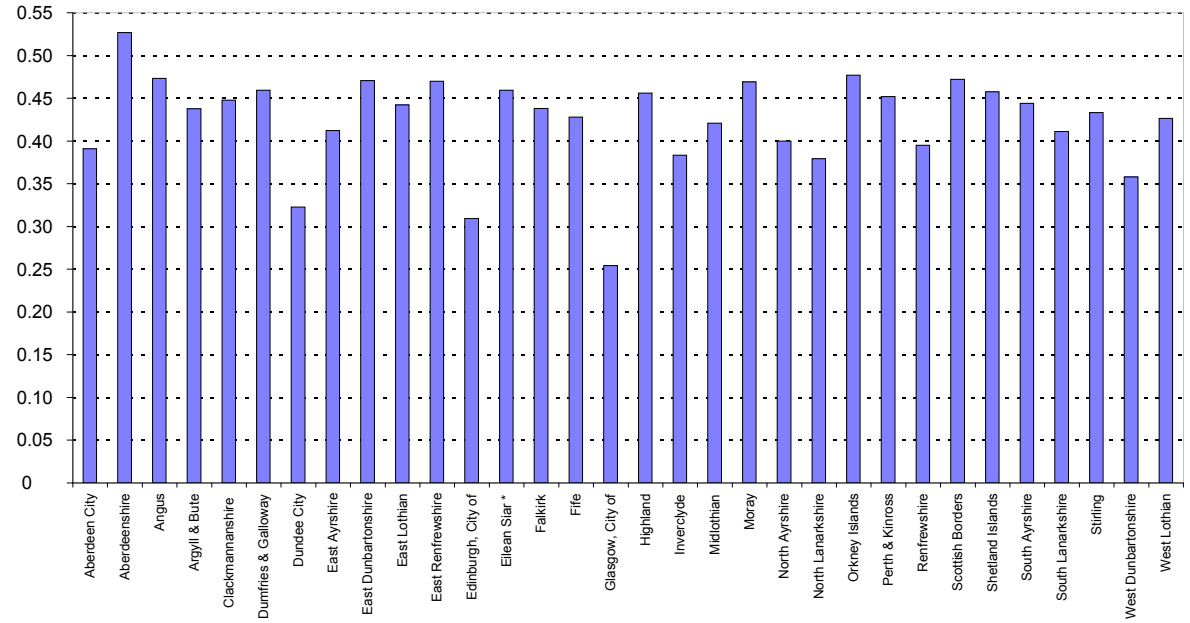
1. Estimates include only those vehicles with more than 8 seats.
2. Vehicles in the Special Concessionary Group (part of other vehicles in 2002 and earlier years) are part of Crown and Exempt from 2003 onwards
3. DfT have revised stock figures from 2006 to 2009 - see http://assets.dft.gov.uk/statistics/series/vehicle-licensing/notesvls.pdf

Figure 1.2 Vehicles licensed at 31 December 2011 by Council



* formerly Western Isles

Figure 1.3 Private cars licensed at 31 December 2011 per head of population



* Formerly Western Isles

Table 1.3 Vehicles licensed at 31 December 2011 by Council and taxation group

	Private and light goods		Motor-cycles[1]	Public transport	Goods[2]	Crown and Exempt [3]	Other vehicles	All vehicles		
	Body type cars	Other vehicles						Total	of which body type cars	of which company cars
										thousand
Aberdeen City	88.1	8.4	2.8	0.6	1.0	4.7	0.4	106.0	91.5	5.4
Aberdeenshire	131.7	17.6	4.7	0.6	2.1	16.0	1.3	173.9	136.4	5.9
Angus	52.6	6.2	1.9	0.1	0.8	6.0	0.3	67.9	55.2	2.9
Argyll & Bute	39.0	6.4	1.2	0.3	0.6	3.8	0.3	51.5	41.0	1.8
Clackmannanshire	22.3	2.0	0.7	0.1	0.2	1.9	0.1	27.2	23.9	1.2
Dumfries & Galloway	68.1	10.4	2.7	0.3	1.2	11.2	0.3	94.3	72.6	4.5
Dundee City	46.9	4.2	1.1	0.3	0.6	4.7	0.1	57.9	50.6	3.7
East Ayrshire	48.9	5.5	1.4	0.2	0.7	5.8	0.2	62.7	52.7	3.1
East Dunbartonshire	49.0	3.3	1.0	0.1	0.2	2.6	0.1	56.2	51.2	2.0
East Lothian	43.5	4.6	1.5	0.1	0.3	4.2	0.1	54.4	45.9	2.5
East Renfrewshire	42.1	2.3	0.7	0.1	0.2	2.2	0.1	47.7	43.9	1.7
Edinburgh, City of	154.3	11.5	4.4	1.0	0.6	11.2	0.2	183.1	161.8	8.7
Eilean Siar[4]	11.9	2.7	0.4	0.1	0.3	1.5	0.1	17.0	12.5	0.5
Falkirk	67.1	6.2	1.9	0.1	1.3	5.4	0.3	82.4	71.3	3.7
Fife	155.5	14.7	5.0	1.0	1.3	14.1	0.5	192.0	165.4	8.1
Glasgow, City of	187.0	23.0	2.8	1.8	1.7	19.6	0.9	236.9	204.4	52.1
Highland	102.0	18.0	3.8	0.6	1.4	11.9	0.9	138.6	107.2	5.8
Inverclyde	29.6	1.7	0.6	0.3	0.1	2.6	0.0	35.0	31.9	1.6
Midlothian	34.3	4.3	1.3	0.6	0.4	3.2	0.1	44.1	36.7	2.1
Moray	41.1	5.5	1.8	0.1	0.7	4.4	0.3	54.0	43.0	2.1
North Ayrshire	53.6	5.1	1.6	0.2	0.7	5.2	0.1	66.6	57.7	3.6
North Lanarkshire	121.2	15.6	2.3	0.6	2.8	13.0	0.4	155.9	133.0	9.1
Orkney Islands	9.6	2.4	0.6	0.0	0.2	2.4	0.2	15.4	10.1	0.5
Perth & Kinross	68.6	8.7	2.1	0.3	0.8	7.1	0.3	87.8	71.5	3.9
Renfrewshire	67.4	5.8	1.6	0.4	1.2	5.8	0.2	82.4	72.2	4.8
Scottish Borders	54.3	8.0	1.7	0.2	1.6	6.7	0.3	72.7	56.7	3.3
Shetland Islands	10.7	2.9	0.5	0.1	0.3	1.2	0.2	15.8	11.1	0.8
South Ayrshire	49.3	4.5	1.4	0.5	0.3	4.5	0.1	60.7	52.2	2.6
South Lanarkshire	127.7	12.1	2.7	0.6	2.5	12.7	0.4	158.7	137.5	9.0
Stirling	47.2	6.2	0.9	0.1	0.7	4.7	0.1	60.0	49.6	10.3
West Dunbartonshire	31.5	2.7	0.7	0.2	0.2	3.2	0.1	38.7	34.4	2.1
West Lothian	73.0	7.2	2.3	0.3	2.4	6.4	0.4	92.1	78.2	4.5
Council Unknown	0.6	0.1	0.0	0.0	0.0	0.7	0.0	1.5	0.8	0.1
Scotland	2,129.6	239.6	60.3	11.9	29.4	210.7	9.3	2,690.9	2,264.4	174.1

1. Includes all two wheeled motor vehicles
2. Excludes heavy goods vehicles that are exempt from tax.
3. Vehicles in the Special Concessionary Group are now part of Crown and Exempt taxation group.
4. formerly Western Isles

Table 1.4 Taxi, private hire cars and drivers licensed by local authority area, 2012

	Taxi vehicles	Private hire cars	Total	Taxi driver licenses	Private hire licences	Total	Wheelchair accessible taxis	Wheelchair accessible private hire cars
Council								
Aberdeen City	1,020	207	**1,227**	1,431	9	**1,440**	461	N/A
Aberdeenshire	488	242	**730**	1,727	94	**1,821**	35	40
Angus	138	65	**203**	255	91	**346**	9	8
Argyll & Bute	192	43	**235**	375	47	**422**	N/A	N/A
Clackmannanshire 40		79	**119**	307	7	**314**	5	2
Dumfries & Galloway	183	122	**305**	611	25	**636**	4	5
Dundee City	633	190	**823**	1,353	23	**1,376**	327	0
East Ayrshire	125	133	**258**	598	18	**616**	24	6
East Dunbartonshire	307	289	**596**	843	12	**855**	75	..
East Lothian	124	117	**241**	389	-	**389**	124	0
East Renfrewshire	75	449	**524**	100	544	**644**	3	1
Edinburgh, City of	1,316	954	**2,270**	3,360	1,630	**4,990**	1,316	11
Eilean Siar	92	20	**112**	172	20	**192**	1	-
Falkirk	441	77	**518**	564	98	**662**	95	10
Fife	476	323	**799**	1,913		**1,913**	37	50
Glasgow, City of	1,425	2,640	**4,065**	2,968	3,355	**6,323**	1,425	21
Highland	519	126	**645**	813	173	**986**	28	11
Inverclyde	244	77	**321**	804	n/a	**804**	22	1
Midlothian	52	123	**175**	107	289	**396**	52	
Moray	201	21	**222**	591	12	**603**	7	2
North Ayrshire	215	88	**303**	630	3	**633**	34	2
North Lanarkshire	499	1,221	**1,720**	1,400	1,373	**2,773**	155	8
Orkney Islands	30	10	**40**	99	5	**104**	2	0
Perth & Kinross	108	143	**251**	593	-	**593**	5	16
Renfrewshire	214	744	**958**	455	915	**1,370**	211	20
Scottish Borders	219	93	**312**	381	34	**415**	5	22
Shetland Islands	89	59	**148**	341	62	**403**	3	0
South Ayrshire	124	54	**178**	510	101	**611**	124	0
South Lanarkshire	340	1,166	**1,506**	717	1,425	**2,142**	32	54
Stirling	69	119	**188**	404	31	**435**	28	24
West Dunbartonshire	336	12	**348**	490	-	**490**	171	-
West Lothian	174	274	**448**	309	554	**863**	94	28
Scotland	**10,508**	**10,280**	**20,788**	**25,610**	**10,950**	**36,560**	**4,914**	**342**

Source: Scottish Government - Not National Statistics

Table 1.5 Vehicles licensed at 31 December 2011, by taxation group, and by year of first registration

Taxation group	Pre-1997	1997-2001	2002-2006	2007-2011	Total	Total stock	Average age of vehicles
			percentage of total			*thousands*	*years*
Private and light goods	2.2	15.1	40.9	41.8	100.0	2,369	6.3
of which body type cars	2.0	15.3	40.6	42.0	100.0	2,130	6.3
Motorcycles[1]	12.8	23.0	28.0	36.1	100.0	60	8.6
Public transport	11.5	22.5	34.8	31.2	100.0	12	8.4
Goods	3.8	12.9	39.2	44.1	100.0	29	6.2
Crown and exempt	18.9	9.7	19.3	52.1	100.0	211	10.7
Other vehicles	13.6	15.1	27.7	43.6	100.0	9	7.8
All vehicles	3.8	14.9	38.8	42.5	**100.0**	**2,691**	6.7
of which body type cars	2.4	15.0	39.4	43.2	100.0	2,264	6.4

1. Includes all two wheeled motor vehicles.

Table 1.6 Average age of vehicles licensed at 31 December, by taxation group[1]

Type of vehicle	2001	2002	2003	2004	2005	2006[5]	2007[5]	2008[5]	2009[5]	2010	2011
(a) Scotland											*years*
Private and light goods	5.8	5.7	5.6	5.6	5.7	5.7	5.7	5.8	6.0	6.1	6.3
Motorcycles [2]	5.8	6.0	6.2	6.5	6.8	6.9	7.1	7.3	7.8	8.2	8.6
Public transport [3]	8.2	8.4	8.4	8.4	8.0	7.9	7.9	7.8	8.0	8.1	8.4
Goods	5.8	5.8	5.6	5.6	5.6	5.4	5.5	5.5	5.8	6.1	6.2
Crown and exempt [4]	10.2	10.2	10.2	10.3	10.2	10.3	10.4	10.3	10.4	10.6	10.7
Other vehicles [4]	8.7	8.8	7.0	6.9	6.9	6.9	6.8	7.2	7.5	7.7	7.8
All vehicles	6.2	6.1	6.0	6.0	6.0	6.1	6.1	6.2	6.4	6.5	6.7
(b) Great Britain											
Private and light goods	6.6	6.5	6.4	6.4	6.4	6.4	6.5	6.7	6.9	7.1	7.3
Motorcycles [2]	5.9	5.9	6.0	6.3	6.5	6.7	6.9	7.2	7.7	8.1	8.5
Public transport [3]	8.5	8.3	8.1	7.9	7.9	7.9	7.9	7.9	8.0	8.2	8.4
Goods	5.7	5.7	5.7	5.6	5.6	5.6	5.8	5.7	6.0	6.4	6.4
Crown and exempt [4]	15.3	15.3	14.7	14.7	14.6	14.6	14.4	14.3	14.4	14.2	14.5
Other vehicles [4]	9.9	10.1	8.7	8.7	8.7	8.6	8.5	8.5	9.0	9.2	9.3
All vehicles	7.1	7.0	6.9	6.9	6.9	6.9	7.0	7.2	7.4	7.6	7.8

1. Details of the DfT estimation methodology can be found in the Notes & Definitions.
2. Includes all two wheeled motor vehicles.
3. Estimates include only those vehicles with more than 8 seats.
4. Vehicles in the Special Concessionary Group (part of other vehicles in 2002 and earlier years) are part of Crown and Exempt from 2003 onwards.
5. DfT have revised stock figures from 2006 to 2009 - see http://assets.dft.gov.uk/statistics/series/vehicle-licensing/notesvls.pdf

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

Cylinder size	2001	2002	2003	2004	2005	2006[1]	2007[1]	2008[1]	2009[1]	2010	2011
											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	0.1	0.1
701 to 1,000 cc	5.3	5.1	4.8	4.6	4.3	4.1	3.9	3.8	3.8	3.8	3.8
1,001 to 1,200 cc	9.6	9.3	8.9	8.7	8.4	7.8	7.4	7.0	6.6	6.5	6.5
1,201 to 1,500 cc	25.0	24.8	24.5	24.3	24.2	24.1	24.1	24.4	24.7	25.3	25.7
1,501 to 1,800 cc	28.1	27.5	27.1	26.7	26.3	25.8	25.4	25.2	24.8	24.6	24.7
1,801 to 2,000 cc	19.4	20.3	21.1	21.5	22.2	22.6	22.8	23.0	23.2	22.9	22.5
2,001 to 2,500 cc	8.4	8.7	9.1	9.4	9.7	10.1	10.6	10.7	10.8	10.8	10.8
2,501 to 3,000 cc	2.5	2.6	2.7	2.9	3.1	3.4	3.7	3.9	4.0	4.1	4.1
3,000 cc and over	1.5	1.6	1.6	1.7	1.8	1.8	1.9	1.9	1.9	1.9	1.8
cc not known	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	100	100	100	100	100	100	100	100	100	100	100
											thousand
Total	**1,997**	**2,058**	**2,104**	**2,158**	**2,231**	**2,259**	**2,313**	**2,347**	**2,362**	**2,364**	**2,369**

1. In 2010 DfT revised stock figures from 2006 to 2009 - see http://assets.dft.gov.uk/statistics/series/vehicle-licensing/notesvls.pdf

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

Gross weight (tonnes)	2001	2002	2003	2004	2005	2006[2]	2007[2]	2008[2]	2009[2]	2010	2011
											percentage of year total
3.5 to 7.5	30.9	30.4	30.4	30.4	30.5	30.0	29.7	29.6	29.1	29.2	28.8
7.51 to 12	3.2	3.1	2.9	2.8	3.1	2.4	2.4	2.4	2.4	2.4	2.4
12.1 to 16	4.6	4.4	4.2	4.0	4.2	4.1	4.2	4.3	4.1	4.0	3.7
16.1 to 20	16.9	16.1	15.1	14.6	14.3	14.4	14.2	14.1	14.1	14.4	14.2
20.1 to 24	3.1	3.6	4.4	4.3	4.0	3.9	3.7	3.7	3.4	3.2	2.7
24.1 to 28	10.4	10.9	11.0	11.6	12.0	12.6	12.6	12.6	13.0	13.3	13.8
28.1 to 32	5.7	6.2	6.4	6.7	7.1	7.8	8.5	9.0	9.0	8.9	9.1
32.1 to 38	8.6	6.6	5.5	4.7	4.0	3.3	2.9	2.7	2.7	2.4	1.9
over 38	16.6	18.8	20.0	20.9	20.8	21.5	21.7	21.7	22.3	22.2	23.3
Total	100	100	100	100	100	100	100	100	100	100	100
											thousand
Total [1]	**29.9**	**30.5**	**31.0**	**31.9**	**33.0**	**33.0**	**32.7**	**32.2**	**31.2**	**30.4**	**29.4**

1. Mainly heavy goods vehicles but includes vehicles which are licensed as HGVs but do not have a goods body type.
2. In 2010 DfT revised stock figures from 2006 to 2009 - see http://assets.dft.gov.uk/statistics/series/vehicle-licensing/notesvls.pdf

Table 1.9 Public transport vehicles licensed at 31 December: by seating capacity

Number of seats	2001	2002	2003	2004	2005	2006[1]	2007[1]	2008[1]	2009[1]	2010	2011
9-15	961	1,023	1,178	1,351	1,554	1,646	1,751	1,825	1,766	1,795	1,753
16-32	3,115	3,239	3,504	3,731	3,928	3,921	3,937	3,871	3,920	3,912	3,795
33-40	958	1,004	1,106	1,208	1,249	1,238	1,301	1,266	1,186	1,117	1,082
41-48	911	938	952	1,016	1,108	1,290	1,322	1,370	1,383	1,379	1,415
49-56	2,153	2,098	2,027	2,047	2,031	1,957	1,937	1,859	1,757	1,667	1,580
57-64	173	169	179	175	201	209	207	217	270	274	319
65-72	376	392	435	488	482	521	546	523	525	583	539
73 and over	1,418	1,433	1,451	1,453	1,448	1,317	1,406	1,418	1,411	1,384	1,446
Total	**10,065**	**10,296**	**10,832**	**11,469**	**12,001**	**12,099**	**12,407**	**12,349**	**12,218**	**12,111**	**11,929**

1. In 2010 DfT revised stock figures from 2006 to 2009 - see http://assets.dft.gov.uk/statistics/series/vehicle-licensing/notesvls.pdf

Table 1.10 Goods vehicle operators by licence type and number of vehicles specified on the licence, 2011-12

Number of vehicles specified on licence	Type of licence held			**Total number of licence holders**
	Restricted: own business only	Standard National	Standard International	
0 - 2	2,477	1,540	265	**4,282**
3 - 5	397	599	115	**1,111**
6 -10	130	290	55	**475**
11 - 20	49	182	47	**278**
21 - 50	25	96	35	**156**
51 - 100	4	33	12	**49**
101 - 200	5	16	5	**26**
201+	0	1	2	**3**
Total	**3,087**	**2,757**	**536**	**6,380**

Source: VOSA - Not National Statistics

Table 1.11 The 20 most popular new cars sold in Scotland [1], 2011

Position	Make	Range	Number of cars sold	Market share percent
1	VAUXHALL	CORSA	10,829	6.49
2	FORD	FIESTA	7,427	4.45
3	FORD	FOCUS	6,620	3.97
4	VAUXHALL	ASTRA	6,489	3.89
5	NISSAN	QASHQAI	4,276	2.56
6	VAUXHALL	INSIGNIA	4,254	2.55
7	VOLKSWAGEN	POLO	4,066	2.44
8	RENAULT	CLIO	3,943	2.36
9	VOLKSWAGEN	GOLF	3,916	2.35
10	MINI	MINI	2,995	1.79
11	RENAULT	MEGANE	2,702	1.62
12	NISSAN	JUKE	2,421	1.45
13	PEUGEOT	207	2,412	1.45
14	BMW	3 SERIES	2,237	1.34
15	HONDA	JAZZ	2,087	1.25
16	BMW	1 SERIES	2,019	1.21
17	MAZDA	MAZDA 2	1,936	1.16
18	AUDI	A3	1,873	1.12
19	SEAT	IBIZA	1,804	1.08
20	FIAT	500	1,756	1.05
		Total top 20 cars	**76,062**	**45.6**
		Total all other cars	**90,815**	**54.4**
		Total cars sold	**166,877**	**100.0**

Source: SMMT - Not National Statistics

1. 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.

Table 1.12 Road vehicle testing scheme (MOT) [1]

	2008	2009	2010	2011
Cars [2]				*thousands*
Total Tests	1,930.0	1,974.6	2,043.5	2,039.6
Pass with Rectification at Station	149.6	150.1	144.7	140.1
Fail	686.5	734.9	739.3	751.0
Initial Failure Rate [4]	43.3%	44.8%	43.3%	43.7%
Final Failure Rate [5]	35.6%	37.2%	36.2%	36.8%
Percentage of vehicles with one or more fail or PRS [3] type RfRs [6] in defect category		*percent*		
Body and structure	1.8	1.7	1.5	1.5
Brakes	18.2	18.8	15.5	15.8
Drivers view of the road	8.4	8.9	8.1	7.9
Driving controls	0.0	0.0	0.0	0.0
Fuel and exhaust	8.2	8.0	6.6	6.4
Lighting and signalling	20.9	21.7	19.1	19.1
Motor tricycles and quadricycles	0.0	0.0	0.0	0.0
Reg plates and vin	1.8	1.9	1.3	1.1
Road wheels	0.4	0.5	0.5	0.5
Seat belts	2.0	1.9	1.6	1.5
Steering	4.2	4.6	5.0	5.6
Suspension	16.9	17.7	15.8	16.5
Towbars	0.0	0.1	0.1	0.1
Tyres	9.6	9.3	8.1	8.1
Items not tested	1.2	1.1	1.0	1.0
Defect Items per Initial Test Failure	**3.59**	**3.56**	**3.44**	**3.44**

	2008	2009	2010	2011
Private Passenger (over 12 seats)				*thousands*
Total Tests	4.5	4.5	4.3	4.2
Pass with Rectification at Station	0.2	0.2	0.2	0.2
Fail	1.2	1.3	1.3	1.2
Initial Failure Rate [4]	31.7%	32.4%	34.2%	31.9%
Final Failure Rate [5]	27.9%	27.7%	29.5%	27.6%
Percentage of vehicles with one or more fail or PRS [3] type RfRs [6] in defect category		*percent*		
Body and structure	5.5	5.5	4.9	4.6
Brakes	15.2	15.9	17.0	15.8
Drivers view of the road	5.7	5.9	6.4	5.2
Driving controls	3.6	1.9	1.4	1.0
Fuel and exhaust	4.1	3.7	3.9	3.5
Lighting and signalling	16.5	16.1	16.7	14.8
Reg plates and vin	1.0	1.1	1.0	0.6
Road wheels	0.1	0.2	0.2	0.1
Seat belts	7.7	7.8	6.1	5.5
Steering	4.3	4.2	5.3	5.7
Suspension	8.2	8.5	7.7	8.7
TTowbars	0.0	0.1	0.2	0.2
ItTyres	3.5	3.3	3.5	3.0
Items not tested	0.4	0.5	0.7	0.6
Defect Items per Initial Test Failure	**4.12**	**4.00**	**4.01**	**3.98**

	2008	2009	2010	2011
Motor cycles		*thousands*		
Total Tests	53.6	55.9	57.2	59.8
Pass with Rectification at Station	3.4	3.7	3.9	4.1
Fail	7.2	8.0	7.7	7.5
Initial Failure Rate [4]	19.8%	20.9%	20.3%	19.4%
Final Failure Rate [5]	13.4%	14.3%	13.4%	12.6%
Percentage of vehicles with one or more fail or PRS [3] type RfRs [6] in defect category		*percent*		
Body and structure	0.8	0.9	0.8	0.9
Brakes	5.3	5.4	4.6	4.4
Drive system	1.3	1.6	1.4	1.3
Driving controls	0.5	0.5	0.4	0.5
Fuel and exhaust	1.7	1.6	1.3	1.1
Lighting and signalling	11.0	11.4	10.4	10.3
Registration plates and vin	1.3	2.2	1.6	1.2
Sidecar	0.0	0.0	0.0	0.0
Steering and suspension	5.1	5.1	4.4	4.3
Tyres and wheels	3.6	3.6	3.2	3.1
Items not tested	0.2	0.2	0.2	0.2
Defect Items per Initial Test Failure	**2.06**	**2.08**	**2.01**	**2.03**

	2008	2009	2010	2011
Light goods vehicles [7]		*thousands*		
Total Tests	39.6	41.2	45.7	46.4
Pass with Rectification at Station	2.1	2.6	3.2	2.9
Fail	18.1	19.1	21.0	21.6
Initial Failure Rate [4]	51.1%	52.8%	53.0%	52.9%
Final Failure Rate [5]	45.8%	46.3%	45.9%	46.6%
Percentage of vehicles with one or more fail or PRS [3] type RfRs [6] in defect category		*percent*		
Body and structure	6.8	6.2	5.0	5.0
Brakes	31.4	32.1	28.4	29.0
Drivers view of the road	13.3	13.7	12.8	12.3
Fuel and exhaust	8.5	8.0	6.0	6.0
Lighting and signalling	32.8	34.1	31.2	31.6
Reg plates and vin	2.7	3.1	2.2	1.9
Road wheels	0.5	0.4	0.4	0.4
Seat belts	6.0	5.4	3.9	3.7
Steering	8.3	8.8	9.9	10.8
Suspension	22.4	21.1	18.5	19.3
TTowbars	0.0	0.4	0.4	0.4
ItTyres	8.1	7.8	7.2	7.5
Items not tested	1.5	1.6	1.4	1.3
Defect Items per Initial Test Failure	**5.40**	**5.30**	**4.98**	**5.10**

1. Vehicle numbers are for valid, and completed normal tests only. Retests are excluded.
2. Cars, vans and passenger vehicles with up to 12 seats.
3. PRS = Pass with Rectification at Station
4. Initial Failure Rate = (PRS + Failures) / Total Tests
5. Final Failure Rate = Failures / Total Tests
6. Reason for Rejection
7. Over 3,000kg and up to and including 3,500kg.

Table 1.13 Driving licence tests, DVLA receipts [1]

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Theory [4]										*thousand*
Applications received	..	..	..	..	..	..	..	..	..	..
Theory tests conducted	98	98	97	98	99	108	100	105	99	103
Theory test passes	64	58	65	71	70	73	68	69	65	66
										percent
Theory test pass rate	65	59	68	72	71	68	67	66	66	64
Practical [2,4]										*thousand*
Applications received	114	119	129	138	139	137	137	132	132	130
Driving tests concluded	107	116	120	133	139	136	130	120	126	125
Passes	50	53	53	59	62	62	61	56	58	59
										percent
Pass rate	47	46	45	45	45	46	47	46	47	47
DVLA receipts										*£ million*
Vehicle licences [3]	343.2	373.8	370.2	395.6	402.7	432.0	446.0	449.7	463.0	479.0
Driving licences	3.9	5.2	5.6	..	..	..	..	..	..	..
Total	347.1	379.0	375.8	..	..	..	..	..	..	..

Source: DVLA and DSA - Not National Statistics
1. Figures relate to the financial year which commences in the specified calendar year.
2. The practical test figures are provisional.
3. The vehicle licence figure does not include refunds issued.
4. These figures are for car licence tests only.

Table 1.14 Practical Driving Test - Pass Rate at Test Centres 2011-12

	Male			Female			Overall		
	Conducted	Pass	Pass rate	Conducted	Pass	Pass rate	Conducted	Pass	Pass rate
Aberdeen LGV	2	2	100.0%	1	0	0.0%	3	2	66.7%
Aberdeen (Balgownie Rd)	1,904	990	52.0%	2,107	956	45.4%	4,011	1,946	48.5%
Aberdeen MPTC	2,363	1,327	56.2%	2,342	1,156	49.4%	4,705	2,483	52.8%
Aberfeldy	63	29	46.0%	26	16	61.5%	89	45	50.6%
Airdrie	2,148	1,034	48.1%	2,237	952	42.6%	4,385	1,986	45.3%
Alness (R)	428	273	63.8%	459	247	53.8%	887	520	58.6%
Arbroath	313	184	58.8%	371	217	58.5%	684	401	58.6%
Ayr MPTC	1,151	620	53.9%	1,152	539	46.8%	2,303	1,159	50.3%
Ballachulish (R)	22	16	72.7%	12	6	50.0%	34	22	64.7%
Ballater (R)	83	63	75.9%	115	80	69.6%	198	143	72.2%
Banff (R)	157	94	59.9%	159	88	55.3%	316	182	57.6%
Barra Island (R)	5	2	40.0%	6	4	66.7%	11	6	54.5%
Bathgate	2,253	1,177	52.2%	2,444	1,156	47.3%	4,697	2,333	49.7%
Benbecula Island (R)	42	24	57.1%	33	21	63.6%	75	45	60.0%
Brodick (Isle of Arran) (R)	36	27	75.0%	29	16	55.2%	65	43	66.2%
Buckie (R)	135	78	57.8%	148	77	52.0%	283	155	54.8%
Callander	192	112	58.3%	281	129	45.9%	473	241	51.0%
Campbeltown (R)	63	45	71.4%	57	42	73.7%	120	87	72.5%
Castle Douglas	234	125	53.4%	236	116	49.2%	470	241	51.3%
Crieff (R)	96	64	66.7%	102	51	50.0%	198	115	58.1%
Cumnock	215	147	68.4%	297	162	54.5%	512	309	60.4%
Dumbarton	803	414	51.6%	816	404	49.5%	1,619	818	50.5%
Dumfries	837	452	54.0%	906	427	47.1%	1,743	879	50.4%
Dundee MPTC	2,089	1,124	53.8%	2,467	1,130	45.8%	4,556	2,254	49.5%
Dunfermline	1,542	767	49.7%	1,621	766	47.3%	3,163	1,533	48.5%
Dunoon (R)	67	48	71.6%	80	54	67.5%	147	102	69.4%
Duns (R)	111	63	56.8%	118	61	51.7%	229	124	54.1%
Edinburgh (Currie)	3,248	1,530	47.1%	3,480	1,484	42.6%	6,728	3,014	44.8%
Edinburgh Musselburgh (MPTC)	4,020	2,089	52.0%	4,197	1,913	45.6%	8,217	4,002	48.7%
Elgin	749	430	57.4%	965	460	47.7%	1,714	890	51.9%
Falkirk	1,573	854	54.3%	1,746	810	46.4%	3,319	1,664	50.1%
Forfar	335	204	60.9%	341	189	55.4%	676	393	58.1%
Fort William (R)	143	100	69.9%	162	107	66.0%	305	207	67.9%
Fraserburgh	234	148	63.2%	299	144	48.2%	533	292	54.8%
Gairloch (R)	19	13	68.4%	19	16	84.2%	38	29	76.3%
Galashiels L & LGV	370	222	60.0%	402	232	57.7%	772	454	58.8%
Girvan (R)	71	48	67.6%	95	34	35.8%	166	82	49.4%
Glasgow (Anniesland)	3,049	1,413	46.3%	3,344	1,369	40.9%	6,393	2,782	43.5%
Glasgow (Baillieston)	2,834	1,322	46.6%	3,368	1,339	39.8%	6,202	2,661	42.9%
Glasgow Shieldhall MPTC	3,384	1,339	39.6%	3,533	1,244	35.2%	6,917	2,583	37.3%
Glasgow (Springburn Park	3,453	1,502	43.5%	3,476	1,297	37.3%	6,929	2,799	40.4%
Golspie (R)	43	27	62.8%	54	30	55.6%	97	57	58.8%
Grantown-On-Spey (R)	65	41	63.1%	73	45	61.6%	138	86	62.3%
Greenock	893	495	55.4%	1,047	537	51.3%	1,940	1,032	53.2%
Haddington	503	309	61.4%	544	304	55.9%	1,047	613	58.5%
Hamilton	2,858	1,236	43.2%	3,292	1,229	37.3%	6,150	2,465	40.1%
Hawick (R)	132	86	65.2%	152	90	59.2%	284	176	62.0%
Huntly (R)	166	95	57.2%	169	106	62.7%	335	201	60.0%
Inveraray (Argyll) (R)	34	25	73.5%	44	29	65.9%	78	54	69.2%
Inverness	899	477	53.1%	1,054	505	47.9%	1,953	982	50.3%
Inverurie (Grampian)	325	217	66.8%	373	233	62.5%	698	450	64.5%
Irvine	746	390	52.3%	841	381	45.3%	1,587	771	48.6%
Islay Island (R)	19	13	68.4%	14	10	71.4%	33	23	69.7%
Island of Mull (Salen) (R)	13	12	92.3%	20	17	85.0%	33	29	87.9%
Isle of Skye (Broadford) (R)	30	18	60.0%	34	19	55.9%	64	37	57.8%
Isle of Skye (Portree) (R)	68	37	54.4%	58	38	65.5%	126	75	59.5%
Isle of Tiree (R)	2	2	100.0%	6	5	83.3%	8	7	87.5%
Kelso (R)	143	99	69.2%	201	126	62.7%	344	225	65.4%
Kilmarnock	552	260	47.1%	752	314	41.8%	1,304	574	44.0%
Kingussie (R)	59	35	59.3%	49	26	53.1%	108	61	56.5%
Kirkcaldy MPTC	2,024	1,072	53.0%	2,087	982	47.1%	4,111	2,054	50.0%
Kyle of Lochalsh (R)	34	21	61.8%	34	15	44.1%	68	36	52.9%
Lairg (R)	38	29	76.3%	36	17	47.2%	74	46	62.2%
Lanark	725	339	46.8%	940	370	39.4%	1,665	709	42.6%
Lerwick (Shetland) (R)	214	155	72.4%	229	159	69.4%	443	314	70.9%
Lochgilphead (R)	91	61	67.0%	75	55	73.3%	166	116	69.9%
Mallaig (R)	13	7	53.8%	12	6	50.0%	25	13	52.0%
Montrose	258	173	67.1%	333	183	55.0%	591	356	60.2%
Newton Stewart (R)	126	76	60.3%	131	71	54.2%	257	147	57.2%
Oban (R)	177	105	59.3%	165	91	55.2%	342	196	57.3%
Orkney (Kirkwall) (R)	141	98	69.5%	181	97	53.6%	322	195	60.6%
Paisley	3,015	1,215	40.3%	3,559	1,275	35.8%	6,574	2,490	37.9%
Peebles (R)	156	85	54.5%	172	90	52.3%	328	175	53.4%
Perth	917	502	54.7%	975	430	44.1%	1,892	932	49.3%
Peterhead	615	378	61.5%	588	311	52.9%	1,203	689	57.3%
Pitlochry (R)	55	39	70.9%	53	35	66.0%	108	74	68.5%
Rothesay (Bute Island) (R)	55	41	74.5%	42	30	71.4%	97	71	73.2%
Saltcoats	644	374	58.1%	811	412	50.8%	1,455	786	54.0%
South Uist Island (R)	1	1	100.0%	4	4	100.0%	5	5	100.0%
Stirling	1,426	655	45.9%	1,604	658	41.0%	3,030	1,313	43.3%
Stornoway (Lewis) (R)	211	112	53.1%	234	124	53.0%	445	236	53.0%
Stranraer (R)	124	92	74.2%	167	103	61.7%	291	195	67.0%
Thurso (R)	109	63	57.8%	151	75	49.7%	260	138	53.1%
Ullapool (R)	27	16	59.3%	38	19	50.0%	65	35	53.8%
Wick	185	111	60.0%	155	72	46.5%	340	183	53.8%
Scotland	59,775	30,215	50.5%	65,602	29,239	44.6%	125,377	59,454	47.4%

Source: Driving Standards Agency - Not National Statistics
MPTC - Multi-Purpose Test Centre
(R) - Remote Centre
Note: Centres where only one examiner has conducted tests have been removed from the details, though they have been included in the national totals.

Table 1.15 People who hold a full car driving licence[1] by age

	Age group									Sample size
	17-20	21-29	30-39	40-49	50-59	60-69	70+	All 17+	Men	Women	(=100%)
									percent of population		*number*
1985/1986	28	57	62	64	51	37	23	49	68	34	*1,854*
1989/1991	39	63	72	71	63	50	29	58	73	46	*1,895*
1992/1994	46	73	77	73	57	49	29	60	77	46	*1,627*
1995/1997	38	66	76	74	66	61	33	63	77	51	*1,729*
1998/1999	40	74	77	79	67	63	29	65	76	55	*1,120*
2000/2001	26	66	79	81	72	69	35	67	79	57	*1,212*
2002/2003	37	65	79	83	73	68	39	67	77	59	*3,041*
2004/2005	32	65	80	80	75	65	43	67	78	58	*3,236*
2006/2007	32	62	76	80	79	69	45	67	76	58	*3,189*
2008/2009	39	60	81	81	81	70	47	69	79	60	*2,923*
2009/2010	*35*	*60*	*79*	*82*	*82*	*70*	*48*	*69*	*78*	*60*	2,889

1. Source: National Travel Survey. Because of the small size of its Scottish sample, the samples for two or three years must be combined to produce results, and even they may be subject to large sampling errors.
Note: Figures have not been changed since STS 2011 as the DfT have delayed publication of the NTS results.

Table 1.16 People who hold a full driving licence[1], 2011

	Age group							All	
	17-20	21-29	30-39	40-49	50-59	60-69	70+	17 +	Sample size
							percent of population		*number*
All people:	30	55	77	80	78	74	50	67	*12,801*
by sex:									
Men	38	58	81	84	87	86	73	76	*5,515*
Women	21	53	73	77	70	63	34	60	*7,286*
by annual net household income:									
up to £ 10,000 p.a.	32	37	55	57	54	61	42	48	*2,244*
over £ 10,000, up to £ 15,000	29	40	55	57	60	60	45	51	*2,566*
over £ 15,000, up to £ 20,000	18	61	72	68	73	74	47	62	*1,983*
over £ 20,000, up to £ 25,000	34	64	67	79	80	78	71	71	*1,529*
over £ 25,000, up to £ 30,000	31	57	79	87	79	84	65	75	*1,066*
over £ 30,000, up to £ 40,000	20	60	92	92	89	91	77	81	*1,492*
over £40,000	53	80	95	93	96	93	86	90	*1,502*
by urban / rural classification:									
Large urban areas	31	51	73	72	70	66	41	60	*4,495*
Other urban areas	30	57	77	82	79	72	51	68	*3,908*
Accessible small towns	20	60	79	87	82	76	50	70	*1,099*
Remote small towns	20	55	81	81	80	70	48	67	*712*
Accessible rural areas	40	65	88	92	89	88	70	82	*1,376*
Remote rural areas	38	73	85	90	89	90	64	80	*1,209*
Sample size (age group)	*310*	*1,442*	*1,883*	*2,183*	*2,125*	*2,213*	*2,645*	12,801	

1. Source: Scottish Household Survey. The interviewer asks whether the person holds a full driving licence (car or motorcycle). The denominator includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held.

Table 1.17 People who hold a full driving licence [1], 2001-2011

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
All people											*percent of population*
Age group											
17-20	32.3	25.9	31.2	30.1	26.6	34.4	31.9	37.9	32.5	30.9	30.3
21-29	66.0	63.5	60.1	62.4	61.7	60.3	59.4	56.6	58.6	59.4	55.1
30-39	76.2	80.6	79.9	78.6	78.7	76.0	78.4	78.5	76.8	76.3	77.0
40-49	79.0	77.3	80.5	79.2	79.2	79.3	80.0	82.6	80.1	80.8	80.3
50-59	72.0	72.0	74.0	74.3	74.8	76.1	76.4	77.8	78.1	77.9	78.1
60-69	60.8	62.0	64.0	65.2	65.4	68.2	69.1	70.1	74.6	72.3	73.9
70+	38.6	37.5	39.3	41.5	41.7	44.0	49.0	46.1	49.2	48.0	49.9
All aged 17+	64.7	64.6	65.8	65.8	65.6	66.4	67.0	67.6	68.0	67.6	67.3
Sample size	*14,527*	*13,936*	*13,650*		*13,970*	*14,075*	*12,153*	*12,267*	*12,447*	*12,361*	*12,801*
Men											
Age group											
17-20	32.4	32.8	39.3	36.0	29.8	35.8	32.2	37.5	37.6	33.0	37.7
21-29	71.3	70.2	65.0	67.3	65.5	63.2	62.8	63.2	60.4	65.7	57.7
30-39	81.5	87.1	85.3	83.7	84.4	80.7	81.6	81.4	81.2	80.3	80.8
40-49	85.0	84.4	86.3	85.0	86.4	85.2	86.0	86.9	86.3	85.7	84.0
50-59	85.4	83.9	85.0	82.1	85.4	84.7	87.2	83.5	85.0	84.5	87.0
60-69	80.0	80.7	80.4	81.6	83.0	83.6	82.7	84.0	86.0	84.0	85.6
70+	63.5	62.3	63.6	65.2	64.7	68.6	72.0	70.3	72.6	68.7	72.7
All aged 17+	75.6	76.7	76.5	75.8	75.7	75.5	75.8	76.0	76.2	75.6	75.6
Sample size	*6,153*	*5,913*	*5,909*	*6,222*	*5,920*	*6,056*	*5,211*	*5,289*	*5,400*	*5,450*	*5,515*
Women											
Age group											
17-20	32.2	19.3	22.3	24.3	22.5	33.1	31.7	38.3	26.5	28.4	21.4
21-29	60.9	57.3	55.0	57.6	57.9	57.3	56.0	49.9	56.8	53.1	52.8
30-39	71.4	74.5	75.2	73.8	73.5	71.7	75.4	75.9	72.7	72.6	73.2
40-49	73.4	70.5	74.7	73.5	72.6	73.7	74.5	78.3	74.3	76.3	77.0
50-59	59.2	60.3	62.9	67.2	63.7	67.8	66.0	72.5	71.3	71.7	69.8
60-69	42.9	46.3	49.2	51.1	50.6	55.3	57.3	57.3	64.5	61.8	63.0
70+	23.0	21.6	23.7	25.9	26.6	26.2	33.7	30.1	33.0	33.5	34.5
All aged 17+	55.0	53.8	56.0	56.9	56.4	58.0	59.2	59.9	60.6	60.2	59.8
Sample size	*8,374*	*8,023*	*7,941*	*8,438*	*8,050*	*8,019*	*6,942*	*6,978*	*7,047*	*6,911*	*7,286*

Source: Scottish Household Survey.

1. Source: Scottish Household Survey. The interviewer asks whether the person holds a full driving licence (car or motorcycle). The denominator includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held.

Table 1.18 Households with the regular use of a car

	1995/97	1998/00	2003/04	2005/06	2007/08	2009/10
No car/van	38	34	31	31	30	30
One car/van	45	40	42	42	43	43
Two cars/vans	16	22	24	22	23	21
Three or more cars/vans	1	4	3	5	4	5
All households	100	100	100	100	100	100
Unweighted sample size (households)	*960*	*930*	*1,733*	*1,767*	*1,693*	*1,620*
1 or more	62	66	69	69	70	70
2 or more	18	26	27	27	28	27

Source: National Travel Survey

Table 1.19 Households with a car available for private use[1], 2001-2011

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Cars available for private use:											*percent of households*
None	35.3	34.8	32.7	33.7	31.7	32.0	30.3	30.2	30.7	30.3	30.1
1	45.6	44.4	44.5	43.0	44.5	43.6	44.3	43.9	43.7	44.0	44.5
2	16.6	18.2	19.8	19.9	20.5	20.5	21.4	21.8	21.5	21.6	21.0
3+	2.6	2.5	3.0	3.4	3.3	3.8	4.0	4.0	4.2	4.1	4.4
1+	64.7	65.2	67.3	66.3	68.3	68.0	69.7	69.8	69.3	69.7	69.9
2+	19.1	20.8	22.8	23.3	23.8	24.4	25.3	25.8	25.6	25.7	25.4
Sample size	*15,566*	*15,073*	*14,880*	*15,942*	*15,392*	*15,616*	*13,414*	*13,821*	*14,190*	*14,214*	*14,358*

1. Source : Scottish Household Survey. Vans are *not* counted in this table.

Table 1.20 Households with a car available for private use[1], 2011

	Number of cars available for private use						Sample size
	None	1	2	3 +	1+	2 +	(=100%)
					percent of households		
All households:	30	45	21	4	70	25	*14,358*
by household type:							
Single adult	49	48	3	0	51	3	*2,360*
Small adult	18	45	33	3	82	37	*2,371*
Single parent	53	45	2	0	47	2	*766*
Small family	12	44	41	3	88	44	*1,838*
Large family	11	40	38	11	89	49	*863*
Large adult	12	31	34	23	88	57	*1,386*
Older smaller	18	60	21	2	82	23	*2,438*
Single pensioner	63	36	1	0	37	1	*2,336*
by annual net household income:							
up to £10,000 p.a.	60	34	5	1	40	6	*2,425*
over £ 10,000, up to £ 15,000	50	43	6	1	50	7	*2,752*
over £ 15,000, up to £ 20,000	33	55	11	2	67	13	*2,195*
over £ 20,000, up to £ 25,000	17	58	21	4	83	25	*1,733*
over £ 25,000, up to £ 30,000	10	55	30	6	90	35	*1,224*
over £ 30,000, up to £ 40,000	4	48	40	9	96	48	*1,764*
over £40,000	2	27	57	14	98	71	*1,744*
by urban / rural classification:							
Large urban areas	39	43	15	3	61	18	*5,166*
Other urban areas	28	46	22	4	72	26	*4,318*
Accessible small towns	25	45	25	5	75	30	*1,231*
Remote small towns	30	48	19	3	70	22	*775*
Accessible rural areas	13	43	34	9	87	44	*1,550*
Remote rural areas	14	49	30	8	86	37	*1,316*

1. Source : Scottish Household Survey. Vans are *not* counted in this table.

Table 1.21 Number of blue badges[1] on issue, time series and 2012 breakdown

Council	Time series[2] (Totals) as at 31st March					Badges on issue as at 31st March 2012:		
	2008	2009	2010	2011	2012	Organisat-ions	Individuals - Automatic[3]	Individuals - Discretionary[4]
Aberdeen City	8,949	8,564	8,313	8,044	8,032	70	3,228	4,734
Aberdeenshire[5]	11,579	9,240	15,601	16,288	13,358	115	10,156	3,087
Angus	1,911	5,738	5,991	5,969	5,581	110	2,132	3,339
Argyll & Bute	4,351	5,013	4,828	4,438	4,314	72	1,810	2,432
Clackmannanshire 2,652		2,430	2,439	2,511	2,518	13	1,292	1,213
Dumfries & Galloway	3,119	3,508	3,606	2,922	3,369	17	1,299	2,053
Dundee City	6,625	6,428	6,086	6,199	6,766	129	3,553	3,084
East Ayrshire	8,070	7,141	6,976	6,819	6,787	51	2,948	3,788
East Dunbartonshire	4,937	5,168	5,421	4,738	5,175	29	1,986	3,160
East Lothian	4,381	4,769	5,059	5,059	4,328	22	2,030	2,276
East Renfrewshire	4,196	4,182	4,269	4,318	5,756	22	1,849	3,885
Edinburgh, City of	18,509	20,895	22,093	22,921	23,470	260	8,964	14,246
Eilean Siar	820	825	813	969	918	2	174	742
Falkirk	8,830	8,583	9,156	9,821	8,108	59	3,668	4,381
Fife	22,077	22,388	22,045	21,574	21,021	254	9,786	10,981
Glasgow, City of[6]	23,917	28,668	29,522	24,761	27,317	276	15,726	11,315
Highland[7]	10,450	11,508	11,282	7,445	12,967	235	5,532	7,200
Inverclyde	4,640	4,851	5,123	5,312	5,183	130	2,110	2,943
Midlothian	4,455	4,642	4,677	4,654	4,673	85	1,966	2,622
Moray	4,448	4,647	4,628	4,849	4,485	18	1,792	2,675
North Ayrshire	7,501	7,818	8,263	8,531	7,379	0	3,865	3,514
North Lanarkshire	24,704	18,878	19,804	19,019	18,013	139	7,496	10,378
Orkney Islands[8]	2,144	1,299	1,216	1,143	1,281	33	370	878
Perth & Kinross	7,805	5,831	5,603	5,551	6,169	55	2,250	3,864
Renfrewshire	7,685	8,036	8,761	8,569	8,358	74	6,665	1,619
Scottish Borders[9]	…	…	…	…	6,987	86	2,645	4,256
Shetland Islands	299	328	340	383	381	6	150	225
South Ayrshire	6,051	5,752	5,857	5,958	6,356	47	2,346	3,963
South Lanarkshire	16,809	17,539	18,217	19,245	15,274	76	8,247	6,951
Stirling	5,525	5,265	5,034	4,649	4,273	70	1,401	2,802
West Dunbartonshire	4,268	4,544	4,781	4,730	4,625	79	2,493	2,053
West Lothian	9,094	9,424	9,506	9,691	9,823	44	5,605	4,174
Total[9]	**250,801**	**253,902**	**265,310**	**257,080**	**263,045**	**2,678**	**125,534**	**134,833**

Source: Scottish Government - Not National Statistics

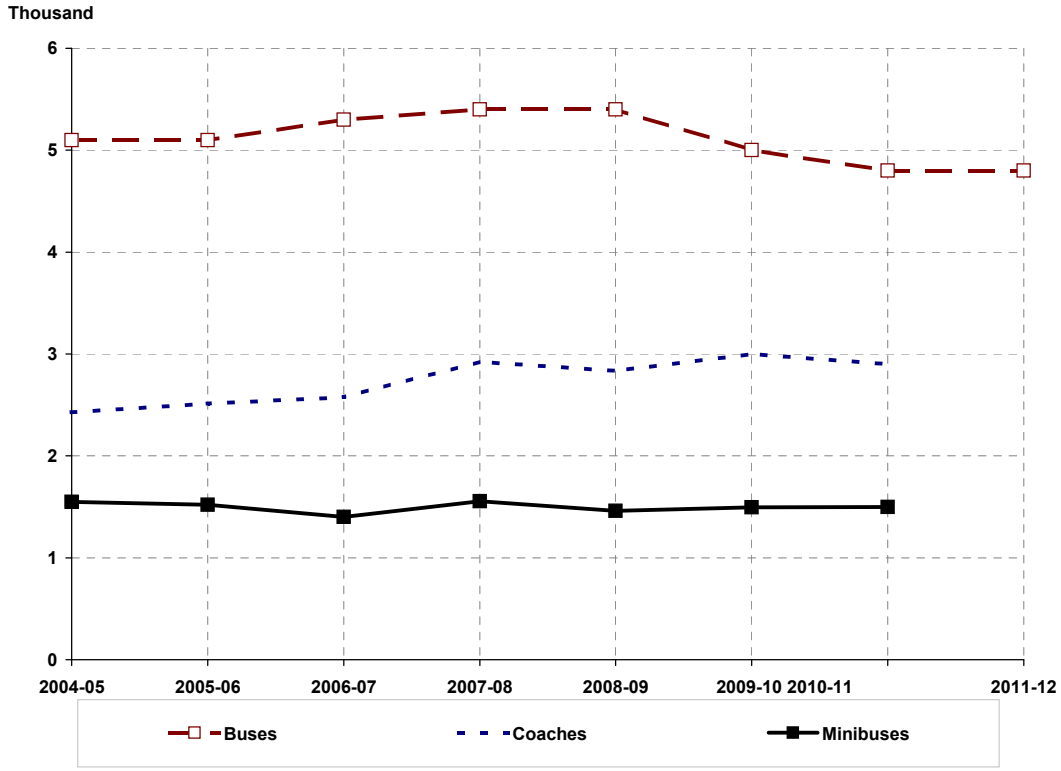
1. Blue Badges for display on motor vehicles used by disabled persons were introduced on 1 April 2000.
2. Totals relate to the number of badges **on issue** as at 31st March that year. Data prior to 2008 not available.
3. The automatic category includes badges issued to individuals in receipt of the higher rate mobility component of Disability Living Allowance, a War Pensioners' Mobility Supplement, a lump sum (tariffs 1-8) of the Armed Forces Compensation Scheme, or to blind or registered blind people. (Not subject to further assessment.)
4. Badges issued in the discretionary category to people with a substantial permanent or temporary disability who are unable or virtually unable to walk (Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 as amended).(May be subject to further assessment.)
5. Aberdeenshire introduced an electronic data capture system in 2010; therefore figures may not be comparable with previous years.
6. Glasgow changed data capture process in 2011; therefore figures may not be comparable with previous years.
7. Highland Council, in April 2010, introduced a fee for the first time which may have contributed to the decline in number of badges issued.
8. Orkney introduced an electronic system in 2009; therefore figures may not be comparable with previous years.
9. 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 tota

Table 1.22 Motor vehicle offences recorded by the police by type of offence

Type of offence	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
Serious Driving Offences										
Dangerous driving	2,796	2,842	3,002	2,873	3,044	2,898	2,780	2,567	2,387	2,422
Careless driving	9,884	9,194	10,060	10,083	10,557	10,066	8,739	8,506	7,452	7,431
Drunk Driving of which:	11,838	11,571	11,061	11,257	11,704	10,697	9,800	8,504	7,563	7,445
Driving while unfit through drink/drugs	*940*	*828*	*769*	*809*	761	651	547	488	502	584
In charge while unfit through drink/drugs	*133*	*151*	*17*	*102*	111	107	88	78	59	63
Driving with excess blood alcohol	*7,892*	*7,837*	*7,465*	*7,337*	7,652	7,177	6,774	5,840	4,979	4,889
In charge with excess blood alcohol	*488*	*507*	*548*	*693*	754	640	566	471	484	433
Failing to provide breath specimen at the roadside	*1,014*	*915*	*941*	*946*	1,041	931	779	643	633	577
Failing to provide breath, blood or urine specimen at a police station	*1,371*	*1,333*	*1,321*	*1,370*	1,385	1,191	1,046	984	906	899
Failing to stop after accident	7,242	7,373	8,382	8,244	7,225	6,769	6,881	6,552	6,586	5,955
Driving while disqualified	5,129	4,907	4,002	3,853	3,676	3,075	2,659	2,048	1,640	1,466
Speeding Offences										
Speeding in restricted areas	66,422	120,949	123,926	93,495	70,758	65,420	52,146	50,788	50,890	53,068
Other speeding offences [1]	51,311	78,686	86,642	74,749	93,068	72,956	65,984	63,438	63,948	73,078
Signal and Direction Offences										
Traffic direction offences	17,255	23,362	24,399	24,396	22,911	24,477	26,995	31,281	34,195	31,786
Pedestrian crossing offences	3,362	6,071	5,542	4,511	3,767	3,120	3,499	4,137	3,944	4,317
Lighting, Construction & Use Offences										
Lighting offences	24,509	18,383	11,884	9,876	8,134	9,009	11,638	12,791	8,910	10,560
Construction & use regulations	21,957	18,811	15,138	14,056	13,036	13,319	13,965	13,875	13,011	13,534
Documentation Offences										
Vehicle excise licence offences	27,197	27,815	18,050	17,966	17,699	17,954	15,654	14,688	11,673	12,710
No test certificate	14,931	14,082	9,668	9,007	8,399	10,264	10,892	11,131	10,358	10,877
Driving licence offences	18,377	18,872	15,940	15,288	14,232	12,205	10,861	9,127	7,454	7,239
Third party insurance offences	30,512	30,314	25,202	25,140	25,228	24,093	23,266	20,868	18,124	17,706
Registration/identification offences	3,372	3,536	3,814	3,866	3,824	6,064	5,222	5,397	4,520	3,879
Other Offences										
Failure to provide information to identify driver	615	761	656	728	852	1,088	1,082	1,452	1,206	1,230
Tachograph etc offences	3,085	3,288	2,405	1,894	2,603	3,954	5,440	3,779	2,437	1,972
Seat belt offences	31,012	28,123	29,653	27,308	28,859	26,917	27,053	30,280	30,779	32,721
Parking offences	601	587	511	419	2,321	2,251	2,467	2,289	2,085	1,895
Other offences	3,152	5,386	14,325	21,388	23,136	21,216	26,447	29,197	31,120	32,341
Total offences	**354,559**	**434,913**	**424,262**	**380,397**	**375,033**	**347,812**	**333,470**	**332,695**	**320,282**	**333,632**

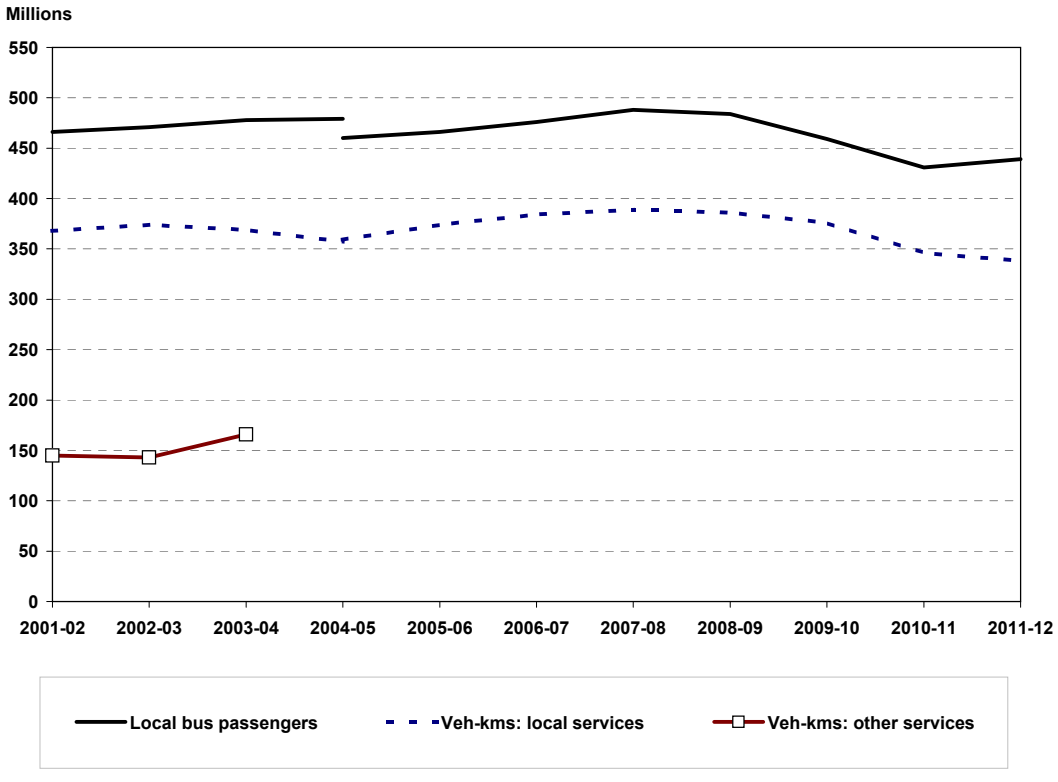
1. Includes motorway and clearway offences, which previously appeared as a separate category under Other offences.

Figure 2.1 Vehicle stock by type of vehicle



Note: Comparable data prior to 2004/05 is not available due to changes in methodology

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.

Chapter 2 BUS AND COACH TRAVEL

1. Introduction

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

1.2 Estimates of passenger numbers, receipts and fares are based on a survey by the DfT and are therefore subject to sampling error. Figures from 2004-05 onwards are based on an improved methodology and may not be directly comparable with previous years. See Section 4.1.

2. Main Points

Vehicles & Passengers

2.1 While the number of buses has fallen slightly from 5,100 to 4,800 since 2004-05, the number of coaches has increased from 2,400 to 2,900. *(Table 2.1)*

2.2 In 2011-12 there were 439 million passenger journeys (boardings) on local bus services, 2% more than the previous year and 5% less than 2004-05. Passenger numbers rose annually from 2004-05 to 2007-08 before dipping in the next 3 years. *(Table 2.2)*

2.3 The distance travelled by local bus services in 2011-12 (338 million vehicle kms) was 2% lower than the previous year and 6% less than in 2004-05. *(Table 2.3)*

2.4 There were a total of 18,300 staff employed by bus and coach operators in 2010-11, a similar number to the previous year and 2% more than 2004-05. *(Table 2.4)*

Receipts & fares

2.5 Bus passenger revenue from local services in 2010-11, amounted to £622 million. This was £10 million less than 2009-10 and in real terms (constant prices) a decrease of £29 million (5%). *(Table 2.5)*

2.6 DfT survey data show increases in the real term price of local bus fares in 2012 (compared with March of the previous year) of 1.7% for Scotland and 2.3% in Great Britain.. (*Table 2.6)*

Scottish Household Survey

2.7 The 2011 Scottish Household Survey shows 85% of households are within 6 minutes walk of a bus stop. About 6% said that they had no bus service or were at least 14 minutes walk away from the nearest bus stop. However, about 27% of householders in remote rural areas, and around 22% of those in accessible rural areas, said that they had no bus service or were at least 14 minutes walk away from one. *(Table 2.7)*

2.8 In 2011, at least 73% were satisfied with bus services offered, their timeliness and frequency, ability to find out about tickets and routes and the ease of changing to other forms of transport. There were noticeable differences in those who felt safe on the bus during the day and in the evening (day: 94%, evening: 63%). 'Fares are good value' had the lowest agreement rate for buses with 59% of respondents doing so. *(Table 2.8)*

3. Notes and Definitions

3.1 ***Local bus service:*** one which is available to the general public, where passengers pay separate fares and travel a radial distance no greater than 15 miles (24 kms) from the point of boarding.

3.2 ***Other services:*** include contract, private hire, express journeys, excursions and tours which are not registered as local services.

3.3 ***Passenger journeys (boardings):*** the statistics are compiled on the basis that each boarding of a vehicle counts as one passenger journey. Therefore, each trip made by a passenger on one vehicle on one route counts as a separate journey. Return tickets therefore count as two passenger journeys. The numbers of passenger journeys using season tickets or travel passes are largely based on button presses by the driver and DfT now include adjustments in the published estimates to allow for driver under-counting (see paragraph 4.1.5 below).

3.4 ***Vehicle kilometres:*** estimates include some categories of empty running of buses (e.g. between garage and terminus) but exclude driver instruction and vehicle testing.

3.5 ***Local bus fare indices:*** Information about the size of each fares change is supplied by a panel of large operators. Indices are obtained by averaging the reported changes using weights based on receipts from passengers (excluding concessionary fare reimbursement from local authorities). In theory, therefore, the index measures the change in the average charge to the fare-paying passenger. The implementation of free concessionary fares is, though, included once, in the quarter within which it was introduced.

3.6 ***Commercial services:*** are those run without direct financial support from a local transport authority. They are still eligible for central Government subsidy in the form of the Bus Service Operators Grant (BSOG) (formerly known as the fuel duty rebate) and (where applicable) for concessionary fare reimbursement from local transport authorities.

3.7 ***Subsidised services:*** are those considered socially necessary and run under contract to local transport authorities with some direct subsidy. They include a few services subsidised without competitive tendering, under Section 91 of the Transport Act 1985 ('de minimis' arrangements).

3.8 ***Concessionary fare reimbursement:*** A National Concessionary Travel schemes for groups such as elderly people and disabled people was rolled out in early 2006. Prior to that local authorities ran their own schemes. Bus perators are

reimbursed for revenue lost as a result of their participation in the schemes, after taking into account a portion of the income from the extra travel generated, i.e. it is supposed to be profit-neutral. Journeys made under these schemes can be found in Table 11.29. These schemes should not be confused with the reductions offered to children, for example, by many operators on commercial grounds.

3.9 ***Staff employed: Platform staff*** comprise drivers, conductors and any other on-vehicle staff; ***maintenance staff*** include all employees engaged on cleaning, repair, service or maintenance of vehicles, while ***other staff*** include administrative staff. There may be some duplication of functions, particularly amongst the smaller operators.

3.10 ***Walking time to nearest bus stop:*** the Scottish Household Survey (SHS) interviewer asks how long it would take him/her to walk to the nearest bus stop (or place where one could get a bus).

3.11 ***Frequency of bus service:*** the SHS interviewer asks about the frequency of service at the nearest bus stop (or place one could get on a bus). If the householder says that the frequency of service varies, the interviewer asks for the week-day off-peak frequency.

3.12 ***SHS urban/rural classification:*** notes on this appear in Chapter 12.

4. Sources

4.1 The DfT survey of Public Service Vehicle Operators

4.1.1 The basis for most of the statistics in this chapter is the annual returns which a sample of Public Service Vehicle operators makes to the Department for Transport (DfT).

4.1.2 The sample includes all operators who are licensed with 21 or more licence discs (which normally, but not always, equate to the number of vehicles), plus a random sample of smaller operators. Because there is more interest in locally-registered service operators, local operators are over-sampled; they are identified list of operators who receive BSOG and other sources. Sampling for both local and other operators is stratified and based upon the size of the operator's fleet (in terms of the number of licence discs) and geographical location identified by the first two letters of the postcode for the operator's address.

4.1.3 Proxy data are generated for all local operators, but for which data are missing either because they were not sampled or because they did not respond. These will be based either on previous returns from the operator or using other methods such as using other data the operator has supplied. The figures for the non-local smaller operators are grossed-up using a grossing-up factor which is the inverse of the achieved sampling fraction for each size-group and each type of area (conurbation, large urban, etc.).

4.1.4 The figures for Scotland are primarily based on returns for operators with an address in Scotland, even though some operators may do work in England and vice

versa. However, important information relating to local operators (mainly passenger boardings, vehicle kilometres and passenger receipts) are obtained at local authority level and so these estimates will exclude data relating to England, even though other variables such as staff numbers are all allocated to just one of its local authorities – the one with the highest number of passenger boardings. (NB: a large group, such as Stagecoach, is not treated as a single operator: there will be a separate statistical return for each of its subsidiary companies.)

4.1.5 In September 2006, DfT revised the passenger numbers for each year from 1985/86 onwards in order to adjust for driver under-recording of the numbers of passengers who did not pay cash (e.g. those using season tickets, concessionary fare passes, return halves of tickets etc). A further survey showed that the allowance was not affected by the introduction of free concessionary fares.

4.1.6 In October 2010 and Autumn 2012, the DfT revised passenger numbers, vehicle kms and passenger revenue relating to 2004/05 onwards. Although previous figures are presented these are not strictly comparable with the later years.

4.1.7 In Summer 2011, Transport Scotland reviewed the Government Support for bus figures published in Bus and Coach Statistics 2011. This led to a revision of the figures to exclude support for non bus transport. Figures have been revised back to 2006-07 when the National Concessionary Travel Scheme was introduced.

5. Further Information

5.1 The Transport Scotland statistical bulletin *Bus and Coach Statistics* contains further information on Scottish bus and coach services, including more detailed comparisons with Great Britain and more detailed analyses of the Scottish Household Survey's questions on bus-related topics. More details of this publication are given under Transport Scotland Statistics Publications which also indicates how it can be found on the Transport Scotland Website.

5.2 DfT's *Annual Bus Statistics* include some more detailed analyses of GB bus statistics. http://www.dft.gov.uk/statistics/series/buses/

5.3 Enquiries regarding the statistics in Tables 2.1 to 2.6 should be made to Matthew Tranter, Department for Transport, Tel: 0207 944 3076 bus.statistics@dft.gsi.gov.uk

5.4 Further info on the Scottish Household Survey figures can be found in Chapter 11. Enquires on the SHS- based Tables 2.7 and 2.8 should be made to Andrew Knight of the Transport Scotland Statistics branch (tel: 0131 244 7256).

Table 2.1 Vehicle stock[1, 2] by type of vehicle [3]

Type of vehicle	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
								thousand
Buses[4, 8]	5.1	5.1	5.3	5.4	5.4	5	4.8	4.8
Coaches[5,6]	2.4	2.5	2.6	2.9	2.8	3.0	2.9	..
Minibuses[5,7]	1.5	1.5	1.4	1.6	1.5	1.5	1.5	..
Total number of vehicles[8]	**9.6**	**9.7**	**9.9**	**10.4**	**10.2**	**10.0**	**9.9**	..

1. The estimation methodology changed from 2004/05 onwards. Therefore figures are not strictly comparable with previous years.
2. Figures in this table differ from thosepublished in DfT's Vehicle Licencing Statistics for several reasons:
The latter includes vehicles other than those kept by Public Service Vehicle operators, vehicles subject to a Statutory Off Road Notification (SORN) and vehicles operated under a special restricted licence as taxis, none of which are counted here.
3. Public Service Vehicles in the bus and coach taxation class having nine or more seats and excludes community buses and PSVs operated under a special restricted licence as taxis.
4. Buses are licenced for over 22 passengers (including standing).
5. This includes all types of operators, both local and non local, although the sample size is smaller for non-local operators who are less likely to keep buses than other vehicle types. As a consequence estimates for coaches and minibuses are somewhat less robust than those for buses.
6. Coaches have 17 or more seats (with no standing)
7. Minibuses have 8 to 22 passengers (including standing)
8. DfT revised previously published figures in 2012. Bus figures are no longer strictly comparable with other numbers in the table. Therefore the sum of the rows will not equal the total number of vehicles.

Table 2.2 Passenger journeys (boardings) by type of service[1,2]

	2001-02	2002-03	2003-04	2004-05[3]	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
											million
Old methodology	466	471	478	479							
Revised methodology				460	466	476	488	484	459	431	439

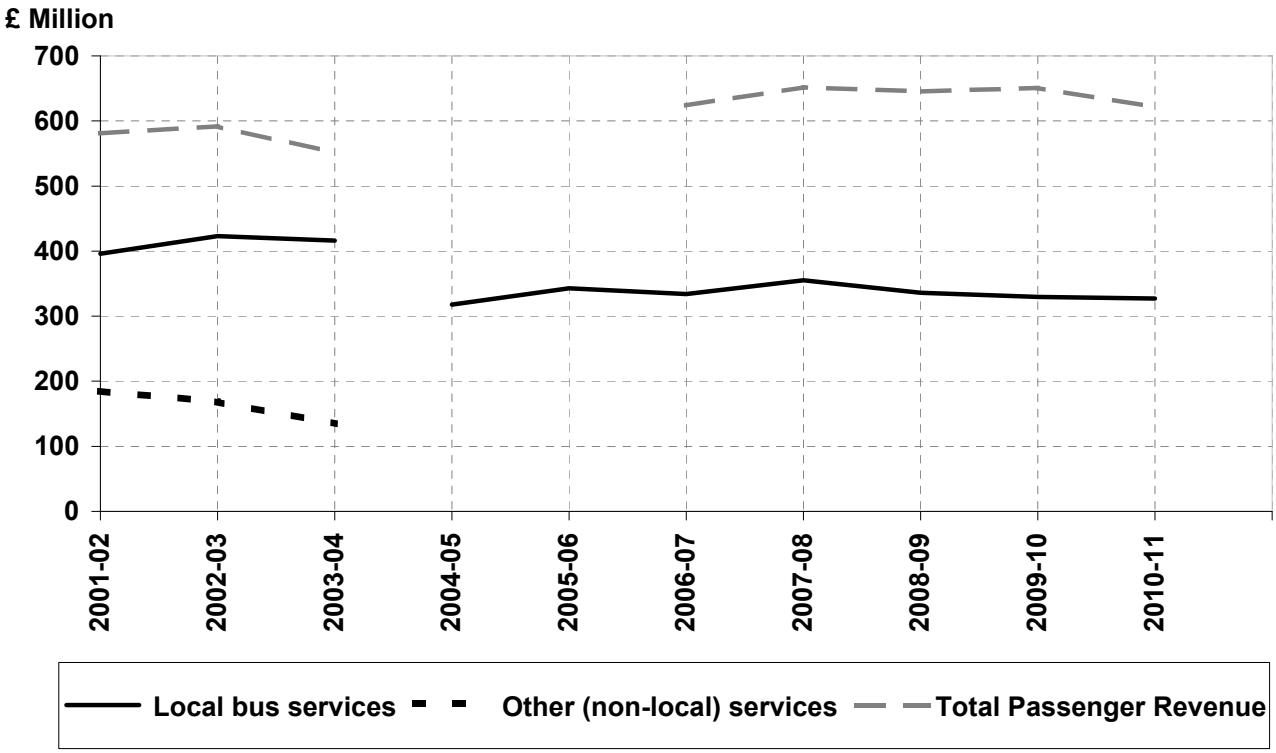
1. In September 2006, DfT revised the bus passenger numbers for each year from 1985-86 in order to adjust for the under-recording by some operators of the numbers of passengers who did not pay cash (e.g. those using season tickets, concessionary fare passes, return halves of tickets, etc). These revisions increased the passenger numbers by between 2.4% and 4.4% per year, depending upon the year (as the proportion of cash fares has been declining, the adjustments to the more recent figures tended to be greater).
2. Figures for passenger journeys on other (non-local) services are no longer collected.
3. Break in the local bus series due to changes in the estimation methodology from 2004/05. Previously published figures have been revised.

Table 2.3 Vehicle kilometres by type of service[1]

Type of service	2001-02	2002-03	2003-04	2004-05 [4]	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
											million vehicle kilometres
Local bus services	368	374	369	357							
Other (non-local) services	145	143	166	..	..	..	..	..	..	..	..
All services	513	516	535	..	..	..	..	..	..	..	..
Local bus services (revised)[4]				359	374	384	389	386	376	346	338
Commercial local bus services[2]	306	311	302	300	308	307	310	311	302	280	279
Subsidised local bus services[3]	62	63	67	59	66	77	79	74	74	66	58

1. The revisions made by DfT in September 2005 increased the number of passengers for 1999-00 onwards by about 2% in each year.
In September 2006, DfT revised the bus passenger numbers for each year from 1985-86 in order to adjust for the under-recording by some operators of the numbers of passengers not pay cash (e.g. season tickets, concessionary fare passes, multi-trip tickets etc). These revisions increased the passenger numbers by between 2.4% and 4.4% per year, (as the proportion of cash fares has been declining, the adjustments to the more recent figures tended to be greater).
2. Services run without direct financial support, but which are still eligible for Government subsidy in the form of the Bus Service Operators Grant and concessionary fare reimbursement.
3. Services which are run under contract, with some direct subsidy from the local transport authority, because they are considered socially necessary.
4. Break in the local bus series due to changes in the estimation methodology from 2004/05. Previously published figures have been revised.

Figure 2.3 Passenger receipts at constant 2011-12 prices



Note: Breaks in series are due to changes in definitions and methodology and data is not comparable across breaks.
For more detail see table 2.5

Figure 2.4 Local bus fare indices

Table 2.4 Staff employed [1]

	2001-02	2002-03	2003-04	2004-05 [3]	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
											thousand
Platform staff [2]	13.5	13.4	13.6	13.4	14.2	13.3	15.2	13.8	13.6	13.6	..
Maintenance and other staff [2]											
Maintenance	2.8	2.6	2.8	2.5	2.6	2.4	3.0	2.6	2.8	2.7	..
Other	2.2	1.9	2.1	2.0	2.0	1.9	2.2	2.4	1.8	2.0	..
Total	5.0	4.4	4.9	4.5	4.6	4.3	5.2	5.0	4.6	4.7	..
All staff	**18.5**	**17.8**	**18.5**	**17.9**	**18.8**	**17.6**	**20.4**	**18.8**	**18.2**	**18.3**	**..**

1. Figures relate to the financial year end.
2. Staff are classified according to their main occupation as some may have more than one function.
3. Break in the series due to changes in the estimation methodology from 2004/05

Note: Due to the delay in the DfT publishing their data an update was not available in time for publication.

Table 2.5 Passenger revenue by type of service [5]

(a) At Current Prices

Type of service	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
											£ Million
Local bus services [1]	321	354	358	273	300	302	330	321	320	327	..
Other (non-local) services [2]	150	141	116	..	..	..	..	..	..	..	..
All services	471	495	474	..	..	..	..	..	..	..	..
Government Support [4]				184	197	262	276	296	312	295	..
Total Passenger Revenue				457	497	564	606	617	632	622	..

(b) At 2010-11 Prices[3]

Type of service	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
											£ Million
Local bus services [1]	396	423	416	318	343	334	355	336	330	327	..
Other (non-local) services [2]	185	169	135	..	..	..	..	..	..	..	..
All services	581	592	551	..	..	..	..	..	..	..	..
Government Support [4]				..	..	290	297	310	321	295	..
Total Passenger Revenue				..	..	624	652	646	651	622	..

1. Until 2003-04, receipts for local bus services include concessionary fare reimbursement from local authorities. From 2004-05 this only includes fare reciepts retained by bus operators. On some tendered or supported services, fare receipts are passed to the Local Authority.
2. Estimated receipts for non-local bus services are not available for 2004-05 onwards
3. Adjusted for general inflation, using the GDP market price deflator.
4. 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.
5. A review of this data in Scotland was carried out by Transport Scotland in Summer 2011. Figures will differ from those published in STS in previous years and those published by DfT.

Table 2.6 Local bus fare indices[1]

2001 = 100

Area	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
At current prices												
Scotland [3]	100.0	101.4	104.2	105.3	108.5	114.0	120.8	126.6	137.2	140.5	143.4	150.9
Great Britain	100.0	102.7	106.1	111.1	118.9	128.3	131.3	134.8	146.4	153.4	160.8	170.5
At constant prices [2]												
Scotland	100.0	100.1	99.7	98.2	98.0	100.7	101.8	102.7	111.8	109.6	106.2	107.9
Great Britain	100.0	101.3	101.4	103.5	107.4	113.2	110.5	109.3	119.2	119.5	119.0	121.8

1. Fares at March of each year
2. Adjusted for general inflation, using the Retail Prices Index.
3. DfT revised these figures for Scotland in November 2012 and we were not aware of the changes until after STS had been published.

Table 2.7 Households - walking time to the nearest bus stop, and frequency of service: 2011

	Walking time to nearest bus stop (minutes)					No bus serv.	Frequency of bus service: number per hour					Sample size (=100%)
	up to 3	4 to 6	7 to 13	14 or more	Time not known		5 or more	3 or 4	1 or 2	Less freq.	Freq. not known	
												row percentages
All households	55	30	9	4	1	2	23	23	25	4	23	*14,282*
by type of area												
Large urban areas	58	31	8	1	1	-	43	27	11	-	19	*5,141*
Other urban areas	60	30	8	1	1	-	18	29	26	2	25	*4,289*
Accessible small towns	51	33	12	2	1	-	3	23	47	1	25	*1,225*
Remote small towns	58	29	9	3	1	-	1	10	55	3	32	*774*
Accessible rural areas	39	26	13	14	1	8	2	9	43	11	26	*1,544*
Remote rural areas	37	21	13	15	1	12	1	1	29	29	28	*1,307*

Table 2.8 Adults (16+) - views on local bus services of those who used them in the past month: 2011 [1]

	Agree			No view			Disagree			Sample size (=100%)
	stro-ngly	tend to	All	neither … nor	no opinion	All	tend to	stro-ngly	All	
										row percentages
Buses are on time	27	46	73	6	13	19	5	2	7	*2,984*
Buses are frequent	35	44	79	5	10	15	5	1	6	*2,984*
Service runs when I need it	31	43	74	6	12	18	6	2	8	*2,984*
Journey times are reasonable	33	52	85	6	6	12	2	1	3	*2,984*
Feels personally safe and secure on the bus during the day	55	39	94	2	2	4	1	1	2	*2,984*
Feels personally safe and secure on the bus during the evening	26	37	63	8	10	18	6	13	19	*2,984*
Simple deciding the type of ticket I need	55	34	89	3	3	6	1	3	4	*2,984*
Finding out about routes and times is easy	42	40	82	5	8	13	3	2	5	*2,984*
Easy changing from buses to other forms of	34	42	76	8	6	14	2	8	10	*2,984*
Fares are good value	33	26	59	8	14	22	14	5	19	*2,984*

1 Those who had not used a local bus service in the past month are not asked these questions about bus services.

Chapter 3 ROAD FREIGHT

1. Introduction

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

1.2 A change in methodology by the Department for Transport (DfT) in 2003 Continuous Survey of Road Goods Transport has resulted in a discontinuity in the series. Therefore road freight transported *within* the UK from 2004 onwards is not comparable with earlier years.

1.3 The Department for Transport is currently making changes to the methodology for processing road freight data which has resulted in them delaying publication of 2011 data. Therefore, the tables in this section have not been updated. However, the datasets on the Web will be updated in due course.

2. Main Points

Good Lifted & Distance

2.1 In 2010, an estimated 116.8 million tonnes of goods were lifted within Scotland by UK HGVs and transported to destinations within Scotland. About 14.8 million tonnes of goods from Scotland were delivered to destinations elsewhere in the UK, and around 17.9 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 2010. *(Table 3.1)*

2.2 Most road freight journeys are 50 kilometres or less in length: 31% of tonnes lifted by road in Scotland in 2010 were carried a distance of no more than 25 kilometres, and 22% travelled over 25 km but no more than 50 km. The average journey distance, which is calculated by dividing the total tonne-kilometres by the total tonnes lifted, was 93 km. *(Table 3.2)*

Originating in Scotland

2.3 Goods moved on journeys originating in Scotland with a destination in Scotland accounted for around 7.2 billion tonne-kilometres in 2010. The overall total, including journeys with destinations elsewhere in the UK and abroad, was around 12.7 billion tonne-kms, an increase on the same figure for 2009. The index of the road freight intensity of the Scottish economy (see section 3.8) has been falling in most of the past ten years. *(Table 3.3)*

Entering Scotland

2.4 In 2010, 17.9 million tonnes of goods entered Scotland on UK HGVs from the rest of the UK. 97% of these came from England. Around three quarters of the goods entering came from the North West (43%), North East (16%) and Yorkshire and Humber (16%) regions of England. Fewer goods leave Scotland for other UK countries (14.8 million tonnes) than enter from them but the proportions going to and coming from different areas are similar *(Table 3.4)*.

2.5 In 2010, 'minerals and building materials' was the largest single category of goods lifted in Scotland, which remained in Scotland, accounting for 35.0 million tonnes out of the total of 116.8 million tonnes. *(Table 3.5)*

Destination

2.6 In 2010, UK-registered HGVs carried an estimated 391 thousand tonnes of goods from Scotland to countries outwith the UK, and 182 thousand tonnes from foreign countries into Scotland. Of goods leaving Scotland for abroad, carried by UK road hauliers, 55% went to France and 11% to the Netherlands. For goods entering Scotland from abroad, carried by UK road hauliers, 28% came from the Netherlands and 27% from France. *(Table 3.6)*

2.7 In 2010, around 4% of goods leaving the UK lifted by UK HGVs originated in Scotland. However, Scotland provided 10% of foodstuffs and animal fodder, and 6% of machinery and transport equipment leaving the UK *(Table 3.7)*

2.8 Generally in the period from 2004 to 2010, goods transported by UK-registered HGVs within Scotland were on journeys that started and finished within the same region. The former Strathclyde region was the most active in terms of tonnage entering and leaving. There were 139 million tonnes on journeys within Scotland and 54 million of these were on journeys beginning in the Strathclyde area *(Table 3.8).*

3. Notes and Definitions

3.1 ***Origin* and *destination:*** these refer to the origins and destinations of the trips that were recorded in the surveys. These are *not* necessarily the ultimate origins and destinations of the goods (a trip on a vehicle which was in the sample may represent only one stage in the journey of a consignment: goods may have been trans-shipped on a number of occasions).

3.2 ***Entering Scotland*** and ***leaving Scotland:*** goods are classified on the basis of the origin and the destination of the trip*:* for example, a trip is counted as entering Scotland if the origin is outwith Scotland and the destination is within Scotland. It follows that trips which are made *via* Scotland, such as trips between Northern Ireland and England, are counted neither as entering Scotland nor as leaving Scotland, because neither the origin nor the destination is within Scotland.

3.3 ***Remaining in Scotland:*** goods for which both the origin and the destination of the trip are within Scotland (they may, of course, leave Scotland on a later trip).

3.4 ***Length of haul:*** this information relates to individual vehicle trips, and not to the total distance that the goods may have travelled.

3.5 ***Goods lifted:*** these represent the total weight of goods loaded (in tonnes), and take no account of the distance for which the goods are carried. In cases where goods which had been carried on one HGV are later loaded onto another HGV, they will be counted as being lifted twice.

3.6 ***Tonne-kilometres:*** these are calculated for each loaded journey by multiplying the weight of the load by the distance for which it is carried.

3.7 ***Groupage:*** This term is used in the analysis by commodity of the road freight entering or leaving the UK. When an HGV has delivered its goods to a destination in another country and does not have a pre-arranged load to transport on the return journey, rather than make the return journey empty, the space is often advertised. As a mixture of goods is usually transported on these occasions, which could not easily be split between the different categories of commodity, it is described as 'groupage'.

3.8 ***Road Freight Intensity Index (table 3.3)****:* this indicates how the volume of road freight (measured in tonne-kilometres) has been changing relative to the Scottish economy as a whole. For example, the value of the road freight intensity index will rise if the volume of road freight increases more rapidly than the rate at which the Scottish economy grows, or if the volume of road freight rises while the Scottish economy contracts, or if the volume of road freight falls less rapidly than the Scottish economy contracts. The road freight intensity index is an index of the ratio of (i) the index of road freight tonne-kilometres moved by UK HGVs on journeys originating in Scotland to (ii) the index of Scottish Gross Domestic Product (measured in terms of the Gross Value Added for all industries).

4. Sources

4.1 Statistics of freight lifted and moved by road were provided by the Department for Transport, (DfT) from three sample surveys.

4.2 GB HGV Road freight traffic within the UK

4.2.1 Information about domestic road freight traffic is obtained from DfT's Continuing Survey of Roads Goods Transport. This collects details of the journeys that were made by a sample of heavy goods vehicles (HGVs: vehicles over 3.5 tonnes gross weight). HGVs account for over 90% of road freight activity, the rest being carried by small commercial vehicles of up to 3.5 tonnes gross weight.

4.2.2 Each week, a number of HGVs are randomly selected from the computer records of the Driver and Vehicle Licensing Authority (and the corresponding Northern Ireland body). The sample is stratified by vehicle type, and (within vehicle type) spread evenly over a number of geographical areas, in order that the survey will produce reasonably accurate estimates for each category of vehicle, and for each of the geographical areas. A questionnaire is sent to each selected vehicle's registered keeper, asking for information about the vehicle, and about every trip that it made in a sample week. The sample weeks are spread evenly across the year.

4.2.3 The origins and destinations are reported in the survey as (e.g.) the names of towns. DfT uses a computerised gazetteer to check the lengths of the routes between these places, and to determine the appropriate Region or Island Area for each Scottish origin and destination**.** DfT did not record origins and destinations in terms of the new Council areas in 2003 or earlier years. Following the completion of local government reorganisation across Britain, DfT has coded to Local Administrative Unit 1 (LAU1) areas from 2004. LAU1 are a classification of areas that

is used to produce statistics for the European Union and there are 41 of these areas in Scotland. LAU1 areas were previously known as NUTS4 areas)
4.2.4 The results of the survey are grossed-up to produce estimates which represent the total road freight carried during the year as a whole, by all HGVs. This is done quarterly, in two stages. First, the sample vehicles' results are grossed up to the whole HGV population using the ratio of the average number of HGVs in the stratum (from the DVLA and NI records) to the number for which survey results are available (the average number of HGVs in the stratum is the average of the number in the stratum at the start of the quarter and the number at the end of the quarter). Then the results are multiplied by 13, to raise the activity in the sampled week to an estimate for the whole of the quarter.

4.2.5 On average, the survey collects information for about 2,500 Scottish-based vehicles per year, or about 50 Scottish vehicles per week. A very general rule-of-thumb for this survey is that estimates which are based upon around 1,000 HGV-weeks have a 95% confidence interval of about +/- 10%. Therefore, the annual sample is too small for detailed analysis of the estimates for Scotland for a single year, and so the table which shows the estimated flows of freight to and from the former Regions of Scotland was produced by combining the results from several years' surveys.

4.3 GB HGV International road freight traffic

4.3.1 The international road freight traffic statistics are derived from DfT's International Road Haulage Survey which covers a sample of GB-registered heavy goods vehicles (HGVs: over 3.5 tonnes gross weight). Work by foreign-registered vehicles, and the transport of goods in unaccompanied trailers, is not within the scope of the survey. Other EU countries are responsible for monitoring the international movements of their own vehicles.

4.3.2 The survey covers trips using roll-on/roll-off ferries and the Channel Tunnel to serve origins and destinations located in continental Europe and in the Republic of Ireland, where the driver accompanies the vehicle throughout the journey. Trailers, when unaccompanied on the ferry crossing (or Channel Tunnel trip), are treated as domestic traffic when hauled to or from a UK port (or Channel Tunnel terminal). If the trailer is subsequently picked up by a foreign vehicle, that leg of the journey will be recorded in the statistics of the country in which the vehicle is registered. These statistics therefore exclude traffic which is carried in unaccompanied trailers, or in foreign-registered vehicles.

4.3.3 Each GB haulier with an International Operators Licence is asked to provide details of a sample of international trips by its HGVs: all those which leave the UK on a specified day or days (chosen in advance). Details of each trip are required, in those cases where a vehicle starts two (or more) international trips within the specified period. The sample covers about 4% of all trips.

4.3.4 The results of the survey are grossed-up to produce estimates which represent the total road freight carried abroad by GB-registered HGVs during the year as a whole. The survey is grossed to the total number of British HGVs leaving the country collected by the Department for Transport Roll-on Roll-off (Ro-Ro) survey, stratified by groups of ports.

4.3.5 This grossing methodology was implemented in August 2010 following a methodological review by the Office for National Statistics. Full details on the review and the methodology are available at:
www.dft.gov.uk/adobepdf/162469/221412/221522/222944/661202/irhsreview.pdf

4.4 NI HGV road freight traffic

4.4.1 Information about domestic **and** international road freight traffic by HGVs registered in Northern Ireland is obtained from the Continuing Survey of Roads Goods Transport Northern Ireland (CSRGT NI).

4.4.2 Results from the CSRGT NI are grossed in the same way as the CSRGT for Great Britain described above. Domestic and international journey totals are added to the CSRGT (GB) and the IRHS respectively to produce estimates of domestic and international activity by UK-registered vehicles.

4.5 Gross Domestic Product: The index used is an updated version of the index of Gross Value Added for all industries, published in Table 1.1 of *Scottish Economic Statistics 2008*.

5. Further Information

5.1 Further information on GB road freight statistics can be found in the DfT publication *Road Freight Statistics: 2009*. *Transport Statistics Great Britain* also contains some figures. DfT used to produce other publications on road freight, including the quarterly bulletin *Road Goods Vehicles Travelling to Mainland Europe* (now a Web only release) and the *Survey of Foreign Road Goods Vehicles*.

5.2 Road freight statistics contact - Darren Stillwell, Department for Transport (Tel: 020 7944 4261).

5.3 Index of Gross Domestic Product for Scotland - 0131 244 2234 or economic.statistics@scotland.gsi.gov.uk

Fig. 3.1 Goods lifted by road; entering and leaving Scotland to or from rest of GB, 2010

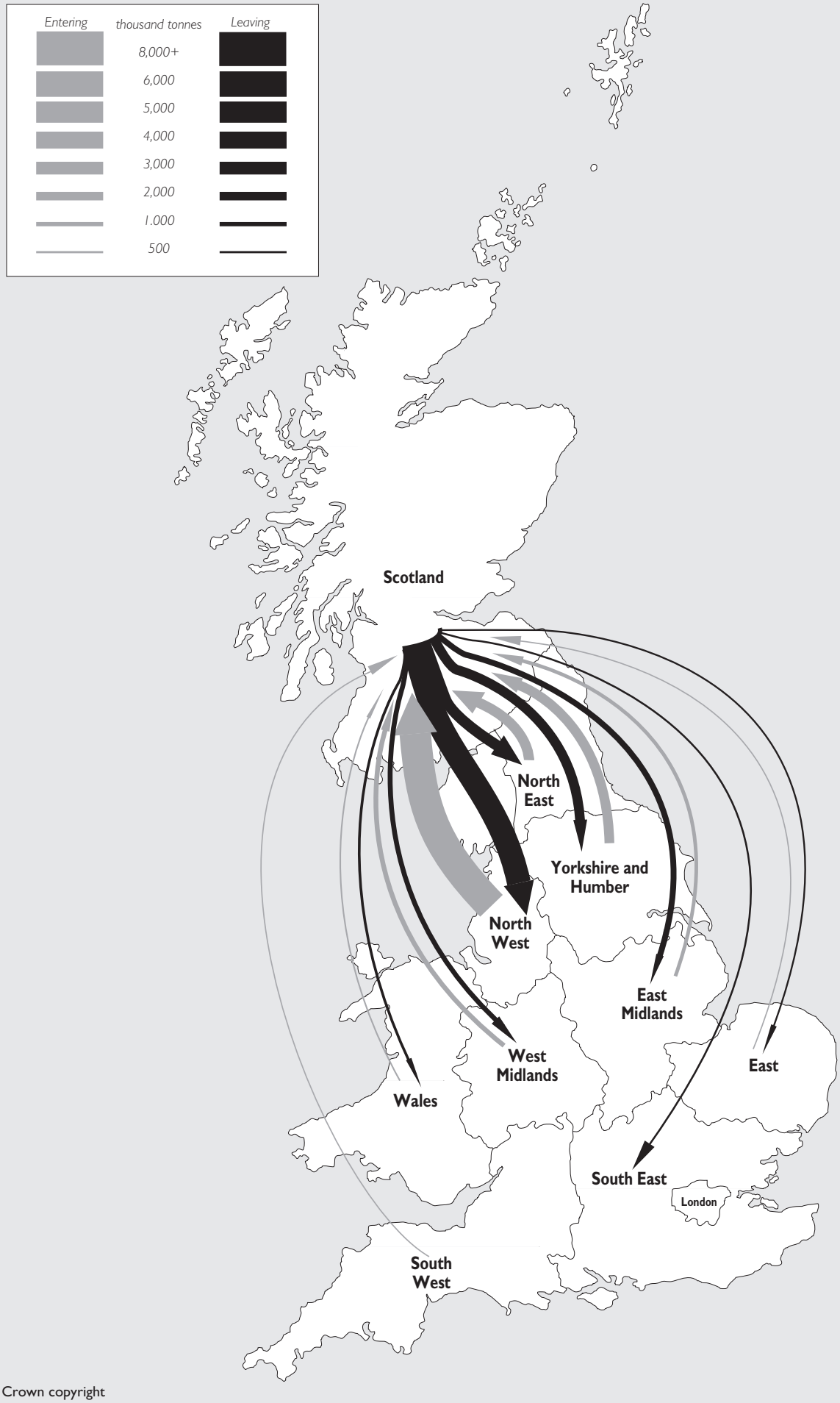


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Table 3.1 Goods lifted by UK HGVs by origin and destination of journey[2]

	2000	2001	2002	2003	2004	2005	2006 [3]	2007 [3]	2008 [3]	2009 [3]	2010
											million tonnes
a) ***On journeys originating in Scotland***											
by destination:											
Scotland	142.5	134.9	138.6	138.0	158.7	152.7	155.5	159.8	144.2	118.8	116.8
Elsewhere in UK											
England	14.5	14.8	14.5	14.2	14.0	12.0	13.2	15.8	11.4	12.2	13.9
Wales	0.6	0.4	0.4	0.3	*	0.2	0.6	0.5	0.6	*	0.8
Northern Ireland	0.1	0.2	0.2	0.3	0.3	0.2	0.4	*	0.3	0.2	0.1
Total elsewhere in UK	15.5	15.4	15.2	14.8	14.5	12.5	14.2	16.4	12.3	12.6	14.8
Outwith UK[1,3]	0.5	0.5	0.6	0.6	0.5	0.4	0.4	0.6	0.5	0.5	0.4
Total 158.5		150.8	154.4	153.4	173.7	165.6	170.0	176.8	157.0	131.9	131.9
b) ***On journeys with Scottish destinations***											
by origin of journey:											
Scotland	142.5	134.9	138.6	138.0	158.7	152.7	155.5	159.8	144.2	118.8	116.8
Elsewhere in UK											
England	19.9	18.9	17.9	20.5	17.5	16.7	18.6	21.2	17.1	15.5	17.3
Wales	0.2	0.3	0.3	0.2	*	0.5	0.2	0.6	0.3	*	0.4
Northern Ireland	0.2	0.1	0.1	0.2	0.2	0.2	0.1	*	0.3	0.4	0.2
Total elsewhere in UK	20.3	19.3	18.3	20.9	17.9	17.4	18.9	21.9	17.7	16.0	17.9
Outwith UK[1,3]	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.3	0.3	0.2	0.2
Total 163.0		154.4	157.1	159.1	176.9	170.4	174.6	182.0	162.2	134.9	134.9

1. The 'Outwith UK' figures include an element of doublecounting as figures include both the domestic and international legs of the journey.
2. Due to changes in the methodology and processing system used by the Department for Transport, 2004 and post-2004 figures are not comparable with pre-2004 figures. These figures include goods lifted by Northern Irish-based HGVs, so are slightly higher than those appearing in DfT's Road Freight Statisics.
3. Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011

* = Sample too small for a reliable estimate

Table 3.2 Goods lifted by UK HGVs in Scotland, with destinations within the UK, by length of haul, 2010

	Length of haul (kilometres)									
	>0-25	>25-50	> 50-100	>100-150	>150-200	>200-300	>300-400	>400-500	>500	All
Tonnes										
millions	40.4	28.9	26.5	11.4	6.3	8.3	5.0	2.2	2.6	131.5
percentage	*31*	*22*	*20*	*9*	*5*	*6*	*4*	*2*	*2*	*100*
Tonne-kilometres										
millions	531	1,043	1,834	1,386	1,087	2,035	1,724	953	1,655	12,250
percentage	*4*	*9*	*15*	*11*	*9*	*17*	*14*	*8*	*14*	*100*

Table 3.3 Goods moved by UK HGVs by destination, and the economy's road freight intensity

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
											million tonne-kilometres
a) ***On journeys originating in Scotland***											
by destination:											
Scotland	8,088	7,930	7,873	8,052	9,059	8,444	8,454	8,632	8,675	7,219	7,173
Elsewhere in UK											
England	5,567	5,570	5,168	5,381	5,367	4,405	4,955	5,817	4,393	4,457	4,708
Wales	305	186	194	122	*	146	323	214	284	*	351
Northern Ireland	70	48	42	60	63	34	88	*	51	31	18
Total elsewhere in UK	5,942	5,804	5,404	5,563	5,544	4,585	5,366	6,050	4,728	4,610	5,077
Outwith UK[2]	787	691	893	817	592	477	412	668	533	519	445
Total 14,817		14,425	14,170	14,432	15,195	13,507	14,233	15,349	13,936	12,348	12,695
b) ***On journeys with Scottish destinations***											
by origin of journey:											
Scotland	8,088	7,930	7,873	8,052	9,059	8,444	8,454	8,632	8,675	7,219	7,173
Elsewhere in UK											
England	7,113	7,094	6,787	7,490	6,413	6,251	6,944	7,357	6,045	5,696	5,888
Wales	143	148	168	128	*	235	144	340	209	*	212
Northern Ireland	33	31	29	36	34	45	16	*	80	33	32
Total elsewhere in UK	7,289	7,273	6,984	7,653	6,536	6,531	7,105	7,721	6,334	5,766	6,132
Outwith UK[2]	334	256	287	288	276	246	181	290	233	176	170
Total 15,711		15,459	15,144	15,993	15,870	15,221	15,739	16,642	15,243	13,161	13,475

c) ***The road freight intensity of the Scottish economy - an index of the ratio of the index of road freight tonne-kilometres to the index of Gross Domestic Product***

Road freight moved by UK HGVs on journeys originating in Scotland											*million tonne-kilometres*
volume	14,817	14,425	14,170	14,432	15,195	13,507	14,233	15,349	13,936	12,348	12,695
											index, 2004 = 100
Index: 2004 = 100	97.5	94.9	93.3	95.0	100.0	88.9	93.7	101.0	91.7	81.3	83.5
Scottish Gross Domestic Product (Gross Value Added for all industries)[1]											
Index: 2004=100	90.9	93.5	93.9	96.0	100.0	101.3	105.4	108.6	108.0	103.3	104.1
Road freight intensity											
Index: 2004 = 100	107.3	101.5	99.3	99.0	100.0	87.7	88.8	93.0	84.9	78.7	80.2

1. Scottish GDP figures are as published **19 October 2011**.

* = Sample too small for a reliable estimate

Table 3.4 Goods lifted or moved by UK HGVs, entering or leaving Scotland, to or from rest of UK, by origins and destinations of journeys, 2010

Origin / destination of journey	Goods entering Scotland	Goods leaving Scotland	Goods entering Scotland	Goods leaving Scotland
	thousand tonnes		*million tonne kms*	
England				
North East	2,845	2,635	638	580
North West	7,749	6,140	2,098	1,611
Yorkshire & the Humber	2,824	1,980	1,034	743
East Midlands	1,405	1,002	657	508
West Midlands	946	812	440	409
East 781		652	500	414
London	*	*	*	*
South East	*	294	*	198
South West	464	*	306	*
Total England	17,330	13,874	5,888	4,708
Wales	415	771	212	351
Northern Ireland	181	117	32	18
Total elsewhere in UK	17,926	14,762	6,132	5,077

* = Sample too small for a reliable estimate

Table 3.5 Goods lifted or moved by UK HGVs, for journeys within the UK with a Scottish origin or destination, by commodity, 2010

	Goods remaining in Scotland	Goods entering Scotland from rest of UK	Goods leaving Scotland for rest of UK
			thousand tonnes
Agricultural products and live animals	13,065	1,754	2,564
Foodstuffs and animal fodder	21,789	659	1,052
Solid mineral fuels	3,081	*	*
Petroleum products	10,238	6,034	3,344
Ores and mineral waste	487	249	*
Metal products	879	721	606
Minerals and building materials	34,984	*	*
Fertilisers	756	2,356	988
Chemicals	3,636	4,874	3,422
Machinery, transport equipment	4,984	*	*
Leather and textiles	1,024	*	1,425
Miscellaneous	21,858	*	823
Total all commodities	116,781	17,926	14,762
			million tonne kms
Agricultural products and live animals	1,097	549	1,044
Foodstuffs and animal fodder	1,794	220	354
Solid mineral fuels	191	*	*
Petroleum products	723	2,063	1,178
Ores and mineral waste	23	79	*
Metal products	82	282	207
Minerals and building materials	1,259	*	*
Fertilisers	46	744	242
Chemicals	289	1,732	1,234
Machinery, transport equipment	278	*	*
Leather and textiles	94	*	361
Miscellaneous	1,298	*	245
Total all commodities	7,173	6,132	5,077

* = Sample too small for a reliable estimate

Table 3.6 Goods lifted or moved by UK HGVs, entering or leaving Scotland, to or from outwith UK, by origins and destinations of journeys, 2010

	Goods entering Scotland	Goods leaving Scotland	Goods entering Scotland	Goods leaving Scotland
	thousand tonnes			*thousand tonne kms*
Origin / destination of journey				
EU countries				
Austria	*	*	*	*
Belgium & Luxembourg	*	27	*	19,607
Cyprus	*	*	*	*
Czech Republic	*	*	*	*
Denmark	*	*	*	*
Estonia	*	*	*	*
Finland	*	*	*	*
France	49	214	55,686	243,187
Germany	15	27	15,279	30,247
Greece	*	*	*	*
Hungary	*	*	*	*
Ireland	*	*	*	*
Italy	*	25	*	55,449
Latvia	*	*	*	*
Lithuania	*	*	*	*
Malta	*	*	*	*
Netherlands	51	44	25,781	23,656
Poland	*	*	*	*
Portugal	*	*	*	*
Slovakia	*	*	*	*
Slovenia	*	*	*	*
Spain	*	26	*	51,297
Sweden	*	*	*	*
Total EU countries	180	379	167,718	432,823
Other countries	*	*	*	*
Total outwith UK	182	391	169,662	444,934

* = Sample too small for a reliable estimate

Table 3.7 Goods lifted or moved by UK HGVs, for journeys entering or leaving the UK by commodity, 2010 [1]

	Goods entering UK		Goods leaving UK	
	Total entering UK	*of which:* entering Scotland	Total leaving UK	*of which:* leaving Scotland
	thousand tonnes			*thousand tonnes*
Agricultural products and live animals	630	*	518	*
Foodstuffs and animal fodder	2,857	66	2,721	285
Solid mineral fuels	202	*	215	*
Petroleum products	195	*	498	*
Ores and mineral waste	*	*	329	*
Metal products	109	*	443	*
Minerals and building materials	557	*	901	*
Fertilisers	33	*	*	*
Chemicals	461	*	724	11
Machinery, transport equipment	595	30	571	32
Leather and textiles	336	*	888	25
Miscellaneous	356	15	637	*
Groupage 1,778		10	2,017	10
Total for journeys outwith UK	8,144	182	10,484	391
	million tonne kms			*million tonne kms*
Agricultural products and live animals	338	*	181	*
Foodstuffs and animal fodder	1,373	61	1,134	326
Solid mineral fuels	36	*	51	*
Petroleum products	55	*	67	*
Ores and mineral waste	*	*	20	*
Metal products	79	*	155	*
Minerals and building materials	169	*	158	*
Fertilisers	18	*	*	*
Chemicals	274	*	469	14
Machinery, transport equipment	438	23	435	34
Leather and textiles	229	*	442	36
Miscellaneous	190	21	252	*
Groupage 885		10	880	13
Total for journeys outwith UK	4,095	170	4,252	445

1. These figures include vehicles travelling between Northern Ireland and Ireland, so are higher than those appearing in DfT's Road Freight Statisics

* = Sample too small for a reliable estimate

Table 3.8 Average Freight lifted by UK HGVs per year (2006-2010): Journeys with U.K. origins and destinations which either started or ended in Scotland

	Journey Ended In						
	Borders	**Central**	**Dumfries & Galloway**	**Fife**	**Grampian**	**Highlands**	**Islands**
Journey Started In:							*Thousand tonnes*
Borders	1,027	44	101	21	*	*	*
Central	135	6,879	480	941	637	165	*
Dumfries & Galloway	36	181	3,434	*	*	*	*
Fife	30	669	85	5,018	121	59	*
Grampian	*	283	70	253	15,713	412	*
Highlands	*	153	*	59	593	5,026	*
Islands	*	*	*	*	*	*	1,584
Lothian	565	1,024	93	896	281	292	*
Strathclyde	232	2,643	1,339	761	1,107	476	*
Tayside	69	476	82	737	817	174	*
SCOTLAND	2,182	12,353	5,716	8,725	19,371	6,629	1,628
Elsewhere in UK	654	1,438	2,378	588	738	221	*
TOTAL	**2,836**	**13,791**	**8,095**	**9,313**	**20,109**	**6,851**	**1,632**

Table 3.8 Continued…

	Journey Ended in					
	Lothian	**Strathclyde**	**Tayside**	**SCOTLAND**	**Elsewhere in UK**	**TOTAL**
Journey Started In:						*Thousand tonnes*
Borders	522	165	49	1,968	722	2,689
Central	2,076	4,619	772	16,704	1,292	17,996
Dumfries & Galloway	143	1,284	51	5,242	1,835	7,076
Fife	1,041	725	788	8,536	591	9,126
Grampian	177	812	748	18,499	745	19,244
Highlands	58	373	179	6,541	280	6,821
Islands	*	*	*	1,614	*	1,614
Lothian	10,273	3,190	509	17,128	1,819	18,947
Strathclyde	3,510	42,697	838	53,616	5,732	59,349
Tayside	396	921	5,478	9,166	1,051	10,217
SCOTLAND	18,197	54,800	9,412	139,013	14,066	153,079
Elsewhere in UK	3,034	8,782	652	18,490	1,519,656	1,538,146
TOTAL	**21,231**	**63,581**	**10,064**	**157,503**	**1,533,722**	**1,691,225**

Chapter 4 ROAD NETWORK

1. Introduction

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

1.2. Unusual year to year changes in the reported road lengths may be due to the gradual introduction of Geographical Information Systems (GIS) to calculate road lengths by the data providers- see section 3.4.

2. Main Points

Road length

2.1 There were 55,768 kilometres of public road in Scotland at 1 April 2011. The trunk road network accounted for 6% 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 81% of roads. *(Table 4.1)*

2.2 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. *(Table 4.2)*

Road Maintenance

2.3 Overall there was a small increase in the amount of trunk road that was newly constructed, reconstructed or surface dressed in 2011-12 compared to the previous year. *(Table 4.3)*

2.4 Due to the completion of the M74 and the M80 Stepps to Haggs there was a large increase in the amount of construction in the South West and South East areas. *(Table 4.4)*

2.5 In 2011-12, 12.9% of the motorway network and 9.1% of the dual carriageway trunk road network required close monitoring of the state of the road surface. *(Table 4.5 (b))*

2.6 In 2011-12 the National Road Condition Indicator (RCI) showed 30% of the local authority A road network may, following more detailed examination, require some kind of maintenance (see section 3.7). For the whole of the local authority network (all road categories), about 36% may similarly require some kind of maintenance. *(Table 4.6)*

3. Notes and Definitions

3.1 The ***trunk road network*** is the responsibility of Scottish Ministers, and comprises all motorways and some of the main A roads (local councils are responsible for non-trunk roads). The Government's view, when it reviewed the trunk road network in 1994, was that the trunk road network should:

- provide the road user with a coherent and continuous system of routes which serve destinations of importance to industry, commerce, agriculture and tourism;

- define nationally important routes which will be developed in line with strategic national transport demands; and

- ensure that those roads which are of predominately local importance are managed locally.

3.2 On 1st April 1996, local government was reorganised, and the 32 present Councils replaced the former Regions, Districts and Island Areas. At the same time, changes were made to the trunk road network: about 580 km of former non-trunk roads became trunk roads, and over 340 km of former trunk roads ceased to be trunk roads.

3.3 ***Major roads*****:** Motorways and A roads.

3.4 ***Changes in road lengths:*** Where there has been a change to the use of a Geographical Information System (GIS) as the basis of the road lengths figures, they may differ significantly from those for the previous year: see section 4.1.3. In 2012 the Trunk road figures were recalculated to include A road slip roads which had been excluded from the totals in previous publications. The time series has been updated to include this data resulting in an increase of 3-4% in Trunk road length and an increase in overall road length of 0.2%. The methodology for calculating the trunk road totals from the database has also changed resulting in some small changes to road lengths from those previously published.

3.5 ***Operating Units*****:** Since 2001-02, the management and maintenance of the trunk road network has been performed by 4 Operating Companies (South West, North East, South East & North West). Details of the areas covered by these Units can be found in the Annex.

3.6 **T*runk road constructed, resurfaced,*** etc in tables 4.3 and 4.4: Figures up to 1995/96 (which appeared in previous editions) were estimates based on the area that was treated, and an assumed standard lane width of 3.5 metres. From 1996/97 actual figures are produced from the Transport Scotland Trunk Roads Network Management.

3.7 *Local authority road network condition*

3.7.1 The statutory performance indicator for the condition of the local authority road network is defined as the percentage of the road network, derived from a combination of established condition parameters measured at network level, which

should be considered for maintenance treatment, i.e. have reached a condition where more detailed monitoring or investigation is required to establish if and when remedial measures are required.

3.7.2 In 2007-08, the indicator changed from the former Scottish SPI, which included data on longitudinal profile, rutting and texture, to the new UK. Standard Road Condition Indicator (RCI), which in addition includes data on carriageway cracking and takes account of the severity of each defect and its relative importance to road users. Further information about the collection of RCI data can be found at: http://scots.sharepoint.apptix.net/srmcs/General%20Publications/SCANNER%20RCI%20Explanatory%20Notes.pdf

3.7.3 Information on the condition of local authority roads is collected in the Scottish Road Maintenance Condition Survey, which is co-ordinated by the Society of Chief Officers of Transportation in Scotland (SCOTS), on behalf of Scottish Local Authorities. The survey is described briefly in section 4.3. As with any survey, the nature of the methods used could lead to apparent minor year-to-year variations.

3.7.3 Where previously, a breach of any single parameter threshold would result in a 10m-section being classified as amber or red; from 2007/08 onwards the new RCI each defect is assigned a score, dependent on its severity and relative importance, and the summation of the individual parameter scores is used to define the section category.
In order to present its results graphically and on maps, the following colour coding has been adopted:

- Green - a score less than 40 – the road is considered to be in an acceptable condition;

- Amber - a score of 40 or greater but less than 100 - further investigation should be taken to establish if treatment is required;

- Red - a score of 100 or greater - the road has deteriorated to the point at which repairs are likely to be required to prolong its future life

3.7.4 The performance indicator covers the amber and red categories, taken together. It represents the percentage of the road network for which some kind of maintenance *may* be required. It does not take account of the difference in the costs of the treatments which may be required to restore the carriageway to an acceptable standard. The indicator does not currently cover edge deterioration, although it is the intention, subject to further research, to include this.

3.7.5 SCOTS notes that, when examining the results for individual local authorities, it is important to remember that local road networks vary in character, carry different volumes of traffic and serve widely disparate communities. In SCOTS' view, authorities should not be judged on the absolute values of their amber or red proportions in any given year, but on their performance to improve the condition of their road networks.

4. Sources

4.1 Road lengths

4.1.1 Information on road lengths is mainly obtained from annual returns made to the Transport Scotland by Councils and by the trunk road management operators. (The figures for motorways are now prepared by Transport Scotland using a GIS - see section 4.1.4). These returns provide the total lengths of the roads for which the Council or trunk road management operator is responsible. The road lengths are categorised in a number of ways (e.g. by class of road, by type of road and by speed limit).

4.1.2 Because the returns provide only the total lengths of roads of various types (they do not provide any information about any individual roads) they can contain errors which cannot be detected, and, even in cases where an error is suspected, it may not be possible to determine how the figures should be corrected. There are a few cases of apparently unusual changes in the figures between one year and the next, which may be due to errors in the statistical returns (for example, it appears that the figures for dual carriageways may have been affected by the double-counting of some lengths of dual carriageway in some years).

4.1.3 Some councils now calculate their road lengths using GIS, which should reduce the number of errors in the longer term. However, changing to a GIS as the source of the statistics can cause a discontinuity in the figures. They will no longer be affected by any errors inherent in the old method of estimation. There may also be changes in the basis of the figures - for example, in the way in which the lengths of roads at roundabouts are counted. Different methods can give different results: for example, the straight-line distance across a roundabout will differ from the distance around the roundabout; or just half the distance around might be used (to represent the average distance which is travelled on the roundabout).

4.1.4 The effect of a change to a GIS as the source of the data can be seen using the figures for motorways for 2000, which were prepared by the then Scottish Executive using a GIS. The figures for each local authority area (which were published in Table 5.2 of *Scottish Transport Statistics no. 20 / 2001 edition*) could differ from the figures reported by the trunk road management operators for 1999 (which were published in the previous edition), even in local authority areas where there were no changes to the motorway network between April 1999 and April 2000. The then Scottish Executive derived its figures using particular ways of counting the road lengths for (eg) slip roads and roundabouts. The precise basis of the figures which were reported for earlier years is not known.

4.1.5 The change to the use of a GIS was also the reason why the length of unclassified roads reported by Falkirk Council increased from 400 km in 1999 to 572 km in 2000. In such a case, it must be assumed that the figures produced by the use of the new system are more reliable than those which had been provided previously.

4.2 Trunk road network - residual life

4.2.1 The physical condition of Motorways and trunk roads is monitored by annual condition surveys which are undertaken for Transport Scotland by specialist contractors. The surveys are designed to provide information about the structural, surface and safety condition of the road surface (which are referred to as pavements by the engineers). Road condition data is measured by a slow moving vehicle that tests the structural strength by pushing a weight onto the road and measuring how much it deflects. This is then analysed to assess how much life is left in the road pavement. A road network cannot be kept in perfect condition: there will always be some wear and tear, and it is most economic to replace a worn out carriageway at the end of its useful life. When there is no life (which is counted in the residual life <0 column in Table 4.5), the road requires close monitoring to ensure its overall condition does not deteriorate significantly before it is replaced. The data from the surveys is processed annually in a Pavement Management system so as to identify objectively performance and to target the available funds on those areas of greatest need.

4.2.2 The base network includes most motorways and dual carriageway trunk roads. The surveyed network also includes some single carriageway trunk roads. The surveyed network figures are on a cumulative basis – for example, the figure for 2002-03 represents the combination of the condition in 2002-03 of the roads which were surveyed in 2002-03, the condition in 2001-02 of the roads which were surveyed most recently in 2001-02, and so on. Therefore, the surveyed network figures do not represent the current position in each of the specified years: there may have been some improvement or deterioration in the condition of some of the roads since they were surveyed in earlier years. In addition, as the coverage of the surveyed network expands, it includes further roads, whose condition may differ significantly from that of the roads that were already in the surveyed network. Therefore, some of the apparent changes in the figures between years may be due to the expansion of the surveyed network.

4.3 Local authority road network condition - the Scottish Road Maintenance Condition Survey

4.3.1 The Scottish Road Maintenance Condition Survey, which is organised by the Society of Chief Officers of Transportation in Scotland (SCOTS) on behalf of Local Authorities, is carried out by a specialist contractor using vehicles accredited annually by the TRL. TRL also undertakes quality assurance checks throughout the year. The vehicles are equipped with lasers and high resolution cameras, to collect data for processing by computer and currently record:-

- The road geometry (gradient and shape);
- Variations in the longitudinal profile (evenness of ride along the road);
- Transverse profile variance (deformation across the road)
- Wheel track rutting / deformation in the wheel path ;
- The presence of cracking within the carriageway;
- Texture (roughness of the surface of the road).
- The extent of edge deterioration (due to over-riding or lack of lateral support)

As indicated previously in section 3.7, the construction of the Scottish road performance indicator was changed in 2007-08 to the new UK Standard Road Condition Indicator (RCI), with each ten metre stretch of road being assigned to one of three categories (Green, Amber or Red) depending on the overall defect score.

4.3.2 The survey currently aims to cover all local authority A roads in both directions every two years, all B and C roads in both directions every four years, and a 10% sample of unclassified roads in one direction each year. In order to minimise the effect of sampling errors on the result, the RCI for unclassified roads is calculated from four years data, as agreed with Audit Scotland and is in effect a rolling four-year indicator. While the survey machines have been calibrated and shown to provide consistent results, variations can occur due to minor differences in machine settings or in the path followed by the survey vehicle (which may well be dictated by, for example, the presence of other vehicles on particular parts of the road).

4.3.3 The SRMCS survey started in the 2002-03 financial year, when it covered all A roads in all local authorities plus a sample of the B, C and unclassified roads in *some* local authority areas. 2003-04 was the first year for which the survey covers a sample of all road categories in all local authority areas, and is therefore the first year for which results can be produced for Scotland as a whole.

5. Further Information

5.1 Information on GB road network statistics can be found in the Department for Transport annual publications *Road Traffic Statistics* and *Transport Statistics Great Britain*.

5.2 Further information on road lengths in Scotland is available from Transport Scotland's Trunk Road Network Management, contact Stuart Hay (tel: 0141 300 8282).

5.3 Further information on the construction of Scotland's trunk road network, is available from Allan Roberts of Transport Scotland's Trunk Road Infrastructure and Professional Services (tel: 0141 272 7211).

5.4 Further information on the maintenance and the condition of Scotland's trunk road network, is available from David Arran of Transport Scotland Road Trunk Roads Network Management (tel: 0141 272 7370).

5.5 Further information on the Scottish Road Maintenance Condition Survey of the local authority road network, conducted on behalf of Councils by the Society of Chief Officers of Transportation in Scotland, is available from Alistair Gow, SRMCS Project Manager (tel: 01546 606222) or at www.scotsnet.org.uk .

Table 4.1 Public road lengths (as at 1 April) by class, type and speed limit [1,2]

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											kilometres
Trunk roads [3]											
Motorways											
Excluding slip roads	371	371	371	371	377	392	392	392	390	389	397
Including slip roads	519	519	519	519	525	546	547	547	546	544	557
A roads											
Dual carriageway	504	504	503	505	524	531	521	521	523	523	524
Single carriageway	2,373	2,366	2,363	2,357	2,351	2,330	2,323	2,323	2,332	2,327	2,324
Other inc slips/roundabout	97	100	100	101	105	111	114	114	119	123	125
Total	2,973	2,969	2,966	2,963	2,980	2,972	2,958	2,958	2,974	2,974	2,973
by speed limit:											
up to 40 mph	240	236	236	236	238	232	229	229	226	233	234
over 40 mph	2,733	2,734	2,730	2,727	2,742	2,740	2,730	2,730	2,748	2,740	2,738
All trunk roads [3,4]	**3,492**	**3,488**	**3,485**	**3,482**	**3,505**	**3,518**	**3,505**	**3,505**	**3,520**	**3,518**	**3,530**
Local Authority major roads											
Motorways											
Excluding slip roads	-	-	-	-	-	-	-	-	-	-	
Including slip roads	-	-	-	-	-	-	-	-	-	-	
A roads											
Dual carriageway [5]	225	233	228	228	245	242	242	243	243	229	232
Single carriageway [5]	7,182	7,184	7,190	7,190	7,188	7,182	7,139	7,178	7,178	7,185	7,235
Total	7,407	7,417	7,418	7,418	7,433	7,424	7,381	7,421	7,421	7,414	7,467
by speed limit:											
up to 40 mph	1,429	1,437	1,440	1,440	1,453	1,485	1,491	1,515	1,508	1,509	1,559
over 40 mph	5,978	5,980	5,977	5,977	5,980	5,939	5,889	5,906	5,913	5,905	5,907
All LA major roads[4]	**7,407**	**7,417**	**7,418**	**7,418**	**7,433**	**7,424**	**7,381**	**7,421**	**7,421**	**7,414**	**7,467**
Local Authority minor roads											
B roads											
limit up to 40 mph	1,067	1,090	1,092	1,092	1,096	1,141	1,152	1,174	1,176	1,170	1,189
limit over 40 mph	6,325	6,329	6,346	6,346	6,361	6,318	6,349	6,292	6,318	6,311	6,310
Total 7,393		7,419	7,438	7,438	7,458	7,459	7,501	7,466	7,493	7,481	7,499
C roads											
limit up to 40 mph	1,219	1,242	1,274	1,274	1,276	1,353	1,266	1,576	1,556	1,555	1,582
limit over 40 mph	9,104	9,079	9,052	9,052	9,059	9,065	9,104	9,091	9,102	9,098	9,105
Total 10,323		10,321	10,325	10,325	10,336	10,419	10,371	10,667	10,658	10,653	10,687
Unclassified roads											
limit up to 40 mph	13,717	14,227	14,178	14,213	14,402	14,468	14,770	14,575	14,717	14,830	14,858
limit over 40 mph	11,727	11,720	11,717	11,717	11,716	11,683	11,661	11,712	11,726	11,732	11,727
Total 25,444		25,947	25,895	25,930	26,118	26,151	26,431	26,287	26,442	26,562	26,586
All LA minor roads	**43,159**	**43,687**	**43,659**	**43,693**	**43,911**	**44,029**	**44,303**	**44,420**	**44,594**	**44,696**	**44,771**
All roads (trunk and LA) [3]											
Motorways											
Excluding slip roads	371	371	371	371	377	392	392	392	390	389	397
Including slip roads	519	519	519	519	525	546	547	547	546	544	557
A, B and C roads											
Dual carriageway [5]	729	737	731	733	769	773	763	764	766	752	756
Single carriageway [5]	27,270	27,290	27,317	27,311	27,332	27,390	27,333	27,634	27,661	27,646	27,744
Total	**28,095**	**28,126**	**28,147**	**28,144**	**28,206**	**28,274**	**28,210**	**28,512**	**28,546**	**28,522**	**28,625**
by speed limit:											
up to 40 mph	3,955	4,004	4,042	4,042	4,064	4,212	4,138	4,494	4,465	4,467	4,564
over 40 mph	24,140	24,123	24,105	24,102	24,143	24,062	24,073	24,019	24,081	24,054	24,060
Unclassified roads											
limit up to 40 mph	13,717	14,227	14,178	14,213	14,402	14,468	14,770	14,575	14,717	14,830	14,858
limit over 40 mph	11,727	11,720	11,717	11,717	11,716	11,683	11,661	11,712	11,726	11,732	11,727
Total	**25,444**	**25,947**	**25,895**	**25,930**	**26,118**	**26,151**	**26,431**	**26,287**	**26,442**	**26,562**	**26,586**
All roads [3,4]	**54,058**	**54,592**	**54,562**	**54,593**	**54,849**	**54,971**	**55,188**	**55,346**	**55,535**	**55,628**	**55,768**

Source: Transport Scotland - Not National Statistics

1. Motorway road lengths are derived from GIS from 2000 onwards - see commentary for more details.
2. Road lengths are physical length rather than carriageway length e.g. 10km of dual carriageway counts as 10km, not 20km.
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 cha resulting in some small changes to road lengths from those previously published.
4. Trunk road lengths for these roads have now been derived more accurately using a GIS system from 2006.
5. For 2008 and 2009 single and dual carriageways figures are estimated.

Table 4.2 Public road lengths (as at 1 April) by council area and class, 2011

Council	Trunk				Local Authority[2]					Total
	Motorway[1]	Motorway slips	A Roads	Total	A Roads	B Roads	C Roads	Unclass-ified	Total	
										kilometres
Aberdeen City	-	-	24	24	58	42	93	720	913	937
Aberdeenshire	-	-	187	187	687	801	1,536	2,420	5,443	5,630
Angus	-	-	44	44	193	255	488	862	1,797	1,841
Argyll & Bute	-	-	255	255	557	614	434	725	2,330	2,585
Clackmannanshire -		-	2	2	50	34	28	176	288	290
Dumfries & Galloway	60	16	278	354	494	733	1,175	1,750	4,152	4,506
Dundee City	-	-	18	18	35	17	96	410	558	576
East Ayrshire	9	4	56	69	124	193	211	616	1,144	1,213
East Dunbartonshire				-	54	47	34	369	504	504
East Lothian	-	-	63	63	95	169	223	444	931	994
East Renfrewshire	9	3	7	19	31	50	83	308	472	491
Edinburgh, City of	13	10	30	53	137	51	119	1,090	1,397	1,450
Eilean Siar				-	340	177	189	485	1,190	1,190
Falkirk	35	9	7	51	110	96	117	632	955	1,006
Fife	16	6	94	116	323	325	352	1,377	2,377	2,493
Glasgow, City of	41	41	2	84	132	64	209	1,370	1,775	1,859
Highland	-	-	963	963	1,388	979	1,438	2,942	6,748	7,711
Inverclyde	-	-	28	28	24	23	54	266	366	394
Midlothian	-	-	33	33	93	100	101	369	663	696
Moray	-	-	97	97	158	293	363	729	1,542	1,639
North Ayrshire	-	-	69	69	102	155	207	566	1,028	1,097
North Lanarkshire	41	15	43	99	145	142	246	1,034	1,568	1,667
Orkney Islands				-	161	205	160	455	980	980
Perth & Kinross	39	13	204	256	433	367	638	1,029	2,466	2,722
Renfrewshire	18	13	25	56	65	62	140	554	821	877
Scottish Borders	-	-	165	165	458	599	769	1,136	2,963	3,128
Shetland Islands				-	225	167	198	464	1,054	1,054
South Ayrshire	-	-	94	94	107	206	232	612	1,157	1,251
South Lanarkshire	62	17	58	137	280	248	440	1,316	2,283	2,420
Stirling	23	5	105	133	212	161	170	468	1,011	1,144
West Dunbartonshire	-	-	20	20	46	8	27	269	350	370
West Lothian	32	9	-	41	152	117	116	625	1,010	1,051
Total	397	160	2,973	3,530	7,467	7,498	10,687	26,586	52,238	55,768
										percentages
Aberdeen City	-	-	0.8	0.7	0.8	0.6	0.9	2.7	1.7	1.7
Aberdeenshire	-	-	6.3	5.3	9.2	10.7	14.4	9.1	10.4	10.1
Angus	-	-	1.5	1.2	2.6	3.4	4.6	3.2	3.4	3.3
Argyll & Bute	-	-	8.6	7.2	7.5	8.2	4.1	2.7	4.5	4.6
Clackmannanshire -		-	-	0.1	0.7	0.5	0.3	0.7	0.6	0.5
Dumfries & Galloway	15.1	10.0	9.4	10.0	6.6	9.8	11.0	6.6	7.9	8.1
Dundee City	-	-	0.6	0.5	0.5	0.2	0.9	1.5	1.1	1.0
East Ayrshire	2.3	2.5	1.9	2.0	1.7	2.6	2.0	2.3	2.2	2.2
East Dunbartonshire	-	-	-	0.0	0.7	0.6	0.3	1.4	1.0	0.9
East Lothian	-	-	2.1	1.8	1.3	2.3	2.1	1.7	1.8	1.8
East Renfrewshire	2.3	1.9	0.2	0.5	0.4	0.7	0.8	1.2	0.9	0.9
Edinburgh, City of	3.3	6.3	1.0	1.5	1.8	0.7	1.1	4.1	2.7	2.6
Eilean Siar	-	-	-	0.0	4.5	2.4	1.8	1.8	2.3	2.1
Falkirk	8.8	5.6	0.2	1.4	1.5	1.3	1.1	2.4	1.8	1.8
Fife	4.0	3.8	3.2	3.3	4.3	4.3	3.3	5.2	4.6	4.5
Glasgow, City of	10.3	25.6	0.1	2.4	1.8	0.8	2.0	5.2	3.4	3.3
Highland	-	-	32.4	27.3	18.6	13.1	13.5	11.1	12.9	13.8
Inverclyde	-	-	0.9	0.8	0.3	0.3	0.5	1.0	0.7	0.7
Midlothian	-	-	1.1	0.9	1.2	1.3	0.9	1.4	1.3	1.2
Moray	-	-	3.3	2.7	2.1	3.9	3.4	2.7	3.0	2.9
North Ayrshire	-	-	2.3	2.0	1.4	2.1	1.9	2.1	2.0	2.0
North Lanarkshire	10.3	9.4	1.4	2.8	1.9	1.9	2.3	3.9	3.0	3.0
Orkney Islands	-	-	-	0.0	2.2	2.7	1.5	1.7	1.9	1.8
Perth & Kinross	9.8	8.1	6.9	7.3	5.8	4.9	6.0	3.9	4.7	4.9
Renfrewshire	4.5	8.1	0.8	1.6	0.9	0.8	1.3	2.1	1.6	1.6
Scottish Borders	-	-	5.5	4.7	6.1	8.0	7.2	4.3	5.7	5.6
Shetland Islands	-	-	-	0.0	3.0	2.2	1.9	1.7	2.0	1.9
South Ayrshire	-	-	3.2	2.7	1.4	2.7	2.2	2.3	2.2	2.2
South Lanarkshire	15.6	10.6	2.0	3.9	3.7	3.3	4.1	5.0	4.4	4.3
Stirling	5.8	3.1	3.5	3.8	2.8	2.1	1.6	1.8	1.9	2.1
West Dunbartonshire	-	-	0.7	0.6	0.6	0.1	0.3	1.0	0.7	0.7
West Lothian	8.1	5.6	-	1.2	2.0	1.6	1.1	2.4	1.9	1.9
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: Transport Scotland - Not National Statistics

1. Motorway road lengths have been consolidated using a GIS system which means that there will be some changes to previously published figures.
2. 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.

Table 4.3 Trunk road constructed/re-surfaced etc

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12 (*prov*)
Equivalent road lane length											*lane-kilometres (estimated)*
New roads constructed/opened	5	9	24	89	108	7	-	58	-	52	132
Reconstructed	53	58	86	105	142	114	80	56	51	27	57
Strengthened	209	304	319	256	280	324	170	194	213	239	168
Surface dressed	59	178	34	121	66	88	79	123	30	35	10
Total	326	549	463	571	596	533	329	431	294	353	367
Percentages of total											*percentages*
New roads constructed/opened	2	2	5	16	18	1	-	13	-	15	36
Reconstructed [1]	16	11	19	18	24	21	24	13	17	8	16
Strengthened	64	55	69	45	47	61	52	45	72	68	46
Surface dressed	18	32	7	21	11	17	24	29	10	10	3
Total	100	100	100	100	100	100	100	100	100	100	100

Source: Transport Scotland - Not National Statistics

Table 4.4 (a) Trunk road constructed/re-surfaced etc, by unit, 2010-11

Unit	New road constructed for traffic	Reconstructed	Strengthened	Surface Dressed	Total
Equivalent road lane length					*lane-kilometres (estimated)*
NW	-	2	86	2	90
NE	-	15	60	4	79
SW	4	2	26	2	34
SE	48	8	67	27	150
Total	52	27	239	35	353
Percentages of total					*percentages*
NW	-	7	36	6	25
NE	-	56	25	11	22
SW	8	7	11	6	10
SE	92	30	28	77	42
Total	100	100	100	100	100

Source: Transport Scotland - Not National Statistics

Table 4.4 (b) Trunk road constructed/re-surfaced etc, by unit, 2011-12 (provisional) [1]

Unit	New road constructed for traffic	Reconstructed	Strengthened	Surface Dressed	Total
Equivalent road lane length					*lane-kilometres (estimated)*
NW	-	-	53	5	58
NE	6	1	64	1	72
SW [1]	51	6	16	3	76
SE [1]	75	50	35	1	161
Total	132	57	168	10	367
Percentages of total					*percentages*
NW	-	-	32	50	16
NE	5	2	38	10	20
SW	39	11	10	30	21
SE	57	88	21	10	44
Total	100	100	100	100	100

1. Due to completion of the M74 and the M80 Stepps to Haggs there have been large increases in the amount of construction in the SE and SW and 50 km of reconstruction in the SE.
Source: Transport Scotland - Not National Statistics

Table 4.5 Trunk road network: Residual Life[1] (years)

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

	Residual Life (years)					
	<0	**0-4**	**5-9**	**10-14**	**15-19**	**>19**
						percentages
1997-98	11	8	11	8	8	54
1998-99	10	9	9	8	7	57
1999-00	10	8	10	9	10	53
2000-01	9	7	9	8	8	59
2001-02	4	4	7	7	10	68
2002-03	4	4	7	7	11	67
2003-04	4	4	6	7	12	67
2004-05	4	5	6	7	13	65
2005-06	4	4	6	7	15	63
2006-07	5	4	6	7	15	63
2007-08	4	4	7	7	13	65
2008-09	4	4	6	7	11	68
2009-10	5	5	7	8	11	64
2010-11	5	4	6	7	9	69
2011-12	10	7	10	10	11	52

Source: Transport Scotland - Not National Statistics

(b) The proportion of the motorway/dual and single carriageway trunk road network, which require close monitoring [2]

	Motorways	**Dual carriageways**	**Single carriageways**
	Requires close monitoring %	**Requires close monitoring %**	**Requires close monitoring %**
2002-03	7.5	5.2	
2003-04	9.0	5.1	
2004-05	9.2	3.9	
2005-06	6.7	3.2	
2006-07	6.1	2.7	
2007-08	8.2	3.9	
2008-09	4.3	4.1	
2009-10	6.3	5.5	3.7
2010-11	6.2	3.4	4.2
2011-12	12.9	9.1	10.3

Source: Transport Scotland - Not National Statistics

1. 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.
2. 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

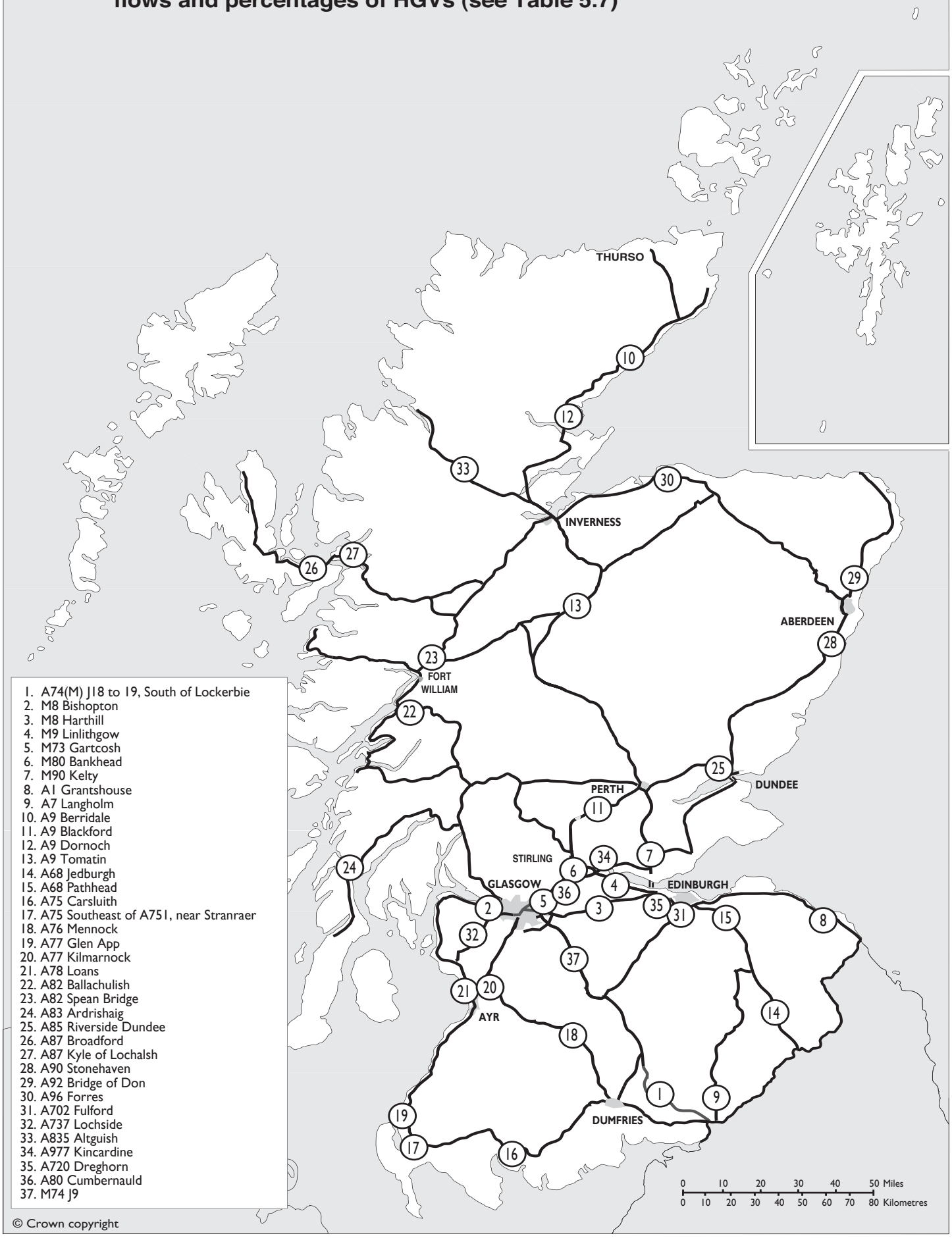
Table 4.6 Local authority road network condition [1, 2]

	A roads		B roads		C roads		Unclassified		All roads	
	Condition		Condition		Condition		Condition		Condition	
	Red	Amber *or* Red	Red	Amber *or* Red	Red	Amber *or* Red	Red	Amber *or* Red	Red	Amber *or* Red
(a) *in each Council area: 2011-12*										*percentage*
Aberdeen City	5	25	3	22	7	29	8	34	7	32
Aberdeenshire	4	25	4	24	4	22	5	27	5	25
Angus	3	18	5	31	5	30	5	31	5	29
Argyll & Bute	13	48	26	67	24	65	21	57	21	59
Clackmannanshire 4		24	5	29	6	29	8	43	7	36
Dumfries & Galloway	8	37	7	37	13	49	16	56	12	48
Dundee City	3	21	3	19	2	16	5	30	4	26
East Ayrshire	7	36	10	45	12	47	9	42	9	43
East Dunbartonshire	9	39	7	32	7	29	13	47	11	43
East Lothian	3	23	4	27	3	26	8	35	5	30
East Renfrewshire	5	24	9	42	10	37	13	50	12	45
Edinburgh, City of	5	27	6	23	5	26	7	34	6	33
Eilean Siar	13	52	13	50	13	58	11	50	12	52
Falkirk	4	27	7	39	8	41	7	39	7	38
Fife	8	36	6	34	5	31	8	39	7	36
Glasgow, City of	7	32	6	30	5	23	6	32	6	31
Highland	3	24	5	33	5	33	6	35	5	32
Inverclyde	7	31	6	42	17	51	14	49	13	48
Midlothian	4	23	3	27	5	30	7	35	6	31
Moray	3	23	3	21	4	24	6	30	5	26
North Ayrshire	17	44	8	43	15	56	9	40	11	44
North Lanarkshire	4	25	5	28	5	29	6	34	6	32
Orkney Islands	2	18	3	23	1	14	3	24	3	21
Perth & Kinross	8	36	5	35	5	34	6	34	6	34
Renfrewshire	5	29	5	28	12	39	11	47	10	42
Scottish Borders	4	27	6	39	6	40	11	47	8	40
Shetland Islands	3	26	9	42	7	41	14	54	10	44
South Ayrshire	7	38	14	53	12	47	11	45	12	47
South Lanarkshire	5	27	7	32	11	45	9	39	9	38
Stirling	6	32	10	42	9	43	12	47	10	42
West Dunbartonshire	5	28	4	23	8	37	8	36	7	34
West Lothian	3	21	5	29	9	45	5	30	5	30
Scotland	6	30	8	36	8	36	8	38	8	36
(b) *for Scotland as a whole: 2005-06 to 2011-12 (New RCI Series)* [2]										
2005-06	4	27	4	28	4	31	..	..	..	..
2006-07	4	29	4	29	4	32	..	..	..	..
2007-08	5	29	6	34	5	33	..	..	..	..
2008-09	5	28	5	34	5	33	7	37	6	34
2009-10	6	30	6	35	5	33	8	39	7	36
2010-11	6	30	7	36	7	35	10	42	8	38
2011-12	6	30	8	36	8	36	8	38	8	36
(b) *for Scotland as a whole: 2002-03* [3] ***to 2007-08 (Old SPI Series)***										
2002-03 [4]	9	37	..	..	..	..	..	..	..	..
2003-04	7	33	12	45	8	37	18	52	13	45
2004-05 [5]	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	6	34	10	46	6	36	16	53	12	46

Source: Scottish Road Maintenance Condition Survey - Not National Statistics

1. From 2007-08 the basis of the statutory road performance indicator in Scotland changed to the UK Standard RC
   More detailed information on the changes can be found at the following web link
   http://scots.sharepoint.apptix.net/srmcs/General%20Publications/SCANNER%20RCI%20Explanatory%20Notes.p
2. 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
3. The categories used to indicate the condition of the road are described in Section 3.7 of the text. 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.
4. Information for 2002-03 is available only for A roads - see Section 4.3 of the text.
5. The SPI figures for Scotland in 2004-05 exclude Glasgow, as the survey in Glasgow was undertaken on a different basis in that year.

Fig. 5.1 Selected points used to show average daily traffic flows, peak hourly flows and percentages of HGVs (see Table 5.7)



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Chapter 5 ROAD TRAFFIC

1 Introduction

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

1.2 Traffic estimates, indicate only the *broad* level of traffic, shouldn't be relied upon for year-to-year changes 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.

2 Main Points

Major & Minor Roads

2.1 The estimated volume of traffic on Scotland's roads in 2011 was around 43.4 billion (thousand million) vehicle kms: 0.2% less than 2010, a levelling off of the steady downward trend seen since 2007. *(Table 5.1)*

2.2 The total volume of traffic on major roads (Motorways and A roads) in 2011 was estimated to be 28.6 billion vehicle-kms. Traffic on Motorways accounted for 6.6 billion vehicle kms (15% of all traffic). This was less than the estimated 9.7 billion vehicle kms on trunk A roads (22% of the total), and the 12.3 billion on non-trunk A roads (28%). Three quarters of A road traffic was in rural areas: 16.6 billion out of the A roads total of 22 billion vehicle kms. *(Table 5.1)*

2.3 Minor roads (B, C and unclassified roads) accounted for the remaining 34% of traffic in 2011: an estimated 14.8 billion vehicle kms, most of which was on unclassified roads (8.4 billion). Most (55%) minor road traffic (8 billion vehicle-kms in 2011) is on roads in urban areas. *(Table 5.1)*

2.5 The total volume of traffic on major roads (Motorways and A roads) in 2011 was 0.2% higher than in the previous year (Motorways increased by 1%). Minor road traffic was about 1.1% lower than in 2010. *(Table 5.1)*

Trends

2.6 DfT estimates suggest a rising trend in traffic volumes on major roads in Scotland, reaching a peak in 2007 when numbers levelled off 10 per higher than then had been in 2001. In the last couple of years traffic volumes have fallen back slightly and are currently around 1 per cent lower than 2007. The trend is similar for motorway traffic, which saw an 20 per cent rise between 2001 and 2008 and has fallen 2 per cent in the last couple of years. *(Table 5.1)*

2.7 Traffic on minor roads is estimated to have risen by 14% between 2001 and 2007, falling by 5% since and the total volume of traffic on all roads in Scotland in 2011 was also estimated to have risen by 11% between 2001 and 2007, falling 3% since. *(Table 5.1)*

2.8 Cars account for over three quarters (77%) 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 14% and heavy goods vehicles for 6%. Pedal cycles are the only mode of transport to have seen an increase in each of the last four years, with traffic volumes increasing by a quarter, though pedal cycles still account for less than one percent of estimated traffic volume. *(Table 5.2)*

2.9 In 2011, the volume of car traffic was 5% higher than in 2001, light goods vehicle traffic 31% higher, and heavy goods vehicle traffic 4% higher. *(Table 5.3)*

Local Area volumes

2.10 Over a fifth of motorway traffic was within the City of Glasgow, whereas Highland had the highest volume of trunk A road traffic. Other Council areas with large volumes of traffic on major roads were Aberdeenshire, Dumfries & Galloway, Edinburgh, Fife, North Lanarkshire, Perth & Kinross and South Lanarkshire. Aberdeenshire, Edinburgh, Fife, Glasgow and North Lanarkshire had the highest traffic on minor roads (B, C and unclassified roads). *(Table 5.4)*

2.11 The monthly average daily traffic flows recorded at a selection of Automated Traffic Classifier (ATC) sites are given in Table 5.6. The average flow (both directions) at the A720 Dreghorn site was around 75,000 vehicles per day. In contrast, the average daily flow at the A835 Aultguish site was less than 1,800 vehicles, peaking at over 2,300 in its busiest month. Traffic levels also vary considerably depending on the month: e.g. the A9 Tomatin site in August averaged 11,200 vehicles per day – compared to 7,000 in January. *(Table 5.6 & 5.7)*

2.12 Some trunk road traffic flows are given in Table 5.7. The A720 Dreghorn was the busiest site, with an annual average of 74,858 vehicles per day in 2011. Its Monday-Friday average was 81,445 vehicles per day, and its Monday-Friday peak hourly flows were 6,877 vehicles in the morning and 7,069 vehicles in the evening. At the opposite end of the scale, the A835 Aultguish averaged 1,788 vehicles per day over the year as a whole and its Monday-Friday peak hourly flows were around 180. The A75 Carsluith had the highest percentage of heavy goods vehicle traffic in 2011 at 28% for the week, followed by the A7 Langholm (23%). *(Table 5.7)*

Delays and Congestion

2.13 Table 5.8 estimates the time lost by traffic due to delays on trunk road routes monitored by Transport Scotland. (See sections 3.3 and 4.3). Causes of delays vary, and include traffic congestion, roadworks, increases in traffic for particular events, and seasonal factors. On average only a few seconds is lost a month, per vehicle per km. Longer routes would be identified as the worst-affected if the total time lost by a vehicle travelling over the *whole* of the route was used (rather than per km), and heavily-trafficked routes would be identified as the worst-affected if the total delay for *all* vehicles were used(rather than per vehicle figures). Transport Scotland produces more detailed information (traffic levels, speed, congestion/delays) on its monitored routes, see section 5.4. *(Table 5.8)*

2.14 The Scottish Household Survey provides estimates of delays attributed to congestion experienced by drivers (on the previous day). In 2011, 11% of journeys made as the driver of a car were said to be delayed due to traffic congestion. This figure is broadly comparable to the 2003 congestion level, with a peak of 14% in 2007. Short delays were more common than longer ones - 4% of car drivers' journeys were delayed by around 5 minutes compared to 2% by 15 minutes and under 1% by 20

minutes or longer. Weekday journeys were most likely to suffer congestion delays between 7 and 9 am and 4 and 6pm (19-23% and 21-24% respectively). Fewer delays (6%) were experienced by people residing in remote small towns and remote rural areas than those in accessible small towns (9%). (*Tables 5.9 and 5.10)*

2.15 Delays experienced by bus users have fallen since 2008, though changes in recent years are not significant due to small sample sizes. (*Table 5.10)*

These statistics underpin Scotland's National Indicator on driver congestion. More information on National Indicators can be found on the Scotland Performs website: http://www.scotland.gov.uk/About/scotPerforms/indicators/reduceCongestion

Fuel Consumption

2.16 DECC estimates suggest that the traffic on Scotland's roads consumed a total of 3 million tonnes of petrol and diesel in 2010. 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 section 4.5.

2.17 Petrol and diesel consumption increased between 2005 and 2007 and has then fallen back below 2005 levels. 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 ie increases in the proportion of diesel powered vehicles on the roads and reductions in petrol powered vehicles. *(Table 5.11)*

Emissions

2.17 At the selected monitoring sites, carbon monoxide concentrations were below the level of the air quality strategy objective (see section 3.5.1) in every year from 1998 to 2011. However, annual mean nitrogen dioxide concentrations in the Glasgow Chambers and Glasgow Kerbside monitoring sites exceeded the level set as an objective for December 2005 in every year from 1998 to 2011. Glasgow Centre also exceeded the level in 2009 and 2010 but was below the level in 2011.

2.18 The air quality strategy objective for ground level ozone states that by the end of 2005 the maximum daily concentrations should not exceed 100 $\mu g/m^3$ on more than ten days per year. While ozone concentrations at the selected monitoring sites have fluctuated over the years, the target value was exceeded on more than ten days a year at the Strath Vaich site in most of the years from 1998 to 2009. In 2010 the target value was met at all of the sites including Strath Vaich. However, in 2011, Strath Vaich again failed this target. Since 1986, Eskdalemuir had not met the objective on 15 occasions, including 2009 but met it this year. Edinburgh St Leonards exceeded the target in 2004, 2005, 2006 and 2008. In 2011, the objective was not met at Bush Estate, and Lerwick as well as Strath Vaich. Annual mean particulate concentrations in the four sites were below the December 2004 objective level ($40\mu g/m^3$) in all the years from 1998 to 2011 for which figures are available. The 2010 objective level ($18\mu g/m^3$) was met by the Aberdeen, Edinburgh St Leonards and Grangemouth sites in 2010 and 2011, and was met in Glasgow Centre for the first time in 2011. *(Table 5.12)*

2.19 In 2010, Transport (*including* international aviation and shipping) accounted for 23.7% of net greenhouse gas emissions allocated to Scotland in the *Greenhouse Gas Inventories*. This is a 2.9% fall between 2009 and 2010. Total net emissions from *all* sources increased by 5.8% between 2009 and 2010. Within Transport's emissions, Road Transportation accounted for approximately 71 % of the total, (Passenger Cars

contribute 41 % alone). Heavy Goods Vehicles and Light Duty Vehicles were the other significant contributors to Road Transportations emissions. International Aviation and Shipping contributed roughly 19% and Domestic Aviation 5% of Transports total emissions. Railways contributing roughly 2%. As these are estimates, using methodology designed to produce internationally-comparable estimates, apparent year-to-year fluctuations could be due to limitations in the underlying data. See Section 4.7 for details. *(Table 5.13)*

2.20 The *Greenhouse Gas Inventories* include emissions of several types of gases. However, in the case of Transport, the quantities involved are relatively small except for carbon dioxide, which accounts for about 99% of all the emissions of greenhouse gases by Transport which are allocated to Scotland. *(Table 5.14)*.

2.21 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 transport per passenger-km are national coaches and national rail - 29 and 58 grams of CO_2 respectively. Air travel tends to be the highest emitter per passenger-kilometre, particularly domestic flights, which account for 167 grams of CO_2 per passenger kilometre. The basis of the estimates is described in section 4.8 (table 5.15).

3. Notes and Definitions

3.1 The traffic estimates produced by the Department for Transport

3.1.1 The methods that have been used to estimate the volume of traffic on *major* roads (Motorways and A roads) in Scotland have changed over the years. Section 4.1 describes the method which the Department for Transport (DfT) used to produce the estimates for 1993 onwards. The method used prior to this is explained in the Road Traffic chapter of earlier versions of this publication. Estimates of the volume of traffic on *minor* roads (B roads, C roads and unclassified roads) in Scotland that are suitable for publication are only available from 1993. Section 4.2 describes the methods used.

3.1.2 Please note that the DfT traffic estimates provide only a rough indication of the likely volume of traffic on the roads in each local authority area, and that **the DfT traffic estimates for individual Council areas are *not* National Statistics**. DfT provides the estimates that it produces for individual local authority areas as being *the best that it can produce from the limited amount of data available* to it - *rough indications of the likely volumes of traffic on roads in each Council area, for use with caution* as no better estimates are available. Therefore:

- it is *not* possible for DfT to quantify the possible margins of error around the estimates for individual local authority areas;
- they are *not* classed as National Statistics;
- more detailed breakdowns of the estimates for individual Council areas are *not* published.

3.1.3 DfT's methodology for estimating traffic volumes distinguishes between Motorways, urban roads (i.e. roads, other than Motorways, which are in urban areas) and rural roads (i.e. roads, other than Motorways, which are in rural areas). It defines an *urban road* as a road (other than a Motorway) that lies within the boundaries of an urban area which had a population of 10,000 or more in 2001 (using the Population Census boundaries for settlements); a *rural road* as located in an area with a smaller population. However, there are exceptions. DfT adjusted the urban/rural classification of stretches of major road which are on the outskirts of urban areas, in some cases

where it was not possible to break them at a junction with another major or minor road. E.g. a stretch of road which is part of a trunk road bypass will usually be classified by DfT as rural (even the part of it which runs through an urban area) whereas a relatively short road between two urban areas that are close to each other will normally be classified by DfT as urban (even the stretch which is in a rural area). DfT's estimate these adjustments to have a small impact on the overall traffic estimates.

3.1.4 DfT's urban / rural classification of roads differs from the built-up / non-built-up classification of roads, used for the DfT traffic estimates prior to 2003. The built-up / non-built-up classification was based on speed limits, with roads with a speed limit of 40 mph or less being classed as built-up; those with a higher speed limit being non-built-up. For example, a dual carriageway with a 50 mph speed limit in an urban area is counted as an urban road on the basis of its location, but as a non-built-up road on the basis of its speed limit. In contrast, a road with a 40 mph speed limit in a small town (population under 10,000) is classed as a rural road on the basis of its location, but as a built-up road on the basis of its speed limit. While most roads in urban areas have speed limits of 40 mph or less (so are built-up), there are many roads in small towns and villages in rural areas which also have speed limits of 40 mph or less (so are also built-up). Therefore, urban / rural traffic figures are not comparable to built-up / non-built-up traffic figures: the two could differ noticeably for some local authority areas. It will *not* be possible to quantify this, because each set of DfT's estimates were produced using only one of the two classifications, so there is no table which cross-tabulates the traffic estimates by both urban / rural and built-up / non-built-up. Also urban boundaries tend to change slowly over time, whilst there has been a trend for more roads in rural areas to be assigned speed limits of 40 mph or less. So, a time series for traffic on urban roads may show a different trend from a time series for built-up roads.

3.1.5 On 1st April 1996, local government was reorganised, and the 32 present Councils replaced the former Regions, Districts and Island Areas. At the same time, changes were made to the trunk road network: some former non-trunk roads became trunk roads, and some former trunk roads ceased to be trunk roads. Section 4.3 of the 2002 edition described how this affected the traffic estimates produced by DfT's previous methodology, and caused discontinuities in the series of figures for traffic volumes on major roads. DfT's traffic estimates are no longer affected by such discontinuities, because they count major roads on the basis of their trunk road status at a recent date, rather than on the basis of their trunk road status in the year in question. As a result, there is no discontinuity in the figures between 1995 and 1996. The new estimation method which DfT introduced in 2003 also removed some other discontinuities from the figures (again, details of these were given in previous editions).

3.2 Traffic flows at selected sites

3.2.1 The average daily traffic flows at Automated Traffic Classifier Sites are total past the point figures: traffic is counted in both directions. The estimated traffic flows are based on 7-day averages which include both weekdays and weekends. On occasion, the ATCS counters are not in operation for enough of the month to provide a reliable estimate: in these cases, .. is used to indicate that no estimate is available.

3.3 Traffic on specific trunk road routes: average time lost

3.3.1. Estimates of the time lost by traffic on particular routes are produced by Transport Scotland's Trunk Road Network Management (formerly the Scottish Executive Trunk Roads Network Management Division). The figures are estimates of the additional time taken compared with the time that would have been taken had the vehicles been travelling in Free Flow Speed conditions. The reasons for the delays may vary from month to month and from route to route, and include traffic congestion, roadworks, increases in traffic for particular events and seasonal factors. Routes with high time lost throughout the year are most likely to be affected by congestion.

3.3.2 The *Free Flow Speed* for a stretch of road generally represents the speed that is seen outwith periods of high traffic flow and other known events on the road network (e.g. traffic management for roadworks etc). The early hours of the morning are generally excluded, as they often have a higher than usual percentage of heavy goods vehicles, which usually travel at speeds lower than the overall free flow speed. The Free Flow Speed for each stretch of a particular route is derived from information about the actual speeds of vehicles travelling on that road. The *additional travel time* at a particular time on a particular day is then calculated from the average speed of vehicles using that stretch of road from its Free Flow Speed. E.g. on a kilometre stretch of road, the average speed of vehicles (in a particular 15 minute period) was 60 kilometres per hour, and that the Free Flow Speed for that stretch of road was 100 kph. The additional travel time per vehicle in that period would be calculated thus:

- average time taken to travel 1 km at 60 kph = 1 minute
- time taken to travel 1 km at Free Flow Speed of 100 kph = 0.6 minutes
- so, additional travel time per vehicle = 0.4 minutes

If 300 vehicles went through in that period, the total additional time would be 300 x 0.4 = 120 minutes. (NB: vehicles with average speeds *above* Free Flow Speed are treated as if they were travelling *at* Free Flow Speed, so their reduced travel time does *not* offset any of the additional travel time incurred at other times.)

3.3.3 Such figures can be aggregated to produce a number of additional travel time values, such as the *average time lost per vehicle-kilometre* for a route for a month. This represents the average delay encountered by a vehicle travelling one kilometre on that route. As it is an overall average for the month as a whole, it could conceal considerable day-to-day and/or hour-to-hour variation - for example, a stretch of road which has only one or two periods with very long delays due to congestion (perhaps when there is a lot of traffic to events such as football matches), and traffic travelling (on average) at or above Free Flow Speeds at all other times, will have a low overall average time lost.

3.3.4 The average time lost per vehicle-kilometre is only one of a number of possible measures of the delays that are due to traffic congestion and other factors. Reports (see section 5.4) provide information on a range of such measures, and give more detailed information about (e.g.) the levels of traffic, speed and congestion/delay on each of the routes which Transport Scotland is monitoring.

3.4 Estimated consumption of petrol and diesel

3.4.1 The estimates for the consumption of petrol and diesel of road traffic relate to the areas in which the vehicles travelled rather than where the fuel was purchased or the locations of the registered keepers of the vehicles. These figures should be treated with caution and will be removed from future editions.

3.5 Pollutants

3.5.1 The atmospheric pollutants listed in Table 5.12 have been selected because they are considered to be a threat to human health, and transport is understood to be a significant contributor to emissions of these pollutants. The Air Quality Strategy for England, Scotland, Wales and Northern Ireland contains air quality objectives for nine pollutants (benzene, carbon monoxide, lead, nitrogen dioxide, ozone, particulates (PM_{10}), sulphur dioxide, 1,3-butadiene and polycyclic aromatic hydrocarbons (PAHs)). The objectives are policy targets expressed as a maximum ambient concentration to be achieved, either without exception or with a permitted number of exceedences, within a specified timescale. The table below sets out the agreed air quality objectives (for the ones to which transport is understood to contribute significantly).

AIR QUALITY OBJECTIVES FOR SCOTLAND

Pollutant	**Objective**		**Date to be achieved by**
Concentration		**Measured as:**	
Benzene	3.25µg/m^3	running annual mean	31 Dec 2010
Carbon monoxide	10mg/m^3	running 8hr mean	31 Dec 2003
Lead	0.5µg/m^3 (500ng/m^3) 0.25µg/m^3 (250ng/m^3)	annual mean annual mean	31 Dec 2004 31 Dec 2008
Nitrogen dioxide[2]	40µg/m^3 200µg/m^3	annual mean hourly mean not to be exceeded more than 18 times a year	31 Dec 2005 31 Dec 2005
Particles (PM_{10})[3]	40µg/m^3 50µg/m^3 18µg/m^3 50µg/m^3	annual mean 24-hour mean not to be exceeded more than 35 times a year annual mean 24-hour mean not to be exceeded more than 7 times a year	31 Dec 2004 31 Dec 2004 31 Dec 2010 31 Dec 2010
Ozone	100µg/m^3	daily maximum (measured as an 8 hour running mean) not to be exceeded more than 10 times a year	31 Dec 2005

4. Sources

4.1. The method of estimating major road traffic volumes for 1993 onwards

4.1.1. Estimates of traffic volumes on major roads (Motorways and A roads) in Scotland by road type, vehicle type, and area within Scotland are produced by DfT in conjunction with the Transport Scotland Trunk Road Network Management (formerly Scottish Executive Trunk Roads Network Management Division) (TRNM).

4.1.2. The method of estimation has two main stages. First, traffic flows (which represent the numbers of vehicles flowing past particular points in a specified period) are estimated for each of the approximately 2,100 (in 2006) individual road links on Motorway and A roads in Scotland. (A *link* is normally a section of road between two major intersections). The estimates of the traffic flows on these road links are then combined with information about the lengths of the links, to derive total traffic volume estimates (measured in millions of vehicle kilometres) for major roads by road type, vehicle type and Council area. The *type* of a road is determined by its class (Motorway or A road), by whether or not it is a *trunk* road (trunk roads are those roads for whose upkeep Scottish Ministers are responsible), and by whether it is in an urban area or a rural area (see Section 3.1). The steps involved in each of these stages are described in subsequent paragraphs.

4.1.3. The estimates of traffic flows for the individual major road links for each year are derived by a methodology which involves the use of two different types of traffic counts: link and core:

- The road *link* traffic counts are taken manually, for 12 hours in one day, on a rotating basis (on average about once every four years), at each of the approximately 2,100 (in 2006) road links covering nearly all of the major road network in Scotland. These counts take place in neutral weeks during late March, April, May, June, September and October (the aim is to avoid counting, for example, during school holidays, and so to obtain counts which are representative of the level of traffic on each link). Traditionally, roughly one sixth of all the road links on the major road network were counted each year in Scotland, but the proportion counted each year has risen, and was about 22% in 2005 (compared with around 30% in England and Wales). At one time, the aim was to count each Scottish site once every six years. However, in 1999, the counting schedule was changed in order to improve the accuracy of the estimates: now, the more important links in Scotland should be counted more often, and the less important should be counted less often. Up to and including 2002, about 300 or so counts were taken each year. However, following a study of possible ways of improving the road traffic estimates for Scotland, the then Scottish Executive (SE) increased the number of counts (in 2006, there were about 480 or so per year). These 12 hours in one day counts must be scaled up to estimate the total flow of traffic for the year as a whole, and in order to reflect changes in traffic levels in the years after each count was taken. The core counters provide the information that is used in the scaling.

- The *core* counters are automatic traffic classifiers, which are located at selected sites on major roads through Great Britain. These operate, on the whole, continuously: 24 hours per day, throughout the year, and provide information about traffic flows classified by category of vehicle according to their length and number of axles. The locations of the core counters, taken together, cover a good cross-

section of types of road. There are around 150 core sites on major roads (including motorways) in Great Britain, of which about 25 are in Scotland.

4.1.4. For the purpose of combining the data from the manual counts and the automatic counters, DfT allocates each road link, and each core counter, to one of 22 groupings of road type. These were based on a detailed analysis of the results from all the individual automatic counter sites, and take into account traffic flow levels, (GB) regional groupings, and the road's category, which is a combination of its class (e.g. Motorway, A road, etc) and its urban/rural classification. The groupings range from lightly-trafficked roads in holiday areas, such as Devon and Cornwall, to major roads in Central London. There are no groupings which consist solely of Scottish roads, because there are not enough core counters on roads in Scotland which are in the same category, and have similar levels of traffic flow, to form any separate Scottish groupings.

4.1.5. The estimated traffic flows for each major road link for the latest year are then derived by a series of calculations of which the following provides only a broad outline. The core traffic counters are used to derive two sets of factors, which are then applied to each of the 2,100 (in 2006) link counts:

- Expansion Factors for road type and vehicle type are used to scale the single day 12 hour link counts to provide estimated traffic flows for the whole year in which the counts were taken.
- Growth Factors for each road and vehicle type are used to scale estimated traffic flows in the previous year forward to the latest year, for those links which were not counted in the latest year.

4.1.6. DfT estimates the total traffic volume (in vehicle-kilometres) on each major road link by multiplying together the estimated traffic flow for the link and the length of the link. DfT obtains the length of each major road link, and identifies the Council(s) in which it is located, using a Geographic Information System (GIS). When a link lies completely within the area of one Council, its estimated traffic volume is counted wholly against that Council. In a case where a link crosses a boundary between Councils, it is split (for the purposes of the calculations) at the boundary into two separate links. Similar calculations are performed for each new link: the length within the relevant local authority (which DfT obtains from the GIS) is multiplied by the average traffic flow calculated for the original link (regardless of the Council area in which the traffic count was taken - because the original link was a section of road between major intersections, the traffic flow should not vary much along its length).

4.1.7. DfT compared its estimates for some motorway and trunk road links with the information that was available from the volumetric automatic traffic counters which are operated on motorway and trunk road links by TRNM, the Highways Agency in England and the Welsh Assembly Government in Wales. In general, there was a much closer correlation between the two sets of data than for the estimates which DfT had made in 2002 and earlier years. DfT noted that its estimates were slightly lower, and thought that there might be a number of reasons for this (e.g. the manual counters might miss some vehicles, the fact that the DfT core counters cannot be positioned on the most congested roads, etc). DfT therefore adjusted its expansion factors in order to eliminate the apparent slight bias in its overall estimates. DfT did not attempt to make its estimate for each individual link agree exactly with the total from any volumetric counter on that link because, for example, the volumetric counters on some links did not provide information for the whole of the year.

4.1.8. These calculations produce estimates of traffic volumes for each road link (or part of a road link) which is within the area of each Council. The estimated traffic volume for each Council is then obtained by adding up the estimates for the relevant links (or parts of links), and the estimates for Scotland as a whole are then produced by adding up the estimates for each Council. As indicated earlier, DfT produced the figures for trunk roads by counting each major road link on the basis of its trunk road status at a recent date.

4.1.9 DfT's estimates of the total volume of traffic on major roads in each local authority area are based on 12 hours in one day manual counts at an average of under 10 (up to 2002: under 15 for 2003 onwards) sites on major roads per Council per year - so they are clearly not based on much data. And, because the manual traffic counts are taken on a rotating census basis, there may be several years between successive counts at a particular site: in which time, there could be large changes in the volume of traffic there. The estimates therefore provide only *a broad indication of the likely volume of traffic on major roads in each Council area*. DfT notes that there could be some large percentage errors in its traffic estimates for the major roads in some local authority areas. Therefore, DfT's estimates for individual Council areas are *not* classed as National Statistics.

4.2. Method used to estimate traffic on minor roads for 1993 onwards

4.2.1 Estimates of traffic volumes on minor roads (B roads, C roads and unclassified roads) in Scotland by road type and vehicle type are produced by DfT in conjunction with TRNM.

4.2.2. The method used differs from that used for the major roads, because far fewer data are available for minor roads: up to and including 2002, only 200 or so 12 hours on one day manual traffic counts per year were taken at Scottish minor road sites. In each of the years up to 1997, a fresh sample of sites was picked by, in effect, taking a series of random points on a map, looking within a circle with a specified radius around each point, and identifying which (if any) minor road was nearest to the selected point. The number of other minor roads within the circle was used, at a later stage, when the results were grossed-up to produce the overall traffic estimates. This method of sampling was suitable for the production of results for GB as a whole, but not for Scotland: the kinds of minor roads in the Scottish sample could vary greatly from one year to the next, and, as a result, the Scottish component of the GB estimates was not sufficiently reliable to be published in its own right.

4.2.3. Over the years, a list of all the minor road sites that had been chosen in this way built up, and became the basis for selecting a panel sample of minor road sites to be counted in 1998 and later years. Taking the counts at the same sites each year should produce a better estimate of the year to year percentage change in the volume of traffic on minor roads. The sample was picked from a list of all the sites at which traffic counts had been taken between 1992 and 1997. Disproportionate stratified sampling was used, with a higher sampling fraction for roads which had had a greater volume of traffic, as this should produce more accurate results than a simple random sample of minor road sites. Sites with average flows of less than 200 vehicles per day were excluded altogether. Some of the sites chosen for the panel for 1998 were found to be unsuitable, and were replaced by substitute sites in the panel for 1999. There was little change in the composition of the panel of sites until 2003, when, following a study of possible ways of improving the traffic estimates for Scotland, SE increased the number of minor road traffic counts in Scotland to about 320 or so per year.

4.2.4. As with the major road traffic counts, the minor road 12 hour traffic counts must be expanded to estimate the flows for a whole day, and a whole year. This is done using expansion factors calculated from information recorded by a set of core automatic traffic classifiers located on a sample of roughly 40 minor roads across GB, of which about 5 are in Scotland.

4.2.5. The data from the GB-wide core automatic traffic classifiers were used to calculate growth and expansion factors for minor roads outwith London (with separate sets of factors for urban and rural roads of each class). There are too few core classifiers in Scotland for there to be any separate Scottish groupings.

4.2.6. The number of manual counts per year at minor road sites across Scotland represent an average per local authority area per year of only 6-7 (up to 2002) and only 10 (2003 onwards) - clearly, too few to be the basis for reliable estimates of minor road traffic for individual local authority areas calculated solely from the data collected in each year. DfT had therefore to estimate the volume of traffic on minor roads in individual local authority areas in other ways. DfT started by producing estimates of the volume of traffic on minor roads in each local authority area in 1999 (as that is the new base year for its panel of minor road manual traffic count sites). The information base for these estimates was widened to include manual counts taken in other years by uprating them to 1999 using the growth factors produced from the core counters. DfT used different methods for B roads and for other minor roads (C roads and unclassified roads).

4.2.7. *B roads*: DfT looked at the location and traffic levels of all the B road manual traffic count sites, including ones counted in the past that were not included in the panel sample, identified gaps in coverage and initiated extra counts where necessary. Using its knowledge of the variation in B road traffic by type of location, and the length of B roads in each area, DfT produced estimates of B road traffic for each local authority area.

4.2.8. *C and unclassified roads*: Estimating traffic on other minor roads was more difficult, and had to be done in another way. First, DfT estimated the average levels of traffic flow on each type of these roads across GB (e.g. urban C roads, etc), using the information from the minor road manual counts and core counters. Second, DfT compared the average levels of traffic flow on the non-trunk A roads in each local authority area with the GB average traffic flows for such roads. Third, DfT made the assumption that an area which has non-trunk A road flows that are above the GB averages will also have minor road flows that are proportionately greater than the corresponding GB averages, and that an area whose non-trunk A road flows are below the GB averages will have proportionately lower flows on its minor roads. DfT then estimated the flows for each type of minor road in a local authority by applying to the GB average flows for each type of minor road the relevant ratios (of its non-trunk A road flows to the corresponding GB averages). The resulting estimates were multiplied by the length of minor road of each type in that local authority to give the estimated minor road traffic volumes for the area. This produced what DfT considered to be sensible results for many local authorities. However, there were some areas for which DfT felt the results were odd in relation to those for nearby areas or similar areas. For these local authority areas, DfT undertook a more detailed study. This involved looking at the minor road traffic count data for different parts of the local authority, deriving a traffic intensity value for each part, and comparing the results with the traffic intensities of other local authorities for which DfT was confident about the minor road

traffic estimates, in order to produce what DfT considered to be more credible estimates for some parts of the local authority. The resulting estimates were then added together to produce totals for the local authority as a whole, and the results for all the local authorities in Scotland were then added together to produce minor road totals for each area and for Scotland as a whole.

4.2.9. DfT used its estimates for 1999 as the basis for the estimates for earlier years and for later years. The minor road traffic volumes for the years prior to 1999 were estimated by applying year to year change factors, which were calculated from the information produced by the panel survey. The estimates for 2000 to 2003, inclusive, were produced by applying year to year change factors which were derived from the data collected by the GB-wide core automatic traffic classifiers. The methodology was changed for the production of the estimates for 2004, when the overall percentage changes in minor road traffic volumes between 2003 and 2004 were calculated using information, from the panel survey, about the percentage changes in traffic flow levels at each of the sites for which comparable results were available from the manual counts taken in the two years. In all cases, the estimates also took account of information about changes in the length of the minor road network.

4.2.10. Given the assumptions that DfT has to make, and the fact that its estimates of the total volume of traffic on minor roads in each local authority area are based on 12 hours in one day manual counts at an average of 6-7 (up to 2002: about 10 for 2003 onwards) sites on minor roads per Council per year, it is clear that *these estimates can only provide a broad indication of the likely volume of traffic on minor roads in each local authority area*. That is why figures for individual minor road types are not published for local authority area: *only* the *total* volume of minor road traffic for each area appears in Table 5.4, with *no* breakdown by type of minor road *within* local authority. DfT notes that there could be some large percentage errors in its traffic estimates for the minor roads in some local authority areas. Therefore, DfT's estimates for individual Council areas are *not* classed as National Statistics.

4.2.11. 1993 is the first year for which there are estimates of the volume of traffic on minor roads for individual local authority areas, and also is the first year for which there are estimates for Scotland as a whole. There are *no* reliable estimates of the total volume of minor road traffic in Scotland for 1992 or any earlier year.

4.3 Average time lost by traffic on specific trunk road routes

4.3.1 Transport Scotland's Trunk Roads Network Management Directorate (TRNM) produces the estimates of the average time lost by traffic on specific trunk road routes. The routes for which the estimates are produced are those sections of the trunk road network which presently experience congestion, or which are thought likely to experience congestion over the coming years, and which are therefore covered by TRNM's congestion monitoring work.

4.3.2 Contractors working for TRNM produce the estimates from two sources of data about the speeds of traffic on those sections of the trunk road network: automatic traffic counters and so-called floating vehicle surveys.

4.3.3 The *automatic traffic counters* use sensors which are buried under the surface of the road. They run continuously, and record the numbers of vehicles passing each site, and the speeds at which they travel. The counters collect large amounts of data, which are then aggregated and stored as overall figures for 15-minute periods. Data are

available from automatic traffic counters at over 300 locations on the monitored routes, with information collected about the speed of traffic in both directions at each location.

4.3.4 The speed data for each section of road covered by a particular monitoring site are validated and calibrated using what are called *floating vehicle surveys*. In these, vehicles drive the routes at speeds which are representative of the traffic flow in which they are travelling (by balancing the numbers of vehicles that they overtake and which overtake them) and record their speeds and times taken along the route. A particular stretch of road is surveyed several times, on different days and at different times of the day, in order to obtain a representative range of results. The surveys also provide some information which is unavailable from the automatic traffic counters, such as the time which is taken by traffic queuing at junctions.

4.3.5 The contractors produce the estimates by combining the information from the two sources, using a specially-developed methodology and considerable computer processing of the data. A more detailed description of the method of producing these estimates appears in the reports described in Section 5.4.

4.4 Scottish Household Survey

4.4.1 Information about the Scottish Household Survey is given in Chapter 12.

4.5 Estimated consumption of petrol and diesel

4.5.1 The figures for the petrol and diesel consumption of road traffic are estimated by AEA Energy & Environment, which was commissioned to do this by the Department of Energy and Climate Change. AEA produce the estimates using a range of data, including: (a) information from equipment, located alongside many A roads, which monitors the levels of various substances emitted by vehicles; (b) average fuel consumption factors (expressed in terms of grams of fuel per kilometre driven) for different classes of vehicles; (c) the Department for Transport's information about the traffic flows on each link of the major road network; and (d) the DfT's estimates of the total volume of road traffic on minor roads. AEA estimate the consumption of petrol and diesel separately for each type of vehicle for each Council area, producing more detailed estimates than appear in Table 5.11.

4.5.2 Figures on fuel deliveries should be used with caution since they may not reflect actual fuel consumption in Scotland. This stems from the underlying data being based on company-level reports that may not distinguish properly between Scotland and the rest of the United Kingdom. The main reason for this is that the refiners (who provide the data) have lost market share to hypermarkets (who do not provide data). Information about imports made by non-refiners is apportioned on the basis of the refiner's figures for the country of delivery. However, these details may not be accurate if the fuel is delivered to a different country/region from that of the invoice address or if there are intermediary suppliers.

4.6 Pollutants and air quality objectives

4.7.1 The information on pollutants is taken from the Scottish Government online publication Scottish Environment Statistics Online. Some of the data are additionally published in the then Scottish Executive National Statistics publication *Key Scottish Environment Statistics*. The air quality objectives are taken from *The Air Quality Strategy for England, Scotland, Wales and Northern Ireland: Addendum.*

4.7 Emissions of greenhouse gases by Transport allocated to Scotland

4.7.1 These figures are based on data used in *Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland: 1990-2008*, compiled by AEA (Environment) for the Department for Environment, Food and Rural Affairs (DEFRA), the Scottish Government, the National Assembly for Wales and the Northern Ireland Department of Environment. In this inventory:

- the figures are classified on the basis of the source of the emissions - so, for example, the Transport figures do *not* include a share of the emissions from the power stations that produce the electricity used by electric trains.

The figures given in the tables take account of removals of carbon dioxide as a result of Land Use, Land Use Change and Forestry (LULUCF).

4.7.2 The way in which emissions are allocated to the different countries within the UK are described in the *Greenhouse Gas Inventories* report. In summary, the bases of the different estimates are:

- *road transport* - the estimated volume of traffic on the roads within each country. The estimates for carbon dioxide are constrained so that the total for the four countries agrees with the internationally-reported overall total for the UK as a whole (which was calculated from the total volume of fuel sold within the UK);
- *railways* - emissions from railway locomotives in Great Britain are disaggregated based on diesel oil consumption data for passenger services and National Atmospheric Emissions Inventory (NAEI) estimates for freight services. The data used in the 2006 inventory was reported for each railway company, whose area of operation can in most cases be allocated to one of the four constituent countries;
- *civil aviation* - estimates of emissions from domestic aviation are calculated based on aircraft movement data from the UK's major airports. The total number of domestic flights from each of the devolved administration areas has been calculated, and based on this, a fraction of the total UK emission has been allocated to each constituent country. This approach is also used to allocate emissions from aircraft support vehicles;
- *national navigation* - the disaggregation of emissions from navigation and coastal shipping has been derived in a similar way to the approach used for aviation, based on port movements in each constituent country;

4.7.2 Road Transport carbon dioxide (CO2) emissions are estimated using vehicle kilometre data constrained so the sum of the UK areas equate to the total for the UK inventory (where that total is derived from fuel sales data of petrol and DERV within the UK as specified in the reporting guidelines of the Intergovernmental Panel on Climate Change). A criticism of this method is that the presentation of results does not always provide a CO2 emission trend that is directly consistent with the vehicle kilometre trend data, as the fluctuations in UK fuel data have a more significant impact on the resultant emission trends. As an alternative, road transport CO2 emissions from the constituent countries of the UK may be estimated solely by vehicle kilometre data unconstrained to the UK total derived from fuel consumption data.

4.7.3 The difference in results between the constrained and unconstrained methods at DA level largely reflects the difference in the results at UK level between bottom-up calculated fuel consumption using vehicle km data and fuel consumption factors and the fuel sales data in DUKES. The reason for a disparity has previously been attributed to cross-border fuel sales ("fuel tourism") although model uncertainty was always emphasised as an additional, and probably a major explanation for the differences.

4.7.4 Any change in the methodologies or the factors used to calculate fuel consumption will affect the magnitude of the difference between calculated fuel consumption at national level and sales figures from DUKES and so, in turn, it will affect the disparity between the DA CO2 emissions from the constrained and unconstrained approaches. The disparity has varied slightly between 1990 and 2008. For 1990, CO2 emission estimates for Scotland constrained to match UK fuel sales, were 0.3% higher than unconstrained emissions. For 2008, constrained estimates were 0.7% higher than unconstrained estimates, while for 2003 unconstrained estimates were 1.7% higher than constrained estimates.

4.8 Carbon dioxide emissions per passenger-kilometre

4.8.1 The figures are taken from the 2012 Guidelines to Defra/DECC's GHG Conversion Factors for Company Reporting: Methodology Paper for Emission Factors May 2012..

4.8.2 Figures are consistent with the factors used in the compilation of the UK's National Atmospheric Emissions Inventory (NAEI) and in the Greenhouse Gas Emissions Inventory compiled for Scotland and other constituent countries in the UK by AEA Technology Energy and Environment.

4.8.3 Figures are estimated using data for GB/UK as a whole and so do not relate specifically to Scotland. There are no estimates of emissions per passenger-kilometre for Scotland alone. The basis of the estimates is as follows:

- ***Road Transport*** - The factors used are estimated values for the average petrol and diesel car fleet in 2011 travelling on average trips in the UK. This has been divided by an average car occupancy rate of 1.57 passengers to calculate average emissions per passenger kilometre.

- ***Rail*** - the national rail estimate refers to an average emission factor for diesel and electric trains in 2011. The light rail and tram factors are based on an average of the annual electricity consumption and passenger kilometre data provided by network operators in 2011, and a CO_2 emission factor for electricity generation on the national grid from the UK Greenhouse Gas Inventory.

- ***Air*** - the emission factor is an aggregate representation of typical CO2 emissions from illustrative types of aircraft for the three types of air services – domestic, short haul and long haul. The long haul estimate is based on a flight length from the Guidebook of 6482 km, short haul 1108km and domestic 463km. A 9% uplift factor has been applied (from IPCC Aviation) to take into account non-direct routes (i.e. non straight line) and delays/circling.

5. Further Information

5.1 Further information on GB road traffic statistics can be found in the annual DfT publications *Road Traffic Statistics* and *Transport Statistics Great Britain*, and also in the former DETR's *Focus on Roads* publication. DfT also has a Geographical Information System (GIS) website which provides statistics of major road traffic flows for Great Britain. The website enables users to access Annual Average Daily Flows (numbers of vehicles), and traffic (thousand vehicle kms) for each major road link in Great Britain. Information can be found at http://www.dft.gov.uk/traffic-counts/, alternatively contact Gemma Brand at DfT Statistics Roads 2 branch (020 7944 2122)

5.2 For enquiries about DfT's methods of estimating road traffic, contact Penny Allen of the Department for Transport (0207 944 8057).

5.3 For further information on average daily traffic flows at selected Automated Traffic Classifier (ATC) Sites and on key routes on the road network contact Mr Stuart Hay of the Transport Scotland's Trunk Roads Network Management (0141 300 8282).

5.4 Time lost by traffic on trunk roads – see *Congestion on Scottish trunk roads* http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j10343c-01.htm or Stuart Hay of the Transport Scotland Trunk Road Network Management (Tel: 0141 300 8282).

5.5 Scottish Household Survey congestion figures - Andrew Knight of the Scottish Government Transport Statistics branch (tel: 0131 244 7256).

5.6 Scottish oil deliveries (including petrol and diesel) - see Chapter 3 and Table 3.9 of the annual DECC publication *Digest of UK Energy Statistics,* available on DECC's website (or tel: 020 7215 2718 charanjit.ransi@decc.gsi.gov.uk).

5.7 Petrol and diesel consumption by road traffic - see Road transport energy consumption at regional and lo cal authority level or Laura Williams of The Department of Energy and Climate Change (Tel: 0300 068 5045).

5.8 Pollutants - see *Scottish Environment Statistics Online* www.scotland.gov.uk/stats/envonline/menu0.asp or Sandy McPhee of The Scottish Government, Environment Statistics branch (0131 244 0445).

5.9 Carbon dioxide and other greenhouse gases emissions allocated to Scotland - Sandy McPhee of The Scottish Government, Environment Statistics (0131 244 0445).

5.10 Carbon dioxide emissions per passenger-kilometre is available from http://archive.defra.gov.uk/environment/business/reporting/conversion-factors.htm

Fig 5.2


TRANSPORT SCOTLAND
Trunk Roads: Network Management
Trunk Road Units
N
NATIONAL Tel. 0800 028 1414
BEAR N.E. 0800 587 1107
ST. N.W. 0800 032 2520
BEAR S.E. 0800 138 9903
AMEY S.W. 0800 085 7136
North West
SCOTLANDTRANSERV (ST.)
North East
BEAR
South East
BEAR
South West
AMEY
Trunk Road Map of Scotland
Motorway (Trunk)..... M90
Trunk Road..... A702
City..... GLASGOW
Large Town..... KIRKCALDY
Network Units
North West Unit
North East Unit
South West Unit
South East Unit
DBFO-Autolink
PPP-Connect
Numbered Local Authorities
1 CLACKMANNANSHIRE
2 WEST DUNBARTONSHIRE
3 EAST DUNBARTONSHIRE
4 NORTH LANARKSHIRE
5 INVERCLYDE
6 RENFREWSHIRE
7 GLASGOW CITY
8 EAST RENFREWSHIRE
Kilometres 10 0 10 20 30
Miles 5 0 10 20
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An Agency of
The Scottish Government

Table 5.1 Traffic by road class and type

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											million vehicle kilometres
Major roads (M and A)											
Motorways	5,567	5,730	5,856	6,094	6,151	6,433	6,577	6,683	6,633	6,503	6,570
Trunk A roads											
Urban *	905	892	916	938	922	966	928	942	952	945	951
Rural *	8,238	8,714	8,827	8,944	8,834	8,976	9,042	8,878	8,960	8,773	8,793
Total	9,143	9,605	9,743	9,882	9,756	9,942	9,970	9,820	9,913	9,719	9,744
Non-trunk A roads											
Urban *	4,416	4,541	4,499	4,604	4,551	4,595	4,505	4,493	4,530	4,522	4,471
Rural *	7,216	7,387	7,583	7,629	7,598	7,928	7,933	7,813	7,885	7,752	7,781
Total	11,632	11,927	12,083	12,233	12,149	12,523	12,438	12,307	12,415	12,273	12,252
All A roads											
Urban *	5,321	5,433	5,416	5,541	5,473	5,561	5,433	5,435	5,482	5,467	5,422
Rural *	15,454	16,100	16,410	16,573	16,431	16,904	16,975	16,692	16,845	16,525	16,574
Total	20,775	21,533	21,826	22,114	21,904	22,465	22,408	22,127	22,327	21,992	21,996
All major roads	**26,342**	**27,262**	**27,682**	**28,209**	**28,055**	**28,898**	**28,986**	**28,810**	**28,961**	**28,495**	**28,565**
Minor roads (B, C and unclassified)											
B roads											
Urban *	1,320	1,321	1,332	1,334	1,336	1,312	1,335	1,315	1,283	1,246	1,250
Rural *	2,410	2,489	2,490	2,549	2,589	2,647	2,734	2,748	2,661	2,660	2,577
Total	3,730	3,809	3,822	3,883	3,925	3,959	4,069	4,063	3,944	3,906	3,827
C roads											
Urban *	761	783	790	791	798	810	832	825	1,036	1,001	1,006
Rural *	1,462	1,534	1,536	1,570	1,589	1,630	1,717	1,725	1,681	1,676	1,626
Total	2,223	2,317	2,326	2,361	2,387	2,440	2,549	2,550	2,718	2,677	2,632
Unclassified roads											
Urban *	5,672	5,931	5,989	5,987	6,034	6,147	6,301	6,254	5,906	5,731	5,761
Rural *	2,097	2,215	2,219	2,266	2,317	2,676	2,762	2,792	2,690	2,678	2,606
Total	7,769	8,146	8,208	8,253	8,351	8,823	9,062	9,046	8,596	8,409	8,366
All minor roads											
Urban *	7,753	8,034	8,111	8,111	8,168	8,269	8,468	8,394	8,225	7,978	8,016
Rural *	5,969	6,238	6,245	6,385	6,495	6,952	7,212	7,266	7,033	7,014	6,809
All minor roads	**13,722**	**14,272**	**14,356**	**14,496**	**14,663**	**15,221**	**15,680**	**15,659**	**15,258**	**14,992**	**14,825**
All roads											
Motorways	5,567	5,730	5,856	6,094	6,151	6,433	6,577	6,683	6,633	6,503	6,570
Urban *	13,074	13,467	13,527	13,653	13,641	13,830	13,901	13,829	13,708	13,445	13,438
Rural *	21,424	22,338	22,655	22,958	22,926	23,857	24,187	23,957	23,878	23,539	23,383
All roads	**40,065**	**41,535**	**42,038**	**42,705**	**42,718**	**44,119**	**44,666**	**44,470**	**44,219**	**43,488**	**43,390**

Source: Department for Transport - Not National Statistics

* DfT's classification of urban and rural roads differs from the built up/non-built up classification - see section 3.1.4 of the text.

Table 5.2 Traffic on major roads (by class / type) and minor roads (by type) by vehicle type, 2011

	Cars	Two wheeled motor vehicles	Buses	Light goods vehicles	Heavy goods vehicles	All motor vehicles	Pedal cycles	All vehicle traffic	Percent of all roads
									million vehicle kilometres
Major roads (M and A)									
Motorways [1]	4,871	27	61	860	751	6,570	0	**6,570**	*15.1*
Trunk A roads - urban [2]	738	4	8	134	65	950	1	**951**	*2.2*
Trunk A roads - rural [2]	6,665	68	86	1,190	779	8,788	5	**8,793**	*20.3*
Non-trunk A roads - urban [2]	3,673	19	92	518	145	4,447	24	**4,471**	*10.3*
Non-trunk A roads - rural [2]	6,039	64	105	1,114	443	7,764	17	**7,781**	*17.9*
All major roads	**21,986**	**182**	**352**	**3,816**	**2,183**	**28,519**	**47**	**28,565**	**65.8**
Minor roads (B, C and unclassified)									
Urban roads [2]	6,472	58	192	1,054	115	7,891	125	**8,016**	*18.5*
Rural roads [2]	5,120	56	64	1,252	183	6,676	133	**6,809**	*15.7*
All minor roads	**11,592**	**114**	**257**	**2,306**	**298**	**14,567**	**258**	**14,825**	**34.2**
All roads									
Motorways	4,871	27	61	860	751	6,570	0	**6,570**	*15.1*
Urban roads [2]	10,884	81	292	1,706	325	13,288	150	**13,438**	*31.0*
Rural roads [2]	17,823	187	256	3,556	1,405	23,228	155	**23,383**	*53.9*
All roads	**33,578**	**295**	**609**	**6,122**	**2,482**	**43,085**	**305**	**43,390**	**100.0**
Percentage of all vehicles	*77.4*	*0.7*	*1.4*	*14.1*	*5.7*	*99.3*	*0.7*	***100.0***	

Source: Department for Transport - Not National Statistics

1. Motorways include A(M) roads.

2. DfT's classification of urban and rural roads differs from the built up/non-built up classification - see section 3.1.4 of the text.

Table 5.3 Traffic on major roads, minor roads and all roads by vehicle type

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											million vehicle kilometres
Major roads (M and A)											
Cars	20,977	21,760	21,922	22,308	22,060	22,610	22,392	22,221	22,496	21,998	21,986
Two wheeled motor vehicles	156	175	204	194	181	176	187	190	196	181	181
Buses	323	340	331	284	285	299	308	320	329	353	352
Light goods vehicles	2,833	2,928	3,079	3,168	3,261	3,459	3,689	3,690	3,684	3,701	3,816
Heavy goods vehicles	2,010	2,014	2,105	2,218	2,234	2,315	2,378	2,349	2,210	2,217	2,184
All motor vehicle traffic	26,299	27,217	27,641	28,172	28,021	28,859	28,953	28,770	28,916	28,449	28,518
Pedal cycles	43	45	41	37	34	39	32	40	45	46	47
All traffic on major roads	**26,342**	**27,262**	**27,682**	**28,209**	**28,055**	**28,898**	**28,986**	**28,810**	**28,961**	**28,495**	**28,565**
Minor roads (B, C and unclassified)											
Cars	10,928	11,367	11,307	11,366	11,418	11,857	12,153	12,136	11,895	11,593	11,592
Two wheeled motor vehicles	106	117	124	115	132	126	139	125	125	109	114
Buses	280	289	315	309	300	310	342	310	306	298	257
Light goods vehicles	1,829	1,901	1,997	2,115	2,200	2,303	2,436	2,455	2,343	2,406	2,306
Heavy goods vehicles	388	394	406	397	404	406	403	402	347	333	298
All motor vehicle traffic	13,530	14,067	14,148	14,301	14,453	15,000	15,473	15,427	15,016	14,740	14,567
Pedal cycles	192	205	208	195	210	221	207	232	243	253	258
All traffic on minor roads	**13,722**	**14,272**	**14,356**	**14,496**	**14,663**	**15,221**	**15,680**	**15,659**	**15,258**	**14,992**	**14,825**
All roads											
Cars	31,904	33,127	33,228	33,674	33,478	34,466	34,545	34,357	34,391	33,591	33,578
Two wheeled motor vehicles	261	292	327	309	313	302	326	315	322	290	295
Buses	604	630	646	593	586	609	650	630	635	650	609
Light goods vehicles	4,662	4,828	5,076	5,283	5,460	5,761	6,125	6,145	6,027	6,107	6,122
Heavy goods vehicles	2,398	2,408	2,511	2,615	2,637	2,721	2,781	2,751	2,557	2,550	2,482
All motor vehicle traffic	39,829	41,285	41,789	42,474	42,475	43,859	44,426	44,197	43,932	43,189	43,085
Pedal cycles	236	250	249	232	243	260	240	273	287	298	305
All traffic on all roads	**40,065**	**41,535**	**42,038**	**42,705**	**42,718**	**44,119**	**44,666**	**44,470**	**44,219**	**43,488**	**43,390**

Source: Department for Transport - Not National Statistics

Table 5.4 Traffic on major roads (by class / type) and on minor roads, by Council, 2011[1]

Council	All motor-ways [2]	Trunk A urban	Trunk A rural	Non-trunk A urban	Non-trunk A rural	Total: All major roads (M and A)	Minor roads (B, C and unclassified)	Total: all roads
							million vehicle kilometres	
Aberdeen City	-	150	108	254	86	597	699	1,297
Aberdeenshire	-	4	819	30	707	1,560	1,123	2,683
Angus	11	-	334	83	297	724	351	1,076
Argyll & Bute	-	-	353	28	310	691	188	879
Clackmannanshire	-	-	-	32	143	175	152	327
Dumfries & Galloway	668	11	591	56	314	1,640	323	1,963
Dundee City	-	173	5	171	8	357	508	865
East Ayrshire	119	-	235	34	274	662	351	1,014
East Dunbartonshire	-	-	-	108	94	201	332	533
East Lothian	-	-	355	30	192	577	275	852
East Renfrewshire	208	-	-	107	87	402	355	757
Edinburgh, City of	321	-	391	625	320	1,657	1,245	2,902
Eilean Siar*	-	-	-	-	142	142	60	202
Falkirk	489	-	48	230	176	943	545	1,489
Fife	245	49	544	269	691	1,799	1,040	2,839
Glasgow, City of	1,397	-	-	747	30	2,174	1,262	3,435
Highland	-	72	1,463	8	508	2,052	528	2,580
Inverclyde	-	18	54	134	56	261	254	515
Midlothian	-	8	129	46	210	393	260	653
Moray	-	27	237	27	151	442	267	708
North Ayrshire	-	14	302	88	122	527	240	766
North Lanarkshire	476	278	376	363	250	1,742	1,217	2,959
Orkney Islands	-	-	-	-	78	78	55	133
Perth & Kinross	388	-	936	73	482	1,879	378	2,257
Renfrewshire	407	-	209	152	108	877	485	1,362
Scottish Borders	-	17	371	27	435	849	330	1,180
Shetland Islands	-	-	-	-	139	139	63	202
South Ayrshire	-	-	384	107	132	623	352	974
South Lanarkshire	920	115	128	245	461	1,869	567	2,436
Stirling	247	-	231	106	348	932	266	1,198
West Dunbartonshire	-	15	190	140	55	400	237	637
West Lothian	675	-	-	153	373	1,201	516	1,717
Scotland	**6,570**	**951**	**8,793**	**4,471**	**7,781**	**28,565**	**14,825**	**43,390**

*formerly Western Isles

1. Source: Department for Transport - Not National Statistics. They provide only a rough estimate of the likely total volume of traffic on roads in each area. For further information, please see the notes on the traffic estimates in the text.
2. Motorways include A(M) roads.

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

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											million vehicle kilometres
Trunk roads [2]											
Aberdeen City	256	268	281	286	275	286	265	264	253	255	258
Aberdeenshire	754	825	852	847	844	866	840	820	829	822	824
Angus	269	298	293	300	292	341	319	339	334	346	344
Argyll & Bute	322	349	344	353	344	360	358	356	359	352	353
Dumfries & Galloway	1,185	1,260	1,230	1,236	1,258	1,241	1,299	1,302	1,290	1,274	1,270
Dundee City	172	171	173	186	184	187	187	179	182	180	178
East Ayrshire	324	339	357	363	312	361	372	357	364	355	354
East Lothian	321	324	344	361	378	390	409	372	359	354	355
East Renfrewshire	113	116	118	124	116	154	177	175	181	172	208
Edinburgh, City of	624	651	670	683	688	682	714	686	725	677	712
Falkirk	504	503	503	542	534	560	571	567	550	531	537
Fife	738	824	837	866	822	870	889	868	879	848	839
Glasgow, City of	1,185	1,214	1,206	1,277	1,300	1,330	1,349	1,391	1,385	1,370	1,397
Highland	1,391	1,465	1,476	1,464	1,468	1,503	1,525	1,519	1,556	1,530	1,535
Inverclyde	73	74	76	80	78	80	78	76	75	72	72
Midlothian	154	142	142	141	141	142	142	140	141	135	136
Moray	254	281	278	280	283	270	277	272	269	263	264
North Ayrshire	276	248	256	272	276	319	326	330	326	318	317
North Lanarkshire	1,084	1,096	1,100	1,134	1,133	1,114	1,143	1,166	1,154	1,161	1,129
Perth & Kinross	1,308	1,339	1,296	1,336	1,345	1,381	1,379	1,345	1,332	1,299	1,324
Renfrewshire	539	551	590	611	616	627	620	639	628	611	616
Scottish Borders	353	379	386	389	392	400	400	383	390	382	388
South Ayrshire	351	376	401	398	385	387	393	379	381	384	384
South Lanarkshire	920	977	1,088	1,121	1,095	1,142	1,130	1,169	1,197	1,162	1,163
Stirling	431	442	457	459	466	501	513	505	499	481	478
West Dunbartonshire	186	191	188	191	195	199	189	191	209	204	205
West Lothian	623	632	658	675	687	682	688	711	700	682	675
Total trunk roads	**14,710**	**15,335**	**15,599**	**15,976**	**15,906**	**16,375**	**16,548**	**16,504**	**16,546**	**16,222**	**16,313**
Local authority roads											
Aberdeen City	1,051	1,064	1,072	1,081	1,081	1,141	1,126	1,115	1,075	1,053	1,039
Aberdeenshire	1,734	1,809	1,836	1,836	1,852	1,964	1,993	1,994	1,933	1,894	1,859
Angus	652	680	690	695	704	734	747	758	752	740	731
Argyll & Bute	478	515	527	526	515	551	552	548	541	532	526
Clackmannanshire	287	291	290	294	297	307	313	317	331	328	327
Dumfries & Galloway	636	660	672	685	686	711	723	719	708	700	693
Dundee City	649	680	678	679	685	698	719	722	703	687	688
East Ayrshire	611	623	625	633	639	702	686	682	672	665	660
East Dunbartonshire	517	532	536	540	537	545	556	547	547	534	533
East Lothian	448	463	464	473	478	499	509	508	503	501	498
East Renfrewshire	481	494	494	500	497	565	571	577	568	558	549
Edinburgh, City of	2,205	2,250	2,260	2,289	2,285	2,306	2,326	2,271	2,253	2,207	2,190
Eilean Siar*	177	179	186	186	176	208	209	205	206	203	202
Falkirk	832	877	887	897	902	931	953	950	955	949	952
Fife	1,832	1,887	1,906	1,939	1,949	1,987	2,022	2,023	2,015	2,000	2,000
Glasgow, City of	2,019	2,078	2,091	2,107	2,117	2,130	2,159	2,135	2,100	2,053	2,039
Highland	950	985	1,001	1,012	1,022	1,053	1,070	1,078	1,067	1,055	1,044
Inverclyde	447	442	444	455	452	460	468	465	458	447	443
Midlothian	453	469	476	482	486	498	507	509	520	517	517
Moray	407	422	428	434	438	457	466	467	460	451	444
North Ayrshire	398	451	453	461	445	463	466	462	456	452	450
North Lanarkshire	1,763	1,807	1,812	1,833	1,831	1,869	1,906	1,894	1,871	1,840	1,829
Orkney Islands	124	129	128	128	128	136	137	137	137	135	133
Perth & Kinross	845	896	927	931	928	960	972	958	960	945	933
Renfrewshire	696	718	727	734	741	755	769	769	755	748	745
Scottish Borders	725	752	768	777	776	801	812	813	808	798	792
Shetland Islands	181	190	194	195	198	205	206	206	203	202	202
South Ayrshire	543	565	567	573	576	595	600	607	602	595	590
South Lanarkshire	1,193	1,223	1,206	1,223	1,240	1,311	1,333	1,298	1,294	1,282	1,273
Stirling	674	679	693	699	709	736	749	743	735	732	720
West Dunbartonshire	399	411	415	418	425	436	439	439	438	429	431
West Lothian	947	976	989	1,013	1,015	1,031	1,055	1,051	1,046	1,034	1,042
Total LA roads	**25,354**	**26,200**	**26,439**	**26,729**	**26,811**	**27,745**	**28,118**	**27,966**	**27,673**	**27,266**	**27,077**

*formerly Western Isles

1. Source: Department for Transport - Not National Statistics. They provide only a rough estimate of the likely total volume of traffic on roads in each area. For further information, please see the notes on the traffic estimates in the text.
2. Roads which changed from trunk to local authority, or vice versa, are counted according to their status on a recent date, rather than on the basis of their status in each year.

NB: to save space, Councils which do not have trunk roads in their areas are not shown.

Table 5.5(continued) Traffic on all roads, by Council area[1]

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											million vehicle kilometres
All roads											
Aberdeen City	1,307	1,333	1,353	1,367	1,357	1,427	1,391	1,379	1,329	1,308	1,297
Aberdeenshire	2,488	2,634	2,688	2,683	2,697	2,830	2,834	2,814	2,762	2,716	2,683
Angus	920	978	983	995	996	1,076	1,066	1,097	1,086	1,086	1,076
Argyll & Bute	800	864	871	879	858	911	910	904	900	884	879
Clackmannanshire	287	291	290	294	297	307	313	317	331	328	327
Dumfries & Galloway	1,821	1,920	1,902	1,920	1,944	1,952	2,021	2,021	1,998	1,974	1,963
Dundee City	821	852	850	866	869	885	906	902	885	867	865
East Ayrshire	935	962	982	997	951	1,062	1,057	1,039	1,037	1,020	1,014
East Dunbartonshire	517	532	536	540	537	545	556	547	547	534	533
East Lothian	769	787	808	834	856	889	918	880	862	855	852
East Renfrewshire	594	610	612	624	613	719	747	752	749	730	757
Edinburgh, City of	2,829	2,901	2,929	2,972	2,973	2,988	3,040	2,957	2,978	2,885	2,902
Eilean Siar*	177	179	186	186	176	208	209	205	206	203	202
Falkirk	1,336	1,380	1,390	1,439	1,436	1,492	1,524	1,517	1,505	1,479	1,489
Fife	2,571	2,712	2,743	2,805	2,770	2,856	2,911	2,891	2,894	2,848	2,839
Glasgow, City of	3,204	3,293	3,296	3,384	3,417	3,460	3,508	3,527	3,485	3,423	3,435
Highland	2,341	2,449	2,477	2,477	2,490	2,556	2,595	2,597	2,623	2,586	2,580
Inverclyde	519	516	520	535	530	539	545	541	533	519	515
Midlothian	608	611	618	624	627	640	649	649	661	652	653
Moray	661	703	706	715	722	727	743	739	729	714	708
North Ayrshire	674	699	709	733	720	781	792	792	782	770	766
North Lanarkshire	2,846	2,903	2,911	2,968	2,964	2,983	3,049	3,060	3,025	3,001	2,959
Orkney Islands	124	129	128	128	128	136	137	137	137	135	133
Perth & Kinross	2,153	2,235	2,223	2,267	2,273	2,340	2,351	2,303	2,292	2,244	2,257
Renfrewshire	1,236	1,269	1,316	1,345	1,357	1,382	1,389	1,408	1,382	1,359	1,362
Scottish Borders	1,078	1,131	1,154	1,166	1,168	1,201	1,212	1,196	1,198	1,180	1,180
Shetland Islands	181	190	194	195	198	205	206	206	203	202	202
South Ayrshire	895	941	968	971	962	981	992	987	983	979	974
South Lanarkshire	2,113	2,200	2,294	2,343	2,335	2,453	2,462	2,468	2,491	2,444	2,436
Stirling	1,105	1,121	1,149	1,158	1,175	1,237	1,262	1,248	1,234	1,213	1,198
West Dunbartonshire	586	601	604	608	620	635	629	630	646	634	637
West Lothian	1,570	1,608	1,647	1,688	1,702	1,713	1,742	1,761	1,747	1,716	1,717
Total all roads	**40,065**	**41,535**	**42,038**	**42,705**	**42,718**	**44,119**	**44,666**	**44,470**	**44,219**	**43,488**	**43,390**

*formerly Western Isles

1. Source: Department for Transport - Not National Statistics. They provide only a rough estimate of the likely total volume of traffic on roads in each area. For further information, please see the notes on the traffic estimates in the text.

Table 5.6 Average Daily Traffic Flows[1] at Selected Automated Traffic Classifier Sites [2] by Month, 2011

Description	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
A74(M) J18 to 19	24,239	28,054	28,206	32,686	31,817	33,659	36,553	36,372	33,930	33,006	28,625	26,028
M8 Bishopton	21,776	24,168	25,209	24,536	24,289	24,997	24,862	25,596	24,780	23,978	24,094	22,001
M8 Harthill		53,331	54,197	53,455	53,882	56,323			50,974	52,544	52,773	
M9 Linlithgow												
M73 Gartcosh			31,810	32,658	32,872	34,822	36,754	41,180	41,454	41,108	41,880	35,307
M74 J9	24,791	30,579	29,457	34,862	34,234	35,003	38,475	37,970	36,511	35,071	31,661	27,670
M80 Bankhead												
M90 Kelty	27,700	30,995	32,054									
A1 Grantshouse	6,745	7,455	7,669	9,142	8,623	9,080	10,102	9,989	9,118	8,699	7,477	7,189
A7 Langholm	2,946	3,317	3,399	3,543	3,570	3,665	3,643	3,695	3,443	3,470	3,412	3,099
A9 Berridale	1,504	1,623	1,633									
A9 Blackford	18,999	22,344	22,698	24,931	23,582	25,210	26,150	27,242	26,623	26,086	23,985	21,168
A9 Dornoch	4,526	4,872	5,219	6,113	6,185	6,622	7,014	7,241	6,581	5,817	5,413	4,605
A9 Tomatin	6,536	7,334	7,483	9,367	9,250	10,249	11,197	11,143	10,181	9,053	7,772	6,744
A68 Jedburgh	4,371	5,239	4,997	5,478	6,034	6,217	6,227	6,449	6,132	5,618	5,337	
A68 Pathhead	7,323	8,444	9,037	9,483	9,703	10,175	9,527	10,139	9,844	9,630	9,093	8,006
A75 Carsluith	3,529	4,093	4,329	5,051	4,853	5,056	5,536	5,769	5,124	4,630	4,144	3,756
A75 Southeast of A751	6,232	6,432	6,570	6,746	6,927	7,101	7,220	7,252	6,848	6,298	6,493	
A76 Mennock	2,472	2,769	2,834	3,157	3,138	3,184	3,256	3,424	3,171	2,848	2,785	2,475
A77 Glen App	2,768	3,161	3,191	3,707	3,525	3,575	4,067	3,937	3,546	3,397	3,197	3,017
A77 Kilmarnock	22,283	24,743	25,724	28,372	26,988	27,399	29,343	28,114	27,645	26,319	25,242	22,351
A78 Loans	13,512	14,178	14,813	14,866	14,765	15,094	14,770	15,239	14,690	14,297	14,290	13,325
A80 Cumbernauld												
A82 Ballachulish	2,698	3,348	3,364	5,235	5,322	5,760	6,364	6,437	5,231	4,297	3,166	2,753
A82 Spean Bridge	1,846	2,347	2,399		3,940	4,349	4,909	5,227	4,117	3,293	2,417	1,953
A83 Ardrishaig												
A85 Riverside Dundee	15,689	17,750	18,051	18,016	17,950	17,295				16,548	16,990	14,752
A87 Broadford	1,903	2,306	2,513	3,414	3,654	4,110	4,354	4,821	3,712	2,913	2,413	2,005
A87 Kyle of Lochalsh	1,963	2,375	2,598	3,508	3,811	3,202		4,842	4,030	3,131	2,576	2,115
A90 Stonehaven	26,008	25,858	27,246	27,462	27,542	28,668	27,559	28,926	28,822	27,375	26,892	17,298
A90 Bridge of Don	15,373	17,007	17,286	16,943	17,107	17,699	15,817					
A96 Forres	10,171	10,611	10,790	11,301	11,293	11,663	11,610	11,670	11,312	11,007	10,982	9,717
A702 Fulford												
A720 Dreghorn	-	-	73,293	65,348	77,635	80,605	-	-	-	-	76,859	67,127
A737 Lochside	19,228	21,239	21,154	21,890	21,551	21,636	22,117	22,252	21,867	21,360	20,882	19,266
A835 Aultguish				1,989	1,792	1,926	2,337	2,200	1,814	1,512	1,260	862
A977 Kincardine	3,905	4,377	4,489	4,536	4,584	4,641	4,324	4,739	4,683	4,289	4,598	4,088

Source: Transport Scotland - Not National Statistics

1. Traffic flows are counted in both directions at ATC sites and the average flows are based on totals.

2. Missing data for these sites is due to equipment failure.

Table 5.7(a) Average daily traffic flows, peak hourly flows and percentages of HGVs for selected key points: 2011 [1, 2]

Location	Site No. in Fig 5.1	Average Daily Flow				HGV (Year) Percentage		Peak Hourly Flows			
		7 Day		5 Day				AM		PM	
		Year	August	Year	August	7 Day	5 Day	7 Day	5 Day	7 Day	5 Day
A74(M) J18 to J19	1	31,164	36,372	33,300	37,339			2,302	2,362	2,618	2,674
M8 Bishopton	2	24,186	25,596	26,336	27,442	14%	16%	2,142	2,451	2,227	2,411
M8 Harthill	3	53,629		59,513		11%	12%	4,657	5,315	4,373	4,801
M9 Linlithgow	4										
M73 Gartcosh	5	36,786	41,180	41,229	45,043	14%	16%	3,094	3,518	3,342	3,750
M80 Bankhead	6										
M90 Kelty	7	29,572		31,589		11%	12%	2,365	2,481	2,669	2,812
A1 Grantshouse	8	8,446	9,989	8,728	10,077	15%	19%	674	660	725	722
A7 Langholm	9	3,434	3,695	3,715	3,867	23%	26%	306	327	316	335
A9 Berridale	10	1,603		1,757		14%	15%	139	154	141	153
A9 Blackford	11	24,098	27,242	25,401	27,865			1,820	1,835	2,076	2,123
A9 Dornoch	12	5,922	7,241	6,270	7,551	10%	12%	481	500	546	569
A9 Tomatin	13	8,725	11,143	9,069	11,239	11%	13%	692	696	771	782
A68 Jedburgh	14	5,668	6,449	5,990	6,656	5%	6%	445	445	506	521
A68 Pathhead	15	9,204	10,139	9,832	10,518	8%	10%	758	783	825	866
A75 Carsluith	16	4,658	5,769	4,971	5,952	28%	31%	380	390	414	430
A75 Southeast of A751	17	6,830	7,252	7,343	7,675			506	539	606	631
A76 Mennock	18	2,947	3,424	3,215	3,491			241	255	268	287
A77 Glen App	19	3,423	3,937	3,555	4,004	16%	19%	268	271	326	326
A77 Kilmarnock	20	26,172	28,114	27,681	29,302	8%	9%	2,096	2,254	2,335	2,448
A78 Loans	21	14,542	15,239	15,868	16,399			1,342	1,531	1,405	1,524
A82 Ballachulish	22	4,504	6,437	4,381	6,194	15%	17%	386	363	431	407
A82 Spean Bridge	23	3,289	5,227	3,381	5,197			298	295	321	318
A83 Ardrishaig	24										
A85 Riverside Dundee	25	16,992		18,567		4%	4%	1,567	1,782	1,591	1,725
A87 Broadford	26	3,235	4,821	3,432	4,966			288	297	303	317
A87 Kyle of Lochalsh	27	3,088	4,842	3,294	4,935	6%	7%	278	288	299	315
A90 Stonehaven	28	26,704	28,926	29,094	31,023			2,412	2,728	2,287	2,486
A90 Bridge of Don	29	16,875		18,138		12%	14%	1,392	1,540	1,521	1,637
A96 Forres	30	11,075	11,670	11,819	12,228			920	976	1,009	1,055
A702 Fulford	31										
A737 Lochside	32	21,199	22,252	22,502	23,381	5%	6%	1,727	1,894	1,911	2,025
A835 Aultguish	33	1,788	2,200	1,798	2,192	9%	11%	182	181	184	183
A977 Kincardine	34	4,436	4,739	4,760	5,040	9%	10%	349	370	423	446
A720 Dreghorn	35	74,858		81,445		12%	13%	6,302	6,877	6,617	7,069
A80 Cumbernauld	36										
M74 J9	37	33,020	37,970	35,585	39,417			2,368	2,427	2,556	2,622

Source: Transport Scotland - Not National Statistics

1. 7 day flows were calculated from Monday to Sunday inclusive, '5 day flows' were calculated from Monday to Friday inclusive
2. Missing data for some 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.

Table 5.7(b) Average daily traffic flows for selected key points [1, 2]

Location	Site No in Fig 5.1	Average Daily Flows 2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
A74(M) J18 to J19	1	31,304	31,462	31,831	31,793	32,156	33,066	31,870	31,910	31,047	31,164
M8 Bishopton	2	22,936	22,505	25,091	24,684	24,845	27,800	25,357	24,838	24,563	24,186
M8 Harthill	3	..	51,105	51,557	52,566	51,567	51,628	54,463	55,589	55,911	53,629
M9 Linlithgow	4	38,896	39,595	39,238	41,064	41,117	..	30,324	26,070	28,706	..
M73 Gartcosh	5	34,131	36,044	36,417	30,347	39,480	41,711	39,042	38,597	35,666	36,786
M80 Bankhead	6	16,102	15,656	..	..	..	..	..	..	..	..
M90 Kelty	7	29,141	29,749	29,585	30,703	26,511	..	30,787	32,832	32,304	29,572
A1 Grantshouse	8	7,038	7,756	7,994	8,255	8,554	8,989	8,659	8,845	8,616	8,446
A7 Langholm	9	3,478	3,542	3,577	3,576	3,604	3,573	3,456	3,336	3,434	3,434
A9 Berridale	10	1,665	1,838	2,044	1,950	1,967	2,193	1,947	2,089	1,938	1,603
A9 Blackford	11	24,945	25,356	27,494	25,356	25,870	26,888	25,901	24,690	23,671	24,098
A9 Dornoch	12	4,922	5,113	5,648	5,461	5,499	5,766	5,633	5,743	5,721	5,922
A9 Tomatin	13	7,868	7,917	7,287	7,840	8,717	9,110	9,043	8,987	8,850	8,725
A68 Jedburgh	14	7,054	6,977	7,202	6,900	6,929	7,139	5,845	5,860	5,530	5,668
A68 Pathhead	15	9,844	10,864	11,772	11,732	10,932	11,927	8,888	8,919	8,354	9,204
A75 Carsluith	16	4,434	4,560	4,745	4,820	4,827	4,924	4,771	4,849	4,724	4,658
A75 Southeast of A751	17	5,956	6,212	6,618	6,256	6,620	6,904	6,830	6,770	6,792	6,830
A76 Mennock	18	2,861	3,074	3,255	3,136	3,108	3,166	3,324	3,147	3,054	2,947
A77 Glen App	19	3,029	2,968	3,017	3,170	3,076	3,579	3,027	2,805	3,520	3,423
A77 Kilmarnock	20	24,566	24,904	24,656	24,690	27,470	27,984	27,520	27,069	26,763	26,172
A78 Loans	21	14,983	15,473	16,532	16,566	15,682	16,093	15,767	15,295	15,074	14,542
A82 Ballachulish	22	4,449	4,800	6,093	4,879	4,581	4,696	4,609	4,772	4,625	4,504
A82 Spean Bridge	23	3,299	3,456	3,564	3,493	3,436	3,524	3,185	3,629	3,351	3,289
A83 Ardrishaig	24	2,761	2,772	2,833	2,805	2,779	2,792	..	..	..	..
A85 Riverside Dundee	25	17,268	18,052	19,335	18,904	18,921	18,854	18,299	17,581	16,129	16,992
A87 Broadford	26	2,170	2,311	2,525	3,088	3,066	1,610	2,188	3,417	3,227	3,235
A87 Kyle of Lochalsh	27	3,287	3,100	4,106	3,383	3,396	3,678	3,437	3,577	3,367	3,088
A90 Stonehaven	28	24,065	24,088	24,904	24,743	24,921	26,045	26,427	26,778	26,907	26,704
A90 Bridge of Don	29	17,169	17,246	16,964	16,750	17,291	17,686	17,339	17,308	17,860	16,875
A96 Forres	30	10,370	10,541	11,342	11,047	11,276	11,317	11,277	11,309	11,416	11,075
A702 Fulford	31	10,041	9,781	10,495	9,901	10,479	10,939	11,875	11,295	10,334	..
A737 Lochside	32	21,557	22,276	23,189	22,638	20,469	21,439	21,764	21,755	21,528	21,199
A835 Aultguish	33	1,391	1,515	1,689	1,610	1,596	1,623	1,545	1,628	1,246	1,788
A977 Kincardine	34	14,747	14,973	15,163	15,184	15,870	15,264	13,723	4,583	4,370	4,436
A720 Dreghorn	35	67,940	..	76,551	76,308	78,386	80,448	78,179	79,936	77,735	74,858
A80 Cumbernauld	36	..	..	60,897	61,936	64,599	65,409	64,885	63,830	..	..
M74 J9	37	..	..	33,402	33,977	33,490	35,065	33,716	28,620	34,060	33,020

Source: Transport Scotland - Not National Statistics

1. Flows were calculated from Monday to Sunday inclusive.
2. Missing data for some 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.

Table 5.8 Traffic on trunk roads: average time lost per vehicle-kilometre [1] on monitored roads, 2011 (provisional)

Area, route and approximate direction of travel		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
													seconds
Aberdeen													
A90 - Muggiemoss Roundabout to Stonehaven	N	7	7	5	5	5	3	3	3	4	4	5	6
	S	18	16	20	11	9	4	4	4	10	13	15	17
A90 - Balmeddie to Muggiemoss Roundabout	N	7	6	5	3	4	4	3	4	4	4	4	5
	S	6	4	4	3	3	3	3	1	1	2	2	3
A96 - Muggiemoss Roundabout to Blackburn	E	13	8	5	3	3	3	2	5	5	6	6	7
	W	2	9	6	3	4	6	2	3	4	4	4	5
Dundee													
A90 - Forfar Road (Tealing) via Tay Bridge	N	6	5	5	4	5	5	3	3	3	3	4	4
to Forgan Roundabout	S	6	6	5	5	5	5	3	3	3	3	4	4
A90 - Inchture to Forfar Road Junction	E	6	3	5	4	5	5	1	2	2	2	2	3
	W	4	4	3	3	3	3	3	3	3	3	3	4
Perth													
A9 - from junction with B934 to Luncarty	N	3	3	2	2	2	3	2	6	4	4	3	3
	S	2	3	2	2	2	5	3	4	4	4	3	3
M90 - Bridge of Earn to Friarton and to Broxden	N	3	3	2	3	2	2	1	1	1	1	2	2
	S	3	3	3	2	2	2	2	2	2	2	3	3
Forth Bridge approaches													
A92 Cowdenbeath Jcn and M90 Junction 4	N	4	3	4	3	3	3	3	4	5	22	22	20
to Forth Bridge	S	8	7	5	4	5	4	4	5	9	26	26	24
Kincardine Bridge approaches													
A977 (Gartarry Rbt) A985 (Inch Fm Cott)	N	3	3	1	0	0	0	2	2	1	1	1	2
and A876/M876 to M9 Junction 7	S	3	2	1	1	1	1	1	2	2	1	1	2
Erskine Bridge approaches													
M898 / A898	N	1	2	2	1	2	1	1	1	1	1	3	4
	S	0	0	0	0	0	0	0	0	0	0	0	1
Edinburgh													
A1 - Macmerry to junction with A720	N	3	3	2	2	2	2	2	2	2	2	2	3
	S	3	3	2	2	2	2	2	2	2	2	3	3
A720 City Bypass - between juncs with A1 and M8	E	6	6	5	6	7	6	5	6	11	11	16	15
	W	11	9	7	5	7	7	5	6	7	8	16	15
M9 - from M8 junc at Claylands to M9 Spur	N	4	5	5	5	5	5	6	5	5	5	9	15
	S	11	10	7	5	5	5	3	6	9	9	13	16
Glasgow													
M77 - Greenlaw Junc to junction with M8	N	8	9	6	3	5	3	2	3	5	5	7	7
	S	3	3	2	1	2	2	5	4	3	4	5	5
M8 - St James Interchange to Baillieston	E	6	8	5	5	8	5	2	4	4	5	6	9
	W	12	15	11	8	10	8	3	5	5	5	6	8
M73 / M74 - Junction 4 to Junction 7	N	4	4	3	2	3	3	2	3	3	3	3	4
	S	4	4	4	3	4	4	3	4	4	4	6	6
M80 - Steppes Bypass / A80 to M80 Junction 4	N	10	10	8	19	18	8	8	3	2	10	12	16
	S	13	12	9	8	8	9	9	3	4	5	6	8
A725	N	8	16	13	9	15	12	7	11	11	12	16	13
	S	9	7	7	5	8	7	5	7	7	8	10	10
Glasgow / Edinburgh													
A8 / M8 - Baillieston to Hermiston Gait	E	11	9	11	11	10	11	20	4	5	5	6	7
	W	7	7	6	4	5	8	4	4	5	6	8	8
Ayrshire													
A77 - Fenwick to Dutch House Roundabout	N	6	7	3	6	6	6	9	8	7	7	7	8
	S	7	8	6	5	5	6	10	10	7	8	8	8
A78 - Stevenson to Dutch House Roundabout	N	4	4	3	3	4	3	3	3	3	4	4	5
	S	4	4	3	3	3	3	3	3	3	3	3	4
A77 - Dalrymple to Dutch House Roundabout	N	8	8	8	6	12	6	6	6	6	6	6	8
	S	9	8	8	7	8	7	7	7	6	7	7	10

Source: Transport Scotland - Not National Statistics

1. The reasons for delays can vary from month to month and from route to route, and include traffic congestion, roadworks, the effects of bad weather, etc.. These figures are provisional, and may be updated in due course. Sections 3.3 and 4.3 of the text describe the main features of the method which was used to produce these estimates.

Table 5.9 Car drivers' journeys [1] - whether delayed by traffic congestion [2] and, if so, how much time was lost [3]: 2011

	NOT delayed due to traffic congestion	Delayed due to traffic congestion: driver's estimate of the time lost due to traffic congestion								Sample size (=100%)
		none, or just 1-2 minutes	about 5 mins (3-7)	about 10 mins (8-12)	about 15 mins (13-17)	about 20 mins (18-22)	25 to 30 mins (23-32)	over half an hour (33+)	All delayed journeys	
									row percentages	*n =*
All car driver journeys	88.8	0.8	4	2.6	1.8	0.9	0.6	0.4	11.2	*8,314*
by purpose of journey:										
Commuting	82.1	1	5.4	4.4	3.8	1.8	0.9	0.7	17.9	*2,696*
Business [4]	…	…	…	…	…	…	…	…	…	…
Education [4]	…	…	…	…	…	…	…	…	…	…
Shopping	94.3	0.6	2.9	1.3	0.4	0.3	0.1	0	5.7	*1,633*
Visit hospital or other health	93.1	0.2	2.7	1.4	0.5	0	0.4	1.8	6.9	*201*
Other personal business	93	1.2	2.5	1.8	0.8	0	0.4	0.3	7.0	*682*
Visit friends or relatives	92.5	1.4	3	1.1	0.5	0.1	0.9	0.4	7.5	*939*
Eating / drinking	95.1	0	2.1	0.7	1.2	1	0	0	4.9	*205*
Sport / entertainment	95.2	0.3	2.6	1.2	0.4	0.2	0.1	0	4.8	*593*
Holiday / day trip	90.2	0	4	3.6	1.9	0	0	0.3	9.8	*143*
Go home	91.2	0.7	2.2	1.8	1.4	0.8	1.4	0.6	8.8	*239*
Escort	89.5	0.9	4.6	2.9	0.8	0.4	0.7	0.2	10.5	*767*
by day of the week:										
Monday	88.5	1.1	3.5	3.2	1.8	0.6	0.6	0.6	11.5	*1,647*
Tuesday	86.4	1.9	4.9	2.2	1.8	1.6	0.9	0.4	13.6	*1,512*
Wednesday	86.9	0.9	4.7	3.1	2.6	1.1	0.2	0.5	13.1	*1,445*
Thursday	86	0.4	5.2	3.9	2.3	0.9	0.6	0.6	14.0	*1,103*
Friday	87.6	0.7	4.5	2.7	1.9	1.4	0.6	0.5	12.4	*1,040*
Saturday	95.5	0.2	2.2	0.7	0.6	0	0.8	0	4.5	*499*
Sunday	94.8	0.4	1.6	1.6	0.4	0.5	0.4	0.3	5.2	*1,068*
Weekday journeys - by start time:										
midnight to 6:59 a.m.	90.8	0.6	4.1	0.5	2.3	0.8	0.4	0.5	9.2	*288*
7:00 to 7:59 a.m.	77.3	0.7	6.5	5.8	5.6	2.3	1	0.8	22.7	*498*
8:00 to 8:59 a.m.	80.7	2.3	5.9	5.3	2.9	1.7	0.7	0.4	19.3	*667*
9:00 to 9:59 a.m.	92.7	0	3.2	2.5	0	0.9	0.7	0	7.3	*357*
10:00 to 10:59 a.m.	88.6	0.9	7.5	1.5	0	0.3	0.7	0.4	11.4	*375*
11:00 to 11:59 a.m.	91.8	0.4	2.9	0.8	2.3	1.1	0.1	0.7	8.2	*409*
noon to 12:59 p.m.	95	1.1	1.4	1.3	0	0.5	0.6	0	5.0	*353*
1:00 to 1:59 p.m.	91.5	1.7	3.5	2	1.2	0	0	0	8.5	*401*
2:00 to 2:59 p.m.	92.9	1.5	1.8	1.1	0.3	0.3	0.5	1.7	7.1	*392*
3:00 to 3:59 p.m.	87.9	0.8	6.5	2.4	1.7	0.5	0	0.2	12.1	*507*
4:00 to 4:59 p.m.	78.7	1	7.6	5.6	2.8	2	0.8	1.7	21.3	*603*
5:00 to 5:59 p.m.	76.3	0.8	8.1	5.9	4.6	2.7	1.2	0.4	23.7	*651*
6:00 to 6:59 p.m.	92.3	0.9	1.3	1.9	2	0.2	0.7	0.6	7.7	*428*
7:00 to 7:59 p.m.	94.3	1.2	1.9	1	0.3	0.7	0.7	0	5.7	*312*
8:00 to 8:59 p.m.	98	0.4	0	0.6	0.9	0	0	0	2.0	*208*
9:00 to 9:59 p.m.	99.3	0	0	0.7	0	0	0	0	0.7	*167*
10:00 to 11:59 p.m.	96.2	0	2.3	1.5	0	0	0	0	3.8	*131*
Weekend journeys - by start time:										
Before 7am [4]	…	…	…	…	…	…	…	…	…	…
7am to 9:30am	93.3	0	0.2	0.7	2	1.3	2	0.4	6.7	*147*
After 9:30am to before 12noo	96.1	0.6	1.3	1.6	0	0	0.3	0.1	3.9	*299*
12noon to 2 pm	95.3	0.4	2.1	1.2	0	0	0.9	0	4.7	*355*
After 2pm to before 4:30pm	95.1	0.1	2.5	0.9	0.5	0	0.4	0.5	4.9	*270*
4:30pm to before 6:30pm	91.1	0.4	3.2	2.3	1.6	0.8	0.6	0	8.9	*219*
6:30pm onwards	98	0	2	0	0	0	0	0	2.0	*234*
by type of area in which driver lives:										
Large urban areas	85.7	0.5	5.1	3.7	2.7	1.1	0.7	0.4	14.3	*2,372*
Other urban areas	88.4	1.3	4.2	2.4	1.6	1.1	0.4	0.7	11.6	*2,454*
"Accessible" small towns	91.1	0.7	2.8	1.9	1.2	0.9	0.8	0.5	8.9	*802*
"Remote" small towns	94.5	0.5	1.5	1.3	0.3	0.9	0.5	0.5	5.5	*518*
"Accessible" rural areas	90.4	0.8	3.8	2	1.3	0.6	0.9	0.2	9.6	*1,216*
"Remote" rural areas	94	0.8	1.9	2.1	0.7	0.2	0.2	0.2	6.0	*950*

1 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

2 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.

3 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?".

4 Data is not shown for sample sizes below 100.

Table 5.10a: Percentage of car/van stages delayed by traffic congestion 2003-2011

	2003	2004	2005	2006	2007	2008	2009	2010	2011
Driver congestion	10.8	11.9	11.6	12.7	14.3	13.1	11.0	10.5	11.2
Sample size (=100%)	*10,817*	*14,463*	*13,780*	*14,011*	*9,264*	*9,324*	*8,679*	7580	*8,314*

Table 5.10b Percentage of bus stages where passenger experienced delay 2003-2011

	2003	2004	2005	2006	2007	2008	2009	2010	2011
Service Bus	7.6	8.9	9.5	8.9	12.5	14.4	9.9	12.3	10.5
Sample size (=100%)	*1,965*	*2,752*	*2,548*	*2,726*	*1,674*	*1,724*	*1,456*	1311	*1,439*

Table 5.11 Petrol and diesel consumption of road vehicles

	2003	2004	2005 [2]	2006 [2]	2007 [2]	2008 [2]	2009 [2]	2010 [2]
								thousands of tonnes
by type of vehicle								
Buses	155.4	146.7	159.9	161.6	175.5	175.2	176.6	181.3
Diesel cars	328.2	356.6	475.9	519.4	554.3	605.2	617.6	617.6
Petrol cars	1,679.3	1,651.1	1,356.7	1,321.7	1,258.0	1,170.5	1,125.2	1,047.7
Motorcycles	9.6	9.3	11.1	10.7	11.5	11.0	11.3	10.1
Heavy Goods Vehicles	659.5	693.5	652.3	684.8	711.5	730.9	682.0	686.3
Diesel Light Goods Vehicles	438.8	456.8	365.4	380.0	404.6	407.2	400.6	406.6
Petrol Light Goods Vehicles	54.2	48.9	32.7	32.9	30.3	27.2	24.6	22.3
Total	**3,325.0**	**3,363.0**	**3,054.0**	**3,111.1**	**3,145.6**	**3,127.1**	**3,037.8**	**2,972.0**
by Council area [1]								
Aberdeen City	74.3	73.5	90.0	94.4	92.3	91.7	86.8	84.9
Aberdeenshire	201.2	201.0	180.7	189.8	190.3	188.2	181.6	177.4
Angus	72.1	72.3	69.8	74.6	74.6	74.9	72.7	72.3
Argyll & Bute	84.0	85.7	59.3	60.0	59.9	59.3	57.5	56.3
Clackmannanshire	13.6	13.3	18.9	19.4	19.8	19.9	19.6	19.4
Dumfries & Galloway	223.5	222.4	167.2	168.9	175.9	175.7	166.9	165.4
Dundee City	41.8	42.7	59.6	60.4	61.6	61.4	59.4	57.8
East Ayrshire	74.4	74.8	77.8	75.9	75.5	74.5	73.1	71.2
East Dunbartonshire	39.6	39.3	37.0	37.3	38.1	37.8	37.2	35.9
East Lothian	61.9	62.0	60.7	61.5	63.1	61.1	58.2	57.0
East Renfrewshire	42.2	43.2	53.8	48.7	50.4	51.1	50.1	48.6
Edinburgh, City of	183.3	178.6	213.1	213.5	216.0	211.8	209.3	202.7
Eilean Siar*	19.8	19.8	11.9	13.3	13.3	12.9	13.1	13.2
Falkirk	105.8	107.4	105.4	109.7	112.0	111.4	107.9	105.1
Fife	189.2	188.7	179.9	184.8	187.8	186.2	180.9	176.3
Glasgow, City of	266.4	273.9	242.1	243.6	244.3	244.9	236.6	231.6
Highland	242.6	241.5	167.8	172.8	174.6	173.7	173.1	170.4
Inverclyde	29.2	29.1	35.2	35.6	35.5	35.2	33.9	32.7
Midlothian	45.1	50.7	43.5	44.5	45.0	44.8	43.6	42.5
Moray	56.5	56.4	47.1	48.4	49.3	49.1	48.2	47.0
North Ayrshire	54.4	56.7	51.4	52.3	51.9	52.0	50.3	49.1
North Lanarkshire	231.8	230.6	219.0	222.2	224.3	224.5	217.7	214.0
Orkney Islands	16.7	16.7	8.5	9.0	9.1	9.1	8.9	8.9
Perth & Kinross	206.5	204.3	173.1	175.8	178.4	174.9	169.8	165.0
Renfrewshire	105.3	110.2	95.7	97.3	97.4	98.2	94.4	91.9
Scottish Borders	103.9	103.8	78.2	80.1	80.6	80.2	78.4	76.8
Shetland Islands	18.6	18.6	12.4	12.7	12.8	12.8	12.3	12.1
South Ayrshire	70.5	71.3	65.5	66.7	67.5	67.1	65.6	64.8
South Lanarkshire	212.5	236.1	195.8	200.0	202.8	201.9	196.7	192.3
Stirling	85.7	83.1	80.0	82.5	84.3	83.1	80.1	78.4
West Dunbartonshire	38.6	36.1	40.2	40.8	40.4	40.4	40.1	39.1
West Lothian	113.9	119.1	113.6	114.5	116.7	117.4	113.8	111.7
Total	**3,325.0**	**3,363.0**	**3,054.0**	**3,111.1**	**3,145.6**	**3,127.1**	**3,037.8**	**2,972.0**

*formerly Western Isles

Source: DECC - Years prior to 2005 are not National Statistics

1. 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).

2. There have been major revisions to the data due to improvements in the methodology. For more information please see here: http://www.decc.gov.uk/en/content/cms/statistics/regional/road_transport/road_transport.aspx

Figure 5.12 Atmospheric concentrations of selected pollutants recorded at urban and rural monitoring sites

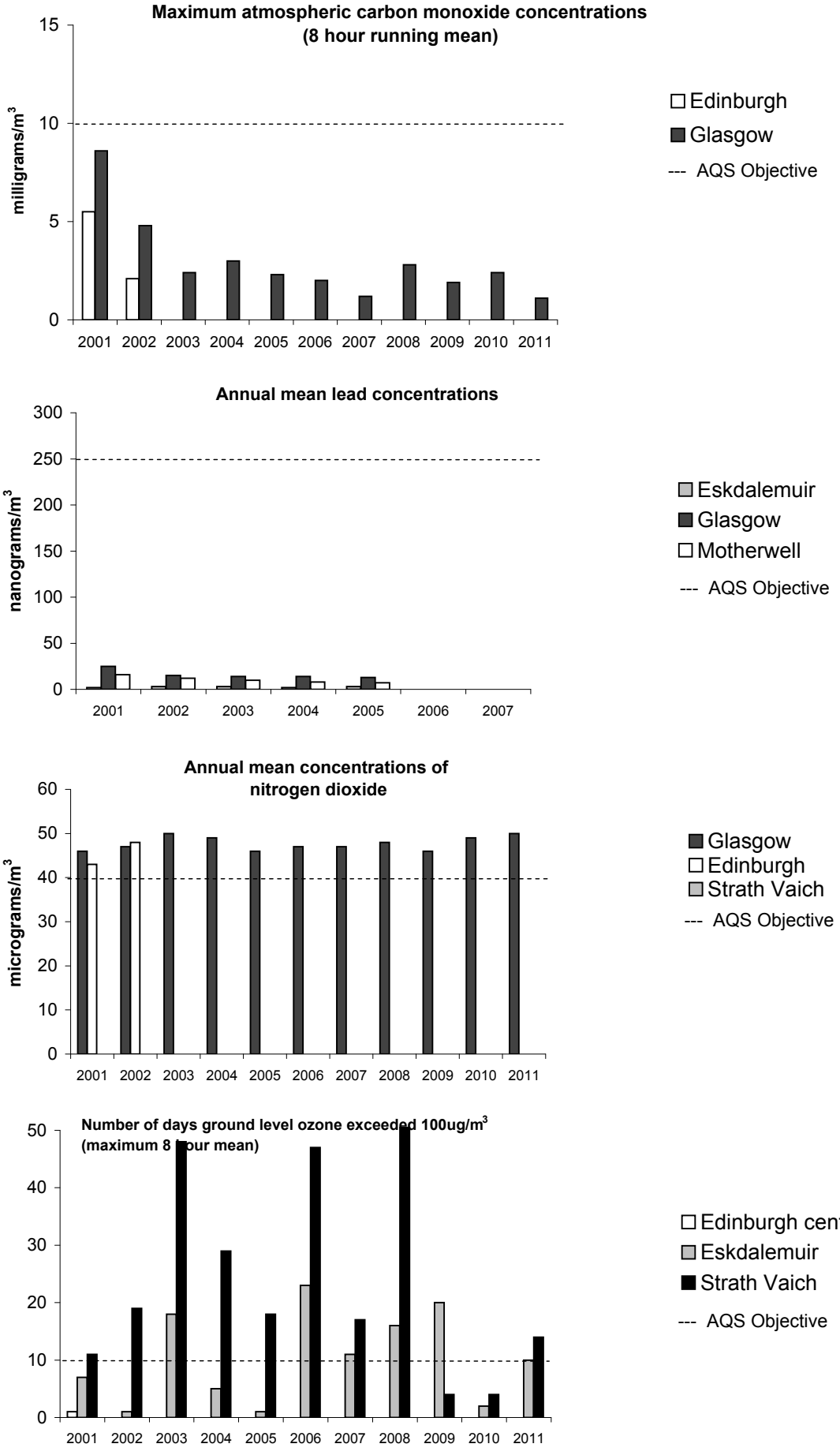


Table 5.12 Atmospheric concentrations of selected pollutants[(*, a)] recorded at Air Quality Monitoring Stations

Air Quality monitoring station[1]	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Benzene[2]											*micrograms per cubic metre*
Edinburgh Med school	0.4	..	..	..	..	..	..	..	..	..	..
Carbon monoxide[3]											*milligrams per cubic metre*
Edinburgh Centre	5.5	2.1 *		..	..	..	..	..	..	..	..
Edinburgh St Leonards	..	..	*	1.3	1.7	1.3	1.2	1.5	3.2	0.8	0.8
Glasgow Centre	8.6	4.8	2.4	3.0	2.3	2.0	1.2	2.8	1.9	2.4	1.1
Lead[4]											*nanograms per cubic metre*
Eskdalemuir	2	3	3	2	3	..	..	..	..	..	..
Glasgow	25	15	14	14	13	..	..	..	..	..	..
Motherwell	16	12	10	8	7	..	..	..	..	..	..
Nitrogen dioxide[5]											*micrograms per cubic metre*
Edinburgh Centre	43	48	*	..	..	..	..	..	..	..	..
Edinburgh St Leonards	..	..	..	25	25	27	27	31	24	31	25
Glasgow City Chambers	46	47	50	49	46	47	47	48	46	49	50
Strath Vaich	..	..	..	..	..	..	..	..	..	..	..
Aberdeen Errol Place	25	27	31	26	24	27	24	25	26	22	23
Dumfries	38.0	38	38	37	36	37	38	37	35	40	32
Glasgow (Centre)	34	32 *		36	33	31	31	35	42	44	34
Glasgow (Kerbside)	71	74	75	68	62	68	70	82	78	84	72
Grangemouth	19	16	22	17	16	18	16	17	18	19	15
Inverness	..	22	23	23	21	21	22	21	21	24	27
Ozone[6]											*micrograms per cubic metre*
Edinburgh Centre	30	35 *		..	..	..	..	..	..	..	..
Edinburgh St Leonards	..	..	..	53	53	52	48	49	52	33	40
Eskdalemuir	46	48	51	53	51	58	54	57	56	55	53
Strath Vaich	68	69	73	76	67	72	68	73	67	61	64
											daily 8-hour running mean exceeding 100ug/m4
Edinburgh Centre	1	0	*	..	..	..	..	..	..	..	..
Edinburgh St Leonards	..	..	..	12	13	16	9	14	3	0	0
Eskdalemuir	7	1	18	5	1	23	11	16	20	2	10
Strath Vaich	11	19	48	29	18	47	17	65	4	4	14
Particulates (PM_{10})[7]											*micrograms per cubic metre*
Edinburgh Centre	25	27 *		..	..	..	..	..	..	..	..
Edinburgh St Leonards	..	..	..	19	18	20	19	15	*	14	15
Glasgow Centre	22	20	21	*	20	21	20	19	25	23	17
Aberdeen Errol Place	15	18	22	19	19	20	17	16	15	13	14
Grangemouth	20	17	19	16	15	18	16	15	13	14	14

Source: Scottish Government - Not National Statistics
(1) The Aberdeen, Dumfries, Edinburgh Centre, Glasgow Centre, Glasgow Kerbside, Glasgow City Chambers, Grangemouth and Inverness sites are urban monitoring sites, and Eskadale and Strath Vaich are rural sites.
(2) Maximum running annual mean concentation of Benzene.
(3) Maximum annual eight hour running mean.
(4) Annual average concentrations of atmospheric lead.
(5) Annual mean concentration of atmospheric nitrogen dioxide.
(6) Annual mean ground level ozone concentration.
(7) Annual mean atmospheric PM_{10} concentration.

(*) Since 2003, results where data capture is less than 75% are not shown. Prior to 2003, a 50% data capture threshold is used.
(a) those to which transport is understood to contribute significantly - see text.

Table 5.13 Emissions of greenhouse gases by type of transport allocated to Scotland [1]

	1990	1995	2002	2003	2004	2005	2006	2007	2008	2009	2010
											thousand tonnes of carbon dioxide equivalent
Transport											
Road transportation [2]	**9,083**	**9,154**	**9,572**	**9,611**	**9,679**	**9,748**	**9,935**	**10,085**	**9,758**	**9,405**	**9,427**
Buses & coaches	382	392	480	518	489	509	514	557	547	544	559
Passenger cars	5,772	5,749	6,042	5,937	5,963	5,881	5,935	5,878	5,769	5,548	5,348
HGVs	2,082	2,079	1,824	1,873	1,903	2,002	2,074	2,169	1,990	1,902	2,098
Light duty vehicles	795	890	1,148	1,195	1,236	1,268	1,324	1,392	1,368	1,332	1,346
Mopeds & motorcycles	31	22	34	38	36	37	35	38	37	37	34
Other [5]	21	20	44	50	52	52	53	50	48	42	43
Railways	162	157	193	195	203	204	209	212	216	215	219
International Aviation & international shipping	2,510	2,469	2,006	2,172	2,445	2,644	3,039	3,009	3,039	2,829	2,487
Domestic Aviation	698	630	796	823	826	869	874	903	858	741	678
Shipping	506	507	432	399	398	389	350	349	336	322	302
Other transport [3]	72	84	89	90	92	90	90	91	89	89	91
Total transport	**13,031**	**13,001**	**13,088**	**13,290**	**13,644**	**13,945**	**14,495**	**14,648**	**14,297**	**13,601**	**13,204**
Non-transport net emissions	**59,149**	**56,750**	**49,486**	**48,728**	**46,173**	**44,764**	**48,098**	**43,693**	**42,268**	**39,056**	**42,528**
Net emissions all sources [4]	**72,180**	**69,751**	**62,574**	**62,018**	**59,817**	**58,709**	**62,594**	**58,341**	**56,565**	**52,657**	**55,731**
											percentage
Transport % of Total net emissions [4]	18.1	18.6	20.9	21.4	22.8	23.8	23.2	25.1	25.3	25.8	23.7

1. From the *Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland: 1990 - 2010*.
   Emissions are available annually only with effect from 1998. All the figures in this table have been updated to reflect changes to the methodology used. They are therefore not comparable with those previously published.
2. 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 where that total is derived from fuel sales data of petrol and DERV within the UK as specified in the guidelines of the Intergovernmental Panel on Climate Change. Further detail can be found in Section 4.7 of the commentary.
3. Includes emissions from fishing vessels, marine engines, personal watercraft, inland goods-carrying vehicles, motorboats and sail boats with auxiliary engines.
4. Net emissions take account of removals of carbon dioxide due to carbon sinks.
5. Includes LPG and road vehicle engines.

Table 5.14 Emissions of greenhouse gases[1] by Transport [2] allocated to Scotland

	1990	1995	2002	2003	2004	2005	2006	2007	2008	2009	2010
											thousand tonnes of carbon dioxide equivalent
Greenhouse gases - excluding international aviation and shipping											
Carbon dioxide	10,341	10,321	10,922	10,966	11,053	11,160	11,320	11,506	11,136	10,658	10,603
Methane	49	37	18	16	15	13	12	11	10	7	6
Nitrous Oxide	131	174	142	136	131	127	125	123	112	107	108
All greenhouse gases - excluding international aviation and shipping	**10,521**	**10,532**	**11,082**	**11,118**	**11,199**	**11,300**	**11,457**	**11,640**	**11,258**	**10,772**	**10,717**
Greenhouse gases - international aviation and shipping											
Carbon dioxide	2,489	2,448	1,989	2,153	2,424	2,621	3,012	2,982	3,013	2,804	2,465
Methane	1	1	0	1	1	1	1	1	1	1	1
Nitrous Oxide	20	20	17	19	21	23	26	26	26	24	21
All greenhouse gases - international aviation and shipping	**2,510**	**2,469**	**2,006**	**2,172**	**2,445**	**2,644**	**3,039**	**3,009**	**3,039**	**2,829**	**2,487**
All transport greenhouse gases	**13,031**	**13,001**	**13,088**	**13,290**	**13,644**	**13,945**	**14,495**	**14,648**	**14,297**	**13,601**	**13,204**

Source: Scottish Government - Not National Statistics

1. The footnotes to Table 5.13 also apply to this table, including revision of the figures; though note that emisions of methane and nitrous oxide from road transport are estimated using vehicle kilometre data in both of the calculation methods, and the total emissions of these GHGs from the two methods are identical. There are no emissions of other greenhouse gases by Transport in the Inventory.
2. The figures for greenhouse gas emissions are expressed in terms of their Global Warming Potential in tonnes of carbon dioxide equivalent. To convert from tonnes of carbon dioxide equivalent to tonnes of other gases multiply by the following factors: methane - 1/21, nitrous oxide - 1/310.

Table 5.15 UK Carbon Dioxide emissions: grams per passenger-kilometre, 2010 [1]

	grams of CO_2 per pass-km
Petrol cars	132 [2]
Diesel cars	123 [2]
All Cars (average)	129 [2]
Petrol motorbike	119
Bus 135	
Coach	31
National rail	57
Light rail and tram	77
Ferry	116
Domestic flights [3]	172 [4]
Short haul international [3]	97 [4]
Long haul international [3]	113 [4]

Source: DEFRA - Not National Statistics

1. Sources: Figures are taken from the 2009 Guidelines to Defra/DECC's Conversion Factors to Company Reporting, 2009, Defra/DECC. All figures are estimated using data for GB/UK as a whole so do not specifically relate to Scotland.
2. All Car figures assume an average car occupancy rate of 1.6 passengers (Carbon Pathways Analysis, 2008, Department for Transport)
3. The long haul estimate is based on a flight length from the Guidelines of of 6482 km, short haul 1108km and domestic 463km.
4. In keeping with evidence from the IPCC, a 9% upflift factor has been applied to allow for sub-optimal routing and stacking at airports during periods of heavy congestion

Chapter 6 REPORTED INJURY ROAD ACCIDENTS

1. Introduction

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

2. Main Points

Accidents

2.1 There were 9,974 injury road accidents reported in 2011, 321 (3%) fewer than 2010. The number of reported accidents fell in most of the past ten years, and in 2011 was 32% lower than in 2001 and the lowest figure since current records began in 1970. There were 176 fatal accidents in 2011: 13 (7%) less than in 2010,. The reported number of accidents in which someone was seriously injured, but no-one died fell by 2% to 1,671 and the number of reported slight accidents (8,127) was 267 (3%) fewer than the previous year. *(Table 6.1)*

2.2 In 2011, over one third of all reported injury road accidents (3,620: 36%) were on non-built up roads (speed limit of more than 40 m.p.h. - see paragraph 3.8). However, such roads accounted for a higher proportion of fatal accidents (114: 65%), partly because speeds tend to be higher on non-built up roads than on built up roads. There was a reduction in accidents on non-built up roads (down by 8%) between 2010 and 2011 compared to a small increase in accidents on built up roads (0.2% more). *(Table 6.1)*

2.3 The long term trends in the number of injury road accidents reported between 2001 and 2011 varied between the Police Force areas across Scotland, ranging from an 11% fall (Grampian) to a 39% fall (Fife and Tayside). The figures for an area may fluctuate from year to year, although the trend appears to be downwards. *(Table 6.2)*

2.4 There were 16,739 vehicles involved in reported injury road accidents in 2011. Three-quarters of them were cars (12,391: 74%); pedal cycles were the next vehicle type most often involved in accidents (855: 5%), though motorcycles and light goods vehicles are a similar proportion. *(Table 6.3) The number of vehicles involved in accidents should be considered alongside the traffic estimates in Chapter 5. For example there was an increase of 16 per cent in the numbers of pedal cycles involved in injury accidents between 2007 and 2011, however over the same period it was estimated that the distance cycled increased by over 27 per cent.*

2.5 186 people were killed in road accidents in 2011, 22 (11%) less than the previous year and the lowest since current records began more than 50 years ago. This was 36% less than the 2004-08 average. *(Table 6.4)*

Casualties

2.6 There were 1,875 people recorded as seriously injured in road accidents in 2011, 93 (5%) less than in 2010, 28% less than the 2004-08 average and the lowest figure since records of the numbers of serious injuries began in 1950. 10,709 people were recorded as slightly injured in 2011, 453 (4%) fewer than in 2010, and the lowest number since 1950. There were a total of 12,770 casualties in 2011, 568 (4%) lower than in 2010. (*Table 6.4*)

2.7 In the context of the total volume of traffic on the roads in Scotland, the 10,709 people who were recorded as slightly injured in 2011 represented 24.68 casualties per 100 million vehicle-kilometres. This was 24% below the overall slight casualty rate for the baseline 2004-08 period. *(Table 6.4)*

Child casualties

2.8 There were 1,315 reported child casualties in 2011, representing 10% of the total number of casualties of all ages. There were 7 child fatalities, 203 children were seriously injured (38% less than the 2004-08 average), and 1,105 were classified as slightly injured. There were three more child fatalities than 2010 and the number of child serious casualties fell by 20 (9%). Slight casualties were down by 46 or 4%. *(Table 6.4)*

Casualty Rates & Costs

2.9 *Table 6.5* provides road casualty rates per thousand population by age group and mode of transport. Overall, there were 2.43 casualties per thousand population in 2011. The casualty rate for children (0-15 years) was 1.44 per thousand population. However, the child pedestrian casualty rate (0.71 per thousand population) was almost double the pedestrian casualty rate for all ages. The young persons' (16-24 years) casualty rate in 2011 was 4.41 per thousand population, almost twice the rate for all ages. The young persons' casualty rate in cars (3.10 per thousand population) was almost double the rate for adults aged 25-59 (which was 1.71 per thousand population). The 16-24 age group also had higher pedestrian and motor cycle casualty rates than older people. *(Table 6.5)*

2.10 The cost of all road accidents (including damage only non-injury accidents) in 2011 is estimated at £1,140 million at 2010 prices. *(Table 6.6)*

3. Notes and Definitions

3.1 ***Fatal injury:*** an injury which causes death less than 30 days after the accident;

3.2 ***Fatal accident****:* an accident in which at least one person is fatally injured;

3.3 ***Serious injury:*** an injury which does not cause death less than 30 days after the accident, and which is in one (or more) of the following categories:

(a) an injury for which a person is detained in hospital as an in-patient

or (b) any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment

or (c) any injury causing death 30 or more days after the accident;

3.4 ***Serious accident****:* an accident in which at least one person is seriously injured, but no-one suffers a fatal injury;

3.5 ***Slight injury*****:** an injury which is neither fatal nor serious – for example, a sprain, bruise, or cut which is not judged to be severe, or slight shock requiring roadside attention;

3.6 ***Slight accident:*** an accident in which at least one person suffers slight injuries, but no-one is seriously injured, or fatally injured.

3.7 It follows that whether some injuries are classified as serious or as slight could depend upon hospitals' admission policies, or upon other administrative practices, and therefore changes in the numbers of injuries of these two types could result from changes in admissions policies or other administrative practices.

3.8 ***Built-up roads*****:** accidents which occur on built-up roads are those which occur on roads which have speed limits of up to and including 40 miles per hour (ignoring temporary speed limits on roads for which the normal speed limit is over 40 mph). Therefore, an accident on a motorway in an urban area would not be counted as occurring on a built-up road, because the speed limit on the motorway is 70 mph. An accident on a stretch of motorway with a temporary speed limit of 30 mph would not be counted as occurring on a built-up road, because the normal speed limit is 70 mph.

3.9 ***Children*****:** people under 16 years old.

3.10 ***Pedestrians*****:** includes people riding toy cycles on the footway; people pushing or pulling bicycles or other vehicles or operating pedestrian-controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight from vehicles and are subsequently injured.

3.11 ***Estimated Accident Costs*****:** these are intended to encompass all aspects of the costs of casualties including both the human cost and the direct economic cost. The human cost covers an amount to reflect the pain, grief and suffering to the casualty, relatives and friends, and, for fatal casualties, the intrinsic loss of enjoyment of life over and above the consumption of goods and services. The economic cost covers loss of output due to injury and medical costs. The cost of an accident also includes:

i the cost of damage to vehicles and property; and
ii the cost of police and insurance administration.

Also estimated are the number of damage only accidents (around 14 times the number of injury accidents) and their average costs.

3.12 **Scotland's road safety framework 2020 targets**

Scotland's Road Safety Framework was launc hed in June 2009. It set out the vision for road safety in Scotland, the main priori ties and issues, and included Scotland-specific targets and milestones which have been adopted from 2010.

Target	2015 milestone % reduction	2020 target % reduction
People killed	30%	40%
People seriously injured	43%	55%
Children (aged < 16) killed	35%	50%
Children (aged < 16) seriously injured	50%	65%

3.13 Each reduction target will be assess ed against the 2004/08 average. In addition to the targets a 10% reduction target in the slight casualty rate will continue to be adopted.

3.14 The 4 main targets differ to previous targets in that deaths have been separated out from serious injuries as, in recent years, trends have been different – serious injuries falling steadily but deaths declining at a lower rate.

3.15 To illustrate the reductions necessary the following table show the level of casualties inferred by the 2015 milestones and 2020 targets above.

	2004/2008 average	2015 milestone	2020 target
People killed	292	204	175
People seriously injured	2,604	1,484	1,172
Children (aged < 16) killed	15	10	8
Children (aged < 16) seriously injured	325	163	114

3.16 Due to small numbers, the child fatality target will be monito red using a 3 year rolling average due to the small numbers involved.

4. Sources

4.1 The statistics were compiled from returns made by police forces, which cover all accidents in which a vehicle is involved that occur on roads (including footways) and result in personal injury, if they become known to the police. The vehicle need not be moving, and need not be in collision - for example, the returns include accidents involving people alighting from buses. Very few, if any, fatal accidents do not become known to the police. However, there will be non-fatal injury accidents which are not reported by the public to the police, and so are not counted in these statistics. *Reported Road Casualties Scotland* (see paragraph 5.1) provides more information on this matter.

4.2 Damage only accidents are not included in the above definition, and so the road accident statistical returns do not cover damage only accidents. It is thought that the number of damage only accidents is about fourteen times the number of reported injury road accidents.

5. Further Information

5.1 For more detailed statistics of injury road accidents and a full description of the terms used see *Reported Road Casualties Scotland* and also the *Key Reported Road Casualty Statistics* Statistical Bulletin. The figures they contain may differ slightly from those published here due to late returns and amendments made to the database in the periods between the finalisation of the statistics for the purpose of the publications. http://www.transportscotland.gov.uk/analysis/statistics/publications

5.2 Information about the numbers of injury road accidents in Great Britain is given in the annual DfT publications, *Reported Road Casualties Great Britain Annual Report* and *Transport Statistics Great Britain*.

5.3 For further information on injury road accident statistics contact Andrew Knight of the Transport Scotland Transport Statistics Branch (tel: 0131 244 7256).

Table 6.1 Reported accidents by type of road and severity

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Built up roads											
Fatal	91	71	85	90	76	83	71	82	56	56	62
Serious	1,557	1,528	1,389	1,232	1,224	1,264	1,136	1,277	1,033	925	951
Fatal and Serious	1,648	1,599	1,474	1,322	1,300	1,347	1,207	1,359	1,089	981	1,013
Slight	7,788	7,586	7,271	7,386	7,087	6,850	6,574	6,104	5,901	5,360	5,341
All severities	9,436	9,185	8,745	8,708	8,387	8,197	7,781	7,463	6,990	6,341	6,354
Non-built up roads											
Fatal	218	203	216	193	188	210	184	163	140	133	114
Serious	1,283	1,156	1,106	1,099	1,028	993	913	965	966	787	720
Fatal and Serious	1,501	1,359	1,322	1,292	1,216	1,203	1,097	1,128	1,106	920	834
Slight	3,787	3,799	3,850	3,919	3,835	3,710	3,628	3,567	3,460	3,034	2,786
All severities	5,288	5,158	5,172	5,211	5,051	4,913	4,725	4,695	4,566	3,954	3,620
All roads											
Fatal	309	274	301	283	264	293	255	245	196	189	176
Serious	2,840	2,684	2,495	2,331	2,252	2,257	2,049	2,242	1,999	1,712	1,671
Fatal and Serious	3,149	2,958	2,796	2,614	2,516	2,550	2,304	2,487	2,195	1,901	1,847
Slight	11,575	11,385	11,121	11,305	10,922	10,560	10,202	9,671	9,361	8,394	8,127
All severities	14,724	14,343	13,917	13,919	13,438	13,110	12,506	12,158	11,556	10,295	9,974

Table 6.2 Reported accidents by police force area

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Northern	814	744	800	799	784	747	738	702	724	574	567
Grampian	1,144	1,155	1,100	1,104	1,203	1,108	1,214	1,399	1,330	1,090	1,017
Tayside	1,233	1,168	1,047	1,072	977	1,021	927	931	909	741	750
Fife	734	740	719	754	701	677	606	576	588	556	448
Lothian & Borders	3,200	3,051	2,830	2,916	2,775	2,749	2,510	2,542	2,344	2,262	2,173
Central	636	746	759	683	657	701	675	680	634	538	545
Strathclyde	6,527	6,314	6,215	6,151	5,844	5,664	5,361	4,909	4,639	4,174	4,156
Dumfries & Galloway	436	425	447	440	497	443	475	419	388	360	318
Scotland	14,724	14,343	13,917	13,919	13,438	13,110	12,506	12,158	11,556	10,295	9,974

Table 6.3 Reported vehicles involved by type of vehicle

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Pedal cycle	942	852	840	794	808	801	740	768	821	809	855
Motor cycle[1]	1,207	1,200	1,153	1,033	1,098	1,091	1,109	1,050	1,038	859	828
Car	18,607	18,194	17,726	17,718	16,770	16,398	15,584	15,060	14,578	12,805	12,391
Taxi	548	504	487	477	469	474	413	367	391	355	387
Minibus	101	114	111	109	84	87	74	65	79	57	52
Bus/coach	1,086	1,059	1,069	1,131	1,040	979	836	796	697	611	614
Light goods	934	858	795	976	912	923	924	918	760	752	783
Heavy goods	1,013	999	929	800	739	697	643	654	554	546	464
Other	434	374	348	365	556	509	480	541	469	447	365
Total	24,872	24,154	23,458	23,403	22,476	21,959	20,803	20,219	19,387	17,241	16,739

1. Includes all two wheeled motor vehicles.

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

	Child casualties					All casualties[1]					Slight casualty rate *per 100 million veh-kms*
	Killed	Serious injury	Killed & Serious	Slight injury	Total	Killed	Serious injury	Killed & Serious	Slight injury	Total	
2004-08 average	15	325.4	341	1,678	2,019	292	2,605	2,897	14,200	17,097	32.47
1996	27	763	790	3,037	3,827	357	4,041	4,398	17,318	21,716	45.84
1997	26	719	745	3,053	3,798	377	4,047	4,424	18,205	22,629	47.19
1998	32	666	698	2,837	3,535	385	4,072	4,457	18,010	22,467	45.98
1999	25	600	625	2,571	3,196	310	3,765	4,075	16,927	21,002	42.56
2000	21	540	561	2,439	3,000	326	3,568	3,894	16,623	20,517	42.02
2001	20	524	544	2,379	2,923	348	3,410	3,758	16,153	19,911	40.32
2002	14	513	527	2,218	2,745	304	3,229	3,533	15,742	19,275	37.90
2003	17	415	432	2,048	2,480	336	2,957	3,293	15,463	18,756	36.78
2004	12	372	384	2,011	2,395	308	2,766	3,074	15,428	18,502	36.13
2005	11	357	368	1,804	2,172	286	2,666	2,952	14,933	17,885	34.96
2006	25	350	375	1,647	2,022	314	2,635	2,949	14,320	17,269	32.46
2007	9	269	278	1,539	1,817	281	2,385	2,666	13,572	16,238	30.39
2008	20	279	299	1,390	1,689	270	2,575	2,845	12,746	15,591	28.66
2009	5	253	258	1,215	1,473	216	2,288	2,504	12,539	15,043	28.36
2010	4	223	227	1,151	1,378	208	1,968	2,176	11,162	13,338	25.67
2011	7	203	210	1,105	1,315	186	1,875	2,061	10,709	12,770	24.68
Per cent change: 2011 on 2004-08 average	-55	-38	-38	-34	-35	-36	-28	-29	-25	-25	-24

1. Including those casualties whose age was not known

Table 6.5 Reported casualties by mode of transport and age group, 2011

	Numbers						Rates per 1,000 population				
		Young		Older				Young		Older	
	age not known	Children 0-15	Persons 16-24	Adults 25-59	Adults 60+	Total	Children 0-15	Persons 16-24	Adults 25-59	Adults 60+	Total
Pedestrian	6	645	380	707	321	2,059	.71	.61	.28	.26	.39
Pedal cycle	0	135	101	541	47	824	.15	.16	.22	.04	.16
Motorcycle	1	8	183	564	52	808	.01	.29	.23	.04	.15
Car	15	460	1,938	4,260	1,097	7,770	.50	3.10	1.71	.90	1.48
Taxi	0	7	35	118	38	198	.01	.06	.05	.03	.04
Minibus	0	1	4	14	3	22	.00	.01	.01	.00	.00
Bus/Coach	0	53	46	183	221	503	.06	.07	.07	.18	.10
Light goods	0	2	49	231	28	310	.00	.08	.09	.02	.06
Heavy goods	0	0	8	123	13	144	.00	.01	.05	.01	.03
Other[1]	0	4	15	92	21	132	.00	.02	.04	.02	.03
Total	22	1,315	2,759	6,833	1,841	12,770	1.44	4.41	2.74	1.50	2.43

1. Including any casualties whose mode of transport is not known

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

	Injury Accidents			All injury accidents	Damage only accidents	All accidents
	Motorway	Other Non Built-up	Built-up			
						£ million at 2011 prices
2001	45.8	815.8	643.9	1,505.5	424.0	1,929.5
2002	65.8	726.5	598.7	1,391.0	413.0	1,804.0
2003	47.5	754.1	586.3	1,387.9	398.8	1,786.8
2004	38.0	704.6	562.7	1,305.3	398.4	1,703.7
2005	42.8	664.3	533.9	1,241.1	384.4	1,625.5
2006	37.2	694.9	540.0	1,272.1	375.1	1,647.3
2007	40.5	628.9	487.8	1,157.2	357.4	1,514.6
2008	40.6	599.7	521.4	1,161.7	346.2	1,507.9
2009	42.5	536.7	433.5	1,012.8	327.9	1,340.7
2010	27.9	491.6	395.3	914.8	293.4	1,208.2
2011	34.5	410.0	408.4	852.8	286.7	1,139.6

Chapter 7 RAIL SERVICES

1. Introduction

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

1.2 For simplicity, the Scottish passenger rail franchise is referred to throughout as ScotRail. From 31 March 1997 to 16 October 2004, it was operated by National Express, under the name ScotRail; from 17 October 2004, it has been operated by First Group, under the name First ScotRail.

1.3 ScotRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2009/10. To allow meaningful year on year comparisons to be made passenger figures from 2003/04 onwards present the impact on previously published figures. Note that Office of Rail Regulation figures are compiled on a different basis and do not adjust for this.

2. Main Points

Journeys & Trends

2.1 Passenger journeys on ScotRail services increased by 3.6% to 81.1 million in the 2011-12 financial year, an increase of 27% since 2004-05 *(Table 7.1)*.

2.2 Office of Rail Regulation (ORR) data shows there were 81.9 million rail passenger journeys originating in Scotland in the 2010-11 financial year. This was around 3.3 million (4%) less than the previous year, and 17 million (26%) more than 10 years earlier. 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 3.2 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 apart from the recent falls in 2008-09 and 2010-11. (*Table H1*). *(Table 7.2)*

2.3 ORR data also shows 3.7 million cross-border passenger journeys originating outwith Scotland in 2010-11, 0.4 million more than in 2009-10. Cross-border passenger journeys originating outwith Scotland had been increasing since 1994-95 (2.1 mill), to 2.7 million in 1999-2000. However, they fell slightly in 2000-01 and 2002-03 due to the reasons referred to above. *(Table 7.3)*

2.4 Passenger revenue from journeys originating *in* Scotland was £365 million in 2010-11. with passenger revenue of cross-border journeys originating *outwith* Scotland at £129 million *(Table 7.2)*

Journey Stages & Distances

2.5 *Tables 7.4 to 7.8* show ORR passenger journeys. In 2010-11, 91% of the 86 million passenger journeys to, from or within Scotland were solely within Scotland. The North East

and North West of England and London were the main origins/destinations of cross-border passenger journeys with around 2 million journeys each *(Table 7.4).*

2.6 In 2010-11 51% of passenger journeys to Aberdeen involved travelling distances of 100+ kms, 37% of journeys to Edinburgh were between 50 kms and 99.99 kms, and 29% of journeys to Glasgow were between 5 kms and 9.99 kms.*(Table 7.5)*

2.7 In 2010-11, there were 78.5 million passenger journeys, wholly within Scotland,. Forty per cent of start and end points were in Glasgow and 13 per cent were in Edinburgh. There were 7.5 million cross border journeys starting of finishing in Scotland. Of these, 46 per cent started or finished in Edinburgh and a quarter started or finished in Glasgow. *(Table 7.6a and 7.6b) Note: the table showing travel between Local Authorities included in previous versions of STS has not been included in this publication as the methodology used to allocate journeys is being investigated. An updated version of the table will be included on the website in due course.*

Stations

2.8 In 2010-11, Glasgow Central was the busiest national rail station in Scotland, with 25 million passenger journeys. Edinburgh Waverley was used by 20 million passengers, Glasgow Queen Street by 19.7 million, Paisley Gilmour Street by 3.7 million, Aberdeen by 3 million, Stirling and Partick by 2.3 million each, Haymarket by 1.9 million, Dundee by 1.7 million Charing Cross (Glasgow) by 1.6 million and Ayr by 1.5 million. Including those already listed, there were 63 stations for which more than half a million passenger journeys each were recorded in the national ticketing system. *(Table 7.7)*

2.9 Of the stations in Scotland which have opened (or re-opened) since 1970 Exhibition Centre (1,170,000), Argyle Street (783,600), Bathgate (695,000), Livingston North (631,000), Anderston (577,000), Dyce (543,000), Edinburgh Park (499,000), South Gyle (474,000) and Bridgeton (409,000), had the largest passenger volumes in 2010-11. *(Table 7.8)*

Punctuality & Service

2.10 In 2011-12 90.7% of ScotRail services and 85.9% of Virgin trains arrived on time. 89.6% of Cross Country and 86.6% of East Coast were on time. For all GB long-distance operators it was 89.2% and for all GB regional operators it was 92.0%. *(Table 7.9)*

2.11 In 2011-12, 95.7% of ScotRail trains arrived within 10 minutes of the scheduled arrival time, 1.4% arrived 20 or more minutes late, and 1.5% were cancelled. *(Table 7.10)*

2.12 In 2011, 88% of ScotRail passengers were either *satisfied* or said *good* when asked their opinion of their overall journey. The equivalent figure was 91% for non-ScotRail passengers whose journeys started in Scotland and 86% for all GB regional operators and all GB long-distance operators. The table shows ScotRail passengers' ratings of 14 aspects of service: in 2011, there were 10 for which at least 75% of those surveyed were satisfied, or said good. *(Table 7.11)*

Rail Freight

2.13 In 2010-11, 7 million tonnes of freight was lifted in Scotland by rail, 23% less than the previous year, and half the level of the 2005-06 peak. Of all freight lifted in Scotland, 30% was delivered elsewhere within the UK and about 5% was delivered outwith the UK (because of the way that the statistics are compiled, this figure includes freight for export which was delivered to a port in Britain, as well as Channel Tunnel traffic). The amount of freight lifted in Scotland with a destination in Scotland increased by 50% between 2000-01 and a peak in 2007-08. Levels have since fallen 23% but remain 14% above 2000-01 levels.. In 2010-11, coal and other minerals accounted for 5.3 million tonnes (70%) of the freight lifted in Scotland. Dividing the number of tonne-kilometres by the number of tonnes gives an average length of haul of 284 kilometres for traffic remaining in Scotland, 375 kilometres for traffic to other parts of the UK, and 717 kilometres for traffic destined for outwith the UK. *(Table 7.12)*

2.14 A total of 1.62 million tonnes of freight lifted elsewhere in the UK was delivered in Scotland in 2010-11, along with 0.42 million tonnes of freight from outwith the UK (the latter figure includes imported freight which was lifted at ports in England or Wales). The total amount of freight with a destination in Scotland fell by 11%, from 7.77 million tonnes in 2009-10 to 6.90 million tonnes in 2010-11. *(Table 7.13)*

Railway Network

2.15 The total route length of the railway network in Scotland is 2,763 kilometres, of which 676 kilometres is electrified. These figures do not represent the total length of railway track: a kilometre of single-track and a kilometre of double-track both count as one kilometre of route length. *(Table 7.14)*

2.16 The number of passenger stations has increased from 335 in 2000-01 to 349 in 2010-11, the same as the previous year. *(Table 7.15)*

2.17 The local authorities which had the largest numbers of stations located in their areas in 2010 were Glasgow (62) and Highland (58). Two mainland councils did not have any stations in their areas: Midlothian and Scottish Borders. *(Table 7.16)*

Subway

2.18 On the Glasgow Subway, over the past ten years, the number of passenger journeys has been falling with levels currently 6% lower than in 2001-02. In 2011-12, there was a fall of 121,000 passenger journeys over the previous year to 12.9 million. Passenger receipts (excluding other revenue) were £14.2 million in 2011-12, 3% more in cash terms, and 2% less in real terms, than in the previous year. *(Table 7.17)*

Accidents

2.19 The number of train accidents fell from 56 to 47 in 2011. Collisions with level crossings and other obstructions fell from 44 in 2009 and 2010 to 31 in 2011 (there were an additional 41 incidents of collisions with animals). There were 2 reports of missiles through a cab window. There were no deaths or injuries due to train accidents. There were 172 injuries occurring on railway premises which was 41% lower than the peak of 290 in 2001/02. (Table 7.18)

2.20 The total number of fatalities was 22 with the majority being trespassers. (Table 7.19)

Scottish Household Survey

2.21 In 2011, around 90% were satisfied with train services offered, their timeliness and frequency and ability to find out about tickets and routes. There were noticeable differences in those who felt safe of the train during the day and in the evening (day: 97%, evening: 78%).

'Fares are good value' had the lowest agreement rate for trains with 55% of respondents doing so. *(Table 7.20)*

3. Notes and Definitions

3.1 All the statistics are based on the sales of tickets, with the rail industry's central ticketing system (formerly called CAPRI - Computer Analysis of Passenger Revenue Information, now replaced and renamed LENNON - Latest Earnings Nationally Networked Over Night) being the source of most of the figures. LENNON holds information on all national rail tickets purchased in Great Britain. They do not include journeys made by people without tickets, by railway staff using special passes, and by blind people under a free concessionary travel scheme. A single ticket is counted as one passenger journey, a return ticket is counted as two passenger journeys (one in each direction), and the number of journeys made by holders of season tickets is estimated from the sales of such tickets, using the standard factors for season tickets of various lengths which are adopted for the production of National Rail passenger statistics. There is multiple counting when a passenger uses more than one ticket to make a journey (e.g. a journey from A to B, and then on to C, using a separate single ticket for each of the journey stages would be counted as *two* passenger journeys)

3.2 LENNON does *not* record directly sales of certain products, including:

- some operator-specific tickets;
- some types of promotional fares (such as two for the price of one) and combined rail plus add-on tickets (e.g. covering a journey by rail and admission to an attraction);

3.3 Figures for Scotland are produced on *two* different bases (due to differences in the available information). In ascending order of size, they are:

- ScotRail passenger train journey stages - used for Table 7.1
- ORR passenger journeys - used for Tables 7.2 – 7.8;

3.4 ***ORR Passenger journeys*:** these figures are produced by adding together:

- the numbers of passenger journeys made using national rail tickets - produced from LENNON information about national rail ticket sales, as described in the previous paragraph; and
- estimates of the numbers of certain types of passenger journey that are not recorded directly by LENNON, such as those which are made using some types of promotional fares, combined rail plus add-on tickets, and multi-modal travelcard type tickets, such as the SPT Zonecard
- ORR figures include estimates of zonecard trips using a slightly different basis to ScotRail estimates and therefore figures are not comparable.

3.5 ***ScotRail passenger train journey stages*:** these figures are produced from:

- data which have been subject to the ORCATS process (Operational Research Computer Allocation of Tickets to Services). This uses the national rail ticket sales information from LENNON to allocate the revenue from a passenger's ticket to the Train Operating Companies (TOCs) which provide the services on the route or routes which were used for

the passenger's journey. In the ORCATS process, *a passenger journey that would involve a change of train is counted against each of the trains that would be used in the course of that journey.*

- For example, a journey made using a through single ticket from North Berwick to Carlisle would be counted twice, to reflect the fact that the passenger would use one train from North Berwick to Edinburgh, and then change at Edinburgh to another train to Carlisle. This is done in order that the revenue relating to the ticket can be allocated pro rata to the operators of the different trains used in the course of the journey. Therefore, figures r in Table 7.1 represent the numbers of different trains used in the course of journeys on ScotRail services, *not* the actual numbers of journeys made (hence differs from the ORR).
- estimates of the numbers of journeys (or parts of journeys) made using tickets (such as Zonecards) whose sales are *not* recorded directly by LENNON (some of these estimates are added after the allocation process)
- ScotRail revised its methodology to better estimate Strathclyde Zonecard journeys from 2009/10. To allow meaningful year on year comparisons to be made passenger figures from 2003/04 onwards present the impact on previously published figures. Note that Office of Rail Regulation figures are compiled on a different basis and do not adjust for this

3.7 ***Journeys originating in Scotland, and cross-border journeys*:** the statistics are compiled on the basis of where each journey starts. For example, someone who used a Zonecard to travel from a suburban station to, say, Glasgow Central, and then bought a single to (say) Manchester, would be counted as making one internal (within Scotland) journey and one cross-border originating in Scotland journey.

3.8 ***Ticket types*:** the following are identified:

- Full fare - e.g. first class, standard single and standard open return;
- Reduced fare - e.g. saver, supersaver, cheap day return, special promotional fares, such as two for the price of one and combined rail plus add-on tickets (see below);
- Season tickets - includes Zonecards

3.9 ***Journeys datasets in LENNON*** - LENNON contains two datasets - pre-allocation (sales) and post-allocation (earnings). Allocations are created for each ticket group, dependant on sales levels, by ORCATS (Operational Research Computer Allocation of Tickets to Services). These allocations are principally used to apportion journeys between TOCs. ORCATS is a mathematical model, which was introduced in the 1980s, which uses a similar logic to journey planning systems and identifies passenger 'opportunities to travel' from an origin station to a destination station using timetable information. An opportunity to travel may include one or more changes of train and one journey will be generated for each train used during an opportunity to travel. This will result in the number of journeys being inflated by around 5%, compared to the pre-allocation dataset which does not assign journeys between TOCs.

3.10 ***Revenue*:** this includes all ticket revenue and miscellaneous charges associated with passenger travel, such as car park charges earned by the Train Operators. In the case of combined rail plus add-on tickets (e.g. a ticket which covers both a journey by rail and admission to an attraction, or a ticket which covers both a journey by rail and a bus, taxi or ferry journey from the destination station), the figures held in the database for revenue from the sales of such tickets do not indicate how much relates to the rail travel. Therefore, *all* the revenue from the sales of such tickets is counted in these statistics.

3.11 ***Concessionary fares*:** the figures for revenue include payments made by passengers for concessionary fares, but *not* the additional payments made by local authorities and the Strathclyde Partnership for Transport to reimburse the train operator for the difference between the concessionary fare and the normal fare for the journey (because these are not recorded in the database).

3.12 ***Passenger journeys, using national rail tickets, to and from particular stations*:** the figures in Tables 7.7 and 7.8 are produced from information about through tickets sold for journeys between different destinations, and are subject to the same points as were made in the earlier paragraph on passenger journeys made using national rail tickets. However, there are differences, because the figures in these tables aim to represent the numbers of people using each individual station (but not counting those who change trains there, unless they buy another ticket: these figures are of entries and exits to/from the national rail system, not counting interchanges). Normally, a single journey between two stations within Scotland will be counted *twice* (once against the origin station and once against the destination station) and a single journey between Scotland and England will be counted only once (against only the station in Scotland). However, when the contractor working for the Office of Rail Regulation (ORR) produced the figures, there were two complications, the second of which caused some journeys to be counted less than this:

- in the case of some places with more than one station, it is possible to buy a ticket which allows travel to and from any of the stations at that place. Such tickets are recorded in the database as being to/from a group station (e.g. Glasgow stations) rather than being to/from any particular station (e.g. Central or Queen Street). When the ORR's contractor produced statistics of the numbers of passengers using each station (like those in Table 7.7), it split the numbers of journeys made using tickets which specified origins/destinations as places (e.g. Glasgow) between the relevant stations. This could be based on information about services and passenger numbers for the places concerned, or could simply count them all against the major stations within the group

- it is possible to purchase national rail tickets for travel between a particular station (or place) and an SPT zone in Glasgow - the ticket allows the traveller to use *any* of the stations in that SPT zone. Such tickets are recorded in the database as being between the specified place and the SPT zone. Prior to 2008 - 09, when producing the station usage statistics, the ORR's contractor counted journeys against origins/destinations outwith Glasgow as described above. They were unable to count any origins/destinations recorded as SPT zones to specific Glasgow stations as it had no basis on which to split the journeys made using such tickets between the stations in the zones. This resulted in an underestimation of the number of passengers using Glasgow stations (in addition to the exclusions, mentioned earlier, such as journeys made using SPT zonecards.

However, from 2008–09, ORR's contractor has assigned the previously unknown origin/destinations. Information provided by the PTEs has been used to estimate the number of journeys made on national rail services on PTE sold tickets that are not captured in the rail industry's LENNON system.

Station usage figures were produced on this basis for every station in Great Britain, and made available on the ORR Web site, as described in section 5. The ORR station usage data consist of separate estimates of the total numbers of people entering, exiting and interchanging at stations. The station usage information from which Table 7.7 was produced is based on ticket sales covering all National Rail stations throughout England, Scotland and Wales. (It does not include those stations that are owned by London Underground. The

ticketing system does not record certain journeys made using TfL bought travelcards, TfL Freedom Passes, staff travel passes and certain other PTE specific products. However, from 2008 – 09 the data now includes estimates of journeys and revenue made on zonal products sold outside of the main ticketing database.

The calculation of station usage levels uses sales recorded in the railway ticketing system prior to their allocation to individual operators, and so does not take into account any changes of train during the course of a journey. The figures which appear in Table 7.7 are estimates of the numbers of entries and exits, and do not include the estimated numbers of people who change trains at the specified stations (unless they buy another ticket there).

Note that the table showing travel between Local Authorities included in previous versions of STS (table 7.6 in STS 2011) has not been included in this publication as the methodology used to allocate journeys is being investigated. An updated version of the table will be included on the website in due course.

Rail punctuality - Public Performance Measure

3.13 The Public Performance Measure (PPM) combines punctuality and reliability into a single measure of the performance of individual trains against the planned timetable for the day, which may differ from the published timetable (e.g. due to engineering works, speed restrictions, flooding, etc).

3.14 For long-distance operators (such as GNER, Virgin CrossCountry and Virgin West Coast) the PPM is the percentage of trains arriving within *ten* minutes of timetable at the final destination; for regional operators (such as ScotRail) the PPM is the percentage arriving within *five* minutes of timetable. (The definitions differ because, in general, long-distance operators' trains run further than regional operators' trains.) The figures relate to *all* the services which are provided by the operator, so (for example) the PPM for GNER is an overall measure for all its trains, *not* just for those which run to, from or within Scotland.

3.15 Trains which complete their journey are measured for punctuality at the final destination. When a train fails to run its entire planned route, calling at all timetabled stations, it is either shown as cancelled (if it runs less than half of its planned mileage) or counted in the 20 or more minutes late band. Therefore, such a train would *not* be counted as arriving at the final destination within the number of minutes specified in the PPM.

Passengers in excess of capacity

3.16 From 2001 to 2003, the former Strategic Rail Authority monitored overcrowding on Edinburgh commuter services across the Forth Bridge . Passengers in excess of capacity (PIXC) was calculated for weekday commuter trains which arrived in Edinburgh between 07:00 and 09:59, or which departed between 16:00 and 18:59.

3.17 PIXC was calculated as the number of passengers travelling in excess of capacity on *all* of the specified services divided by the total number of passengers travelling on those services, and expressed as a percentage. For journeys of more than 20 minutes, capacity was deemed to be the number of standard class seats on the train; for journeys of 20 minutes or less, there was also an allowance for standing room (which varies with the type of rolling stock - e.g. for modern sliding door stock, it was typically of the order of 35% of the number of seats).

3.18 The SRA set limits on the level of PIXC at 4.5% on one peak, and 3.0% across both peaks. However, there is no requirement to monitor passengers in excess of capacity under the current Scottish passenger rail franchise, which applies from 17 October 2004 (the date when First Group took over the operation of the ScotRail franchise) - and therefore such information is no longer collected.

Rail passenger satisfaction: National Passenger Survey

3.19 Passengers' ratings of their train journeys are shown in three groups: those which are regarded as generic; those which relate to the station; and those which relate to the journey.

3.20 The table shows the percentages who said that they were satisfied / very satisfied with each factor, or who rated it as good / very good. The difference between the percentage shown for a factor and 100% is made up of *both*

(a) those who said that they were dissatisfied / very dissatisfied, or who rated it poor / very poor; *and*

(b) those who said that they were neither satisfied nor dissatisfied, or who rated it neither good / very good nor poor / very poor.

3.21 A passenger who changes trains later in the course of a journey is asked for his/her views of the *first* station and the *first* train that was used of the journey after they were given a questionnaire. In all analyses, such a person's answers are counted against the operator of the first train.

3.22 ScotRail is classified as a regional operator by the Office of Rail Regulation, therefore results for ScotRail should be compared with those for all GB regional operators that appear in the table. 'Others whose journey started in Scotland' is made up of long distance routes and these results should be compared with all GB long distance operators.

Freight traffic

3.23 *Freight traffic*: the figures for 1996-97 onwards were prepared from information supplied by the rail freight companies. The numbers of tonne-kilometres in those years relate to the whole distance that the freight is carried on the companies' trains, *not* just to that part of the journey which is within Scotland.

3.24 ***Origins and destinations of freight traffic*:** three points should be noted about the figures which have been provided by the rail companies for 1996-97 onwards:

(i) lifted within Scotland includes freight from abroad which arrives at a Scottish port (eg Hunterston) and is lifted from there by rail;

(ii) lifted outwith UK includes freight from abroad which was imported via ports in England and Wales (eg Teesside) and was then brought from there into Scotland by rail;

(iii) lifted within Scotland, delivered outwith UK includes freight which is delivered to a Scottish port (eg Leith) or to an English port (eg Southampton) for export

It follows that the figures in the tables for freight lifted or delivered outwith the UK cover much more than just rail traffic which goes through the Channel Tunnel.

There are *no* statistics available for freight lifted or delivered outwith UK in the years prior to 1996-97. In the figures that were produced for those years, traffic delivered by rail to ports for export was counted on the basis of the location of the port, and so was counted under either Scotland or elsewhere in the UK. Similarly, freight which was imported, and picked up by rail at a port, was counted on the basis of the location of the port. However, the figures that were produced for those years excluded any international freight traffic through the Channel Tunnel (for which freight services commenced in June 1994).

Other statistics

3.25 ***Railway Accidents:*** the statistics are of railway incidents statutorily reported under *The Reporting of Incidents, Diseases and Dangerous Occurrences Regulations 1995 (RIDDOR).* These regulations came into force on the 1 April 1996 and brought railway accident reporting in line with other industry accident reporting. The fatalities are classified by the former Region because those are the areas which are shown in the Rail Atlas which HM Railway Inspectorate uses to identify the locations of the fatalities. Due to an EU safety directive which came into force in 2006, railway accident statistics in table 7.19 and 7.20 have been changed from a financial year basis to a calendar year basis with effect from 2003.

4. Sources

4.1 Tables 7.1, 7.2, 7.3 (ScotRail figures) and 7.4 to 7.8 were supplied by the Office of Rail Regulation, which produced the numbers of passenger journeys, and the associated revenue, from information held in the LENNON database. This records the number of tickets, and the associated revenue, for journeys between every pair of railway stations in Great Britain, and other information, such as estimates (which are sent to it by ScotRail) of the numbers of rail journeys which were made by holders of SPT's multi-modal Zonecard - for further details, please see the notes and definitions in Section 3. As indicated earlier, the ORR provided revised figures for 2003-04 and earlier years for Tables 7.1, 7.2 and H1. Some of the other tables include figures for 2003-04 and earlier years which appeared in previous editions, having been supplied by the former Strategic Rail Authority, which derived them in a similar way. Table 7.6 in the 2012 publication is taken from the ORR National Rail Statistics, regional usage chapter. *Note that the table showing travel between Local Authorities included in previous versions of STS has not been included in this publication as the methodology used to allocate journeys is being investigated. An updated version of the table will be included on the website in due course.*

4.2 The SPT figures in Table 7.17, were compiled from information provided by the Strathclyde Partnership for Transport.

4.3 The rail punctuality (Public Performance Measure) figures in Table 7.9 and 7.10 were provided by the ORR. The punctuality of trains is generally recorded using automated monitoring systems, which log performance using the signalling equipment.

4.4 The rail passenger satisfaction survey figures in Table 7.11 were provided by Passenger Focus. The survey is conducted by distributing self-completion questionnaires, with reply-paid envelopes, about 700 stations across GB, which are selected to be representative of the entire network, including about 50 stations in Scotland. A few shifts are also conducted on train. The questionnaires are distributed at different times of the day and

across different days of the week. There are two survey periods per year: Spring and Autumn. The overall response rate is about 33%. The data are weighted to represent the passengers using each operator's services, in terms of the proportions of sales of tickets of different types, with the aim of reflecting the balance between journeys for different purposes, such as commuting, business travel and leisure. Passenger Focus publishes the results of the Spring and Autumn surveys separately, but has combined them for publication here, in order to provide annual figures.

4.5 Tables 7.12 and 7.13: the figures for 1996-97 and later years were prepared from information supplied by the rail freight companies.

4.6 Tables 7.14, 7.15 and 7.16 were compiled from information supplied by Network Rail.

4.7 Table 7.18 and 7.19 were supplied by the Office of Rail Regulation.

5. Further Information

5.1 Rail statistics for Great Britain are available from the annual DfT publication *Transport Statistics Great Britain* and from the Office of Rail Regulation's quarterly *National Rail Trends*. The fourth quarter edition of *National Rail Trends* also includes figures for individual Train Operating Companies and for Scotland, Wales and the regions of England. Figures for the 100 busiest stations are available on the ORR Web site www.rail-reg.gov.uk - tel: 020 7282 2192/2196 or rstats@orr.gsi.gov.uk. .

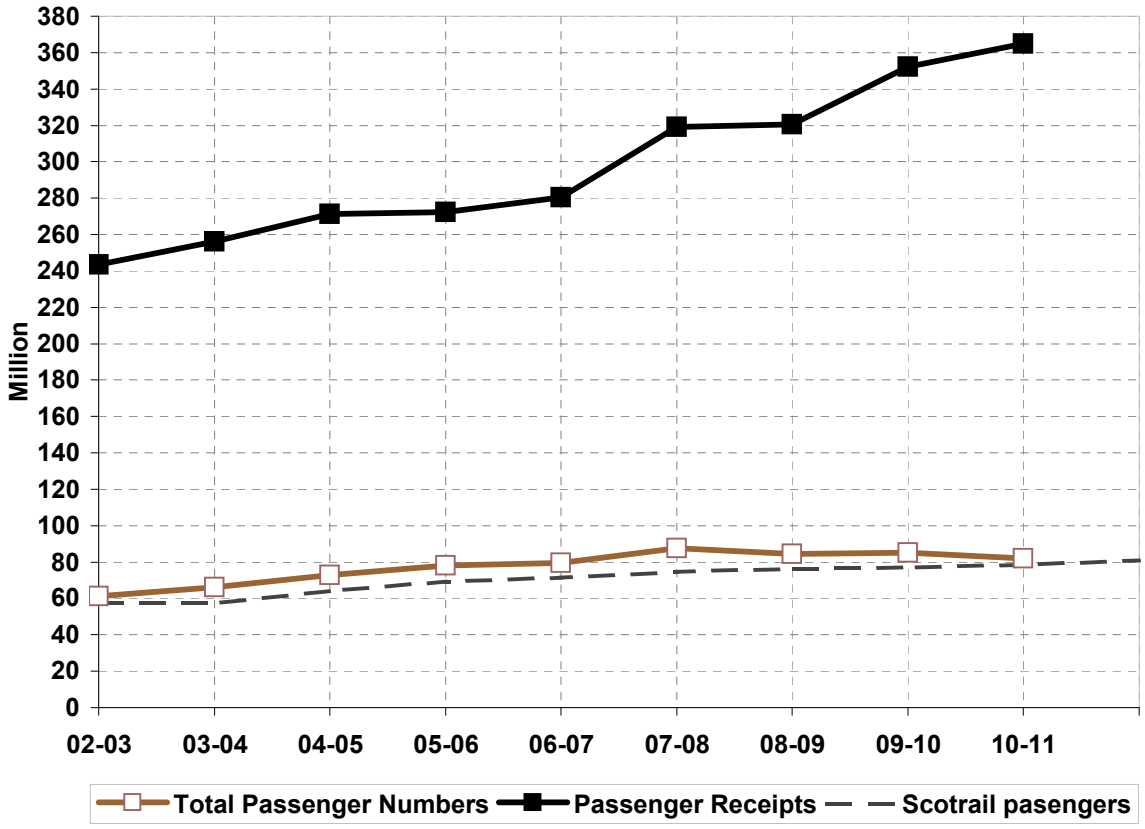
5.2 Passenger satisfaction figures from the National Passenger Survey - contact David Greeno of Passenger Focus (tel: 0870 336 6037).

5.3 Services supported and/or operated by Strathclyde Partnership for Transport (including Glasgow Subway) – Allen Doyle of SPT(tel: 0141 333 3774).

5.4 Railway accidents – Peter Moran, Office of Rail Regulation (tel: 0207 282 2074) email rstats@orr.gov.uk .

5.5 Network Rail statistics - contact David Boyce (tel: 0141 555 4107).

Figure 7.1 Passenger traffic originating in Scotland, and ScotRail passenger



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

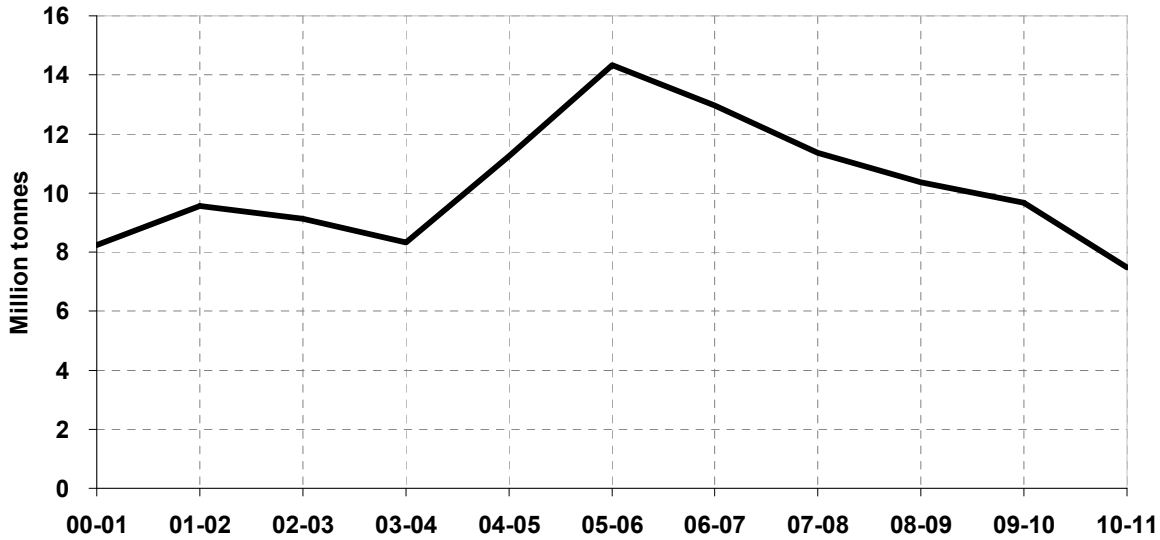


Table 7.1 ScotRail passenger services

	2001-02[2]	2002-03[2]	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
											million
Passenger journeys[1]	60.75	57.38	57.45	64.02	69.43	71.59	74.47	76.43	76.93	78.29	81.10
Passenger kilometres	1,969	1,944	2,020	2,162	2,283	2,338	2,426	2,516	2,533	2,642	2,682
Scheduled train kilometres[3]	37.76	37.12	37.11	36.90	37.64	38.55	38.70	39.17	40.70	41.87	43.80
Route kilometres operated	3,016	3,025	3,025	3,025	3,032	3,032	3,032	3,042	3,043	3,066	3,066

Source: ORR - Not National Statistics

1. ScotRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2009/10. Figures from 2003/04 onwards present the impact of this on previous data to provide a more meaningful year on year comparison. Note that this has no impact on actual journeys undertaken. Passenger kms have also been adjusted to reflect this.
2. Figures affected by industrial action.
3. Scheduled train kilometres are calculated by the Office of Rail Regulation using the published winter and summer timetables. They do not take account of subsequent changes (e.g. cancellations and emergency timetables etc).

Table 7.2 Passenger traffic originating in Scotland: journeys and revenue[1,2]

Type of ticket	2000-01	2001-02[3]	2002-03[3]	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11
Passenger journeys											*million*
Internal (journeys wholly within Scotland)											
Full fare	18.3	17.8	17.2	18.4	19.7	21.1	22.3	23.8	24.1	24.0	24.5
Reduced fare	16.9	16.5	17.2	18.0	20.6	22.4	22.7	23.5	25.6	28.3	29.5
Season ticket	27.1	27.5	24.6	27.1	30.1	32.0	31.7	37.5	31.8	29.6	24.2
Total	**62.3**	**61.9**	**58.9**	**63.5**	**70.5**	**75.5**	**76.7**	**84.8**	**81.4**	**81.9**	**78.3**
Cross-border originating in Scotland											
Full fare	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2
Reduced fare	2.2	2.3	2.2	2.2	2.1	2.3	2.4	2.6	2.8	3.1	3.5
Season ticket	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	**2.5**	**2.6**	**2.4**	**2.5**	**2.5**	**2.6**	**2.8**	**2.9**	**3.1**	**3.3**	**3.7**
Total passenger traffic originating in Scotland											
Full fare	18.6	18.1	17.4	18.7	20.0	21.4	22.6	24.1	24.3	24.2	24.7
Reduced fare	19.1	18.9	19.4	20.2	22.7	24.7	25.1	26.1	28.4	31.5	33.0
Season ticket	27.1	27.6	24.6	27.1	30.2	32.0	31.7	37.5	31.8	29.6	24.3
Total[5]	**64.8**	**64.6**	**61.4**	**66.1**	**72.9**	**78.1**	**79.5**	**87.7**	**84.5**	**85.2**	**81.9**
Passenger revenue											*£ million*
Internal journeys	123.8	127.8	131.4	143.9	161.7	164.9	171.0	210.1	213.1	230.4	236.0
Cross-border journeys	59.4	64.5	60.5	63.8	64.9	68.9	77.5	84.9	94.8	106.1	128.8
Total	**183.3**	**192.3**	**191.8**	**207.7**	**226.6**	**233.8**	**248.4**	**295.0**	**307.9**	**336.5**	**364.9**
Total at constant prices[4]	240.6	248.1	243.4	256.2	271.4	272.3	280.4	319.3	320.5	352.1	364.9

Source: ORR - Not National Statistics

1. Including estimated use of rail by holders of Zone cards etc. Therefore the figure is greater than ORR's published figure for national rail tickets in Scotland
2. Excluding the Glasgow Subway, figures which appear in Table 7.18.
3. Figures affected by industrial action.
4. Adjusted *approximately* for general inflation using the Retail Prices index for the relevant calendar year (e.g. 2001 RPI used for 2001-02).
5. Total passenger figures have not been adjusted to reflect ScotRail's revised methdology and therefore are not comparable with ScotRail passenger figures.

Table 7.3 Cross-border passenger traffic originating outwith Scotland: journeys and revenue [1]

Type of ticket	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11
Passenger journeys											*million*
Full fare	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2
Reduced fare	2.2	2.3	2.2	2.2	2.1	2.3	2.4	2.5	2.8	3.1	3.5
Season ticket	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	**2.5**	**2.6**	**2.4**	**2.5**	**2.4**	**2.6**	**2.8**	**2.9**	**3.1**	**3.3**	**3.7**
Passenger revenue											*£ million*
Total	58.9	63.9	60.1	63.6	64.5	68.9	77.5	85.7	94.8	106.1	128.8
Total at constant prices [2]	77.4	82.5	76.2	78.4	77.3	80.2	87.4	92.7	98.7	111.0	128.8

Source: ORR - Not National Statistics

1. The Office of Rail Regulation has revised the series of figures for cross-border passenger journeys originating outwith Scotland (back to 1990-91)

2. Adjusted *approximately* for general inflation using the Retail Prices index for the relevant calendar year (e.g. 2001 RPI used for 2001-02).

Table 7.4 Passenger journeys using national rail tickets [1] to, from or within Scotland, 2010-11

			Passenger journeys made using national rail tickets	Change since 1995-96
			thousands	*percentage*
All such passenger journeys to, from or within Scotland [2]			85,881	100.0%	75.5%
of which:					
within	Scotland [2]		78,462	91.4%	76.8%
to / from	England and Wales		7,419	8.6%	62.4%
of which:					
	to / from	London	1,963	2.3%	59.3%
	to / from	North West England	1,855	2.2%	121.8%
	to / from	North East England	1,520	1.8%	109.4%
	to / from	Yorkshire and the Humber	887	1.0%	65.4%
	to / from	West Midlands	311	0.4%	38.2%
	to / from	East England	295	0.3%	4.6%
	to / from	South East	247	0.3%	-23.2%
	to / from	East Midlands	189	0.2%	28.9%
	to / from	South West	100	0.1%	-45.8%
	to / from	Wales	51	0.1%	-32.5%

Source: ORR - Not National Statistics

1. Through journeys made using tickets whose sales were recorded directly by the rail industry's central ticketing system.

2. Total passenger figures have not been adjusted to reflect ScotRail's revised methdology and are therefore not comparable with ScotRail passenger figures.

Table 7.5 Distances travelled by passengers [1] to Aberdeen, Edinburgh and Glasgow [2] 2009-10

	Aberdeen	Edinburgh	Glasgow
			percentages
0 - under 5 kms	0.0	0.9	19.7
5 - under 10 kms	19.7	6.8	29.0
10 - under 20 kms	1.0	6.6	24.7
20 - under 50 kms	18.8	31.2	16.6
50 - under 100 kms	10.1	37.2	5.3
100+ kms	50.5	17.3	4.7
All passenger journeys made using national rail tickets	100.0	100.0	100.0

Source: ORR - Not National Statistics

1. Based on ticket sales from central ticketing system (therefore excludes journeys made using zonecards)

2. journeys for which the destination is one of the stations in the Council area (e.g. Edinburgh includes Brunstane, Curriehill, Dalmeny, etc)

Table 7.6a Cross border rail passenger journeys starting or ending in Scotland[1]

Journeys (thousands) by District/Unitary Authority

To/From	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	% change 2010-11 on 2009-10
ABERDEEN CITY	261	245	252	239	256	280	279	289	301	355	18.0
ABERDEENSHIRE	15	14	15	14	15	15	16	19	22	27	20.7
ANGUS	48	41	39	39	38	38	42	43	44	50	13.8
ARGYLL AND BUTE	22	19	22	22	22	29	31	29	32	33	5.4
CLACKMANNAN	-	-	-	-	-	-	-	3	3	4	9.6
DUMFRIES AND GALLOWAY	276	280	296	321	341	330	339	337	347	372	7.2
DUNDEE CITY	155	151	150	146	145	148	158	163	170	194	13.9
EAST AYRSHIRE	22	22	22	22	22	21	20	20	22	28	23.9
EAST DUNBARTONSHIRE	2	2	2	3	3	4	4	5	7	9	33.5
EAST LOTHIAN	30	31	33	33	33	37	44	48	47	53	12.1
EAST RENFREWSHIRE	2	2	2	2	2	2	2	3	4	5	31.1
EDINBURGH, CITY OF	2,348	2,152	2,252	2,193	2,394	2,555	2,689	2,873	3,116	3,377	8.4
FALKIRK	24	23	25	25	25	50	53	57	58	66	14.7
FIFE	202	196	199	208	208	217	229	240	246	287	16.8
GLASGOW CITY	62	61	65	59	52	1,288	1,336	1,421	1,624	1,873	15.3
HIGHLAND	161	145	143	136	143	139	147	146	148	166	11.8
INVERCLYDE	18	19	21	21	21	21	20	19	20	24	19.8
MORAY	26	25	25	23	22	21	19	21	20	25	21.7
NORTH AYRSHIRE	25	24	25	26	25	26	25	26	29	34	15.1
NORTH LANARKSHIRE	100	93	93	87	89	95	96	101	96	107	11.6
PERTH AND KINROSS	63	57	60	59	59	63	67	72	79	87	10.9
RENFREWSHIRE	14	14	16	16	16	16	16	17	19	23	26.7
SOUTH AYRSHIRE	35	33	32	35	35	36	35	34	37	41	10.7
SOUTH LANARKSHIRE	11	10	11	12	11	12	14	15	18	24	31.2
STIRLING	64	62	66	67	72	75	82	82	83	97	15.6
WEST DUNBARTONSHIRE	5	5	6	6	6	7	7	7	8	9	8.4
WEST LOTHIAN	26	25	26	27	30	32	35	38	40	50	25.3
SCOTLAND OTHER[1]	1,265	1,110	1,115	1,044	1,129	0	0	0	0	0	0.0
Scotland Total	**5,280**	**4,862**	**5,015**	**4,887**	**5,216**	**5,558**	**5,807**	**6,129**	**6,641**	**7,419**	**11.7**

Source: Office of the Rail Regulator. National Rail Statistics, Chapter 7 - Rail Useage.

1. Since 2006-07 there have been improvements in mapping tickets sold with an unknown origin or destination. These were previously mapped to Scotland other, but due to improved methodology, these have now been mapped to other districts or unitary authorities.

One impact of this is journeys have been more accurately been mapped to Glasgow city since 2006-07 so comparisons with earlier years should not be made. For full methodology notes, please view the ORR documentation, which can be found here: http://www.rail-reg.gov.uk/upload/pdf/odm-summary-1011.pdf

Table 7.6b Rail passenger journeys within Scotland[1,2]

Start/End points (thousands) on journeys within Scotland

To/From/Within	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	% change 2010-11 on 2009-10
ABERDEEN CITY	1,788	1,755	1,870	1,963	2,187	2,401	2,646	2,770	2,873	3,191	11.1
ABERDEENSHIRE	515	520	574	620	688	740	810	859	954	1,070	12.2
ANGUS	535	563	614	710	774	778	904	828	799	826	3.4
ARGYLL AND BUTE	859	841	953	991	1,070	1,405	1,417	1,769	1,716	1,763	2.7
CLACKMANNAN	-	-	-	-	-	-	-	333	387	391	1.0
DUMFRIES AND GALLOWAY	236	264	296	320	342	330	332	364	375	399	6.5
DUNDEE CITY	973	1,058	1,173	1,296	1,375	1,348	1,448	1,480	1,500	1,532	2.1
EAST AYRSHIRE	755	746	750	824	820	803	773	808	842	1,043	24.0
EAST DUNBARTONSHIRE	2,583	2,335	2,533	2,902	3,223	3,354	3,472	3,858	3,788	3,920	3.5
EAST LOTHIAN	1,025	1,061	1,130	1,185	1,300	1,367	1,609	1,788	1,801	1,781	-1.1
EAST RENFREWSHIRE	2,457	2,334	2,410	2,461	2,637	2,762	2,780	3,082	3,009	3,119	3.7
EDINBURGH CITY OF	11,584	12,259	13,204	14,945	15,426	15,899	16,723	18,195	19,781	20,291	2.6
FALKIRK	1,431	1,437	1,591	1,902	2,022	2,694	2,814	2,833	2,856	2,922	2.3
FIFE	3,511	3,578	3,820	4,494	4,639	4,862	5,027	5,044	4,902	4,899	-0.1
GLASGOW CITY	17,111	16,054	19,154	21,021	23,574	49,819	51,843	58,953	61,182	63,527	3.8
HIGHLAND	1,112	1,219	1,371	1,391	1,468	1,558	1,672	1,815	1,918	2,009	4.7
INVERCLYDE	1,845	1,871	1,992	2,141	2,308	2,322	2,371	2,710	2,669	2,728	2.2
MORAY	297	301	332	364	393	384	396	417	433	474	9.4
NORTH AYRSHIRE	2,773	2,902	2,910	3,106	3,353	3,462	3,436	3,795	3,758	3,884	3.3
NORTH LANARKSHIRE	4,935	4,794	5,210	5,759	6,423	6,833	6,965	7,724	7,598	7,910	4.1
PERTH AND KINROSS	589	617	686	732	793	788	852	927	978	1,019	4.2
RENFREWSHIRE	4,236	4,215	4,432	4,726	5,190	5,405	5,500	6,115	5,982	6,153	2.9
SOUTH AYRSHIRE	2,079	2,144	2,149	2,364	2,554	2,651	3,081	3,340	3,162	3,214	1.6
SOUTH LANARKSHIRE	4,186	4,084	4,444	5,025	5,835	6,419	6,799	7,583	7,556	7,973	5.5
STIRLING	1,827	1,833	1,974	2,185	2,469	2,521	2,701	2,809	2,823	2,921	3.5
WEST DUNBARTONSHIRE	3,870	3,592	3,692	3,838	4,367	4,309	4,392	4,825	4,666	4,751	1.8
WEST LOTHIAN	2,488	2,555	2,700	2,916	2,999	3,029	3,060	3,066	2,981	3,214	7.8
SCOTLAND OTHER[2]	25,145	24,946	24,796	27,423	29,999	5,755	5,833	0	0	0	0.0
Scotland Total	**100,744**	**99,876**	**106,759**	**117,605**	**128,229**	**133,996**	**139,656**	**148,091**	**151,288**	**156,924**	**3.7**

Source: Office of the Rail Regulator. National Rail Statistics, Chapter 7 - Rail Useage.

1. **Note** that this table shows start and end points of journeys so a journey starting in Aberdeen City and ending in Aberdeenshire would count once against each Local Authority. A journey starting and ending in Angus would count twice against the Local Authority.

Therefore dividing the figures in the table by two gives the number of journeys either starting or ending in a Local Authority and will match totals published elsewhere in this chapter.

2. Since 2006-07 there have been improvements in mapping tickets sold with an unknown origin or destination. These were previously mapped to Scotland other, but due to improved methodology, these have now been mapped to other districts or unitary authorities.

One impact of this is journeys have been more accurately been mapped to Glasgow city since 2006-07 so comparisons with earlier years should not be made. For full methodology notes, please view the ORR documentation, which can be found here: http://www.rail-reg.gov.uk/upload/pdf/odm-summary-1011.pdf

Table 7.7 Passenger journeys to and from the main stations in Scotland: 2010-11[1, 2, 3, 4]

Rank		*thousands*	Rank		*thousands*
1	Glasgow Central	24,951	51	Dunfermline	598
2	Edinburgh	19,957	52	Blairhill	582
3	Glasgow Queen Street	19,742	53	Dyce	580
4	Paisley Gilmour Street	3,679	54	Anderston	577
5	Aberdeen	2,964	55	Greenock West	550
6	Partick	2,290	56	Balloch	547
7	Stirling	2,267	57	Coatbridge Sunnyside	540
8	Haymarket	1,942	58	Kilmarnock	520
9	Dundee	1,720	59	Edinburgh Park	519
10	Charing Cross (Glasgow)	1,636	60	Clarkston	516
11	Ayr	1,514	61	Garrowhill	516
12	Hyndland	1,378	62	Falkirk Grahamston	509
13	Johnstone	1,257	63	Bishopton	500
14	Motherwell	1,246	64	Cathcart	498
15	Airdrie	1,191	65	Dunblane	498
16	Helensburgh Central	1,179	66	Bearsden	495
17	Exhibition Centre Glasgow	1,172	67	Hairmyres	492
18	Linlithgow	1,155	68	Blantyre	490
19	Croy	1,140	69	Stonehaven	483
20	Inverness	1,128	70	Queen's Park (Glasgow)	481
21	Inverkeithing	1,086	71	Newton	481
22	Anniesland	1,048	72	Largs	479
23	Falkirk High	1,008	73	South Gyle	477
24	Kirkcaldy	989	74	Leuchars	471
25	Kilwinning	982	75	Crossmyloof	464
26	Mount Florida	972	76	Port Glasgow	461
27	Perth	929	77	North Berwick	453
28	East Kilbride	910	78	Gourock	448
29	Irvine	894	79	Neilston	441
30	Milngavie	861	80	Bellgrove	440
31	Hamilton Central	846	81	Prestwick Internat'nl Airport 5	432
32	Lenzie	820	82	Easterhouse	417
33	Hamilton West	799	83	Bridgeton	409
34	Rutherglen	797	84	High Street	407
35	Argyle Street	784	85	Arbroath	404
36	Bishopbriggs	781	86	Greenock Central	399
37	Dalmuir	744	87	Alloa	394
38	Uddingston	732	88	Clydebank	393
39	Dumbarton Central	731	89	Saltcoats	390
40	Larbert	711	90	Scotstounhill	390
41	Bathgate	704	91	Montrose	378
42	Cambuslang	690	92	Jordanhill	377
43	Singer	685	93	Drumchapel	371
44	Westerton	683	94	Musselburgh	365
45	Polmont	661	95	Patterton	362
46	Troon	645	96	Dumfries	360
47	Livingston North	641	97	Dumbarton East	356
48	Bellshill	630	98	Dalmeny	351
49	Barrhead	616	99	Alexandria	347
50	Shettleston	614	100	Crosshill	286

Source: ORR - Not National Statistics

1. Figures estimate the total number of people arriving or departing from the main stations in Scotland
2. Figures have not been adjusted to reflect ScotRail's revised methdology and are therefore not comparable with ScotRail passenger figures.
3. 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 passengers' journeys. For such tickets, journeys are allocated to the main station of those in the group.
4 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.
5. Prestwick airport includes rail link tickets from 2007-08.

Table 7.8 Passenger journeysto or from stations[1] in Scotland that have opened (or re-opened) since 1970

	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11
											thousands
Dunrobin Castle (1985)	0.2	0.2	0.2	0.2	0.3	0.4	0.4	0.4	0.6	0.5	0.6
Alness (1973)	2.8	2.5	3.7	5.5	7.0	7.6	9.8	11.6	13.7	14.3	17.7
Duncraig (1971)	0.6	0.4	0.3	0.2	0.5	0.4	0.3	0.5	0.4	0.4	0.6
Muir of Ord (1976)	18.8	16.8	22.1	24.6	24.4	24.7	32.6	39.2	51.1	57.4	62.4
Beauly (2002)			21.3	26.0	26.6	28.4	35.9	41.9	52.4	51.1	49.8
Loch Eil Outward Bound * (1985)	1.1	1.1	0.6	0.7	0.5	0.5	0.6	0.9	0.9	0.5	0.8
Falls of Cruachan (1988)	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2
Loch Awe (1985)	1.6	1.6	2.1	2.5	2.4	2.8	2.2	2.3	2.5	2.9	3.1
Laurenckirk (May 2009)										56.5	73.1
Dyce (1984)	278.4	285.8	239.0	239.2	269.3	334.7	401.0	453.6	488.0	515.5	542.5
Portlethen (1985)	8.4	9.6	7.1	9.5	10.7	14.9	21.1	22.1	19.9	15.2	18.3
Glenrothes with Thornton (1992)	44.4	41.4	40.3	40.1	46.9	47.6	54.5	53.7	52.2	52.6	49.6
Dunfermline Queen Margaret (2000)	110.2	126.4	131.1	158.9	195.5	206.4	211.1	202.5	214.7	205.3	195.5
Dalgety Bay (1998)	234.3	202.1	186.4	200.8	239.3	246.9	262.3	270.9	272.7	247.8	244.3
South Gyle (1985)	427.3	408.5	365.7	355.7	405.3	424.3	410.3	464.0	496.9	475.8	473.7
Musselburgh (1988)	181.9	158.3	160.8	167.5	170.9	193.4	202.9	306.2	385.3	389.2	362.9
Wallyford (1994)	94.1	82.9	90.3	103.2	110.7	126.7	135.8	159.9	209.3	227.9	220.9
Brunstane (2002)			66.6	81.7	89.8	119.9	121.8	109.5	135.1	134.3	128.2
Newcraighall (2002)			79.7	125.8	137.4	159.8	176.9	190.0	182.9	194.2	182.0
Edinburgh Park (2003)				68.1	295.0	353.3	367.6	382.6	434.2	451.8	499.4
Uphall (1986)	216.6	209.1	214.9	225.6	227.7	248.7	250.7	255.2	254.1	226.7	220.9
Livingston North (1986)	515.5	516.7	542.8	567.8	584.2	621.6	624.2	602.4	566.0	552.7	631.0
Bathgate (1986)	581.9	581.1	599.1	585.3	627.1	645.4	650.6	650.0	645.8	607.3	694.9
Kingsknowe (1971)	22.0	19.0	14.1	15.8	18.4	18.5	19.9	19.3	20.3	19.7	15.8
Wester Hailes (1987)	24.9	17.5	15.1	17.5	19.3	20.9	18.9	18.9	20.4	22.7	23.1
Curriehill (1987)	36.0	30.8	28.3	38.2	40.1	43.6	41.0	43.3	47.1	46.9	48.5
Livingston South (1984)	169.1	167.8	163.8	191.5	217.9	227.4	225.6	231.4	245.6	250.2	295.8
Bridge of Allan (1985)	117.2	115.1	106.7	120.5	130.9	167.1	191.8	224.1	224.6	235.2	227.3
Camelon (1994)	54.9	61.5	61.0	73.0	83.0	90.0	90.5	96.6	97.3	92.1	97.7
Alloa (May 2008)									336.0	390.0	390.7
Stepps (1989)	137.0	128.6	127.8	169.2	202.3	228.2	263.4	277.3	343.0	301.2	291.0
Gartcosh (2005)							99.6	111.0	124.3	131.7	134.3
Greenfaulds (1989)	49.0	50.4	43.2	62.3	72.8	83.0	93.7	107.0	121.4	131.3	136.1
Drumgelloch (1989)	126.9	133.9	112.9	103.9	130.9	172.9	165.2	168.4	193.0	170.9	58.5
Ashfield (1993)	44.1	39.8	29.5	33.3	39.9	38.7	42.5	43.8	57.9	58.0	54.7
Possilpark & Parkhouse (1993)	41.4	32.3	21.2	25.7	32.8	38.2	60.2	79.2	106.7	93.8	90.3
Gilshochill * (1993)	31.2	26.9	20.4	24.0	27.9	33.1	74.0	82.4	103.0	96.0	84.8
Summerston (1993)	58.9	47.5	34.1	49.4	59.4	68.5	83.5	90.5	118.2	119.7	116.5
Maryhill (1993)	42.9	38.4	26.6	37.4	45.3	49.3	53.3	55.6	77.4	69.1	65.3
Kelvindale (2005)						17.4	95.0	107.7	109.5	109.7	90.4
Exhibition Centre * (1979)	381.0	373.0	371.8	396.2	499.2	632.9	762.8	866.5	1153.1	1054.2	1170.0
Anderston (1979)	196.2	184.7	163.9	192.3	240.5	340.7	381.9	428.6	651.3	551.9	576.8
Argyle Street (1979)	449.5	414.3	363.2	409.2	467.3	574.3	616.7	606.4	911.8	734.8	783.6
Bridgeton * (1979)	194.9	171.4	139.6	173.2	206.7	240.0	286.2	308.7	466.9	394.0	409.1
Dalmarnock (1979)	63.5	54.5	42.2	45.2	48.6	58.1	61.1	61.2	79.8	77.3	76.8
Carmyle (1993)	54.4	58.2	56.6	64.5	80.0	100.0	102.2	106.2	131.6	124.3	127.0
Mount Vernon (1993)	28.5	26.0	22.9	28.9	30.5	34.9	36.8	41.1	58.2	51.4	55.7

Source: ORR - Not National Statistics

1. Figures have not been adjusted to reflect ScotRail's revised methdology and are therefore not comparable with ScotRail passenger figures.

* This is the current name - the station had a different name when it was opened (or re-opened)

Table 7.8 Passenger journeys to or from stations[1] in Scotland that have opened (or re-opened) since 1970

	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11
											thousands
Baillieston (1993)	51.4	44.9	38.8	44.4	48.1	50.3	57.4	66.4	90.8	89.1	97.0
Bargeddie (1993)	36.7	36.8	37.0	47.9	58.7	66.8	74.4	78.1	97.4	85.8	89.8
Kirkwood (1993)	99.1	99.2	87.5	92.8	107.4	114.3	114.8	120.8	158.9	140.6	138.9
Whifflet (1992)	169.1	168.0	161.1	176.8	186.2	203.8	219.0	229.6	282.3	246.6	246.7
Airbles (1989)	46.0	38.0	41.2	51.2	62.0	78.6	89.2	94.2	114.9	104.5	107.8
Shieldmuir (1990)	12.4	10.9	8.5	7.4	6.6	8.2	10.6	23.0	44.8	48.9	57.3
Charterherault (2005)						3.5	17.3	23.5	41.0	49.8	57.1
Merryton (2005)						20.0	81.1	97.6	99.5	104.0	102.6
Larkhall (2005)						83.2	268.7	307.9	334.4	323.1	316.8
IBM (1978)	123.7	105.9	94.5	104.9	128.8	117.3	94.0	93.5	205.7	145.7	136.4
Drumfrochar (1998)	36.5	38.5	38.9	40.5	42.3	49.0	45.7	43.3	58.5	59.1	61.3
Whinhill (1990)	24.3	26.3	29.7	31.0	33.5	36.7	32.8	32.2	37.9	35.2	37.7
Drumbreck (1990)	79.5	67.3	59.3	71.7	89.1	97.3	97.6	92.5	124.0	111.5	109.5
Corkerhill (1990)	138.0	116.6	96.3	106.6	126.2	147.2	153.1	154.7	212.8	192.4	211.9
Mosspark (1990)	60.8	58.2	55.4	65.9	79.3	91.9	93.1	100.3	125.7	111.0	111.2
Crookston (1990)	60.8	57.7	59.7	68.5	81.2	99.8	113.2	114.7	132.6	115.1	120.0
Hawkhead (1991)	66.1	60.3	61.1	71.3	80.9	100.5	109.5	117.0	157.1	137.7	139.5
Paisley Canal (1990)	143.3	132.2	127.5	137.5	158.3	176.2	187.5	189.9	231.7	215.2	219.1
Milliken Park (1989)	90.0	77.9	75.0	82.1	92.1	110.2	118.0	124.2	154.9	137.4	142.3
Howwood (2001)	1.5	21.3	23.9	26.8	29.4	32.7	50.3	48.3	42.9	41.5	41.3
Ardrossan Town (1987)	9.0	7.9	7.1	9.3	13.5	16.5	16.5	15.2	22.9	18.6	18.7
Prestwick Airport (1994)	73.8	70.1	69.1	79.1	87.3	95.3	113.7	569.7[2]	766.8	532.3	315.3
Priesthill & Darnley (1990)	19.2	20.3	17.2	22.1	27.5	51.4	69.9	78.6	94.5	86.0	105.1
Kilmaurs (1984)	61.1	65.5	68.0	65.5	68.3	69.4	72.5	73.4	84.4	81.0	95.5
Auchinleck (1984)	28.4	29.5	28.9	31.0	35.9	37.8	39.0	35.7	38.5	37.8	43.3
New Cumnock (1991)	13.5	14.9	15.8	17.1	21.3	23.1	21.8	19.9	23.0	22.1	26.2
Sanquhar (1994)	18.4	20.8	22.1	21.9	24.1	25.8	25.4	23.4	24.3	23.9	22.4
Gretna Green (1993)	23.5	21.3	22.8	23.3	29.7	32.2	27.0	28.8	28.2	31.3	13.9

Source: ORR - Not National Statistics

1. Figures have not been adjusted to reflect ScotRail's revised methdology and are therefore not comparable with ScotRail passenger figures.

2. Prestwick airport includes rail link tickets from 2007-08.

* This is the current name - the station had a different name when it was opened (or re-opened)

Table 7.9 Rail punctuality: Public Performance Measure - for all services

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
											percentage of trains arriving on time
GNER [1]	70.0	70.8	74.1	77.5	83.5	82.7	-	-	-	-	-
East Coast [1, 3, 5]	-	-	-	-	-	-	83.6	86.9	87.4	83.3	86.6
ScotRail [2]	82.2	82.1	85.5	83.1	85.8	88.8	90.6	90.6	90.7	90.1	90.7
Virgin CrossCountry [1]	62.5	61.7	72.2	77.8	80.9	83.9	-	-	-	-	-
CrossCountry [1, 4]	-	-	-	-	-	-	88.2	90.1	90.1	88.2	89.6
Virgin Trains [1]	68.7	73.5	74.8	72.1	83.5	86.0	86.2	80.0	84.6	86.6	85.9
GB long-distance operators [1]	70.2	70.6	73.4	79.1	82.2	84.9	86.2	87.3	88.9	87.9	89.2
GB regional operators [2]	79.1	80.5	82.8	82.6	85.0	87.6	89.6	90.6	92.0	91.1	92.0

Source: ORR - Not National Statistics

1 For long-distance operators, the figures are the percentages of trains which arrive at the final destination within ten minutes of the timetabled time (i.e. are no more than 9 minutes and 59 seconds late)

2 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)

3 National Express East Coast has taken over the franchise previously operated by GNER.

4 CrossCountry is now operating most of the Virgin CrossCountry franchise routes and some routes from the Central Trains franchise.

5 National Express East Coast services were transferrred to East Coast on 13 November 2009

Table 7.10 ScotRail services: arrival times at final destinations [1]

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
											percentages
Total within 5 minutes	82.2	82.1	85.5	83.1	85.8	88.8	90.6	90.6	90.7	90.1	90.7
Total within 10 minutes	91.6	91.8	94.3	93.0	94.4	95.2	95.9	96.1	95.8	95.3	95.7
Total within 20 minutes	95.8	95.7	97.5	96.8	97.4	97.3	97.5	97.7	97.3	97.0	97.1
20 minutes and over [2]	2.3	2.7	1.7	2.1	1.5	1.5	1.4	1.4	1.7	1.6	1.4
Cancelled [3]	1.9	1.7	0.8	1.1	1.1	1.2	1.1	0.9	1.0	1.4	1.5
											thousands
Number of trains due to be run [4]	603	599	662	667	691	693	706	697	715	715	719

Source: ORR - Not National Statistics

1 For example, Total within 5 minutes gives the percentage which were no more than 4 minutes and 59 seconds late

2 Includes part-cancelled trains (those which failed to reach their final destination but ran at least half their planned mileage)

3 Includes trains which ran less than half their planned mileage

4 As in the planned timetable for the day. This may differ from the published timetable due to (e.g.) engineering works, floods, etc.

Table 7.11 Rail passenger satisfaction: National Passenger Survey

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
ScotRail passengers									*percentage who were satisfied or said good* [1]		
Overall opinion of journey	84	80	82	85	85	87	84	89	89	88	88
How deals with delays	35	23	32	35	40	46	33	40	41	42	34
Value for money	59	56	55	58	57	56	57	59	57	59	57
How station staff handle requests	84	79	84	87	83	83	82	88	86	81	89
Overall station environment	68	59	63	65	64	67	71	74	78	77	76
Ticket buying facilities	80	77	74	72	71	74	78	85	83	81	80
Info. re. times, platforms	75	70	72	76	78	79	78	83	85	85	85
Punctuality / reliability	76	73	75	80	79	86	83	89	88	87	84
Length of journey time	86	83	85	87	87	89	88	89	90	88	90
Ease of getting on/off	83	83	82	84	84	84	83	85	88	86	87
Amount of seats / standing space	75	70	70	72	72	71	71	72	77	75	73
Frequency	82	70	78	81	83	82	80	82	84	82	83
Train Cleanliness	71	71	75	74	77	79	79	79	81	77	80
Comfort of seats	75	74	76	76	80	80	78	76	79	76	80
Sample size	*2,077*	*2,024*	*2,416*	*2,042*	*2,114*	*2,029*		*2,091*	*2,063*		2568
Others whose journeys started in Scotland [2]									*percentage who were satisfied or said good* [1]		
Overall opinion of journey	85	87	87	84	80	89	87	85	90	92	91
How deals with delays	55	52	68	56	52	69	58	54	56	62	54
Value for money	60	64	66	68	64	70	70	65	65	69	62
How station staff handle requests	87	81	91	88	94	87	82	90	87	90	86
Overall station environment	74	72	75	81	78	79	79	80	83	82	78
Ticket buying facilities	78	83	87	90	85	78	82	78	90	86	89
Info. re. times, platforms	83	77	85	80	89	86	87	86	91	91	87
Punctuality / reliability	73	76	78	82	73	87	86	87	90	88	87
Length of journey time	76	82	79	81	78	86	84	82	87	88	88
Ease of getting on/off	78	78	82	76	77	78	83	81	83	85	85
Amount of seats / standing space	78	80	80	70	73	71	77	72	80	79	77
Frequency	80	81	76	72	73	83	78	72	84	82	80
Train Cleanliness	81	79	77	81	83	84	89	84	86	86	81
Comfort of seats	71	70	72	71	80	78	77	74	78	80	77
Sample size	*535*	*464*	*457*	*382*	*420*	*480*	*323*	*391*	*481*	*562*	672
All GB regional operators									*percentage who were satisfied or said good* [1]		
Overall opinion of journey	78	78	80	82	83	85	82	86	86	87	86
Punctuality / reliability	67	72	73	76	79	82	82	84	86	86	84
All GB long-distance operators											
Overall opinion of journey	75	80	80	81	83	88	86	84	86	87	86
Punctuality / reliability	63	71	68	75	78	86	84	81	86	86	85

Source: Passenger Focus - Not National Statistics

1 The difference from 100 includes *both* those who were dis-satisfied or said poor *and* (e.g.) those who were neither satisfied nor dis-satisfied.

2 Excluding passengers whose journey started on a ScotRail service, who are counted as ScotRail passengers

Table 7.12 Freight traffic lifted in Scotland by destination and by commodity

	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11
Freight lifted *(weight)*											
by destination											*million tonnes*
within Scotland	4.28	4.03	4.27	3.75	4.36	4.80	5.30	6.30	6.13	6.08	4.86
elsewhere in the UK	3.09	4.90	4.36	4.13	6.38	8.97	7.13	4.55	3.84	3.25	2.26
outwith the UK [1]	0.88	0.64	0.49	0.43	0.51	0.54	0.53	0.50	0.39	0.36	0.36
Total	8.25	9.57	9.12	8.32	11.25	14.31	12.96	11.35	10.36	9.69	7.48
by commodity											*million tonnes*
minerals/ coal, coke	6.29	7.58	7.18	6.24	8.73	10.80	9.87	7.29	6.09	5.77	5.26
other	1.96	1.99	1.94	2.08	2.52	3.52	3.09	4.06	4.27	3.91	2.23
Total	8.25	9.57	9.12	8.32	11.25	14.32	12.96	11.35	10.36	9.68	7.49
Freight moved *(weight x distance)*											
by destination											*million tonne-kilometres*
within Scotland	620	572	632	576	632	623	692	1,143	1,230	1,329	1,380
elsewhere in the UK	1,246	2,083	1,752	1,634	2,734	3,296	2,530	1,388	1,047	971	848
outwith the UK [1]	596	444	353	308	368	385	375	352	266	249	258
Total	2,462	3,099	2,737	2,519	3,734	4,304	3,597	2,883	2,543	2,549	2,486
by commodity											*million tonne-kilometres*
minerals/ coal, coke	1,603	2,293	2,017	1,734	2,797	3,479	2,846	1,749	1,443	1,324	1,180
other	859	806	720	783	939	825	751	1,134	1,100	1,225	1,305
Total	2,462	3,099	2,737	2,517	3,736	4,304	3,597	2,883	2,543	2,549	2,485

Source: Rail freight companies - Not National Statistics

1. From 1996-97, outwith the UK includes freight taken to ports for export (such freight was previously counted unde *either* within Scotland *or* elsewhere in the UK, depending upon the location of the port)

Table 7.13 Freight traffic with a destination in Scotland by origin (where lifted) and by commodity

	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11
Freight lifted *(weight)*											
by origin											*million tonnes*
lifted within Scotland	4.28	4.03	4.27	3.75	4.36	4.80	5.30	6.30	6.13	6.08	4.86
elsewhere in the UK	1.05	1.15	1.08	1.04	0.91	2.08	2.06	2.01	2.01	1.27	1.62
outwith the UK [1]	0.82	0.59	0.64	0.52	0.54	0.48	0.45	0.41	0.50	0.42	0.42
Total	6.15	5.77	5.99	5.31	5.81	7.35	7.82	8.72	8.64	7.77	6.90
by commodity											*million tonnes*
minerals/ coal, coke	4.28	4.04	4.28	3.76	4.21	4.45	5.07	4.91	4.53	3.97	3.77
other	1.87	1.73	1.71	1.55	1.61	2.91	2.74	3.80	4.10	3.80	3.12
Total	6.15	5.77	5.99	5.31	5.82	7.36	7.81	8.71	8.63	7.77	6.89
Freight moved *(weight x distance)*											
by origin											*million tonne-kilometres*
lifted within Scotland	620	572	632	576	632	623	692	1,143	1,230	1,329	1,380
elsewhere in the UK	543	588	569	556	487	479	1,012	1,089	1,062	625	890
outwith the UK [1]	576	412	438	376	390	343	327	287	339	302	302
Total	1,739	1,572	1,638	1,507	1,509	1,445	2,031	2,519	2,631	2,256	2,572
by commodity											*million tonne-kilometres*
minerals/ coal, coke	634	589	639	584	607	626	632	591	626	530	502
other	1,105	983	999	923	902	819	1,399	1,928	2,005	1,726	2,070
Total	1,739	1,572	1,638	1,507	1,509	1,445	2,031	2,519	2,631	2,256	2,572

Source: Rail freight companies - Not National Statistics

1. From 1996-97, outwith the UK includes freight imported via ports in England and Wales, which then comes by rail into Scotlan (previously, such freight was counted as lifted elsewhere in the UK).
It should be noted that, in *all* years, imported freight lifted at *Scottish* ports is counted under lifted in Scotland.

Table 7.14 Lines open for traffic

	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11
											kilometres
Routes											
Electrified	634	634	634	634	634	639	639	639	639	672	676
Non electrified	2,095	2,095	2,095	2,095	2,095	2,097	2,097	2,097	2,106	2,087	2,087
Total	2,729	2,729	2,729	2,729	2,729	2,736	2,736	2,736	2,745	2,759	2,763

Source: Network Rail - Not National Statistics

Table 7.15 Number of stations[1,2]

	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11
Passenger and parcel	335	336	340	340	340	344	344	345	346	349	349
Freight only	116	116	117	118	118	118	115	118	118	118	118
Total	451	452	457	458	458	462	459	463	464	467	467

Source: Network Rail - Not National Statistics

1. The figures for freight stations include main yards, sidings/depots, private terminals and sidings: ballast.
2. 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 2005-0 financial year. All are owned by Network Rail with the exception of Prestwick Airport

Table 7.16 Number of passenger stations by local authority, 2010-11[1]

Local Authority	number	Local Authority	number	Local Authority	number
Aberdeen, City of	2	Edinburgh, City of	11	Orkney Islands	0
Aberdeenshire	6	Eilean Siar	0	Perth & Kinross	7
Angus	7	Falkirk	5	Renfrewshire	10
Argyll and Bute	14	Fife	19	Scottish Borders	0
Clackmannanshire	1	Glasgow, City of	62	Shetland Islands	0
Dumfries & Galloway	7	Highland	58	South Ayrshire	9
Dundee City	2	Inverclyde	14	South Lanarkshire	19
East Ayrshire	6	Midlothian	0	Stirling	6
East Dunbartonshire	6	Moray	3	West Dunbartonshire	13
East Lothian	7	North Ayrshire	12	West Lothian	10
East Renfrewshire	9	North Lanarkshire	24	**Scotland**	**349**

Source: Network Rail - Not National Statistics

1. The number of stations open at the end of the financial year 2005-06. All owned by Network Rail except Prestick Airport (South Ayrshire

Table 7.17 Strathclyde Partnership for Transport - Glasgow Subway[1]

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
Vehicles[2]	41	41	41	41	41	41	41	41	41	41	41
											thousands
Loaded train kilometres	1,145	1,123	1,143	1,141	1,159	1,196	1,210	1,225	1,196	1,128	1,339
Passenger journeys	13,760	13,360	13,339	13,310	13,164	13,160	14,449	14,103	13,055	13,009	12,888
											£ thousands
Revenue[3]	10,684	10,727	10,937	11,514	11,786	12,963	13,965	14,690	13,296	14,835	15,147
Revenue at constant prices[4]	14,500	14,319	14,189	14,505	14,438	15,391	15,898	16,085	14,634	15,605	15,147
Passenger receipts[5]	10,128	10,167	10,337	10,939	11,190	12,396	13,119	14,015	12,661	13,775	14,166
Pass. rec. at constant prices[4]	13,746	13,571	13,410	13,781	13,708	14,718	14,935	15,346	13,935	14,490	14,166
											numbers
Operational staff	343	351	375	382	364	361	354	361	351	331	284

Source: Strathclyde Partnership for Transport - Not National Statistics

1. The Strathclyde Partnership for Transport took over the roles and functions of the Strathclyde Passenger Transport Authority and Executive from 1 April 2006.
2. Passenger carriages including power cars
3. These figures are headline revenue figures and include such as items as rental and advertising income.
4. Adjusted approximately for general inflation using the Retail Prices Index for the relevant year (e.g. 2001 RPI used for 2001-02).
5. These figures are passenger ticket receipts as described at paragraphs 3.10 and 3.11 of the commentary.

Table 7.18 Railway accidents

	2001-02	2002-03	2003[1]	2004	2005	2006	2007	2008	2009	2010	2011
Railway accidents											
Collisions	5	1	2	1	0	0	2	4	1	1	2
Derailments	7	9	2	3	6	5	7	3	1	4	6
Running into level crossing gates and other obstructions [2]	46	36	23	23	27	30	32	28	44	44	31
Fires	25	28	15	16	7	8	11	4	5	5	6
Missiles through driver's cab	32	9	8	6	1	3	1	8	3	2	2
Miscellaneous	1	0	0	0	0	0	0	0	0	0	0
All accidents	116	83	50	49	41	46	53	47	54	56	47
Casualties											
Train accidents - deaths	1	0	1	1	0	0	3	0	3	0	0
- injuries	12	2	2	3	15	0	4	3	0	1	0
Accidents through movements of railway vehicle - deaths	3	0	0	0	2	0	0	1	1	0	0
- injuries	60	59	60	42	53	66	59	37	49	37	36
Accidents on railway premises -deaths	1	2	0	0	1	1	1	0	0	3	0
- injuries	290	250	229	240	242	171	202	163	216	170	172
Trespassers and suicides (All accidents) - deaths	15	15	26	18	18	27	17	20	24	20	22
- injuries	13	15	12	8	6	11	9	7	8	18	4
Total deaths	20	17	27	19	21	28	21	21	28	23	22
Total injuries	375	326	303	293	316	248	274	210	273	226	212

Source: ORR - Not National Statistics

1. Data from 2003 onwards based on the calendar year; previous years' figures relate to financial years (1 April to 31 March).
2. There were also 41 incidents involving strikes with animals in 2011.

Table 7.19 Railway fatalities by local authority[1] and category, 2011

	Trespasser	Suicide	Level Railway Crossing User	Staff	Pass-enger	Other Member of Public	Total
West Lothian	1	1					2
Edinburgh, City of	2						2
Glasgow, City of	2						2
Highland	1						1
North Lanarkshire	2						2
South Lanarkshire	1						1
West Dunbartonshire	1	1					2
Dumfries and Galloway	2						2
Angus	1						1
Renfrewshire	1						1
East Renfrewshire	1						1
Fife	1						1
South Ayrshire	2						2
East Lothian	2						2
Scotland	**20**	**2**	**0**	**0**	**0**	**20**	**22**

Source: ORR - Not National Statistics

1. The table does not show local authorities with no fatalities.

Table 7.20 Adults (16+) - views on train services of those who used them in the past month: 2011 [1]

	Agree			No view			Disagree			*Sample*
	strongly	tend to	**All**	neither … nor	no opinion	**All**	strongly	tend to	**All**	*size (=100%)*
						row percentages				
Trains are on time	43	46	**89**	3	5	**8**	1	1	**2**	1552
Trains are frequent	43	45	**88**	5	5	**10**	1	1	**2**	1552
Service runs when I need it	39	48	**87**	4	5	**9**	2	2	**4**	1552
Journey times are reasonable	46	49	**95**	3	2	**5**	0	1	**1**	1552
Feels personally safe and secure on the train during the day	59	38	**97**	1	1	**2**	0	0	**0**	1552
Feels personally safe and secure on the train during the evening	35	43	**78**	7	6	**13**	4	6	**10**	1552
Simple deciding the type of ticket I need	48	40	**88**	4	6	**10**	2	1	**3**	1552
Finding out about routes and times is easy	49	42	**91**	3	4	**7**	1	1	**2**	1552
Easy changing from trains to other forms of transport	39	41	**80**	8	5	**13**	1	6	**7**	1552
Fares are good value	20	35	**55**	11	18	**29**	14	1	**15**	1552

Source: Scottish Household Survey

1. Those who had not used a train service in the past month are not asked these questions about train services.

Chapter 8 AIR TRANSPORT

1. Introduction

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

2. Main Points

Passengers & Airports

2.1 There were 22.1 million air terminal passengers in 2011, 1.2 million (6%) more than in the previous year. Passenger numbers increased by 39% between 2001 and 2007 reaching a peak of 25,132 before falling 17% to 20,907 in 2010. *(Table 8.1)*

2.2 Edinburgh airport had 9.4 million terminal passengers in 2011 (9% increase) and Glasgow airport had 6.9 million, 5% more than the previous year. Aberdeen had 3.1 million, (up 12%) and Glasgow Prestwick had 1.3 million (22% less). Together these four airports accounted for 93% of the total. Over the past ten years, trends for these airports were similar to the national picture except for Glasgow which reached a peak in 2006 and Edinburgh which only dropped slightly in 2010. *(Table 8.1)*

2.3 In 2011, London Heathrow accounted for 37% of passengers on selected domestic routes to and from Aberdeen, 27% for Edinburgh and 23% for Glasgow. 56% of the domestic passengers using Glasgow Prestwick were travelling to/from Stansted. London Gatwick had 40% of the domestic passengers to/from Inverness. Other domestic routes with large passenger numbers included those between Edinburgh and Gatwick, Stansted, Belfast and London City, and between Glasgow and Gatwick, Stansted, Belfast and Luton. *(Table 8.2)*

Origin/destinations

2.4 The most popular country of origin/destination for passengers flying directly to and from Scottish airports was Spain (excluding the Canary Islands) with 1.7 million passenger journeys in 2011, 17% of all passengers on direct flights abroad. Other popular origins/destinations were the Netherlands (1 million passengers) and the Irish Republic and France (around 0.8 million passengers). The trends for many routes are increasing numbers of passengers, either as a result of more people travelling or more routes becoming available. *(Table 8.3a and Table 8.3b)*

2.5 Some countries e.g. Turkey and Greece are mostly served by charter flights (95% and 93%), whereas almost all those who travelled to/from the Irish Republic or the Netherlands used scheduled flights. *(Table 8.4)*

2.6 The most popular international airports (those with the largest numbers of passenger journeys for flights directly to and from Scotland's main airports in 2011) were Amsterdam with 1 million passengers and Dublin with 0.7 million passengers. *(Table 8.5)*

2.7 In 2011, 6% of all terminal passenger traffic was within Scotland, 46% was to/from other parts of the UK, and 37% was between Scotland and mainland Europe. *(Table 8.6)*

Delays & Movements

2.8 In 2011, the overall average delay was 10 minutes for flights to or from Edinburgh and 11 minutes from Glasgow airports. (Section 3.6 describes the basis for these figures.) Around 8% of flights to or from Edinburgh and 10% from Glasgow airports were delayed by more than 30 minutes. *(Table 8.8)*

2.9 The total number of aircraft movements in 2011 was 467,000. Edinburgh had the highest number of aircraft movements with 113,000, (98% of which were commercial movements), followed by Aberdeen (109,000) and Glasgow (78,000). *(Table 8.9)*

Air freight

2.10 Air freight carried in 2011 decreased by 2,370 tonnes over the previous year to 45,162 tonnes. Freight at Edinburgh fell by 1,025 tonnes to 19,332 tonnes. Freight through Glasgow Prestwick fell by 3% to 11,846 tonnes. Aberdeen on the other hand showed an increase of 1,100 tonnes to 5,311 tonnes. *(Table 8.13)*

Other statistics

2.11 BAA's operating profit for the three main airports was £69.4 million in 2010 - this comprised Edinburgh £33.9 million, Glasgow £23.5 million, and Aberdeen £12.0 million. Data for 2011 was incomplete at the time of publication. Highlands and Islands Airports Ltd recorded a profit of £2,113,000 for 2009-10. *(Tables 8.14 & 8.15)*

2.12 The Civil Aviation Authority's 2009 passenger survey found large differences between the 5 main airports. Business passengers ranged from 8% at Glasgow Prestwick to 54% at Aberdeen. Nine out of ten passengers at Inverness were UK residents, compared with just under two-thirds at Glasgow Prestwick. *(Table 8.16)*

2.13 While around 41-56% 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 9% at Glasgow Prestwick to 36% at Aberdeen; bus/coach travellers varied from 5% at Aberdeen to 28% at Edinburgh; hire car users from 4% at Aberdeen to 18% at Inverness; and rail's share was 30% at Glasgow Prestwick. *(Table 8.17)*

3. Notes and Definitions

3.1 ***Aircraft Movement:*** an aircraft take-off or landing at an airport: one arrival and one departure are counted as two movements. Air transport movements are landings or take-offs of aircraft engaged in the transport of passengers or cargo on commercial terms. All scheduled service movements, whether loaded, empty or positioning; and charter movements transporting passengers or cargo and air taxi movements are included.

3.2 ***Types of passenger****:* a *terminal passenger* is one who joins or leaves an aircraft at the reporting airport, excluding passengers carried on air taxi charter services. A passenger travelling between two reporting airports is counted twice, once at each airport. There are two types of terminal passenger: *terminating passengers*, who arrive or depart at the airport by a surface means of transport; and *transfer passengers*, who change aircraft at the airport. A *transit passenger* is one who arrives at and departs from a reporting airport on the same aircraft which is transiting the airport. Each transit passenger is counted once only.

3.3 ***Freight:*** the weight of property carried out on an aircraft including, for example the weight of vehicles, excess baggage, and diplomatic bags, but excluding mail and

passengers' and crews' permitted luggage. Freight carried on air taxi services and in transit through the airport on the same aircraft is excluded.

3.4 ***International Services:*** services flown between the United Kingdom, Isle of Man and the Channel Islands, and places outside.

3.5 ***International and Domestic Destinations:*** the figures in Tables 8.2 to 8.7 are based on the origin and destination of passengers as reported to UK airport authorities by the airport handling agent. Operators are required to report in respect of each service operated, the point of uplift and discharge of each passenger. The figures may not reflect a passenger's entire air journey: the point at which a passenger disembarks from a particular service may not represent his ultimate destination. In some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e. the aircraft's origin or ultimate destination. The figures include all passengers carried on scheduled and chartered services excluding those charter passengers carried on air taxi service and passengers carried on aircraft chartered by Government Departments. In Tables 8.3 and 8.4, international traffic figures are given for each country for which scheduled traffic was reported until and including 2004 data. In cases where charter only routes carried less than 5,000 passengers, the countries concerned may not appear separately in Table 8.3, and may be shown under Other international traffic … in Table 8.4. All non- air taxi is recorded individually.

3.6 Air punctuality statistics

3.6.1 These statistics cover both arrivals and departures. They relate solely to punctuality at the specified airport. For example, the information which is used about flights from Edinburgh relates only to the punctuality of their departure, so the statistics take no account of any subsequent delays before landing at, say, London. Similarly, the information which is used about arrivals at Edinburgh relates only to the time of arrival (no allowance is made for whether or not the flight departed on time from the airport of origin).

3.6.2 The calculations cover those flights for which information about the planned and the actual times of operation has been matched - for example, cancelled flights, and flights which are diverted to or from another airport, are excluded (the numbers of such flights are included in the figures which are given for unmatched flights).

3.6.3 The percentages early to 15 minutes late would probably be lower, and the average delays would probably be higher, if these statistics were calculated in the same way as the rail punctuality statistics (the latter are based on the time of arrival at the destination, and take account of cancellations).

3.6.4 All cargo and air taxi services are excluded.

3.6.5 ***Unmatched actual flights*** are air transport movements which actually took place at the airport, but for which no corresponding planned flight was found. There may be a number of reasons for this, such as:

- the flight was a diversion from another airport;
- the flight was a short-haul flight more than one hour before the planned time;
- the flight was planned to take place in the previous month;

- errors in, or omissions from, the records of Airport Coordination Ltd (ACL) or the airport.

3.6.6 ***Unmatched planned flights*** are those which were reported in data supplied by ACL, but for which no corresponding air transport movement return has been found. There may be a number of reasons for this, such as:

- the flight was diverted to another airport;
- the flight was cancelled;
- the planned time was for a short-haul flight more than one hour after the flight;
- the flight took place in the following month;
- errors in, or omissions from, the records of ACL or the airport.

3.6.7 ***Average delays*****:** the averages relate to all flights – not just to the ones which were delayed. With effect from January 2000, flights which are early are counted as zero delay; prior to that they were counted as a negative delay. As a result, the average delays for 2000 onwards are not directly comparable with the figures for 1999 and earlier years. This accounts for the whole of the apparent increase in the averages for Glasgow for 2000: when the Civil Aviation Authority (CAA) recalculated the averages for 1999 on the current basis, it found that they would be two minutes more than when calculated on the original basis. A similar recalculation using the data for Edinburgh for 1999 suggested that the change had no effect on its averages, when these were rounded to the nearest whole minute.

3.6.8 ***Taxi-ing time*****:** the CAA changed its assumption for the taxi-ing time for Edinburgh airport departures from 5 minutes to 10 minutes with effect from the start of 2001. As a result, the punctuality and average delay figures for Edinburgh for 2001 onwards are not on the same basis as the figures for 2000 and earlier years. However, when the CAA recalculated the figures for Edinburgh for 2000 on the current basis, it appeared that this change did not affect on the averages or the percentage early or within 15 minutes, when these were rounded to the nearest whole number.

3.7 Route Development Fund

3.7.1 The Route Development Fund (RDF) formally ended on 31 May 2007 and has not been replaced. It has not proved possible to introduce a viable route development scheme within the constrai nts imposed by the European Commission. However, the Scottish Government continues to work with airlines and airport operators on the development of new international air routes which improve business connectivity, encourage inward investment and make Scot land more accessible for inbound tourism. As Table 8.16 that was included in previous publications can no longer be updated it has been removed. Versions of the table and information about the RDF can be found in previous editions including STS 2011.

3.8 Survey of passenger characteristics

3.8.1 ***International and domestic passengers*****:** a passenger is classified as domestic if his/her flight is between two points which are within the UK or the Channel Islands).

3.8.2 ***Business and leisure journeys*****:** the business category includes purposes such as meetings with customers, conferences, trade fares, armed services and airline staff, studies paid for by an employer, overseas employment, etc. The leisure category

includes holidays, visiting friends or relatives, migration, culture, sport, study (not paid for by an employer), etc.

3.8.3 ***UK and Foreign passengers:*** a passenger is classified as a UK resident if the UK is the country in which he/she has lived for most of the last twelve months.

3.8.4 ***Mode of transport:*** this is the mode of surface transport that was used to arrive at the airport - so, in cases where the journey involved the use of more than one mode of transport, it may not be the mode used for the majority of the journey.

3.8.5 ***Origins and destinations of terminating passengers:*** when analysing the results of the survey, the CAA used the former Regions for Scottish origins and destinations. The interviewer asks where did you start your journey to catch this flight?. In cases where the answer is *not* the person's home, the interviewer asks whether it was a transit stop - i.e. somewhere the traveller chose to break the journey to the airport (e.g. an airport hotel prior to an early morning flight, calling in on or staying with relatives, stopping somewhere to rest or for a meal, etc) - and, if it was a transit stop, asks for the proper origin of the journey.

4. Sources

4.1 Tables 8.1 to 8.13 are compiled from information supplied by the Civil Aviation Authority (CAA).

4.2 Air punctuality statistics

4.2.1 These statistics are prepared by the CAA with the co-operation of the airport operators and Airport Coordination Ltd (ACL). They are produced for Edinburgh, Glasgow and some other UK airports. The first year for which information is available varies from airport to airport: for example, figures for Edinburgh are only available from April 1996, so it is not possible to provide figures for Edinburgh for 1996 as a whole, or for any earlier years.

4.2.2 The actual times of flights' wheels on/off the runway are derived from flight air transport movement returns made by airports to the CAA. The planned times, which relate to arrival/departure from the stand, and include changes made up to 24 hours beforehand, are supplied by ACL. The CAA also uses assumptions about taxi-ing time - currently these are:

- Edinburgh: arrivals - 5 minutes; departures - 10 minutes;
- Glasgow: arrivals - 5 minutes; departures - 10 minutes

The CAA matches the two sets of data and resolves any obvious mismatches. For example, if an airline appears to operate a series of flights significantly off slot, the CAA will substitute information from published timetables, where these are available, in place of the ACL slot. The statistics are then calculated from the information for those flights for which the data have been matched - so cancelled flights, and flights which are diverted to or from another airport, are excluded from the calculations.

4.3 Table 8.14 was compiled by Highlands and Islands Airports Ltd.

4.4 Table 8.15 was compiled from information supplied by BAA Scottish Airports Ltd.

4.6 Survey of passengers

4.6.1 Tables 8.16 to 8.18 were prepared using figures from the Civil Aviation Authority's Passenger Survey reports.

4.6.2 The survey only includes Scottish airports in some years: most recently 2009, and prior to that 2005. Only departing passengers are interviewed, as previous surveys found no significant differences between the characteristics of arriving and departing passengers. The information collected includes: the purpose, origin, destination and type of ticket used for the journey; the age-group, income band, job title and other details needed to determine the socio-economic group of the passenger; the number of people in the party, whether the traveller was accompanied to the airport, and whether the person has flown before; etc.

4.6.3 Each month's sample is weighted, using information on routes and destinations, to gross up the results to the actual level of traffic. The weighting factors therefore vary, but generally, a single survey interview will be weighted in such a way as to represent around 1,000 actual passengers.

5. Further Information

5.1 Further information on UK civil aviation is available from the Civil Aviation Authority's regular publications, from Mrs D McLean of the CAA Data Unit (tel: 0207 453 6258 or e-mail aduoutput@caaerg.org.uk), and from the CAA Economic Regulation Group's website: http://www.caa.co.uk/default.aspx?catid=80&pagetype=90. For example, the CAA website includes:

- a wide range of tables of monthly and annual statistics about airports, including the kinds of figures which appear in Tables 8.1 to 8.13 and much other information besides;

- detailed tables of punctuality statistics, which give figures separately for each operator on each route, for each month and for each year as a whole, for Edinburgh, Glasgow and some other UK airports;

- detailed reports of the results of the surveys of passengers, which include tables analysing them by purpose of journey, type of service, type of passenger, origin/destination, age-group, income band, socio-economic group, type of business, etc

5.2 Highlands and Islands Airports Ltd – Anthony Torreggiani on 01667 464 214 http://www.hial.co.uk/.

5.3 BAA financial figures - Tom Syme of the BAA (tel: 0141 848 4599) http://www.baa.com/media-centre/facts-and-figures.

Fig. 8.1 Terminal air passenger traffic, 2001 and 2011

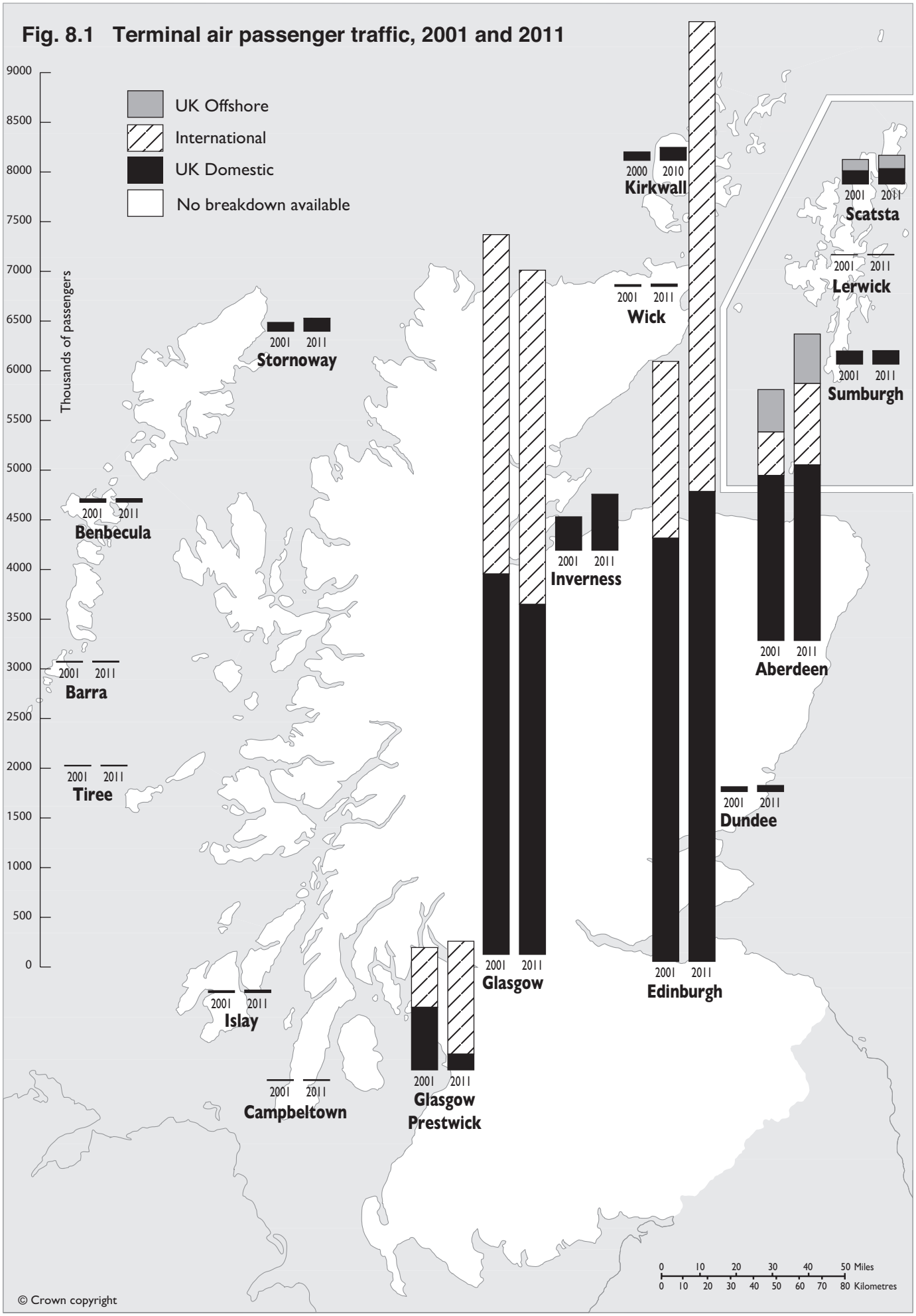


Table 8.1 Summary of air transport

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Passengers											*thousand*
Terminal	18,081	19,783	21,084	22,555	23,795	24,437	25,132	24,348	22,496	20,907	22,065
Transit	131	107	71	102	91	86	109	85	43	50	46
Total	18,212	19,890	21,155	22,657	23,886	24,523	25,242	24,433	22,539	20,957	22,111
Terminal passengers[1] by airport											*thousand*
Aberdeen	2,525	2,549	2,508	2,634	2,852	3,163	3,411	3,290	2,984	2,763	3,083
Barra	9	8	8	9	9	10	10	11	10	10	10
Benbecula	34	32	32	30	31	33	35	34	33	30	34
Campbeltown	8	8	8	8	9	9	9	9	9	9	9
Dundee	49	45	52	51	49	51	65	61	72	70	62
Edinburgh	6,038	6,911	7,476	7,992	8,449	8,607	9,037	8,992	9,043	8,594	9,384
Glasgow	7,243	7,769	8,115	8,557	8,775	8,820	8,726	8,135	7,213	6,522	6,858
Glasgow Prestwick	1,232	1,486	1,854	2,159	2,405	2,395	2,421	2,414	1,817	1,660	1,296
Inverness	343	363	435	520	589	671	697	671	583	528	579
Islay	20	21	21	21	22	26	28	29	26	25	26
Kirkwall	87	98	103	102	104	117	132	138	138	129	134
Lerwick (Tingwall)	2	2	2	2	4	4	5	5	5	5	5
Scatsta	247	246	230	229	239	255	253	243	270	279	288
Stornoway	88	93	106	111	115	120	126	131	122	112	122
Sumburgh	133	127	110	108	121	128	147	154	139	139	143
Tiree	5	5	5	6	7	7	8	8	8	8	8
Unst	0	0	0	0	0	0	0	0	0	0	0
Wick	18	18	17	16	16	20	21	23	21	22	24
Terminal passengers by airport group[2]											
BAA airports	15,806	17,229	18,100	19,183	20,076	20,590	21,174	20,418	19,240	17,879	19,325
HIAL airports	744	774	846	930	1,023	1,141	1,214	1,208	1,089	1,012	1,089
other airports	1,530	1,780	2,138	2,441	2,697	2,706	2,744	2,723	2,185	2,036	1,675
HIAL 'lifeline' airports[3]	401	411	411	410	434	470	516	537	506	484	510
Freight	77,057	77,012	80,788	80,956	79,417	83,260	66,103	50,228	50,886	47,532	*tonnes* 45,162
Aircraft movements [4]											
Air transport											*thousand*
Domestic [5]	219	222	229	241	255	256	254	247	225	206	206
International [5,6]	114	114	113	119	128	138	144	139	129	124	135
Air taxi [5]	27	26	26	26	26	26	30	31	28	24	26
Other movements [7]	132	111	135	129	135	133	131	126	108	102	100
Total	492	473	503	514	544	554	560	543	490	457	467

Source: Civil Aviation Authority - Not National Statistics

1. Statistics are not collected for some of the smaller airports on Orkney and Shetland, which are therefore not included in any overall totals.
2. In cases where the ownership of an airport has changed during the period covered by the table, it is counted on the basis of its ownership in the latest year. Tables 8.14 and 8.15 indicate which airports were HIAL airports and BAA airports in the latest year
3. Barra, Benbecula, Campbeltown, Islay, Kirkwall, Stornoway, Sumburgh, Tiree, Wick.
4. 'Aircraft movements' excludes both Campbeltown and Barra pre-1999 (see table 8.11).
5. 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.
6. Including UK offshore flights.
7. Other includes positioning flights, local movements, test & training, other flights by air transport operators, aero club, private, official, military and business

Table 8.2 Passengers on selected domestic routes, to/from certain Scottish airports[1]

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											thousands
Aberdeen											
Edinburgh	0.2	0.1	0.0	0.1	0.0	-	-	-	-	-	-
Glasgow	4.7	3.9	5.2	4.1	1.1	-	-	0.1	-	-	0.2
Kirkwall	35.3	40.3	40.5	38.8	39.1	42.2	42.8	44.4	39.5	38.6	41.5
Sumburgh	73.9	75.7	63.0	61.2	64.3	68.8	73.3	74.9	63.8	63.5	69.1
Other Scottish	120.0	146.9	132.8	132.7	139.9	156.5	158.7	154.5	166.0	172.4	174.9
Heathrow	456.6	514.7	507.3	623.6	664.0	673.2	659.0	656.0	641.3	617.7	652.5
Gatwick	224.0	241.1	254.7	240.0	217.3	216.7	214.9	148.0	135.5	129.9	177.8
London City	41.3	0.1	0.0	-	0.0	-	-	-	-	-	
Luton	159.3	163.7	159.1	156.0	156.7	148.7	149.9	139.4	126.9	129.0	147.7
Stansted	-	0.0	-	-	-	-	-	-	-	-	-
Belfast[2]	9.8	8.6	4.1	4.4	26.7	29.9	25.7	25.4	24.2	19.0	18.9
Birmingham	55.7	52.3	62.3	58.2	60.5	77.9	151.5	146.5	111.1	89.9	83.0
Bristol	29.8	24.8	0.4	2.3	19.5	28.7	26.7	26.9	23.2	22.7	32.8
Cardiff Wales	2.6	3.4	0.1	3.5	13.7	1.4	0.0	-	6.9	0.5	10.5
East Midlands	0.4	14.2	14.4	20.9	21.2	22.5	18.8	20.8	19.5	18.1	18.9
Exeter	-	-	-	-	-	3.3	24.6	17.6	28.1	30.1	22.4
Humberside	-	28.9	28.0	26.7	29.9	29.6	32.5	33.7	32.0	27.1	30.2
Leeds/Bradford	17.8	12.8	12.3	15.9	16.6	20.9	26.7	21.6	15.5	8.1	0.5
Manchester	148.6	150.7	125.3	119.2	119.4	134.7	121.6	132.3	104.6	93.1	144.5
Newcastle	67.1	46.3	19.6	19.9	21.2	26.7	21.8	22.4	18.5	26.4	24.8
Norwich	29.3	52.2	60.7	59.1	57.6	68.7	65.6	65.8	60.9	60.0	61.7
Plymouth	0.1	1.2	0.0	-	-	-	-	-	-	-	-
Southampton	14.7	10.0	18.8	20.6	30.0	33.2	40.3	55.5	45.2	27.9	22.6
Teesside	-	18.9	19.6	20.5	24.3	33.7	33.4	33.2	31.9	29.9	31.3
Total these routes	**1,491.1**	**1,610.9**	**1,528.0**	**1,627.8**	**1,723.0**	**1,817.4**	**1,887.9**	**1,698.6**		**1,603.9**	**1,765.8**
Channel Islands	-	1.8	1.8	1.6	1.6	1.5	1.5	2.4	2.0	2.2	2.1
Edinburgh											
Aberdeen	0.2	0.1	0.0	0.1	0.0	-	-	-	-	-	-
Glasgow	0.1	0.7	0.3	-	-	-	-	-	-	-	-
Inverness	11.5	8.1	12.7	17.1	17.1	15.3	10.5	7.5	0.9	1.0	-
Kirkwall	14.5	28.0	20.4	20.7	20.4	23.2	29.2	35.7	39.1	35.6	36.5
Sumburgh	15.4	16.7	15.2	15.8	21.9	23.3	26.7	30.8	32.9	32.4	35.6
Other Scottish	15.1	13.4	30.1	37.2	34.7	31.9	31.3	35.6	39.4	29.7	30.8
Heathrow	1,477.8	1,603.4	1,661.8	1,696.3	1,660.3	1,495.0	1,436.6	1,309.0		1,244.8	1,271.5
Gatwick	353.7	679.4	771.1	739.1	753.8	754.1	748.3	704.9	647.9	604.1	669.1
London City	160.4	137.0	117.7	192.3	236.6	313.9	353.9	371.5	326.6	334.8	344.9
Luton	486.0	502.1	485.2	453.2	475.9	444.0	429.1	359.5	315.6	242.0	259.4
Stansted	486.4	513.4	499.9	499.7	520.6	470.2	448.7	401.9	373.7	329.9	390.4
Belfast[2]	216.8	379.8	327.7	407.1	439.2	423.3	401.8	363.4	351.5	331.2	351.9
Birmingham	267.9	334.9	373.4	384.3	471.1	495.3	435.3	401.1	336.2	288.0	289.0
Bournemouth	0.3	0.1	0.1	-	-	-	-	19.3	88.4	17.7	-
Bristol	154.0	298.4	326.7	326.1	329.7	318.2	260.6	249.8	235.2	227.0	286.6
Cardiff Wales	32.1	29.1	132.3	151.7	159.5	156.3	158.1	162.6	161.0	111.5	83.6
East Midlands	61.8	188.2	314.6	330.2	240.4	175.8	169.8	164.1	130.2	108.7	109.8
Exeter	-	-	-	35.9	70.9	82.9	67.7	68.0	61.1	53.8	51.4
Humberside	-	2.8	-	-	-	-	-	-	-	-	-
Leeds/Bradford	34.1	49.7	55.1	57.4	51.8	50.8	51.3	36.5	19.0	13.0	9.8
Manchester	166.1	190.3	209.2	222.0	285.9	257.6	237.8	228.6	158.3	126.7	119.6
Manston (Kent Int)	-	-	-	-	-	-	-	-	-	17.6	26.5
Newcastle	-	0.0	0.0	-	0.0	-	-	0.1	-	-	-
Newquay	-	-	-	-	-	5.4	20.4	17.9	12.2	13.1	13.7
Norwich	-	22.2	19.5	21.8	52.7	64.0	57.3	58.6	50.4	47.8	46.4
Plymouth	2.3	1.8	-	-	-	-	-	-	-	-	0.1
Southampton	73.5	68.3	98.4	198.4	221.4	237.5	208.1	205.1	191.5	194.0	203.6
Total these routes	**4,030.2**	**5,068.0**	**5,471.2**	**5,806.4**	**6,064.0**	**5,838.1**	**5,582.7**	**5,277.2**		**4,404.4**	**4,630.2**
Channel Islands	8.2	13.6	20.1	13.1	9.2	26.5	31.1	28.7	23.2	18.3	14.6
Isle of Man	-	3.8	12.7	12.7	-	6.0	11.9	13.0	11.5	11.4	11.6

Source: Civil Aviation Authority - Not National Statistics

1. In this table only, non-paying passengers are excluded up to 2001 but included from then on. In addition, this table excludes some of the smaller domestic routes. Note also that passengers between the four main cities will be counted twice eg flights between Aberdeen and Edinburgh will appear in both the 'Aberdeen' and the 'Edinburgh' sections.
2. Belfast includes Belfast and Belfast City airport.

Table 8.2(continued) Passengers on selected domestic routes, to/from certain Scottish airports[1]

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											thousands
Glasgow											
Aberdeen	4.7	3.9	5.2	4.1	1.1	-	-	0.1	-	-	0.2
Edinburgh	0.1	0.7	0.3	-	-	-	-	-	-	-	-
Inverness	23.7	27.7	21.4	6.2	5.6	1.9	0.1	0.1	-	-	-
Kirkwall	4.9	5.4	5.8	6.9	6.9	11.6	15.5	15.1	15.4	14.9	15.3
Sumburgh	11.9	12.4	15.4	14.4	15.2	15.1	16.5	17.2	17.4	16.8	17.9
Other Scottish	103.8	107.3	107.4	102.9	102.8	122.8	131.3	138.7	129.9	122.2	128.6
Heathrow	1,258.4	1,448.3	1,465.2	1,535.6	1,427.1	1,284.5	1,207.1	1,143.5	1,080.0	1,003.3	820.9
Gatwick	325.0	338.5	387.8	396.5	372.3	433.0	570.7	521.9	514.7	488.8	565.8
London City	33.5	1.1	28.2	0.0	-	0.0	78.1	112.7	114.9	111.1	149.4
Luton	492.0	509.8	475.0	466.5	451.7	413.9	407.7	352.4	326.0	247.7	274.6
Stansted	286.4	334.5	377.9	396.7	436.4	461.6	448.0	358.6	305.1	301.8	342.8
Belfast[2]	242.6	428.7	377.0	421.3	457.9	426.1	392.8	324.2	323.9	308.2	352.8
Birmingham	247.3	316.0	361.4	345.1	324.3	326.5	347.0	337.1	269.4	212.6	211.9
Bournemouth	-	-	-	-	-	-	-	-	0.1	-	-
Bristol	135.1	265.9	293.4	308.8	299.3	279.9	243.1	220.2	212.3	201.2	222.2
Cardiff Wales	24.1	19.0	53.9	0.1	0.1	82.5	76.9	84.0	56.4	52.4	47.2
City of Derry	20.6	14.7	15.5	14.2	14.3	15.9	11.9	9.4	-	-	-
East Midlands	82.8	177.3	266.2	209.7	170.1	184.0	172.6	150.9	115.0	99.7	103.4
Exeter	-	-	-	33.8	42.0	53.1	56.3	39.4	33.4	26.5	24.4
Leeds/Bradford	34.5	39.2	42.2	44.2	42.8	41.0	38.7	30.4	19.9	14.6	13.2
Liverpool	-	-	0.6	-	12.4	-	-	0.1	-	-	0.1
Manchester	127.6	143.7	169.2	182.7	169.9	171.2	167.2	151.8	100.4	68.3	49.4
Newcastle	-	-	-	-	-	-	-	-	0.2	-	-
Newquay	-	-	-	-	-	-	-	-	0.3	0.2	0.9
Plymouth	3.5	0.7	0.3	-	-	-	-	17.2	24.4	23.3	13.6
Southampton	69.1	66.2	77.3	117.3	192.6	202.6	166.5	161.6	156.3	143.4	139.6
Total these routes	**3,531.6**	**4,261.2**	**4,546.7**	**4,607.1**	**4,544.7**	**4,527.1**	**4,547.9**	**4,186.6**	**3,815.4**	**3,457.0**	**3,494.2**
Channel Islands	18.8	13.7	13.2	9.1	10.3	7.4	6.3	5.6	5.4	9.2	17.0
Isle of Man	25.8	24.0	18.1	29.4	29.7	21.8	18.5	16.7	13.8	11.0	11.0
Glasgow Prestwick											
Stansted	596.5	694.2	721.1	590.7	504.8	469.6	427.1	402.7	278.3	224.6	88.5
Belfast City	0.0	-	-	-	-	0.0	11.8	86.3	91.7	61.2	-
Birmingham	-	-	-	-	-	-	-	-	-	-	-
Bournemouth	-	-	85.0	100.4	97.5	93.3	94.1	129.0	34.3	-	-
Cardiff Wales	-	-	36.3	50.9	32.8	4.9	-	-	-	-	-
City of Derry	-	-	-	-	-	2.8	58.6	64.0	51.3	55.0	70.6
Total these routes	**596.6**	**694.2**	**842.4**	**742.0**	**635.2**	**570.6**	**591.6**	**682.0**	**455.6**	**340.8**	**159.1**
Channel Islands	-	1.3	-	-	-	-	-	-	-	1.4	-
Isle of Man	-	-	8.1	0.3	-	-	-	-	-	-	-
Inverness											
Edinburgh	11.5	8.1	12.7	17.1	17.1	15.3	10.5	7.5	0.9	1.0	-
Glasgow	23.7	27.7	21.4	6.2	5.6	1.9	0.1	0.1	-	-	-
Kirkwall	9.0	14.2	16.0	16.4	18.5	22.0	25.9	25.1	24.8	23.1	21.7
Sumburgh	4.6	1.0	0.1	0.2	0.1	0.2	0.1	0.2	-	-	1.5
Other Scottish	23.1	26.3	28.4	31.5	33.2	33.5	37.8	35.7	33.1	29.8	36.4
Heathrow	-	-	-	46.9	65.7	51.0	53.5	7.9	-	-	-
Gatwick	141.6	158.9	224.5	247.8	235.0	240.8	221.6	243.2	224.9	206.8	222.7
London City	1.2	0.0	-	-	-	-	-	-	-	-	-
Luton	112.9	111.8	112.3	115.0	102.4	100.5	102.3	102.5	86.6	90.3	99.6
Stansted	-	2.3	-	0.2	-	-	0.3	-	-	-	0.2
Belfast[2]	-	-	-	-	29.2	40.7	24.4	22.6	19.3	16.8	21.5
Birmingham	-	-	1.6	12.7	15.3	18.2	15.1	24.9	30.3	30.4	30.3
Bristol	-	-	-	-	41.3	82.5	82.1	74.0	73.3	69.2	75.4
East Midlands Int	-	-	-	-	-	-	34.1	40.2	20.4	-	-
Exeter	-	-	-	-	-	-	-	5.8	-	-	-
Leeds/Bradford	-	-	-	-	-	4.7	2.4	0.8	-	-	-
Liverpool	-	-	-	-	-	14.5	43.8	-	-	-	-
Manchester	-	2.0	14.4	15.3	18.1	20.6	16.7	42.9	50.5	46.4	49.2
Southhampton	-	-	-	-	-	-	3.3	14.9	3.9	2.4	2.1
Total these routes	**327.7**	**352.3**	**431.4**	**509.3**	**581.6**	**646.3**	**673.8**	**648.3**	**568.0**	**516.2**	**560.6**
Channel Islands	-	-	-	-	-	-	-	0.9	1.2	1.3	1.8

Source: Civil Aviation Authority - Not National Statistics

1. In this table only, non-paying passengers are excluded up to 2001 but included from then on. In addition, this table excludes some of the smaller domestic routes. Note also that passengers between the four main cities will be counted twice eg flights between Aberdeen and Edinburgh will appear in both the 'Aberdeen' and the 'Edinburgh' sections.
2. Belfast includes Belfast and Belfast City airport.

Table 8.3 (a) International air passenger traffic to and from the main Scottish international airports[1]

REGIONAL AREA / COUNTR	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
EU countries (May 2004)[2]											*thousand*
Austria	9.1	14.0	13.1	21.9	28.4	23.3	21.9	21.7	28.9	24.9	28.2
Belgium	337.4	162.3	139.7	149.2	161.8	140.1	121.0	121.0	113.3	134.0	110.6
Cyprus	174.5	164.5	145.7	126.6	153.6	151.2	139.4	152.8	139.4	95.9	148.7
Czech Republic	-	0.3	32.0	119.8	207.0	142.5	70.0	63.4	47.5	44.6	47.9
Denmark	81.5	86.6	75.6	71.2	102.8	135.8	129.6	147.2	178.1	175.8	178.2
Finland	-	-	-	5.5	6.2	22.0	16.6	5.7	3.5	34.6	37.4
France	354.1	368.3	435.2	474.2	525.6	569.4	690.0	859.4	862.1	790.7	787.5
Germany	193.7	258.5	344.8	319.7	493.1	484.4	566.4	641.7	663.7	660.3	682.0
Greece	222.1	254.6	276.0	272.8	248.6	235.2	209.8	161.6	158.9	153.8	163.7
Hungary	-	-	-	0.5	0.1	0.1	6.9	33.1	30.2	19.6	24.4
Irish Republic	851.2	1,009.0	946.7	994.8	1,024.5	1,113.7	1,143.3	1,186.3	1,015.9	849.4	852.8
Italy	67.6	54.6	86.0	246.3	365.0	331.0	380.3	348.1	401.8	359.2	342.3
Latvia	-	-	-	-	-	7.3	49.5	31.5	36.5	47.2	46.5
Lithuania	-	-	-	0.2	-	0.8	4.2	6.0	-	28.3	32.3
Malta	46.7	42.6	40.3	49.2	45.9	35.7	40.9	37.9	45.6	52.7	71.2
Netherlands	891.6	1,056.5	1,035.5	1,028.6	988.8	1,072.4	1,125.3	1,078.8	987.2	1,006.9	1,135.0
Poland	-	-	-	1.0	15.1	227.4	341.3	384.3	374.2	328.0	326.9
Portugal (excl Madeira)	140.7	153.4	174.8	190.5	214.2	252.5	261.0	266.0	207.5	212.4	280.0
Portugal (Madeira)	23.9	24.3	25.7	30.4	22.2	20.0	25.7	36.1	34.4	21.7	23.1
Slovenia	-	-	-	-	0.8	0.1	-	0.1	0.1	0.2	0.9
Spain (excl Canary Isles)	1,214.4	1,266.0	1,536.2	1,663.2	1,799.1	1,948.7	2,101.8	1,908.4	1,679.7	1,483.7	1,726.8
Spain (Canary Islands)	668.1	722.1	778.0	734.0	766.9	773.2	771.2	795.6	666.0	658.1	838.3
Sweden	1.9	-	88.0	209.6	192.8	143.9	152.5	149.5	159.3	131.9	137.4
Total EU countries	**5,278.4**	**5,637.9**	**6,173.2**	**6,709.3**	**7,362.4**	**7,830.6**	**8,368.8**	**8,436.2**	**7,833.8**	**7,314.0**	**8,022.2**
Other identified countries											
Azerbaijan	-	-	-	-	-	-	-	-	-	-	4.1
Barbados	-	-	-	-	-	-	3.5	7.1	8.0	8.4	7.6
Bulgaria	17.4	24.8	34.7	60.4	71.7	65.4	60.1	63.1	48.4	45.2	45.6
Canada	198.6	142.5	135.1	210.3	216.7	189.5	207.7	160	107.5	103.3	112.4
Cape Verde Islands	-	-	-	-	-	-	-	-	-	-	13.4
Croatia	-	-	0.2	1.9	5.7	11.7	15.6	12.9	24.3	11.6	7.1
Cuba	-	-	-	-	-	-	-	-	-	0.8	1.3
Dominican Republic	-	-	-	10.7	23.7	13.5	14.0	22.8	25.5	23.1	16.8
Egypt	-	-	-	-	25.5	64.0	55.8	67.5	97.9	97.8	72.9
Estonia	-	-	-	-	-	-	-	-	-	-	29.1
Faroe Islands	8.9	6.9	8.8	5.6	5.0	3.8	3.8	0.7	0.5	1.1	0.9
Greenland	-	-	-	-	-	-	-	-	-	4.1	8.7
Iceland	87.2	67.6	52.8	58.9	62.3	55.4	46.5	30.8	9.7	25.0	33.2
Jamaica	-	-	-	-	-	-	-	-	2.3	0.5	0.9
Mexico	17.3	15.1	15.4	15.1	21.6	19.8	27.9	22.1	22.9	28.6	35.3
Morocco	-	-	-	-	-	-	-	-	-	19.7	25.2
Norway	133.2	188.0	208.7	246.3	271.4	285.9	307.2	305.2	302.1	281.2	309.4
Pakistan	-	-	-	-	2.5	27.9	9.3	18.4	25.5	26.3	1.9
Romania	-	-	-	-	-	-	-	-	3.0	-	-
Russia	..	..	..	1.2	0.7	0.4	0.7	-	0.8	0.7	-
Slovak Republic	-	-	-	-	-	-	-	6.6	50.3	49.9	44.2
Switzerland	27.0	27.8	29.7	41.4	52.8	118.4	149.8	155.5	148.2	154.9	215.4
Tunisia	16.1	15.3	13.7	35.5	28.8	35.6	35.7	34	38.9	66.3	21.6
Turkey	83.9	99.7	98.3	135.0	176.0	165.9	216.3	260.4	268.6	329.3	328.0
United Arab Emirates	..	..	..	98.6	167.6	192.9	231.1	240.7	244.7	268.5	275.0
United States of America	254.4	268.7	256.1	382.4	438.5	559.9	569.5	483.5	459.7	366.1	411.3
Total these countries	**843.9**	**856.5**	**853.4**	**1,303.2**	**1,570.4**	**1,810.1**	**1,954.6**	**1,891.3**	**1,888.8**	**1,912.2**	**2,021.3**
All identified countries for these airports	**6,122.3**	**6,494.5**	**7,026.7**	**8,012.5**	**8,932.8**	**9,640.7**	**10,323.4**	**10,327.5**	**9,722.6**	**9,226.2**	**10,043.5**

Source: Civil Aviation Authority - Not National Statistics

1. For the purpose of preparing this table, Scotland's main international airports are Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick. This table does not cover all international traffic, as indicated by the lower part of table 8.4.
2. Countries which were members of the EU in May 2004. Includes the earlier years' figures for countries which joined the EU then (and therefore were not member states in 2003 and earlier years). There was little or no passenger traffic to/from EU countries which do not appear in the table: see Table 9.4.

Table 8.3(b) Scheduled international passenger traffic to/from the main Scottish international airports[1]

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Foreign airports served[2]	39	40	54	66	71	83	93	95	103	100	101
Routes[3]	55	53	82	95	97	122	142	150	168	145	146
							thousand				
Passengers on scheduled services	3,499.0	3,603.4	3,982.2	5,161.6	6,279.2	7,141.3	7,938.3	8,153.4	8,054.5	7,390.8	8,172.6

Source: Civil Aviation Authority - Not National Statistics

1. These figures are produced from the information about scheduled services in the Civil Aviation Authority's UK Airport Statistics Table 12.1, so are based on its conventions and definitions. For the purpose of this table, Scotland's main international airports are Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick. This table does not cover all scheduled international traffic.
2. The number of foreign airports 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.
3. 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.

Table 8.4 Passenger traffic on selected international routes, to and from Scotland's main airports1, 2011

	Scheduled	Charter	Total
Austria	7,773	20,454	28,227
Azerbaijan	4,061	-	4,061
Barbados	-	7,618	7,618
Belgium	109,133	1,424	110,557
Bulgaria	-	45,604	45,604
Canada	112,424	-	112,424
Cape Verde Islands	13,403	-	13,403
Croatia	6,041	1,052	7,093
Cuba	-	1,278	1,278
Cyprus	60,093	88,607	148,700
Czech Republic	46,823	1,091	47,914
Denmark	177,557	665	178,222
Dominican Republic	-	16,825	16,825
Egypt	18,125	54,817	72,942
Faroe Islands	-	861	861
Finland	35,116	2,314	37,430
France	766,167	21,363	787,530
Germany	680,748	1,257	682,005
Greece	11,243	152,503	163,746
Greenland	-	8,734	8,734
Hungary	23,990	386	24,376
Iceland	33,189	-	33,189
Irish Republic	850,592	2,203	852,795
Italy	296,151	46,196	342,347
Jamaica	-	947	947
Malta	57,658	13,499	71,157
Mexico	-	35,251	35,251
Netherlands	1,132,653	2,356	1,135,009
Norway	307,774	1,632	309,406
Pakistan	1,860	-	1,860
Poland	325,897	1,020	326,917
Portugal (other than Madeira)	252,447	27,591	280,038
Portugal (Madeira)	-	23,115	23,115
Slovak Republic	44,168	-	44,168
Slovenia	-	883	883
Spain (other than Canary Islands)	1,301,976	424,868	1,726,844
Spain (Canary Islands)	399,534	438,744	838,278
Sweden	135,061	2,341	137,402
Switzerland	198,264	17,086	215,350
Tunisia	-	21,576	21,576
Turkey	17,500	310,452	327,952
United Arab Emirates	275,016	-	275,016
United States of America	337,362	73,963	411,325
Total passenger traffic counted for these countries for Scotland's main airports[2]	8,039,799	1,870,576	9,910,375
Other international traffic at main Scottish airports[2]	..	..	134,199
All international traffic for Scotland's main airports	..	..	10,044,574
International traffic at other Scottish airports	..	..	17,565
Total International traffic at all Scottish airports	..	..	10,062,139

Source: Civil Aviation Authority - Not National Statistics

1. For the purpose of preparing this table, Scotland's main international airports are Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick.

2. Charter only routes are counted under 'Other international traffic' in cases where fewer than 5,000 passengers were carried from an airport to a particular country.

Table 8.5 The 10 international airports with the largest numbers of passenger journeys for flights directly to and from Scotland's main airports [1], 2011

	Scheduled	Charter	Total
Amsterdam	1,128,529	1,745	1,130,274
Dublin	727,853	1,933	729,786
Paris (Charles De Gaulle)	509,039	1,409	510,448
Palma De Mallorca	269,272	190,006	459,278
Tenerife (Surreina Sofia)	195,153	230,971	426,124
Alicante	329,953	63,950	393,903
Malaga	300,498	28,646	329,144
Dubai	275,016	-	275,016
New York (Newark)	255,382	451	255,833
Dalaman	226,307	25,451	251,758

Source: Civil Aviation Authority - Not National Statistics
1. For the purpose of preparing this table, Scotland's main international airports are Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick.

Table 8.6 Terminal passenger traffic by origin/destination, 2011

	Other Scottish Airports	Other UK Airports [1]	UK offshore	Eire	Europe	North America	Rest of world	Total
Aberdeen	285,671	1,482,659	498,326	55,997	761,843	-	66	3,084,562
Barra	10,494	-	-	-	-	-	-	10,494
Benbecula	34,972	-	-	-	-	-	-	34,972
Campbeltown	9,201	-	-	-	-	-	-	9,201
Dundee	36	61,738	-	-	16	-	-	61,790
Eday	451	-	-	-	-	-	-	451
Edinburgh	102,970	4,553,539	-	485,880	4,045,617	154,907	42,001	9,384,914
Fair Isle	3,316	-	-	-	-	-	-	3,316
Foula	1,299	-	-	-	-	-	-	1,299
Glasgow	162,078	3,360,232	-	175,198	2,378,818	368,842	439,690	6,884,858
Glasgow Prestwick	-	159,153	-	135,720	999,995	-	-	1,294,868
Inverness	59,568	503,006	-	58	15,084	-	-	577,716
Islay	25,642	-	-	-	-	-	-	25,642
Kirkwall	144,824	84	1	-	-	-	-	144,909
Lerwick (Tingwall)	5,120	-	61	-	-	-	-	5,181
North Ronaldsay	6,737	-	-	-	-	-	-	6,737
Out Skerries	484	-	-	-	-	-	-	484
Papa Stour	127	-	-	-	-	-	-	127
Papa Westray	4,462	-	-	-	-	-	-	4,462
Sanday	2,659	-	-	-	-	-	-	2,659
Scatsta	154,113	-	135,077	-	-	-	-	289,190
Stornoway	129,644	298	-	-	-	-	-	129,942
Stronsay	3,055	-	-	-	-	-	-	3,055
Sumburgh	133,197	-	2,960	-	1,916	-	-	138,073
Tiree	7,767	-	-	-	-	-	-	7,767
Westray	3,507	-	-	-	-	-	-	3,507
Wick	23,914	172	305	-	491	-	-	24,882
Total	1,315,308	10,120,881	636,730	852,853	8,203,780	523,749	481,757	22,135,058

Source: Civil Aviation Authority - Not National Statistics
1. 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 pe

Table 8.7 Terminal air passengers by airport, international/domestic and type of service, 2011

Airport	International/UK Offshore			Domestic			Total
	Scheduled	Charter	Total	Scheduled	Charter	Total	
Aberdeen	728,892	587,238	1,316,130	1,603,404	163,041	1,766,445	3,082,575
Barra	-	-	-	10,482	-	10,482	10,482
Benbecula	-	-	-	34,240	-	34,240	34,240
Campbeltown	-	-	-	9,201	-	9,201	9,201
Dundee	-	40	40	60,098	1,510	61,608	61,648
Edinburgh	4,496,914	231,964	4,728,878	4,652,671	2,146	4,654,817	9,383,695
Glasgow	1,813,536	1,547,727	3,361,263	3,495,874	1,131	3,497,005	6,858,268
Glasgow Prestwick	1,132,646	3,066	1,135,712	159,493	307	159,800	1,295,512
Inverness	8,152	6,975	15,127	563,328	668	563,996	579,123
Islay	-	-	-	25,784	-	25,784	25,784
Kirkwall	26	1	27	133,740	163	133,903	133,930
Lerwick (Tingwall)	-	61	61	5,120	-	5,120	5,181
Scatsta	-	135,077	135,077	46	153,102	153,148	288,225
Stornoway	-	-	-	122,142	297	122,439	122,439
Sumburgh	1,220	3,630	4,850	132,261	5,504	137,765	142,615
Tiree	-	-	-	8,310	-	8,310	8,310
Wick	-	796	796	23,162	304	23,466	24,262
Total	8,181,386	2,516,575	10,697,961	11,039,356	328,173	11,367,529	22,065,490

Source: Civil Aviation Authority - Not National Statistics
(a) 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.

Statistics are not collected for some of the smaller airports on Orkney and Shetland and are therefore not included in any overall totals.

Table 8.8 Punctuality of flights at Edinburgh and Glasgow airports

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Edinburgh											
Flights to/from UK origins / destinations											*numbers*
Matched	63,694	72,104	70,112	76,096	82,233	79,818	75,021	72,499	64,086	58,282	58,404
Unmatched - actual [1]	811	438	271	767	318	278	308	366	193	268	106
Unmatched - planned [2]	1,232	1,149	657	718	1,326	932	816	517	365	1,083	274
Percentage of flights late [3]											*percentages*
early to 15 mins late	77	76	75	75	74	74	73	79	84	79	84
16 to 30 mins late	11	12	12	13	13	13	13	10	8	9	8
31 to 60 mins late	7	7	7	8	8	8	8	7	5	6	5
1 hr 1 min to 3 hrs late	4	4	4	4	4	5	5	4	3	5	3
3hrs 1 min to 6 hrs late	0	0	0	0	0	0	0	0	0	1	0
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
											minutes
Average delay [4]	13	13	14	13	14	15	15	12	10	13	9
All flights (UK and international)											*numbers*
Matched	89,499	96,257	96,141	102,667	108,802	109,307	109,402	107,172	100,408	94,863	99,823
Unmatched - actual [1]	996	618	526	1,051	526	508	613	518	387	492	276
Unmatched - planned [2]	1,650	1,450	934	837	1,536	1,107	1,074	769	575	2,061	552
Percentage of flights late [3]											*percentages*
early to 15 mins late	75	74	75	74	74	74	73	77	82	77	83
16 to 30 mins late	12	13	12	13	13	13	13	11	9	10	9
31 to 60 mins late	8	8	7	8	8	8	8	7	5	7	5
1 hr 1 min to 3 hrs late	5	5	4	4	4	5	5	4	3	5	3
3hr 1 min to 6 hrs late	0	0	0	0	0	0	1	0	0	1	0
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
											minutes
Average delay [4]	14	14	14	14	14	15	16	13	11	15	10
Glasgow											
Flights to/from UK origins / destinations											*numbers*
Matched	62,213	60,165	60,771	63,046	66,243	66,121	65,538	60,243	51,934	47,933	46,214
Unmatched - actual [1]	661	884	551	496	308	466	906	636	198	233	118
Unmatched - planned [2]	756	441	345	296	390	778	726	375	274	763	305
Percentage of flights late											*percentages*
early to 15 mins late	78	76	78	80	79	76	77	79	85	80	85
16 to 30 mins late	11	12	11	10	10	11	11	10	7	8	7
31 to 60 mins late	7	7	7	6	6	7	7	7	4	6	4
1 hr 1 min to 3 hrs late	4	4	4	4	4	4	5	4	3	5	3
3hrs 1 min to 6 hrs late	0	0	0	0	0	0	0	0	0	1	0
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
											minutes
Average delay [4]	12	13	12	12	12	13	13	12	10	12	9
All flights (UK and international)											*numbers*
Matched	90,245	86,004	86,500	90,093	95,198	95,383	91,886	85,274	73,262	68,291	69,507
Unmatched - actual [1]	851	1,119	834	916	522	730	1,146	814	294	482	176
Unmatched - planned [2]	1,042	637	559	763	568	966	908	526	330	1,175	393
Percentage of flights late											*percentages*
early to 15 mins late	75	76	77	78	78	75	74	75	82	77	83
16 to 30 mins late	11	12	11	10	11	12	11	11	8	9	8
31 to 60 mins late	7	7	7	7	7	8	8	8	5	7	5
1 hr 1 min to 3 hrs late	5	5	4	4	4	5	5	5	4	6	4
3hrs 1 min to 6 hrs late	1	1	1	1	1	1	1	1	1	1	1
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
											minutes
Average delay [4]	16	15	14	14	14	15	17	16	12	16	11

Source: Civil Aviation Authority - Not National Statistics

1. Air transport movements which took place but for which there was no corresponding planned flight (e.g. diversions from another airport to this airport)
2. Planned flights for which there was no air transport movement (e.g. flights that were cancelled or diverted to another airport)
3. The punctuality figures for Edinburgh for 2001 onwards are not comparable to the figures for 2000 and earlier years.
   From January 2001, a different assumption has been used for the taxi-ing time for departures from Edinburgh airport.
4. The average delays for 2000 onwards are not comparable to the figures for 1999 and earlier years.

Table 8.9 Aircraft movements, by airport and type of movement, 2011 [1]

Airport	Commercial Movements				Non-commercial Movements								Total
	Air Transport	Position-ing Flights	Local Move-ments	Total	Test and Training	Other Flights by air transport operators	Aero Club	Private	Official	Millitary	Business	Total	
Aberdeen	99,452	4,413	2	103,867	2,319	53	1,328	222	1	98	974	4,995	108,862
Barra	1,183	3	-	1,186	2	-	-	70	-	-	-	72	1,258
Benbecula	3,912	282	-	4,194	3	2	17	81	-	65	4	172	4,366
Campbeltown	1,133	93	-	1,226	90	-	67	163	-	447	-	767	1,993
Dundee	3,033	288	321	3,642	820	89	30,906	766	6	58	528	33,173	36,815
Edinburgh	108,708	2,020	-	110,728	39	90	504	420	13	260	1,303	2,629	113,357
Glasgow	72,377	2,016	6	74,399	94	77	2,004	283	2	60	1,192	3,712	78,111
Glasgow Prestwick	10,017	310	-	10,327	3,187	5	9,173	2,060	-	3,794	-	18,219	28,546
Inverness	15,097	1,620	15	16,732	1,058	117	11,041	1,186	5	69	547	14,023	30,755
Islay	2,004	196	2	2,202	-	-	75	602	-	120	4	801	3,003
Kirkwall	12,599	593	9	13,201	166	19	349	358	-	16	22	930	14,131
Lerwick (Tingwall)	1,817	54	12	1,883	2	4	28	9	-	-	-	43	1,926
Scatsta	13,199	929	-	14,128	323	24	-	-	-	-	-	347	14,475
Stornoway	9,190	355	219	9,764	1,061	40	30	251	-	109	-	1,491	11,255
Sumburgh	9,156	945	198	10,299	1,773	67	5	64	-	20	-	1,929	12,228
Tiree	1,019	12	-	1,031	2	1	14	63	-	-	-	80	1,111
Wick	2,416	941	2	3,359	261	-	152	900	-	40	22	1,375	4,734
Total	366,312	15,070	786	382,168	11,200	588	55,693	7,498	27	5,156	4,596	84,758	466,926

Source: Civil Aviation Authority - Not National Statistics

1. Statistics are not collected for some of the smaller airports on Orkney and Shetland and are therefore not included in any overall totals.

Table 8.10 Air transport movements by airport, type of service and operator, 2011 [2]

Airport	Scheduled			Charter			Air taxi [1] movements	Total
	UK Operators	Over seas Operators	Total	UK Operators	Over seas Operators	Total		
Aberdeen	40,333	11,672	52,005	42,600	191	42,791	4,656	99,452
Barra	1,179	-	1,179	-	-	-	4	1,183
Benbecula	2,573	-	2,573	-	-	-	1,339	3,912
Campbeltown	963	-	963	-	-	-	170	1,133
Dundee	1,595	1,208	2,803	34	6	40	190	3,033
Edinburgh	69,458	28,945	98,403	4,213	2,502	6,715	3,590	108,708
Glasgow	52,978	9,516	62,494	6,863	575	7,438	2,445	72,377
Glasgow Prestwick	9	9,856	9,865	7	108	115	37	10,017
Inverness	9,972	32	10,004	95	72	167	4,926	15,097
Islay	1,564	-	1,564	-	-	0	440	2,004
Kirkwall	10,599	-	10,599	31	-	31	1,969	12,599
Lerwick (Tingwall)	1,513	-	1,513	26	-	26	278	1,817
Scatsta	1	-	1	13,031	-	13,031	167	13,199
Stornoway	6,462	-	6,462	21	-	21	2,707	9,190
Sumburgh	6,081	-	6,081	608	13	621	2,454	9,156
Tiree	939	-	939	-	-	-	80	1,019
Wick	1,933	-	1,933	143	17	160	323	2,416
Total	208,152	61,229	269,381	67,672	3,484	71,156	25,775	366,312

Source: Civil Aviation Authority - Not National Statistics

1. A breakdown of air taxi movements between scheduled and chartered aircraft transport movements is no longer available. They have therefore been shown as a separate category.

2. Statistics are not collected for some of the smaller airports on Orkney and Shetland, which are therefore not included in any overall totals.

Table 8.11 Air transport movements [1]

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Aberdeen	88,656	84,313	81,488	85,302	94,382	102,989	108,453	106,366	99,419	92,287	99,452
Barra	1,304	1,226	1,282	1,227	1,232	1,265	1,209	1,262	1,199	1,178	1,183
Benbecula	3,600	3,489	3,527	3,702	3,911	4,052	4,320	4,145	4,292	3,965	3,912
Campbeltown	1,400	1,395	1,294	1,357	1,293	1,268	1,307	1,216	1,359	1,251	1,133
Dundee	2,686	2,875	2,884	2,513	2,536	2,523	3,513	3,910	4,159	3,838	3,033
Edinburgh	100,161	106,920	107,558	115,205	119,061	118,690	120,096	118,899	111,059	104,288	108,708
Glasgow	95,067	91,027	91,862	96,278	99,700	99,157	97,277	90,977	77,874	71,598	72,377
Glasgow Prestwick	13,480	15,280	19,423	19,189	20,554	19,464	20,454	20,427	15,496	13,135	10,017
Inverness	12,441	13,426	16,105	18,427	20,139	20,601	19,352	17,936	15,791	13,254	15,097
Islay	1,558	1,520	1,557	1,528	1,579	1,738	1,731	1,869	1,677	1,809	2,004
Kirkwall	10,042	11,065	11,771	11,714	11,954	13,226	14,008	14,121	13,849	12,945	12,599
Lerwick (Tingwall)	2,100	2,140	2,325	2,127	2,328	2,029	1,913	1,863	2,011	1,652	1,817
Scatsta	10,874	10,392	9,888	10,012	10,430	11,445	11,333	10,743	12,704	12,731	13,199
Stornoway	5,457	5,822	6,558	7,259	8,135	9,646	9,741	10,028	9,484	8,842	9,190
Sumburgh	7,874	8,042	6,137	6,157	7,562	8,453	9,861	9,812	8,435	8,237	9,156
Tiree	718	751	744	724	724	753	755	937	1,109	1,023	1,019
Unst	138	-	-	-	-	-	-	-	-	-	-
Wick	3,023	2,908	2,933	2,905	3,280	3,253	2,860	2,571	2,776	2,394	2,416
Total	360,579	362,591	367,336	385,626	408,800	420,552	428,183	417,082	382,693	354,427	366,312

Source: Civil Aviation Authority - Not National Statistics
1. Statistics are not collected for some of the smaller airports on Orkney and Shetland and are therefore not included in any overall totals.

Table 8.12 Total aircraft movements, by airport [1]

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Aberdeen	104,801	100,207	97,895	98,598	109,232	116,971	121,927	119,831	109,876	102,396	108,862
Barra	1,355	1,307	1,394	1,358	1,323	1,321	1,296	1,310	1,356	1,252	1,258
Benbecula	4,162	4,068	4,147	4,209	4,466	4,462	4,810	4,660	4,779	4,402	4,366
Campbeltown	2,081	1,957	1,828	1,913	2,500	3,837	3,674	1,921	2,418	2,334	1,993
Dundee	28,349	18,713	30,716	32,099	37,261	37,444	37,292	36,297	39,274	37,169	36,815
Edinburgh	112,361	118,416	118,943	125,317	127,122	126,914	128,172	125,550	115,969	108,997	113,357
Glasgow	110,408	104,393	105,597	107,885	110,581	110,034	108,305	100,087	85,281	77,755	78,111
Glasgow Prestwick	48,144	43,190	57,099	55,998	54,996	48,189	47,910	42,708	34,230	33,087	28,546
Inverness	27,298	26,959	31,171	33,477	37,879	40,826	39,139	40,538	30,290	28,155	30,755
Islay	2,326	2,178	2,576	2,306	2,334	2,558	2,650	2,625	2,603	2,775	3,003
Kirkwall	11,838	12,461	13,524	13,466	13,375	14,719	15,574	15,982	15,590	14,535	14,131
Lerwick (Tingwall)	2,441	2,240	2,361	2,214	2,416	2,131	2,050	2,085	2,157	1,859	1,926
Scatsta	11,223	10,997	10,728	10,958	11,257	12,335	12,961	12,951	14,364	13,841	14,475
Stornoway	7,943	8,092	8,841	9,508	10,665	12,363	12,716	13,072	11,627	10,952	11,255
Sumburgh	11,094	11,776	8,701	8,655	10,409	12,185	13,984	14,758	12,159	11,118	12,228
Tiree	868	901	849	868	858	858	868	1,071	1,316	1,210	1,111
Unst	138	-	-	-	-	-	-	-	-	-	-
Wick	5,521	5,440	6,363	5,624	6,931	6,721	6,327	7,221	6,231	4,754	4,734
Total	492,351	473,295	502,733	514,453	543,605	553,868	559,655	542,667	489,520	456,591	466,926

Source: Civil Aviation Authority - Not National Statistics
1. Statistics are not collected for some of the smaller airports on Orkney and Shetland, which are therefore not included in any overall totals.

Table 8.13 Freight carried by airport[1]

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
							tonnes				
Aberdeen	4,927	3,808	3,478	3,762	4,089	4,022	3,434	4,006	3,822	4,211	5,311
Barra [3]	88	83	87	87	86	56	37	34	34	29	29
Benbecula [3]	1,419	1,470	1,450	1,383	1,416	910	590	587	564	531	466
Campbeltown [3]	4	2	2	2	2	1	2	1	1	1	1
Dundee	-	-	-	-	-	-	-	-	-	-	-
Edinburgh [2]	16,169	21,232	24,761	27,376	29,595	36,389	19,292	12,418	23,791	20,357	19,332
Glasgow [2]	5,928	5,041	4,927	8,122	8,733	6,289	4,276	3,546	2,334	2,914	2,430
Glasgow Prestwick	43,104	39,500	39,975	34,102	29,199	28,537	31,517	22,966	13,385	12,163	11,846
Inverness [3]	1,006	1,667	1,724	1,645	1,722	2,170	2,347	2,104	2,443	2,800	1,833
Islay [3]	211	224	252	252	252	246	312	335	340	310	287
Kirkwall [3]	850	712	696	893	904	904	709	730	646	777	132
Lerwick (Tingwall)	-	-	44	0	1	-	-	-	-	-	-
Scatsta	714	676	655	695	725	730	765	723	752	765	808
Stornoway [3]	1,615	1,544	1,622	1,523	1,562	1,881	1,717	1,610	1,641	1,630	1,659
Sumburgh [3]	953	994	1,041	1,045	1,068	1,061	1,036	1,109	1,075	990	979
Tiree [3]	57	53	56	58	57	59	60	56	56	52	49
Unst	-	-	-	-	-	-	-	-	-	-	-
Wick [3]	12	6	18	12	5	6	8	3	2	2	1
Total	77,057	77,012	80,788	80,956	79,417	83,260	66,103	50,228	50,886	47,532	45,162

Source: Civil Aviation Authority - Not National Statistics

1. Statistics are not collected for some of the smaller airports on Orkney and Shetland, which are therefore not included in any overall totals.
2. 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.
3. 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 . However, more detailed information including smaller aircraft has now been obtained from Highland & Islands airports Ltd and the figures have been revised back to 2000

Table 8.14 Highlands and Islands Airports Ltd income and expenditure, 2009-10 [1, 6]

	Income				Expenditure							Operating Profit (Loss)
	Traffic Operations	Other	Grant	Total	Staff Costs	Property Rates	Services/ Materials	Repairs/ Maintenance	Depreciation	Other	Total	
												£ thousand
Barra	153	12	-	165	403	9	106	82	10	59	669	(504)
Benbecula	550	115	-	665	1,228	46	509	239	45	163	2,230	(1,565)
Campbeltown	223	22	-	245	579	18	224	137	0	51	1,009	(764)
Inverness	4,540	1,852	28	6,420	3,990	382	3,225	808	329	993	9,727	(3,307)
Islay	401	58	-	459	662	24	336	169	20	77	1,288	(829)
Kirkwall	1,575	158	-	1,733	2,018	139	960	342	-3	239	3,695	(1,962)
Stornoway	1,615	468	0	2,083	2,033	118	1,180	447	115	371	4,264	(2,181)
Sumburgh[2]	1,874	578	0	2,452	2,403	195	1,350	535	152	1,320	5,955	(3,503)
Tiree	197	43	-	240	477	13	165	127	4	62	848	(608)
Wick	464	46	36	546	1,505	39	557	330	45	143	2,619	(2,073)
Total [3 4 5]	11,592	3,352	19,473	34,417	15,298	983	8,612	3,216	717	3,478	32,304	2,113

Source: Highlands and Islands Airports Ltd - Not National Statistics

1. HIAL only operate Kirkwall and Sumburgh airports on Orkney and Shetland and not the smaller airports on these islands, therefore the totals will only include figures for HIAL airports and not the smaller non-HIAL airports on Shetland and Orkney.
2. Sumburgh includes both oil and non-oil related activities.
3. Including grant.
4. Exclude Dundee Airport Ltd.
5. Figures have not been reconciled to annual report
6. HIAL no longer report on individual airports and this table will be removed from future editions of this publication. A financial summary of their operations can be found in the annual report on their website. http://ripassetseu.s3.amazonaws.com/www.hial.co.uk/_files/documents/nov_12/hia__1352723503_2011-12_Annual_Report.pdf

Table 8.15 BAA Revenue and Operating Profit

Airport		Revenue				Operating Profit (Loss)[1]			
		Airport Operational Activities		Other Activties	Total	Airport Operational Activities		Other Activities	Total
		Airport Charges	Other Income			Airport Charges	Other Income		
									£ million
Aberdeen	1996-97	14.9	11.9	0.2	**26.9**	4.0	5.2	0.2	**9.4**
	1997-98	16.0	10.9	0.2	**27.1**	3.5	5.5	-	**9.0**
	1998-99	16.4	10.9	0.5	**27.9**	3.7	6.0	0.3	**10.1**
	1999-00	15.9	9.8	0.6	**26.3**	3.1	6.1	0.4	**9.5**
	2000-01	16.1	10.4	0.5	**27.0**	3.4	7.3	0.3	**10.9**
	2001-02	16.7	10.8	0.5	**28.0**	2.6	7.0	0.3	**10.0**
	2002-03	16.7	11.2	0.3	**28.2**	2.5	7.4	0.3	**10.2**
	2003-04	16.7	11.1	1.2	**28.9**	0.9	7.0	0.7	**8.7**
	2004-05	17.6	11.6	1.3	**30.5**	2.3	6.9	0.8	**10.0**
	2005-06	19.3	13.0	1.6	**33.9**	1.7	8.1	1.1	**10.9**
	2006 [2]	16.3	11.0	1.3	**28.6**	2.7	7.1	0.8	**10.6**
	2007	22.7	15.1	3.1	**40.9**	2.8	9.9	2.2	**14.9**
	2008	22.6	16.5	2.7	**41.8**	5.6	7.5	2.6	**15.7**
	2009	27.4	17.5	3.0	**47.9**	(3.9)	7.9	2.9	**6.9**
	2010	28.5	17.5	3.1	**49.1**	(2.0)	11.0	3.0	**12.0**
	2011	31.0	21.2	0.8	**53.0**	2.5	12.9	(1.0)	**14.4**
Edinburgh	1996-97	22.9	15.2	0.3	**38.5**	7.5	5.9	(0.4)	**12.9**
	1997-98	24.3	14.4	0.4	**39.0**	5.3	5.8	0.1	**11.2**
	1998-99	26.3	15.7	0.9	**42.9**	7.5	6.5	0.6	**14.7**
	1999-00	30.2	13.2	1.2	**44.7**	7.6	6.1	1.1	**14.7**
	2000-01	34.0	16.1	0.8	**50.9**	7.0	10.1	0.8	**17.9**
	2001-02	37.2	19.1	1.2	**57.5**	6.8	12.4	0.9	**20.1**
	2002-03	39.7	20.9	1.4	**62.0**	7.1	13.5	1.1	**21.7**
	2003-04	41.6	22.4	1.1	**65.1**	8.1	13.8	1.0	**22.9**
	2004-05	44.3	25.5	1.2	**71.0**	11.5	14.9	1.1	**27.5**
	2005-06	46.7	29.4	1.3	**77.4**	13.4	16.7	1.3	**31.4**
	2006 [2]	36.5	25.9	1.0	**63.4**	10.7	15.2	1.0	**26.9**
	2007	48.8	35.6	2.8	**87.2**	13.6	20.2	1.5	**35.3**
	2008	49.0	39.6	1.7	**90.3**	12.8	23.1	1.6	**37.5**
	2009	54.5	40.8	1.9	**97.2**	(4.0)	21.8	1.7	**19.5**
	2010	53.9	43.6	1.3	**98.8**	4.2	28.7	1.1	**33.9**
	2011	58.5	46.8	4.7	**110.0**	5.3	45.1	(0.7)	**49.7**
Glasgow	1996-97	34.5	30.4	0.6	**65.8**	3.5	14.8	0.5	**18.8**
	1997-98	37.0	25.0	0.6	**62.7**	1.3	14.0	-	**15.2**
	1998-99	38.8	25.3	2.0	**66.2**	5.9	17.5	1.3	**24.7**
	1999-00	41.1	23.0	2.3	**66.4**	7.0	16.3	1.5	**24.8**
	2000-01	43.4	24.2	1.1	**68.7**	8.2	16.3	1.0	**25.4**
	2001-02	44.1	25.7	1.1	**70.9**	7.1	17.2	0.9	**25.2**
	2002-03	44.4	27.3	1.2	**72.9**	5.2	17.5	0.8	**23.5**
	2003-04	43.2	29.2	1.2	**73.9**	0.8	19.5	1.1	**21.5**
	2004-05	44.6	32.1	1.2	**77.9**	1.1	21.0	1.2	**23.3**
	2005-06	44.9	36.2	1.5	**82.6**	1.9	22.4	1.5	**25.8**
	2006 [2]	36.1	29.6	1.2	**66.9**	5.7	17.8	1.0	**24.5**
	2007	44.1	37.9	3.3	**85.3**	(1.6)	26.3	1.5	**26.2**
	2008	40.5	40.6	1.3	**82.4**	(0.9)	29.0	1.3	**29.4**
	2009	41.9	38.1	1.4	**81.4**	(21.8)	28.5	1.3	**8.0**
	2010	41.0	39.4	1.1	**81.5**	(5.5)	28.0	1.0	**23.5**
	2011	..	..	..	..	..	..	..	..
Total	1996-97	72.3	57.6	1.1	**131.2**	15.0	25.8	0.3	**41.1**
	1997-98	77.3	50.3	1.2	**128.8**	10.1	25.3	0.1	**35.4**
	1998-99	81.5	51.9	3.4	**137.0**	17.1	30.0	2.2	**49.5**
	1999-00	87.2	46.0	4.1	**137.4**	17.7	28.5	3.0	**49.0**
	2000-01	93.5	50.7	2.4	**146.6**	18.6	33.7	2.1	**54.2**
	2001-02	98.0	55.6	2.8	**156.7**	16.5	36.6	2.1	**55.3**
	2002-03	100.8	59.4	2.9	**163.1**	14.8	38.4	2.2	**55.4**
	2003-04	101.5	62.7	3.5	**166.7**	9.8	40.3	2.8	**52.9**
	2004-05	106.5	69.2	3.7	**179.4**	14.9	42.8	3.1	**60.8**
	2005-06	110.9	78.6	4.4	**193.9**	17.0	47.2	3.9	**68.1**
	2006 [2]	88.9	66.5	3.5	**158.9**	19.1	40.1	2.8	**62.0**
	2007	115.6	88.6	9.2	**213.4**	14.8	56.4	5.2	**76.4**
	2008	112.1	96.7	5.7	**214.5**	17.5	59.6	5.5	**82.6**
	2009	123.8	96.4	6.3	**226.5**	(29.7)	58.2	5.9	**34.4**
	2010	123.4	100.5	5.5	**229.4**	(3.3)	67.7	5.1	**69.4**
	2011	..	..	..	..	..	..	..	..

Source: BAA - Not National Statistics

1. In 1997-98 the effects of the Windfall Tax levied on BAA has affected the operating profit for each airport.
2. In 2007, BAA's financial year changed from April - March to January - December.
The figures in 2006 are for the 9 month period from April - December

Table 8.16 Characteristics of terminal passengers, 2009 [1]

Airport	International passengers				Domestic passengers				All services				All
	Business		Leisure		Business		Leisure		Busin-ess	Leisure	UK resid.	Foreign resid.	
	UK resid.	Non UK resid.	UK resid.	Non UK resid.	UK resid.	Non UK resid.	UK resid.	Non UK resid.					
													row percentages
Aberdeen	9.7	7.7	13.0	3.7	33.9	2.9	25.8	3.3	54.2	45.8	82.4	17.6	100
Edinburgh	3.0	3.0	21.2	18.7	22.0	1.6	24.0	6.4	29.6	70.3	70.2	29.7	100
Glasgow	2.2	1.2	37.7	6.1	24.2	1.4	23.7	3.6	29.0	71.1	87.8	12.3	100
Glasgow Prestwick	2.3	2.7	42.8	26.8	2.8	0.3	18.9	3.3	8.1	91.8	66.8	33.1	100
Inverness	0.0	0.0	0.4	0.6	25.9	2.1	64.7	6.2	28.0	71.9	91.0	8.9	100

Source: Civil Aviation Authority - Not National Statistics
1. The CAA survey collected statistics only for the airports shown in the table.

Table 8.17 Mode of surface transport used to arrive at the airport [1]

Airport [2]		Bus and rail			Car and taxi				Other modes	Total all modes*
		Bus / coach	Rail	Total bus + rail	Private car	Hire car	Taxi / minicab	Total car + taxi		
										row percentages
Aberdeen	1975	13	0	13	50	7	28	85	3	101
	1982	9	0	9	50	8	30	88	3	100
	1990	6	0	6	49	8	36	93	1	100
	1996	5	0	5	55	7	32	94	1	100
	2001	4.7	0.0	4.7	49.2	5.2	38.8	93.2	2.1	100
	2005	6.2	0.0	6.2	49.5	6.1	36.9	92.5	1.3	100
	2009	5.2	2.5	7.7	49.2	4.3	36.2	89.7	2.4	100
Edinburgh	1970	24	0	24	54	6	13	73	3	100
	1975	22	0	22	55	8	14	77	1	100
	1982	9	0	9	61	10	19	90	2	101
	1990	7	0	7	56	10	25	91	1	99
	1996	9	0	9	53	10	28	91	0	100
	2001	18.4	0.0	18.4	46.8	6.3	28.1	81.2 0.4		100
	2005	19.3	0.0	19.3	48.6	5.8	25.7	80.1 0.6		100
	2009	28.1	3.3	31.4	42.6	5.1	20.4	68.1	0.5	100
Glasgow	1970	24	0	24	54	4	16	74	2	100
	1975	16	0	16	60	4	19	83	1	100
	1982	8	0	8	70	4	17	91	1	100
	1990	8	0	8	62	7	22	91	2	101
	1996	7	0	7	61	7	23	91	1	99
	2001	8.3	0.0	8.3	60.1	4.9	26.0	91.0 0.7		100
	2005	10.7	0.0	10.7	57.6	4.4	26.4	88.4 0.9		100
	2009	13.5	3.7	17.2	49.8	4.7	27.6	82.1	0.8	100
Glas. Prestwick	2005	3.6	20.8	24.4	57.2	12.5	5.2	74.9	0.7	100
	2009	11.3	30.1	41.4	41.2	6.0	8.9	56.1	2.3	100
Inverness	1990	7	0	7	62	15	15	92	1	100
	1996	6	0	6	57	17	17	91	3	100
	2001	4.0	0.0	4.0	56.3	17.1	20.8	94.2 1.8		100
	2005	4.9	0.0	4.9	60.5	17.9	14.4	92.8 2.3		100
	2009	9.5	2.2	11.7	56.3	17.9	12.0	86.2	2.2	100

Source: Civil Aviation Authority - Not National Statistics
1. The CAA surveys collected statistics only for the airports shown in the table. These results are based on a departure survey only.
The CAA's assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics
2. Airports are shown only for the years for which figures are given in the CAA survey reports for 1996 (which also gives earlier years' results), 2001, 2005 and 2009.
*. 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.

Table 8.18 Origins/destinations of terminating passengers: 2009 [1]

	Aberdeen	Edinburgh	Glasgow	Glasgow Prestwick	Inverness	Total
						thousands
Borders	3	180	10	5	0	198
Central	7	581	249	61	0	898
Dumfries & Galloway	1	23	68	37	0	129
Fife	6	850	144	30	1	1,031
Grampian	2,086	128	131	56	106	2,507
Highlands & Islands	46	96	108	49	446	745
Lothian	6	5,777	293	169	0	6,245
Strathclyde	25	513	5,721	1,269	4	7,532
Tayside	95	567	237	73	1	973
Total all Scottish areas	2,275	8,715	6,961	1,749	558	20,258
England & Wales	11	115	53	49	2	230
All passengers [2]	**2,286**	**8,830**	**7,014**	**1,798**	**560**	**20,488**

Source: Civil Aviation Authority - Not National Statistics
1. The CAA survey collected statistics only for the airports shown in the table.
2. Terminating passengers are those who arrive at or depart from an airport by surface means of transport. As explained in the Notes and Definitions, their numbers are not the same as the numbers of terminal passengers: the latter also include transfer passengers (people who change aircraft at an airport).

Chapter 9 WATER TRANSPORT

1. Introduction

1.1 This chapter provides information about foreign and domestic freight traffic at Scottish ports and inland waterways by type of freight and country of origin and destination. It also includes statistics on passengers and vehicles carried by Caledonian MacBrayne, Western Ferries (Clyde) Ltd, Orkney Ferries, Northlink Orkney & Shetland Ferries, and some of the other ferry services operating in Scotland and some statistics on HM Coastguard search and rescue operations.

1.2 The main change in this edition is that Table 9.15 showing traffic on Caledonian MacBrayne ferry services has had the West Coast 'Other' category expanded to show the individual routes. A new summary table has also been included, Table 9.12, to show overall trends in traffic across all ferry routes.

1.3 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 sections 3.1 and 4.2 to 4.4.

2. Main Points

Freight

2.1 In 2010, a total of 61 million tonnes of freight was recorded as being lifted by water transport in Scotland: 19.2 million tonnes of coastwise traffic to other ports in the United Kingdom (including Scotland), 1.9 million tonnes of one port traffic to offshore installations, and 39.9 million tonnes of exports from the major Scottish ports. Only 10.9 million tonnes of waterborne freight was carried for part of its journey on inland waterways in 2010. Compared with 2009, there was a 3% decrease in coastwise traffic and the tonnage of port exports increased by 4%; the other figures were similar to those of the previous year. *(Table 9.1[a])*

2.2 Exports through major (see section 4.3.3) Scottish ports rose from 61 million tonnes in 1997 to 73 million tonnes in 2000 before steadily falling to 38 million tonnes in 2009 - eight ports were counted as major ports in 1997 and 1998, there were nine in 1999 and 11 from 2000 onwards. *(Table 9.1[a])*

2.3 In 2010, a total of 7.3 million tonnes of coastwise freight was discharged in Scotland: considerably less than lifted in Scotland. 3.1 million tonnes of one-port traffic (nearly all from oil rigs) was discharged in Scotland. Imports totalled 13.2 million tonnes, considerably less than the volume of exports. There are no figures available on inland waterway traffic which is discharged in Scotland. *(Table 9.1[b])*

2.4 Waterborne freight (coastwise, one port and foreign traffic; both incoming and outgoing) passing through the ports fell by 9% in 2011 to 77.4 million tonnes. This was 37% less than in 2001, continuing a steady fall. In 2011, the eleven major ports accounted for 96% of the total traffic through Scottish ports. Exports accounted for

43% of the total freight through Scottish ports and domestic traffic (either coastwise or one port) accounted for a third. Imports, and incoming domestic freight were much lower, together accounting for 29% of the total freight through Scottish ports. *(Table 9.2)*

Ports & Destinations

2.5 Forth (28 million tonnes), Clyde (13 million tonnes) and Sullom Voe (10 million tonnes) accounted for the highest freight traffic in 2011. Forth traffic is 19% lower than 2010, and is 33% below 2001. Clyde's freight traffic has fluctuated between 2001 and 2011, rising overall from 11.1 million tonnes to 13.4 million tonnes in 2011. Again, as these figures are for the total volume of traffic, they are unaffected by the change in the method of compiling the statistics. *(Table 9.3)*

2.6 Bulk fuel accounted for 47 million tonnes (64%) of the total traffic through major Scottish ports in 2011. *(Table 9.4)*

2.7 Top exporting ports were: Forth (19 million tonnes); Glensanda (5 million tonnes); and Sullom Voe (4 million tonnes). Clyde (8.9 million tonnes) and Forth (3.8 million tonnes) together accounted for almost all the imports. Sullom Voe (5.1 million tonnes) and Forth (4.5 million tonnes) had most outward domestic traffic; Cromarty Firth (1.6 million tonnes), Aberdeen (1.5 million tonnes) and Cairnryan (1.3 million tonnes) were the main ports for inwards domestic traffic. *(Table 9.6)*

2.8 The main types of traffic through the major ports in 2011 were crude oil (35.2 million tonnes), oil products (8.6 million tonnes), coal (6.7 million tonnes), other dry bulk (7.9 million tonnes) and road goods vehicles (2.5 million tonnes). *(Table 9.7)*

2.9 In 2011 most exports were destined for Netherlands (10.9 million tonnes), Germany (6.7 million tonnes), USA (3.0 million tonnes) and Belgium (2.7 million tonnes) while most imports arrived from Russia (2.2 million tonnes) and Columbia (2.1 million tonnes). *(Table 9.8)*

2.10 The total number of road goods vehicles and containers passing through Scottish ports, and the weight of freight that they carried, increased by around 28% and 55% respectively between 2001 and 2011. *(Table 9.9)*

2.11 Inland waterway traffic mainly comprises those parts of coastwise and foreign traffic that are carried on inland waterways. About 10.9 million tonnes of freight were lifted in Scotland and carried on inland waterways in 2010, in line with most of the past ten years (when the total was usually between 10 and 12 million tonnes). Most of the inland waterway traffic was carried on the Forth. *(Table 9.10)*

Passenger Services

2.12 In 2011, 1.8 million passengers were carried on ferry services between Scotland and Northern Ireland, the busiest Scottish port for this traffic being Stranraer, which accounted for 52% of the total. *(Tables 9.13 (a) & (b))*

Passenger Operators

2.13 Caledonian MacBrayne ferries carried 5 million passengers in 2011, 252,000 (5%) less than 2010. There were 1.1 million cars carried, 52,000 (or 5%) less than in 2010, and 113,000 commercial vehicles and buses, 3,000 (or 3%) less than in 2010. *(Tables 9.14 and 9.15)*

2.14 Northlink Ferries carried 304,000 passengers in 2011 (on routes that were operated by P & O Scottish Ferries until 30 September 2002), 1,000 (0.5%) less than used those routes in 2010 and 46% more than in 2001. Orkney Ferries services carried 338,000 passengers in 2011, 7,000 (2%) more than the previous year and 19% more than in 2001. *(Table 9.14)*

2.15 In 2011, the total number of passengers carried on Caledonian MacBrayne, Northlink Ferries and Orkney Ferries services was 5.6 million. Caledonian MacBrayne accounted for 89% of the total passenger numbers on all these services. *(Table 9.14)*

2.16 Shetland Islands Council services carried 798,000 passengers in 2011, 35,000 (5%) more than 2010. There were 389,000 cars carried which was 48,000 (14%) more than in 2010. *(Table 9.14)*

2.17 Caledonian MacBrayne's busiest route in terms of passengers in 2011 was Wemyss Bay-Rothesay, with 711,500 passengers, a 3% decrease on the previous year, and a similar level to 2001. Wemyss Bay-Rothesay was also the company's busiest route for car traffic in 2011 with 152,900 car crossings, a decrease of 2% over the previous year. (*Table 9.15)*

2.18 In 2011, the Western Ferries service between Gourock and Dunoon carried 1,332,700 passengers, 18,900 (1%) more than 2010. There were 577,900 cars carried on this route, an increase of 13,700 (2%) on 2010, a fall from a peak in 2007 but still 95,800 (20%) more than 2001. *(Table 9.16)*

2.19 The service between Toft and Ulsta had the largest number of passengers of all the Shetland Islands Council services, with 254,000 in 2011, 18,000 (7%) less than in 2010 when numbers peaked. The 2011 figure is 18% higher than in 2001. *(Table 9.16)*

Ferry Punctuality

2.20 The level of punctuality for Caledonian MacBrayne lifeline ferry services was 99.8% in 2011-12. For Northlink the level of lifeline ferry services that were both punctual and reliable was 99.8% for Aberdeen routes and 99.1% for the Pentland Firth in 2011-12. *(Table 9.17)*

Coastguard callouts

2.21 Due to 'Industrial action short of a strike' undertaken by Coastguard staff during 2011, the Maritime and Coastguard Agency is unable to provide a detailed breakdown of incident details for 2011. Overall there were 3,910 incidents. *(Table 9.18)*

3. Notes and Definitions

3.1 The change in the Department for Transport's method of compiling statistics of port traffic with effect from 2000

3.1.1 A new data collection system for maritime traffic was introduced with effect from 2000. As a result, some data for 2000 onwards are not directly comparable with previous years. The reason for the change was to comply with a new EC Maritime Statistics Directive (Council Directive 95/64/EC on statistical returns in respect of the carriage of goods and passengers by sea).

3.1.2 One of the effects of this change is that some data for 2000, principally coastwise and one-port crude oil traffic, and the inland waters penetration of such traffic, are not directly comparable with information for previous years. However, the overall totals are unaffected.

3.1.3 Previously, all freight information was collected from ports annually. Major ports (generally those with cargo volumes of at least 2 million tonnes a year) were asked for detailed information on weight of traffic in and out of their ports, identifying cargo categories (eg liquid bulks, dry bulks, containers, Roll-on-Roll-off etc), and whether they were foreign, coastwise or one port cargoes. Other (minor) ports were required to provide only total weight of cargo inwards and outwards.

3.1.4 In the new collection system, most of the detailed freight information is collected from shipping lines, operators or shipping agents, which are required to supply detailed returns of their inwards and outwards traffic at each major port for each ship, on each route. Major ports (now defined as those with at least 1 million tonnes of cargo a year) are only required to supply summary information (for use as control totals) while other (minor) ports continue to provide just the total weight of cargo inwards and outwards.

3.1.5 One difference between the data from 2000 and previous years affects *both* coastwise and one-port crude oil estimates from 2000. The new collection arrangements produce much more reliable data on origins and destinations and (when aggregated) coastwise, one-port and foreign traffic summaries. Previously, this information was estimated by ports, with varying degrees of accuracy, particularly for crude oil traffic, which means that origins and destinations for crude oil data in 1999 and earlier years are approximate only. E.g. ports or refinery operators would not necessarily have been able to tell if crude oil was shipped directly from the UK offshore installation, or piped to a land terminal such as Sullom Voe and then shipped out from the land terminal, or if it was imported from a North Sea country or another foreign crude oil producer. As a consequence, it is likely that pre-2000, *coastwise* crude oil estimates were overestimated and *one-port* traffic correspondingly underestimated. This leads to the figures for coastwise traffic lifted in Scotland falling substantially in 2000 compared with 1999.

Definitions

3.2 ***Coastwise traffic:*** traffic between ports of the United Kingdom, *excluding* traffic between a UK port and either the sea bed or an off-shore installation. It should be noted that Table 9.1(a) covers only freight *lifted* in Scotland, and therefore its figures for coastwise traffic *exclude* cargoes arriving from other UK ports; Table 9.1(b) covers freight *discharged* in Scotland, so includes cargoes arriving from other UK ports (including those elsewhere in Scotland).

3.3 ***One port traffic:*** traffic between the sea bed or an offshore installation and a UK port. For example, it includes traffic to and from offshore installations, materials shipped for dumping at sea, and dredged sand and gravel etc landed at a port for commercial purposes. The disappearance of the sea dumped traffic is due to the end of sewage dumping at sea. It should be noted that Table 9.1(a) covers only freight *lifted* in Scotland: Table 9.1(b) contains figures for the one port traffic arriving from offshore installations and any incoming sea dredged aggregates. The reason for the increase in one-port oil traffic is due to increased number of crude oil shipments into Sullom Voe and Flotta, particularly from the newer Atlantic fields west of the Shetlands, Schiehallion and Foinaven.

3.4 ***Domestic traffic:*** in the statistics of traffic through the ports, domestic traffic comprises coastwise traffic plus one port traffic.

3.5 ***Foreign traffic:*** traffic between ports in the United Kingdom and other countries.

3.6 ***Inland waterways:*** in general, waterways bounded by the furthest point downstream which is less than both 3 km wide at low tide and 5 km wide at high tide (spring). However, this definition is not applied strictly: for example, the definition is relaxed, where necessary, in order *not* to count, as inland waterway traffic, short-haul shipping movements of foreign and coastwise traffic, such as all sea-going traffic to or from major seaboard ports.

3.7 ***Inland waters traffic*****:** subdivides into coastwise, one port and foreign (in each case, that part of the traffic that is carried upstream of the inland waters boundary, excluding short haul inland movements of sea-going traffic) and internal (i.e. not sea-going) traffic. All passenger and passenger vehicle ferry services are *excluded*, such as crossing movements (e.g. Gourock-Dunoon) and coastwise ferries entering sheltered waters (e.g. Loch Ryan, on services between Stranraer or Cairnryan and Northern Ireland).

3.8 ***Tonne-kilometres*****:** where part of a voyage is on an inland waters and part is at sea, account is taken of the inland waterway boundary, so that, in the case of traffic involving inland ports, there is no double-counting of tonne-kilometres between the figures for inland waters and the figures for coastwise, one port and foreign traffic. (This is in contrast to the double-counting of some of the figures for tonnage - for example, if a voyage to another UK port starts on a Scottish inland waterway in Scotland, the tonnage would be counted in the figures for both inland waters and coastwise traffic.)

3.9 ***Container and roll-on traffic:*** includes *all* traffic carried on special container and roll-on vessels, as well as the container traffic carried on conventional services.

3.10 ***Main Freight Units*** comprise containers, road goods vehicles, unaccompanied trailers, rail wagons, shipborne port to port trailers and shipborne barges only.

3.11 ***Persons assisted:*** Coastguard statistics relating to persons given assistance do not include people who are rescued.

4. Sources

4.1 Most of the data in this section is supplied by the Department for Transport (DfT). The Scottish Government obtains shipping service information from Caledonian MacBrayne, Western Ferries, Northlink Ferries, Orkney Ferries, Shetland Island Council and some of the other operators of shipping and ferry services.

4.2 Waterborne Freight Lifted in Scotland (Table 9.1)

4.2.1 Statistics of waterborne freight (coastwise traffic, one port traffic and inland waters traffic) are compiled by MDS-Transmodal Ltd under contract to the Department for Transport.

4.2.2 A number of data sources are used to determine the level of *coastwise* traffic, including the tonnage of goods reported in the port traffic statistics, (see below) and other surveys, and information about vessel movements. (The vessel movement data include the Northern Ireland, Orkney and Shetland ferry services, but exclude ferries operated by Caledonian MacBrayne and others in and around the Western Isles.) The pattern of coastwise shipping flows, by port and commodity group, is represented by origin and destination matrices, and combined with Admiralty information about the distances between ports. Where appropriate, account is taken of the inland waters boundary, so that there is no double-counting of tonne-kilometres between inland waters and coastwise shipping, in the case of traffic involving inland ports. The method which is used to derive the statistics of coastwise shipping involves some adjustments and reclassifications. As a result, the totals that it produces do not match the port traffic statistics for reasons which are described in the DfT Statistical Bulletin *Waterborne Freight in the United Kingdom*.

4.2.3 The principal sources for the statistics of *one-port* traffic are the port statistics (see section 4.3 below) and information about the distances between the ports and the at sea origins and destinations of the traffic, such as offshore installations and dumping grounds.

4.2.4 The sources of the *inland waterway* statistics are described in section 4.4 below.

4.3 Traffic at Scottish Ports (Tables 9.2 to 9.9)

4.3.1 A new system for collecting detailed port traffic statistics was introduced in 2000 to comply with the requirements of an EC Maritime Statistics Directive. Annual traffic returns are made by shipping lines or their agents and port authorities. This information has been used to derive data on coastal and one-port traffic, and on the inland waters penetration of such traffic. From 1 January 2000, shipping lines or their agents are required to supply detailed statistics of foreign, coastwise and one-port traffic for all cargoes loaded or unloaded at major UK ports. Major ports are now defined as those ports with cargo volumes of at least one million tonnes in the previous year, plus a few smaller ports. The major ports handled 97 per cent of total port traffic in 2000. In addition, port authorities at the major ports are required to supply inwards and outwards control totals for each cargo category. For all other ports, the port authorities are required to supply just two figures: total inwards and total outwards traffic. The lack of detailed statistics for these minor ports means that a degree of approximation is required in the statistics for their traffic. For more details about the new data collection system, see DfT's publication *'Maritime Statistics'*

4.3.2 For 1999 and earlier years, the port traffic statistics were produced, for the most part, from the records made by each port authority of the dues levied on goods passing through the port (supplemented, in some cases, by figures supplied by others).

4.3.3 From 1995 to 1999, the smaller ports (then defined as, generally, those with less than 2 million tonnes of traffic per year) were not required to supply detailed statistics - they provided only two figures, their inwards and outwards traffic. Full details of freight traffic were collected only for those ports with at least 2 million tonnes of cargo in the previous year (and for a few ports with less traffic): these were called the 'major' ports. In the 1995 and 1996 surveys, there were seven 'major' ports in Scotland: Aberdeen, Clyde, Cromarty Firth, Forth, Glensanda (on Loch Linnhe, south-west of Fort William, which exports crushed granite, which is classified in the statistics as crude minerals), Orkney, and Sullom Voe. In the 1997 and 1998 surveys, there were eight: these seven plus Cairnryan, which was counted as a major port because its 1996 return of its inwards and outwards totals had shown that its traffic exceeded 2 million tonnes in 1996. In 1999 the number of 'major' ports increased from eight to nine, since total traffic at Peterhead had exceeded 2 million tonnes in 1998. In 2000, with the introduction of the new definition of a major port (at least 1 million tonnes), Stranraer and Dundee became major ports, bringing the total in Scotland to 11.

4.4 Inland Waterways (Tables 9.10 and 9.11)

4.4.1 Statistics for internal traffic (ie traffic which is wholly within inland waters) are collected directly by DfT's contractor, MDS-Transmodal, from all known operators using personal interviews and postal questionnaires, supplemented by statistics from British Waterways collected primarily for toll levying purposes. Some information is also drawn from Maritime Statistics Directive returns where traffic is classified as internal movements and these traffic movements are then excluded from other traffic estimates to avoid duplication. For traffic moving to and from the open sea, the

figures for inland waterway tonne-kilometres are calculated using information about the distances from each inland waterway boundary to the ports and wharves which are upstream of the boundary.

4.5 Shipping Services (Tables 9.12 to 9.17)

4.5.1 Transport Scotland obtains shipping service information from DfT (in respect of the services between Scotland and Northern Ireland, the Rosyth/Zeebrugge and Lerwick/Europe routes). Transport Scotland writes directly to Caledonian MacBrayne, Western Ferries, Northlink Ferries, Orkney Ferries, Shetland Island Council and the other major ferry operators in Scotland for the required information.

4.6 HM Coastguard Statistics (Table 9.18)

4.6.1 Statistics on search and rescue operations are obtained from the Maritime and Coastguard Agency.

5. Further Information

5.1 UK water transport statistics can be found in the annual DfT publications *Maritime Statistics*, *Waterborne Freight in the UK* and *Transport Statistics Great Britain*.

5.2 Water freight transport statistics, and figures for Scotland/Northern Ireland, the Rosyth/Zeebrugge and Lerwick/Europe routes - Maritime Statistics Branch of DfT (maritime.stats@dft.gsi.gov.uk Tel: 0207 944 4131).

5.3 Passengers and vehicles carried on ferry services within Scotland - Andrew Knight, Transport Scotland Transport Statistics Branch (tel: 0131 244 7256).

5.4 Punctuality of lifeline ferry services - Transport Scotland Transport Group: Bob Davie (CalMac figures) on 0131 244 7243 and Peter Bald (NorthLink figures) on 0131 244 5312.

5.4 HM Coastguard statistics - Wendy Wood, Maritime and Coastguard Agency (tel: 023 8032 9416)

Table 9.1 Waterborne freight lifted, discharged and moved, by type of traffic

(a) **Waterborne freight *lifted* in Scotland, and moved, by type of traffic**

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Freight lifted *(weight)*											*million tonnes*
Coastwise traffic[1]											
Liquid bulks	13.54	12.29	12.34	13.68	16.95	12.54	15.07	15.79	13.59	11.49	..
Coal	1.50	1.14	1.26	1.06	2.15	1.59	1.28	1.40	1.02	1.23	..
Other	5.59	5.77	5.91	5.75	6.44	6.45	6.43	6.09	5.23	6.46	..
Total	20.63	19.20	19.50	20.49	25.53	20.58	22.79	23.28	19.84	19.18	..
One Port traffic[2]											
To rigs	1.90	1.81	1.54	1.34	1.76	1.48	1.83	1.75	3.59	1.88	..
Sea dumped	-	-	-	-	-	-	-	-	-	-	..
Total	1.90	1.81	1.54	1.34	1.76	1.48	1.83	1.75	3.59	1.88	..
Inland waterway traffic											
Internal	-	0.01	-	-	-	-	-	-	-	-	..
Coastwise	4.62	3.96	4.05	3.92	4.77	4.19	4.10	3.99	3.43	3.04	..
One Port	-	0.03	0.02	0.02	0.02	0.11	0.03	0.02	0.04	0.05	..
Foreign	6.79	6.01	5.99	6.03	5.41	5.86	6.36	8.18	6.63	7.80	..
Total	11.41	10.01	10.06	9.97	10.19	10.16	10.50	12.19	10.10	10.89	..
All above traffic[3]	29.32	27.03	27.03	27.86	32.70	27.92	30.98	33.21	30.06	28.86	..
Port exports[4]	67.00	67.78	58.90	54.45	45.00	43.99	45.58	42.42	38.32	39.89	..
All freight lifted[5]	89.53	88.80	79.94	76.28	72.29	66.06	70.20	67.44	61.75	60.95	..
Freight moved *(weight x distance)*										*million tonne-kilometres*	
Coastwise traffic[1]											
Liquid bulks	11,450	10,340	10,460	10,580	13,523	10,550	13,155	14,456	12,360	10,777	..
Coal	410	180	360	170	391	368	305	343	261	302	..
Other	3,690	4,020	4,030	3,310	3,543	3,573	3,449	3,090	2,700	2,478	..
Total	15,600	14,540	14,850	14,060	17,457	14,491	16,909	17,890	15,321	13,557	..
One Port traffic[2]											
To rigs	1,900	1,810	1,540	1,270	1,762	1,482	1,832	1,746	2,287	1,885	..
Sea dumped	-	-	-	-	-	-	-	-	-	-	..
Total	1,900	1,810	1,540	1,270	1,762	1,482	1,832	1,746	2,287	1,885	..
Inland waterway traffic											
Internal	-	-	-	-	-	-	-	-	-	-	..
Coastwise	110	100	90	90	115	101	101	101	83	80	..
One Port	-	-	-	-	-	-	-	-	-	-	..
Foreign	170	150	140	140	135	146	166	210	160	200	..
Total	280	240	240	240	251	249	268	312	244	280	..
All above traffic[6]	17,780	16,590	16,630	15,570	19,470	16,222	19,009	19,948	17,852	15,722	..
Port exports[7]	..	..	..	..	..	..	..	..	..	..	..
All freight[7]	..	..	..	..	..	..	..	..	..	..	..

1. Covers all coastwise cargo *lifted* in Scotland, regardless of its destination.
2. Covers cargoes lifted in Scotland for offshore installations and for dumping at sea.
3. Total of Coastwise traffic, One Port traffic and the Internal and Foreign components of Inland Waterway traffic. Excludes Coastwise and One Port components of Inland Waterway traffic to avoid double counting.
4. Major ports only. There were seven major ports in 1996; eight in 1997 and 1998; nine in 1999;and 11 from 2000 onwards.
5. 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.
6. This is the total of Coastwise traffic, One Port traffic and Inland Waterway traffic. No double counting exists asthe Coastwise component of Inland Waterway traffic relates to the distance travelled on inland waterways, and Coastwise traffic relates to the distance travelled at sea.
7. Figures for tonne-kilometres are not available for exports (and, in any case, would not be relevant to Scottish transport statistics).

Fig. 9.1 Foreign and domestic freight traffic by port

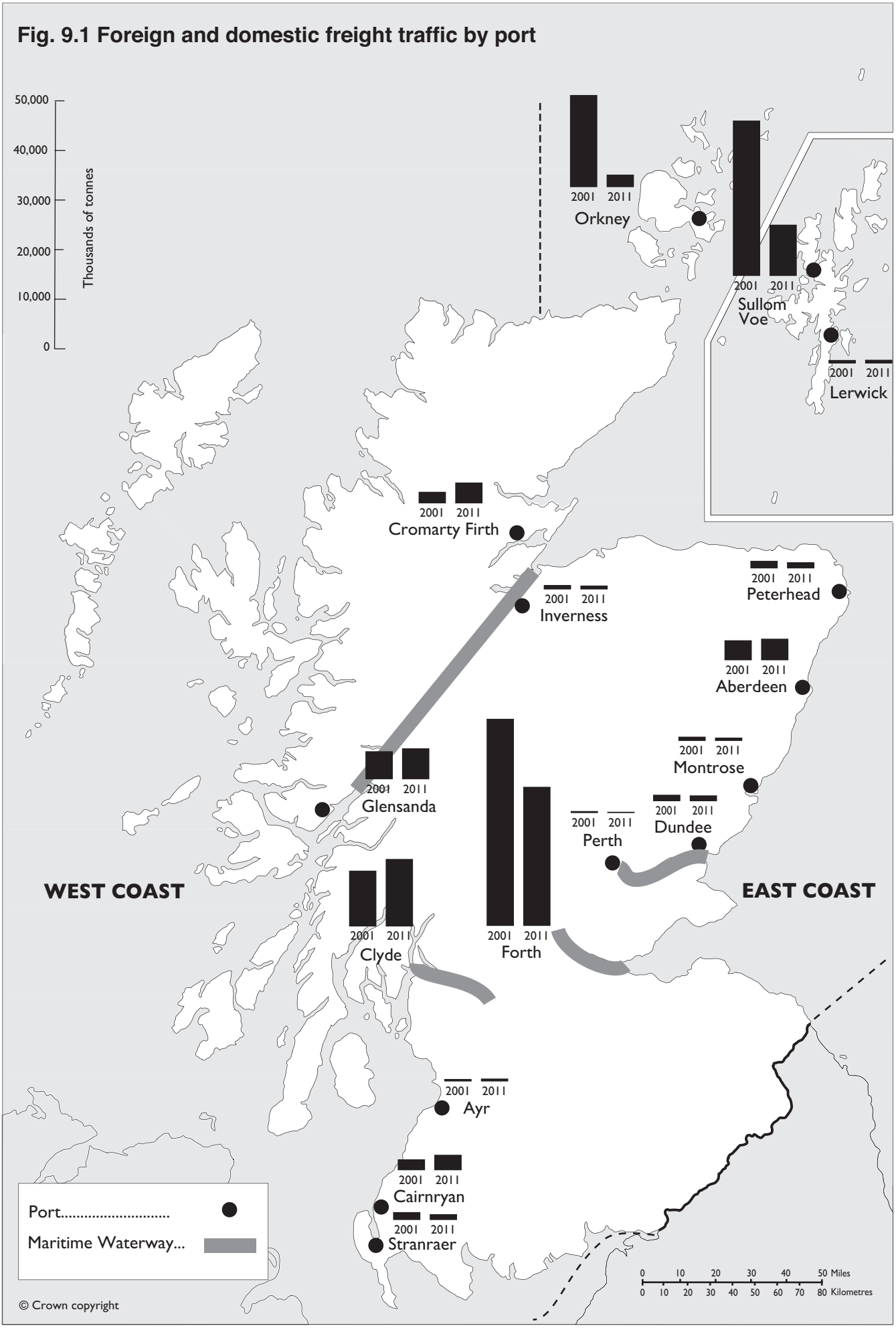


Table 9.1 (continued) Waterborne freight lifted, discharged and moved, by type of traffic

(b) **Waterborne freight *discharged* in Scotland, and moved, by type of traffic**

*Note: there is **no** information on inland waterway traffic* discharged *in Scotland*

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Freight discharged *(weight)*											*million tonnes*
Coastwise traffic[1]											
Liquid bulks	4.08	3.48	3.19	3.56	4.29	3.56	3.62	2.79	2.52	3.01	..
Coal	-	-	-	-	-	0.01	0.04	0.02	-	0.01	..
Other	3.75	3.49	3.62	3.34	4.17	4.22	4.13	4.20	3.77	4.25	..
Total	7.83	6.98	6.83	6.90	8.46	7.79	7.79	7.01	6.29	7.26	..
One Port traffic[2]											
From rigs	7.48	13.35	12.74	10.24	9.57	8.31	7.86	4.06	2.75	3.12	..
Sea dredged	-	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	-	..
Total	7.48	13.37	12.75	10.26	9.58	8.33	7.87	4.07	2.76	3.12	..
Inland waterway traffic[3]	..	..	..	..	..	..	..	..	..	..	..
Port imports[4]	17.47	11.43	9.50	15.00	17.02	17.91	14.61	16.11	13.53	13.17	..
Freight moved *(weight x distance)*										*million tonne-kilometres*	
Coastwise traffic[1]											
Liquid bulks	2,130	1,770	1,610	2,060	2,120	1,811	1,907	1,444	1,445	2,070	..
Coal	-	-	-	-	-	-	39	12	-	-	..
Other	940	850	900	630	960	1,048	943	1,031	953	1,103	..
Total	3,070	2,610	2,520	2,690	3,090	2,862	2,890	2,487	2,399	3,173	..
One Port traffic[2]											
From rigs	7,490	13,380	12,780	10,270	9,580	8,325	7,870	4,067	2,762	3,146	..
Sea dredged	-	-	-	-	-	-	-	-	-	-	..
Total	7,490	13,380	12,780	10,270	9,580	8,325	7,870	4,067	2,762	3,146	..
Inland waterway traffic[3]	..	..	..	..	..	..	..	..	..	..	..
Port imports[5]	..	..	..	..	..	..	..	..	..	..	..

1. Covers *all* coastwise cargo *discharged* in Scotland, whether it was loaded in Scotland or elsewhere in the UK.
2. One port traffic covers cargoes *from* offshore installations and sea dredged aggregates *unloaded* in Scotland.
3. Information about Inland Waterway traffic discharged in Scotland is not available from the statistics compiled by DfT.
4. These figures relate to major ports only (please see the notes on the Sources of the statistics).
   There were seven major ports in 1996; eight in 1997 and 1998; nine in 1999; and eleven in 2000 onwards
5. Figures for tonne-kilometres are not available for imports (and, in any case, would not be relevant to Scottish transport statistics).

Table 9.2 Foreign and domestic freight traffic at (major) Scottish ports[1]

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											thousand tonnes
Foreign											
Imports	17,467	11,427	9,501	14,995	17,024	17,909	14,612	16,106	13,532	13,169	14,216
Exports	67,003	67,783	58,903	54,454	45,002	43,994	45,581	42,416	38,321	39,891	33,358
Total	84,470	79,208	68,404	69,447	62,025	61,903	60,193	58,521	51,853	53,060	47,573
Domestic											
Inwards	13,510	18,795	18,068	15,947	16,572	14,680	14,138	9,611	7,670	8,722	7,999
Outwards	21,588	20,088	19,998	21,023	26,395	21,039	23,482	23,975	22,558	18,745	18,378
Total	35,098	38,882	38,068	36,970	42,967	35,718	37,619	33,586	30,228	27,468	26,379
Total - major ports only	119,568	118,090	106,472	106,417	104,992	97,621	97,812	92,108	82,081	80,525	73,952
Total - all ports	123,820	122,156	110,535	110,444	108,890	101,587	101,952	96,346	85,547	84,817	77,414

1. The Foreign and Domestic figures refer to major ports only.
There were seven major ports in 1996, eight major ports in 1997 and 1998, nine in 1999 and 11 in 2000 onwards
so the figures for different years are not directly comparable.

Port	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											thousand tonnes
Stranraer											
Inwards 733		694	684	690	630	644	647	634	646	553	543
Outwards 671		579	590	587	535	578	584	556	531	465	442
Total traffic	1,404	1,273	1,274	1,277	1,165	1,222	1,231	1,190	1,177	1,017	986
Cairnryan											
Inwards 953		1,015	1,113	1,270	1,479	1,446	1,440	1,294	1,123	1,150	1,340
Outwards 1,061		1,085	1,214	1,579	1,795	1,699	1,723	1,633	1,448	1,484	1,592
Total traffic	2,014	2,099	2,328	2,849	3,274	3,145	3,163	2,928	2,572	2,634	2,932
Ayr											
Inwards 220		158	156	162	185	172	174	182	182	276	212
Outwards 53		83	134	239	233	247	379	375	153	282	190
Total traffic	274	241	291	401	418	419	553	557	335	558	402
Clyde											
Inwards 7,880		6,540	6,056	8,173	11,868	11,702	9,323	10,885	9,474	8,982	9,981
Outwards 3,189		3,193	3,158	3,334	3,870	3,279	2,740	3,453	3,078	3,301	3,450
Total traffic	11,069	9,733	9,214	11,507	15,737	14,981	12,063	14,338	12,552	12,283	13,431
Glensanda											
Inwards	3	4	3	1	-	-	-	-	-	-	-
Outwards 5,468		5,842	5,319	5,188	5,439	6,004	7,050	6,336	5,591	5,846	6,060
Total traffic	5,471	5,846	5,322	5,189	5,439	6,004	7,050	6,336	5,591	5,846	6,060
Other West Coast											
Inwards 411		463	445	375	371	408	448	489	368	649	347
Outwards 382		428	441	411	381	536	518	538	530	651	362
Total traffic	793	892	887	786	752	944	967	1,028	896	1,300	709
Orkneys											
Inwards 5,755		6,115	4,471	6,656	5,344	4,158	3,655	776	169	184	186
Outwards 12,652		12,697	9,951	11,278	9,190	7,091	6,937	4,014	3,073	3,059	2,158
Total traffic	18,407	18,812	14,422	17,934	14,534	11,249	10,592	4,789	3,241	3,244	2,344
Lerwick											
Inwards 553		343	312	299	342	311	352	372	309	323	344
Outwards 425		310	304	291	280	230	263	287	250	245	241
Total traffic	979	653	616	590	622	541	615	658	560	568	585
Sullom Voe											
Inwards 5,781		6,156	6,000	5,382	3,937	3,705	2,747	2,379	840	1,021	748
Outwards 25,385		23,219	20,360	18,557	16,603	15,743	13,826	12,160	10,377	10,250	9,405
Total traffic	31,166	29,376	26,360	23,939	20,541	19,447	16,573	14,539	11,217	11,270	10,153
Cromarty Firth											
Inwards 1,152		1,179	1,650	1,552	1,648	1,608	1,688	1,174	1,300	1,659	1,882
Outwards 992		1,479	1,851	1,656	1,677	1,598	1,814	1,078	1,565	2,004	2,138
Total traffic	2,145	2,658	3,501	3,208	3,325	3,206	3,502	2,252	2,864	3,663	4,020
Inverness											
Inwards 603		551	605	599	568	549	562	551	524	520	437
Outwards 111		134	122	127	97	122	123	146	127	151	162
Total traffic	714	686	727	726	665	671	684	697	651	671	599
Peterhead											
Inwards 799		845	600	390	606	647	468	524	482	538	541
Outwards 540		498	451	286	322	300	321	347	315	568	513
Total traffic	1,339	1,343	1,051	676	928	947	790	871	797	1,107	1,054
Aberdeen											
Inwards 2,118		1,980	1,794	2,095	2,401	2,407	2,541	2,407	2,227	2,035	1,966
Outwards 1,727		1,665	1,438	1,793	2,208	2,256	2,591	2,426	1,343	2,129	2,198
Total traffic	3,845	3,645	3,233	3,888	4,609	4,663	5,131	4,833	4,570	4,164	4,165
Montrose											
Inwards 468		486	578	585	466	397	366	413	283	395	359
Outwards 207		242	220	192	232	244	216	196	140	116	129
Total traffic	675	728	798	777	697	640	582	609	423	512	488
Dundee											
Inwards 829		827	753	766	905	918	809	788	632	754	721
Outwards 272		276	264	291	317	284	226	190	177	209	208
Total traffic	1,101	1,103	1,016	1,058	1,222	1,202	1,035	978	810	962	929
Perth											
Inwards 212		168	137	150	133	147	144	141	120	99	61
Outwards	6	8	7	9	7	1	-	1	6	4	13
Total traffic	218	176	144	159	139	148	144	141	125	103	74
Forth											
Inwards 4,972		4,865	4,446	3,966	4,778	5,353	5,431	4,856	4,309	5,015	4,307
Outwards 36,635		37,337	34,306	30,926	29,440	26,203	31,249	34,199	32,381	29,321	23,571
Total traffic	41,607	42,202	38,752	34,892	34,218	31,556	36,681	39,054	36,690	34,335	27,878
Other East Coast											
Inwards 298		328	252	280	254	263	272	281	284	291	302
Outwards 301		363	349	309	349	339	324	263	1,192	289	303
Total traffic	599	691	601	589	604	602	595	549	476	580	605
Scotland											
Inwards 33,741		32,717	30,056	33,394	35,915	34,835	31,067	28,147	23,272	24,444	24,277
Outwards 90,079		89,439	80,479	77,050	72,975	66,752	70,885	68,198	62,277	60,374	53,135
Total traffic	123,820	122,156	110,535	110,444	108,890	101,587	101,952	96,345	85,547	84,817	77,414

1. Other West Coast ports are: Troon; Ardrishaig; Corpach; Stornoway; Lochaline

2. Other East Coast ports are: Scrabster; Wick; Burghead; Buckie; MacDuff; Fraserburgh; Inverkeithing.

Table 9.4 Foreign and domestic freight traffic by port: bulk fuel and all other traffic[4]

Port	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Stranraer											*thousand tonnes*
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	1,404	1,273	1,274	1,277	1,165	1,222	1,231	1,190	1,177	1,017	986
Cairnryan											
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	2,014	2,099	2,328	2,849	3,274	3,145	3,163	2,928	2,572	2,634	2,932
Ayr											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Clyde											
Bulk fuel	9,311	8,077	7,417	9,507	13,785	13,106	9,825	12,197	10,672	10,209	5,124
All other traffic	1,758	1,656	1,797	2,000	1,952	1,875	2,238	2,141	1,880	2,074	8,307
Glensanda											
Bulk fuel	1	4	3	1	-	-	-	-	-	-	-
All other traffic	5,470	5,842	5,319	5,188	5,439	6,004	7,050	6,336	5,591	5,846	6,060
Other West Coast [2]											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Orkney											
Bulk fuel	18,218	18,591	14,304	17,779	14,379	11,103	10,414	4,595	3,027	2,999	2,096
All other traffic	189	221	118	155	155	146	178	194	214	245	248
Lerwick											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Sullom Voe											
Bulk fuel	31,007	29,376	26,360	23,939	20,494	19,417	16,537	14,507	11,217	11,202	10,134
All other traffic	159	-	-	-	47	30	36	32	-	69	19
Cromarty Firth											
Bulk fuel	1,922	2,431	3,315	2,983	3,164	3,031	3,336	2,101	2,730	3,454	3,806
All other traffic	223	227	186	225	161	175	166	151	134	209	214
Inverness											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Peterhead											
Bulk fuel	285	347	436	249	451	369	143	230	309	365	260
All other traffic	1,054	996	615	427	477	578	647	641	488	742	794
Aberdeen											
Bulk fuel	1,086	1,092	1,068	1,357	1,396	1,517	1,487	1,468	1,044	1,022	1,922
All other traffic	2,759	2,553	2,165	2,531	3,213	3,146	3,644	3,365	3,526	3,142	2,243
Montrose											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Dundee											
Bulk fuel	494	512	477	494	664	595	528	493	448	486	560
All other traffic	607	591	539	564	558	607	507	485	362	476	369
Perth											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Forth											
Bulk fuel	37,762	38,211	34,720	30,855	29,586	27,455	32,738	34,863	32,438	30,405	23,208
All other traffic	3,845	3,991	4,032	4,037	4,632	4,101	3,943	4,191	4,252	3,930	4,670
Other East Coast [3]											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
Other	..	..	..	..	..	..	..	..	..	..	..
Major ports [4]											
Bulk fuel [1]	100,087	98,641	88,100	87,164	83,919	76,593	75,008	70,454	61,885	60,142	47,110
All other traffic	19,481	19,449	18,373	19,253	21,073	21,029	22,803	21,654	20,196	20,384	26,842
All traffic:											
Major ports only	119,568	118,090	106,473	106,417	104,992	97,622	97,811	92,108	82,081	80,526	73,952
All ports	123,820	122,156	110,535	110,444	108,890	101,587	101,952	96,345	85,547	84,817	77,414

1. From 1995 onwards, separate figures for bulk fuel and other are available for major ports only (see notes and sources).
2. Other West Coast ports are: Troon; Ardrishaig; Corpach; Stornoway; Lochaline; Girvan; Kirkudbright; Port Askaig.
3. Other East Coast ports are: Scrabster; Wick; Burghead; Buckie; MacDuff; Fraserburgh; Inverkeithing; Lossiemouth.
4. From 1995, the totals for bulk fuel and other relate only to the major ports, the numbers of which may change from year to year.

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

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
West Coast:											*thousand tonnes*
Stranraer*											
Liquid bulk	-	-	-	-	-	-	-	-	-	-	-
Dry bulk	-	-	-	-	-	-	-	-	-	-	-
Container & roll on traffic	1,404	1,273	1,274	1,277	1,165	1,222	1,231	1,190	1,177	1,017	986
Other general cargo	-	-	-	-	-	-	-	-	-	-	-
All traffic	1,404	1,273	1,274	1,277	1,165	1,222	1,231	1,190	1,177	1,017	986
Cairnryan*											
Liquid bulk	-	-	-	-	-	-	-	-	-		
Dry bulk	-	-	-	-	-	-	-	-	-		
Container & roll on traffic	2,014	2,099	2,328	2,849	3,274	3,145	3,163	2,928	2,572	2,632	2,932
Other general cargo	-	-	-	-	-	-	-	-	-	3	-
All traffic	2,014	2,099	2,328	2,849	3,274	3,145	3,163	2,928	2,572	2,634	2,632
Clyde											
Liquid bulk	2,673	3,191	3,112	3,494	3,473	3,626	3,568	5,149	4,685	4,853	5,124
Dry bulk	7,451	5,661	5,072	6,872	11,334	10,397	7,249	8,095	6,904	6,793	7,564
Container & roll on traffic	534	346	426	406	370	398	469	439	447	509	599
Other general cargo	411	534	604	736	560	560	777	654	516	128	144
All traffic	11,069	9,733	9,214	11,507	15,737	14,981	12,063	14,338	12,552	12,283	13,431
Glensanda											
Liquid bulk	1	4	3	1	-	-	-	-	-	-	-
Dry bulk	5,470	5,842	5,319	5,188	5,439	6,004	7,050	6,336	5,591	5,846	6,060
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargo	-	-	-	-	-	-	-	-	-	-	-
All traffic	5,471	5,846	5,322	5,189	5,439	6,004	7,050	6,336	5,591	5,846	6,060
East Coast:											
Orkney											
Liquid bulk	18,213	18,588	14,299	17,775	14,375	11,100	10,413	4,594	3,026	2,998	2,095
Dry bulk	58	55	18	20	15	12	10	6	12	20	25
Container & roll on traffic	87	131	70	116	115	115	153	161	181	213	211
Other general cargo	48	38	35	23	29	21	16	29	21	14	13
All traffic	18,407	18,812	14,422	17,934	14,534	11,249	10,592	4,789	3,241	3,244	2,344
Sullom Voe											
Liquid bulk	31,166	29,376	26,360	23,939	20,494	19,417	16,537	14,507	11,217	11,202	10,134
Dry bulk	-	-	-	-	-	-	-	-	-	69	12
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargo	-	-	-	-	47	30	36	32	-	-	7
All traffic	31,166	29,376	26,360	23,939	20,541	19,447	16,573	14,539	11,217	11,270	10,153
Cromarty Firth											
Liquid bulk	1,920	2,424	3,321	2,974	3,156	3,026	3,336	2,100	2,727	3,460	3,821
Dry bulk	115	168	110	116	86	79	70	70	73	125	159
Container & roll on traffic	14	-	-	-	-	-	-	-	-	-	-
Other general cargo	96	67	70	118	84	101	97	81	64	78	41
All traffic	2,145	2,658	3,501	3,208	3,325	3,206	3,502	2,252	2,864	3,663	4,020
Peterhead*											
Liquid bulk	723	735	522	298	503	532	377	440	377	453	390
Dry bulk	164	179	196	145	140	102	73	101	88	144	158
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargo	452	429	333	233	286	313	340	331	331	510	506
All traffic	1,339	1,343	1,050	676	928	947	790	871	797	1,107	1,054
Aberdeen											
Liquid bulk	1,801	1,720	1,615	1,962	2,073	2,209	2,214	2,184	2,065	1,957	1,922
Dry bulk	380	295	269	330	394	373	371	308	331	549	606
Container & roll on traffic	239	262	272	309	354	317	334	355	345	365	405
Other general cargo	1,426	1,368	1,077	1,287	1,790	1,765	2,213	1,986	1,829	1,293	1,231
All traffic	3,845	3,645	3,233	3,888	4,609	4,663	5,131	4,833	4,570	4,164	4,165
Dundee*											
Liquid bulk	493	512	477	494	664	594	530	501	451	493	571
Dry bulk	282	358	315	352	335	317	333	373	300	412	277
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargo	326	233	225	212	223	291	172	104	59	57	81
All traffic	1,101	1,103	1,016	1,058	1,222	1,202	1,035	978	810	962	929
Forth											
Liquid bulk	38,444	38,240	34,297	30,756	29,090	26,220	31,578	33,941	31,913	29,432	23,353
Dry bulk	1,221	1,182	1,418	980	1,596	2,264	2,051	1,994	1,840	1,904	1,392
Container & roll on traffic	835	1,688	2,078	2,388	2,361	2,407	2,582	2,627	2,494	2,751	2,666
Other general cargo	1,107	1,091	958	769	1,171	663	470	492	442	249	466
All traffic	41,607	42,202	38,752	34,892	34,218	31,556	36,681	39,054	36,690	34,335	27,878

* Cairnryan and Peterhead did not become "major ports" (in terms of the statistical survey) until 1997 and 1999 respectively
Dundee and Stranraer also became major ports in 2000.

Table 9.6 (a) Foreign and domestic freight traffic at the major ports by type of traffic, 2010

	Foreign traffic			Domestic traffic			Total
	Imports	Exports	Total	Inwards	Outwards	Total	
							thousand tonnes
Stranraer	-	-	-	553	465	1,017	1,017
Cairnryan	3	-	3	1,147	1,484	2,632	2,634
Clyde	7,401	1,069	8,470	1,581	2,232	3,813	12,283
Glensanda	-	4,440	4,440	-	1,406	1,406	5,846
Orkney	6	1,682	1,689	178	1,377	1,556	3,244
Sullom Voe	69	6,134	6,203	952	4,116	5,068	11,270
Cromarty Firth	252	1,819	2,071	1,407	185	1,592	3,663
Peterhead	8	220	228	530	348	878	1,107
Aberdeen	503	416	919	1,532	1,713	3,245	4,164
Dundee	724	174	897	30	35	65	962
Forth	4,203	23,937	28,140	812	5,384	6,196	34,335
All Major Ports	**13,169**	**39,891**	**53,060**	**8,722**	**18,745**	**27,468**	**80,525**

Table 9.6 (b) Foreign and domestic freight traffic at the major ports by type of traffic, 2011

	Foreign traffic			Domestic traffic			Total
	Imports	Exports	Total	Inwards	Outwards	Total	
							thousand tonnes
Stranraer	-	-	-	543	442	986	986
Cairnryan	-	-	-	1,340	1,592	2,932	2,932
Clyde	8,924	1,369	10,293	1,057	2,081	3,138	13,431
Glensanda	-	4,891	4,891	-	1,169	1,169	6,060
Orkney	7	982	989	179	1,176	1,355	2,344
Sullom Voe	65	4,324	4,389	682	5,082	5,764	10,153
Cromarty Firth	273	1,966	2,238	1,609	172	1,782	4,020
Peterhead	10	135	145	531	378	909	1,054
Aberdeen	463	480	943	1,504	1,718	3,222	4,165
Dundee	690	147	837	31	61	92	929
Forth	3,784	19,064	22,848	523	4,507	5,030	27,878
All Major Ports	**14,216**	**33,358**	**47,573**	**7,999**	**18,378**	**26,379**	**73,952**

Table 9.7 All traffic at the major ports by mode of appearance and commodity, 2011

	Foreign traffic		All foreign traffic	Domestic traffic		All domestic traffic	All foreign & domestic traffic
	Imports	Exports		Inwards	Outwards		
							thousand tonnes
Liquid bulk							
Liquefied gas 86		1,331	1,417	21	637	658	2,075
Crude oil	3,323	20,451	23,773	2,629	8,801	11,429	35,202
Oil products 2,238		3,145	5,383	1,610	1,575	3,185	8,568
Other liquid bulk products 314		183	498	140	925	1,065	1,563
All liquid bulk traffic	5,960	25,111	31,071	4,400	11,938	16,337	47,408
Dry bulk							
Ores 220		520	739	50	81	131	870
Coal 5,337		18	5,355	82	1,279	1,361	6,716
Agricultural products (eg grain, soya, tapioca) 453		226	679	49	81	131	810
Other dry bulk	682	5,104	5,786	701	1,371	2,073	7,859
All dry bulk traffic	6,689	5,870	12,559	883	2,813	3,695	16,254
Containers							
20' freight units	162	395	556	108	208	316	872
40' freight units	252	950	1,202	83	224	307	1,509
Freight units >20' & <40'	27	140	167	-	-	-	167
Freight units >40'	149	142	290	2	-	3	293
All container traffic	590	1,627	2,216	193	433	627	2,843
Roll-on/roll-off (self-propelled)							
Road goods vehicles with or without accompanying trailers	4	6	10	1,177	1,278	2,455	2,465
Import/Export motor vehicles	24	2	26	1	2	3	29
All ro-ro self-propelled traffi	28	8	36	1,179	1,281	2,459	2,495
Roll-on/roll-off (non self-propelled)							
Unaccompanied road goods trailers & semi-trailers	72	75	147	888	931	1,819	1,966
Unaccompanied caravans and other road, agricultural and industrial vehicles	-	-	-	-	1	1	1
Rail wagons, shipborne port to port trailers, and shipborne barges engaged in goods transport	315	155	470	16	11	27	497
Other mobile non self-propelled units	-	-	-	-	-	-	0
All ro-ro non self-propelled traffic	387	230	617	904	944	1,847	2,464
Other general cargo							
Forestry products 214		76	289	6	-	6	295
Iron and steel products	170	89	259	9	18	27	286
Other general cargo & containers <20'	176	349	524	430	951	1,383	1,907
All other general cargo traffic	560	513	1,073	445	971	1,415	2,488
All traffic	**14,216**	**33,358**	**47,573**	**7,999**	**18,378**	**26,379**	**73,952**

Table 9.8 Major ports traffic by cargo category and country of loading or unloading - 2011

Country of loading or unloading	Liquid Bulks			Dry Bulks			Other General Cargo		
	Inwards to UK	Outwards from UK	All traffic	Inwards to UK	Outwards from UK	All traffic	Inwards to UK	Outwards from UK	All traffic
									thousand tonnes
European Union (as at 1 May 2007)									
Belgium	70	1,521	1,591	36	255	291	16	15	31
Denmark	525	819	1,344	5	48	53	45	14	59
Estonia	12	-	12	-	-	-	-	-	-
European Union - small flows	-	-	-	3	-	3	0	1	1
Finland	2	39	41	29	-	29	25	45	71
France	71	2,038	2,109	134	290	424	38	2	40
Germany	32	5,058	5,091	99	1,631	1,730	45	4	49
Greece	-	-	-	96	-	96	26	2	27
Irish Republic	23	18	41	-	33	33	0	-	0
Italy	-	709	709	-	3	3	9	3	11
Latvia	95	-	95	148	8	156	24	-	24
Lithuania	-	-	-	1	-	1	-	-	-
Netherlands	596	8,349	8,945	195	1,807	2,002	72	18	90
Poland	7	468	475	21	1,266	1,287	0	0	0
Portugal	-	13	13	-	61	61	-	-	-
Spain	26	191	217	75	423	498	27	14	41
Sweden	845	745	1,590	17	6	24	39	31	70
All EU countries (as at 1 May 2007)	2,305	19,968	22,273	859	5,832	6,691	366	149	515
All other Europe & Mediterranean									
Algeria	99	-	99	-	-	-	-	-	-
Egypt	12	8	20	60	21	80	0	-	0
Iceland	2	-	2	3	-	3	-	-	-
Israel	-	-	-	-	-	-	-	-	-
Morocco	-	97	97	-	-	-	1	2	2
Norway	-	43	43	132	-	132	4	-	4
Other Europe & Mediterranean	1,712	308	2,020	122	18	139	102	245	346
Russia	120	7	127	2,029	-	2,029	-	12	12
Tunisia	-	-	-	32	-	32	12	0	12
Turkey	-	-	-	45	-	45	0	-	0
Ukraine	-	-	-	35	-	35	-	-	-
All other Europe & Med.	1,946	463	2,409	2,456	39	2,495	118	259	377
Africa (excluding Mediterranean countries)									
Africa - small flows	-	-		-	-		0	3	3
Angola	-	-		-	-		3	8	11
Cameroon	-	-		-	-		1	0	1
Congo	-	-		-	-		0	1	1
Gabon	-	-		-	-		0	1	1
Ghana	-	-		-	-		1	20	20
Nigeria	1,366	-		-	-		0	15	15
South Africa	-	59		-	-		4	34	38
All Africa (excl. Med.)	1,366	59		-	-		9	82	90
America									
Americas - small flows	-	155	155	48	-	48	7	6	13
Argentina	-	9	9	29	-	29	-	-	-
Brazil	-	-	-	106	-	106	-	4	4
Canada	-	597	597	-	-	-	1	8	9
Chile	-	462	462	68	-	68	-	-	-
Colombia	-	-	-	2,074	-	2,074	-	-	-
Dominica	-	-	-	-	-	-	-	-	-
Mexico	0	-	0	-	-	-	5	-	5
USA	4	3,010	3,015	1,049	-	1,049	5	4	9
Venezuela	330	-	330	-	-	-	-	-	-
All America	334	4,234	4,568	3,374	-	3,374	18	22	41
Asia and Australasia									
Asia - small flows	-	-	-	2	-	2	9	-	9
Australasia - small flows	9	14	23	-	-	-	-	1	1
China	-	-	-	-	-	-	3	-	3
Hong Kong	-	-	-	-	-	-	-	-	-
India	-	-	-	-	-	-	7	-	7
Japan	-	-	-	-	-	-	4	-	4
Malaysia	-	-	-	-	-	-	0	-	0
Singapore	-	-	-	-	-	-	26	1	27
South Korea	-	-	-	-	372	372	0	-	0
All Asia and Australasia	9	14	23	2	372	374	49	2	51
Unspecified countries	-	-	-	-	-	-	-	-	-
All foreign countries	5,959	24,738	29,273	6,691	6,242	12,934	560	513	1,073
All domestic traffic	4,399	11,937	16,337	882	2,813	3,695	445	970	1,415
All foreign and domestic traffic	**10,359**	**36,676**	**45,610**	**7,573**	**9,055**	**16,629**	**1,005**	**1,483**	**2,489**

"-" denotes either nil or less than half final digit shown.

Table 9.8 (Continued) Major ports traffic by cargo category and country of loading or unloading - 2011

Country of loading or unloading	Container Traffic			Ro-Ro Traffic			All Traffic		
	Inwards to UK	Outwards from UK	All traffic	Inwards to UK	Outwards from UK	All traffic	Inwards to UK	Outwards from UK	All traffic
									thousand tonnes
European Union (as at 1 May 2007)									
Belgium	56	690	746	404	232	636	582	2,713	3,295
Denmark	0	-	0	-	-	-	575	880	1,456
Estonia	-	-	-	-	-	-	12	-	12
European Union - small flows	1	-	1	-	-	-	4	1	4
Finland	0	-	0	-	-	-	57	84	141
France	0	9	9	-	-	-	243	2,340	2,582
Germany	1	47	48	-	-	-	178	6,740	6,918
Greece	1	-	1	-	-	-	122	2	124
Irish Republic	-	-	-	-	-	-	23	51	74
Italy	29	-	29	-	-	-	38	715	753
Latvia	0	-	0	-	-	-	266	8	274
Lithuania	-	-	-	-	-	-	1	-	1
Netherlands	305	719	1,024	2	-	2	1,170	10,893	12,063
Poland	1	-	1	-	-	-	28	1,735	1,763
Portugal	3	11	15	-	-	-	3	86	89
Spain	66	131	196	-	-	-	194	759	952
Sweden	0	-	0	-	-	-	901	782	1,683
All EU countries (as at 1 May 2007)	462	1,607	2,070	406	232	638	4,398	27,788	32,186
All other Europe & Mediterranean									
Algeria	-	-	-	-	-	-	99	-	99
Egypt	1	-	1	-	-	-	73	29	101
Iceland	-	-	-	-	-	-	5	-	5
Israel	11	-	11	-	-	-	11	-	11
Morocco	0	-	0	-	-	-	1	99	100
Norway	0	-	0	-	-	-	136	43	179
Other Europe & Mediterranean	8	12	20	9	6	15	1,952	588	2,540
Russia	2	-	2	-	-	-	2,151	19	2,170
Tunisia	0	-	0	-	-	-	44	0	44
Turkey	7	-	7	-	-	-	52	-	52
Ukraine	0	-	0	-	-	-	35	-	35
All other Europe & Med.	29	12	41	9	6	15	4,559	778	5,337
Africa (excluding Mediterranean countries)									
Africa - small flows	0	0	0	-	-	-	0	3	3
Angola	0	1	1	-	-	-	3	9	12
Cameroon	0	0	0	-	-	-	1	0	2
Congo	0	0	0	-	-	-	0	1	1
Gabon	0	0	0	-	-	-	0	1	1
Ghana	0	1	1	-	-	-	1	20	21
Nigeria	0	1	1	-	-	-	1,366	15	1,381
South Africa	4	4	9	-	-	-	8	98	106
All Africa (excl. Mediterranean)	5	7	12	-	-	-	1,380	147	1,527
America									
Americas - small flows	1	-	1	-	-	-	55	161	216
Argentina	1	-	1	-	-	-	30	9	40
Brazil	2	-	2	-	-	-	108	4	111
Canada	6	-	6	-	-	-	7	605	613
Chile	4	-	4	-	-	-	72	462	534
Colombia	-	-	-	-	-	-	2,074	-	2,074
Dominica	0	-	0	-	-	-	0	-	0
Mexico	1	-	1	-	-	-	6	-	6
USA	12	-	12	-	-	-	1,070	3,015	4,085
Venezuela	-	-	-	-	-	-	330	-	330
All America	26	-	26	-	-	-	3,752	4,256	8,008
Asia and Australasia									
Asia - small flows	5	-	5	-	-	-	16	-	16
Australasia - small flows	1	-	1	-	-	-	9	16	25
China	48	-	48	-	-	-	51	-	51
Hong Kong	2	-	2	-	-	-	2	-	2
India	4	-	4	-	-	-	11	-	11
Japan	0	-	0	-	-	-	4	-	4
Malaysia	5	-	5	-	-	-	5	-	5
Singapore	1	0	1	-	-	-	27	1	28
South Korea	0	-	0	-	-	-	1	372	373
All Asia and Australasia	67	0	67	-	-	-	126	389	514
Unspecified countries			-			-	-	-	-
All foreign countries	589	1,626	2,216	415	238	653	14,215	33,358	47,573
All domestic traffic	193	433	626	2,080	2,224	4,305	8,000	18,378	26,378
All foreign and domestic traffic	**782**	**2,060**	**2,842**	**2,495**	**2,462**	**4,958**	**22,215**	**51,736**	**73,951**

"-" denotes either nil or less than half final digit shown.

Table 9.9 Foreign and coastwise container and roll-on traffic by type[1]

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Main Freight Units											*thousand*
Containers	167	179	205	209	223	232	250	252	251	242	269
Wheeled [2]	406	410	423	468	472	456	468	463	420	427	464
Total	574	590	628	676	695	689	718	715	672	670	733
Weight											*thousand tonnes*
Containers	1,399	2,059	2,285	2,587	2,590	2,714	3,033	3,115	2,894	2,794	2,928
Wheeled [2]	4,157	4,203	4,508	4,993	5,386	5,317	5,527	5,264	5,027	5,382	5,696
Total	5,555	6,262	6,793	7,580	7,976	8,030	8,560	8,378	7,920	8,177	8,624

1. With effect from 1995, traffic at smaller ports is estimated
2. Includes road goods vehicles, unaccompanied trailers, and shipborne port to port trailers

Table 9.10 Inland waterway freight traffic lifted and moved

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Freight lifted in Scotland											*million tonnes*
River Clyde	1.61	1.29	1.34	1.29	1.59	1.53	2.08	2.53	1.46	2.34	..
River Forth	9.59	8.53	8.58	8.52	8.47	8.49	8.28	9.52	8.52	8.22	..
All waterways[1]	11.41	10.01	10.06	9.9722	10.19	10.16	10.50	12.19	10.10	10.89	..
Freight moved (weight x distance)											*million tonne-kilometres*
River Clyde	70	50	60	50	70	60	90	110	60	90	..
River Forth	200	180	180	180	180	180	170	200	180	170	..
All waterways[1]	280	240	240	240	250	250	268	320	250	280	..

1. Includes also Caledonian Canal, lochs Fyne, Leven and Linnhe, Moray Firth, River Tay.

Table 9.11 Inland waterway freight traffic lifted and moved by mode of appearance

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Freight lifted in Scotland											*million tonnes*
Bulk-liquid	8.78	7.10	7.01	6.70	6.61	6.49	6.73	7.48	6.57	6.55	..
Bulk-dry	1.00	0.91	0.83	1.04	1.38	1.40	1.43	1.51	1.02	2.05	..
Unitised forest products	0.29	0.20	0.12	0.23	0.17	0.21	0.20	0.24	0.16	0.14	..
Other semi-bulk	..	..	..	..	..	..	..	..	..	..	..
Break bulk	..	..	..	..	..	..	..	..	..	..	..
Other general cargo	0.51	0.43	0.52	0.10	0.14	0.23	0.17	0.60	0.10	0.10	..
Unit loads	0.83	1.36	1.57	1.89	1.89	1.83	1.97	2.37	2.26	2.05	..
Total	11.41	10.01	10.06	9.97	10.19	10.16	10.50	12.19	10.10	10.89	..
Freight moved (weight x distance)											*million tonne-kilometres*
Bulk-liquid	200	150	150	150	150	140	160	170	150	150	..
Bulk-dry	40	40	40	40	60	50	60	60	40	80	..
Unitised forest products	10	-	-	-	-	-	-	10	-	..	..
Other semi-bulk	..	..	..	..	..	..	..	..	..	..	..
Break bulk	..	..	..	..	..	..	..	..	..	..	..
Other general cargo	20	10	20	-	-	-	-	20	-	..	..
Unit loads	20	30	30	40	40	40	40	60	50	40	..
Total	280	240	240	240	250	250	268	320	250	280	..

Table 9.12 Total passengers and vehicles carried

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											thousands
PASSENGERS											
Caledonian MacBrayne	4,811.0	4,873.7	5,170.0	5,311.1	5,358.0	5,398.0	5,389.0	5,084.1	5,295.8	5,235.8	4,984.3
P&O Scottish Ferries	208.0	165.5	-	-	-	-	-	-	-	-	-
Northlink Orkney & Shetland Ferries	-	-	240.6	288.7	300.9	304.0	307.0	296.0	309.0	305.0	304.0
Orkney Ferries	285.0	291.0	310.0	321.7	312.0	318.0	316.0	319.0	330.0	331.0	338.0
Shetland Islands Council	676.0	732.0	696.0	755.0	716.0	770.0	805.5	783.0	782.1	763.0	798.0
Orkney Line (Previously Orcargo)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Western Ferries	1,129.3	1,163.7	1,259.6	1,254.7	1,280.3	1,306.9	1,329.4	1,308.5	1,336.2	1,313.8	1,332.7
Argyll & Bute Council	126.0	121.9	144.6	152.2	140.2	138.4	138.6	141.6	138.0	135.3	133.8
Highland Council	8.1	7.5	5.8	6.0	5.6	7.0	16.7	1.0	3.9	4.4	3.0
Bruce Watt Cruises	2.3	2.1	2.4	2.5	3.0	3.4	2.6	4.9	3.3	3.0	4.9
Cromarty Ferry Company	10.3	13.4	12.8	9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Highland Seaways	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Strathclyde Partnership for Transport	208.0	205.1	207.7	198.6	217.9	224.7	220.8	211.4	219.4	63.5	57.7
Total within Scotland	**7,464.3**	**7,575.9**	**8,049.5**	**8,302.8**	**8,333.9**	**8,470.4**	**8,525.6**	**8,149.5**	**8,417.7**	**8,154.8**	**7,956.4**
Scotland and Northern Ireland	2,326.0	2,284.0	2,430.0	2,337.0	2,051.0	2,015.0	2,094.0	1,937.0	1,915.0	1,920.0	1,761.6
Scotland and Europe	6.1	111.9	207.6	207.0	194.3	121.0	111.0	75.0	31.0	54.0	-
Total	**9,796.4**	**9,971.8**	**10,687.0**	**10,846.8**	**10,579.2**	**10,606.4**	**10,730.6**	**10,161.5**	**10,363.7**	**10,128.8**	**9,718.0**
VEHICLES (cars, commercial vehicles and buses)											
Caledonian MacBrayne	1,064.0	1,099.0	1,121.0	1,190.4	1,207.5	1,220.2	1,265.0	1,226.3	1,289.9	1,255.9	1,200.7
P&O Scottish Ferries	73.0	56.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northlink Orkney & Shetland Ferries	0.0	0.0	59.4	65.0	67.5	69.0	70.0	68.0	68.0	64.0	63.0
Orkney Ferries	74.0	75.0	80.0	82.6	83.0	83.0	81.0	83.0	87.0	87.8	87.0
Shetland Islands Council	299.0	327.0	322.0	340.0	322.0	345.2	367.4	274.0	281.5	361.0	410.0
Orkney Line (Previously Orcargo)	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Western Ferries	493.0	521.5	578.3	586.2	606.8	611.5	635.0	620.2	617.8	597.2	615.8
Argyll & Bute Council	47.5	34.9	39.0	35.0	45.0	39.9	36.6	36.5	36.5	33.8	33.4
Highland Council	220.4	244.2	256.6	266.2	257.9	244.2	262.2	262.1	266.3	235.8	254.4
Cromarty Ferry Company	3.4	3.7	3.8	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total within Scotland	**2,275.6**	**2,361.4**	**2,460.1**	**2,568.7**	**2,589.7**	**2,613.0**	**2,717.2**	**2,570.1**	**2,647.0**	**2,635.5**	**2,664.3**
Scotland and Northern Ireland	464.0	487.0	490.0	513.0	435.0	440.0	479.0	452.0	460.0	457.0	430.0
Scotland and Europe	0.0	44.0	77.0	88.0	88.0	63.0	52.0	35.0	20.0	51.7	20.5
Total	**2,739.6**	**2,892.4**	**3,027.1**	**3,169.7**	**3,112.7**	**3,116.0**	**3,248.2**	**3,057.1**	**3,127.0**	**3,144.1**	**3,114.8**

Fig. 9.2 Caledonian MacBrayne ferry routes

Table 9.13(a) Vehicle and Passenger Traffic between Scotland and Northern Ireland

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											thousands
Ardrossan - Larne											
Numbers of cars	..	-	-	-	-	-	-	-	-	-	-
Numbers of passengers	1	-	-	-	-	-	-	-	-	-	-
Cairnryan - Larne											
Numbers of cars	140	153	139	137	140	134	156	154	154	151	153
Numbers of passengers	604	651	599	595	602	595	646	628	602	611	631
Campbeltown[1] - Ballycastle											
Numbers of cars	-	-	-	-	-	-	-	-	-	-	-
Numbers of passengers	-	-	-	-	-	-	-	-	-	-	-
Stranraer - Belfast											
Numbers of cars	248	257	239	275	239	250	257	239	244	244	217
Numbers of passengers	1,358	1,296	1,363	1,319	1,235	1,212	1,217	1,104	1,101	1,084	922
Stranraer - Larne											
Numbers of cars	-	-	-	-	-	-	-	-	-	-	-
Numbers of passengers	-	-	-	-	-	-	-	-	-	-	-
Troon - Belfast[2]											
Numbers of cars	76	76	87	74	-	-	-	-	-	-	-
Numbers of passengers	362	332	368	303	-	-	-	-	-	-	-
Troon - Larne											
Numbers of cars	..	1	25	27	56	56	66	59	62	62	60
Numbers of passengers	1	5	100	120	214	208	231	206	213	225	208
Total											
Numbers of cars	464	487	490	513	435	440	479	452	460	457	430
Numbers of passengers	2,326	2,284	2,430	2,337	2,051	2,015	2,094	1,937	1,915	1,920	1,762

1. The Campbeltown - Ballycastle ferry service was withdrawn in 2000 before the start of the summer season.
2. The Troon - Belfast ferry service was withdrawn in December 2004.

Table 9.13 (b) Vehicle and Passenger Traffic between Scotland and Europe

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											thousands
Rosyth - Zeebrugge [1]											
Numbers of passengers	-	105	195	192	183	112	110	74	31	54	-
Numbers of cars	-	28	43	44	43	28	31	21	9	16	-
Roads goods vehicles	-	8	16	21	21	6	6	4	1	12	1
Unaccompanied trailers	-	6	16	20	18	22	8	5	3	7	6
Import/export vehicles	-	2	2	3	6	7	7	5	7	17	14
Lerwick - Bergen [2]	3	4	5	7	5	4	-	-	-	-	-
Lerwick - Hanstholm [2]	-	-	1	1	1	-	-	-	-	-	-
Lerwick - Torshaven [2]	3	3	7	7	6	5	1	1	-	-	-
Total passengers	6	112	208	207	194	121	111	75	31	54	-
Total vehicles	0	44	77	88	88	63	52	35	20	52	21

1. 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. There was no service in the fourth quarter of 2008
2. These are passenger numbers only as car and commercial vehicles are not recorded.
3. This service ran in 1999 only

Figure 9.3 Traffic on Caledonian MacBrayne ferry services, 2011

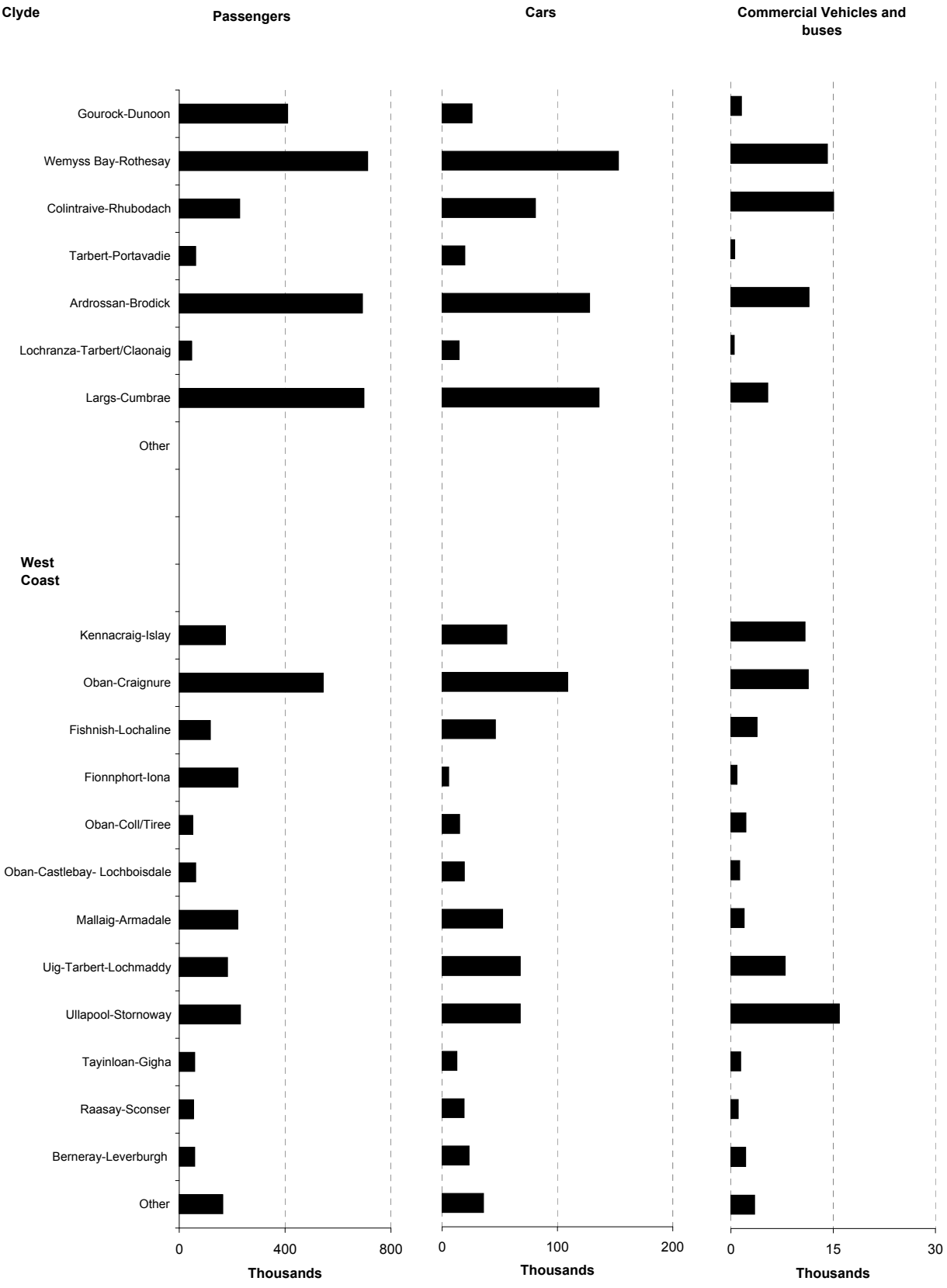


Table 9.14 Shipping services

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Caledonian MacBrayne[1, 13]											*thousand*
Cars carried	965	999	1,024	1,091	1,103	1,109	1,150	1,113	1,182	1,140	1,088
Commercial vehicles and buses	99	100	97	99	105	111	115	113	108	116	113
Passengers	4,811	4,874	5,170	5,311	5,358	5,398	5,389	5,084	5,296	5,236	4,984
											thousand tonnes
Loose freight [2]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
											£ thousand
Revenue from users [1]	39,768	43,844	45,829	49,861	51,687	55,205	59,204	57,950	55,856	57,535	58,667
Subsidy [3]	20,400	18,900	25,919	25,900	31,400	33,200	38,286	53,338	57,338	58,113	69,308
Cowal ferries (subsidy) [3]	-	-	-	-	-	-	2,270	3,130	3,040	3,163	1,008
Argyll Ferries (subsidy) [3]	-	-	-	-	-	-	-	-	-	-	1,309
P&O Scottish Ferries [7]											*thousand*
Cars carried	51	40	-	-	-	-	-	-	-	-	-
Commercial vehicles	22	16	-	-	-	-	-	-	-	-	-
Passengers	208	166	-	-	-	-	-	-	-	-	-
											thousand tonnes
Loose freight	49.9	-[6]	-	-	-	-	-	-	-	-	-
											£ thousand
Revenue from users [5]	16,662	12,195	-	-	-	-	-	-	-	-	-
Subsidy [5]	11,600	11,206	-	-	-	-	-	-	-	-	-
Northlink Orkney & Shetland Ferries[8]											*thousand*
Cars carried	-	-	59	64	67	69	70	68	68	64	63
Commercial Vehicles [9,12]	-	-	1	1	1	..	..	..	..	..	..
Passengers	-	-	241	289	301	304	307	296	309	305	304
											£ thousand
Revenue from users [10,11]	-	-	..	..	20,064	21,260	20,914	22,171	21,694	25,011	25,718
Subsidy[10]	-	-	18,524	28,121	22,450	29,177	30,173	29,207	34,444	36,064	37,172
Orkney Ferries											*thousand*
Vehicles carried	74	75	80	83	83	83	81	83	87	88	87
Passengers	285	291	310	322	312	318	316	319	330	331	338
											thousand tonnes
Loose freight	1.9	1.5	1.4	1.5	2.1	2.1	2.0	2.0	2.7	2.3	1.8
											£ thousand
Revenue from users [3,4]	1,585	1,659	1,671	1,835	1,859	1,939	2,053	2,263	2,280	2,429	2,550
Subsidy [3,4]	3,858	3,903	4,560	4,940	5,554	6,257	6,207	6,918	7,535	6,280	6,847
Total for these Shipping Services											*thousand*
Vehicles carried	1,211	1,230	1,260	1,338	1,358	1,372	1,416	1,377	1,445	1,408	1,351
Passengers	5,304	5,330	5,721	5,921	5,971	6,020	6,012	5,699	5,935	5,872	5,626
											thousand tonnes
Loose freight [6]	54.8	4.5	4.4	4.5	5.1	5.1	5.0	5.0	5.7	5.3	4.8
											£ thousand
Revenue from users	58,015	57,698	..	..	73,610	78,404	82,171	82,384	79,830	84,975	86,935
Subsidy	35,858	34,009	49,003	58,961	59,404	68,634	76,936	92,593	102,357	103,620	114,335
Shetland Islands Council [14]											*thousand*
Cars carried	275	302	296	315	300	324	347	258	266	341	389
Commercial vehicles	24	25	26	25	23	21	21	16	16	20	21
Passengers	676	732	696	755	716	770	805	783	782	763	798

Source: Ferry companies - Not National Statistics

1. Figures include charter and contract carryings (see table 9.15).
2. 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.
3. Financial year beginning 1 April of year.
4. Revenue from users and subsidy may be subject to amendment following annual audit.
5. Calendar year.
6. In 2001 P & O's loose freight operations were taken over by a separate company called, Northwards, which did not provide the relevant information.
7. P & O Scottish Ferries stopped operating its services on 30 September 2002.
8. Northlink Ferries Ltd started operating its service on 6 July 2006, from NorthLink Orkney & Shetland Ferries Ltd.
9. Only coaches and mini-buses are included under this heading for 2003.
10. 2007 figures relate to an operating year from July to June 2007 and figures for 2006 relate to a financial year beginning 1 April. Previous years covered the period 1 October to 30 September.
11. The figures published previously for 2003 to 2005 were wrong. Corrected figures for 2003 and 2004 are not readily available.
12. The number of vehicles are no longer available due to a change in the method of collecting the data.
13. Includes Gourock-Dunoon which has been operated by Cowal ferries since October 2006, and Ballycastle-Rathlin which has been operated by Rathlin Ferries since April 2007
14. Since 2008, no fares have been charged on 2 routes, the previous figures are therefore not comparable.

Table 9.15 Traffic on Caledonian MacBrayne ferry services

Route	Passengers										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Clyde											*thousand*
Gourock-Dunoon [3,5]	627.1	593.7	565.6	619.8	624.7	615.2	607.2	550.8	533.5	499.2	409.2
Wemyss Bay-Rothesay	708.3	709.7	770.7	764.2	750.1	759.7	770.3	741.0	755.9	735.3	711.5
Colintraive-Rhubodach	285.4	269.8	272.9	268.4	279.9	264.6	257.5	256.3	260.6	264.3	228.0
Tarbert-Portavadie	41.7	40.7	49.0	52.9	57.9	67.6	60.4	59.5	69.7	68.1	61.7
Ardrossan-Brodick	630.7	660.3	702.0	716.6	742.6	735.9	749.0	707.4	715.7	731.1	692.4
Lochranza-Tarbet/Claonaig [1]	52.6	51.7	54.0	54.0	54.0	52.4	54.5	50.2	54.4	52.1	46.9
Largs-Cumbrae	647.6	659.5	710.0	682.9	698.6	722.6	750.4	710.8	720.4	727.3	697.7
Ballycastle-Rathlin [6]	37.4	39.2	47.0	45.6	48.2	49.8	50.0	-	-	-	-
Total Clyde	3,031.0	3,024.6	3,171.2	3,204.3	3,256.0	3,267.8	3,299.3	3,076.1	3,110.3	3,077.4	2,847.5
West Coast											
Kennacraig-Islay	118.6	126.0	140.0	148.0	150.9	152.5	157.4	159.3	171.4	169.3	174.1
Oban-Craignure	554.7	562.8	618.4	653.3	649.8	640.4	596.7	554.6	578.3	564.5	543.7
Fishnish-Lochaline	100.2	103.9	116.8	122.9	121.7	132.9	130.0	118.2	125.0	115.6	117.1
Fionnphort-Iona	245.4	245.7	250.0	257.4	245.9	255.5	246.8	222.3	232.2	233.2	221.7
Oban-Coll/Tiree	38.4	39.5	42.8	44.6	45.7	44.1	46.4	46.5	53.0	52.2	50.3
Oban-Castlebay-Lochboisdale	47.3	47.4	44.6	45.9	43.3	45.3	46.5	46.2	57.0	58.2	61.6
Mallaig-Armadale	149.6	165.9	168.1	188.3	189.5	188.9	190.5	187.5	208.8	212.4	220.8
Uig-Tarbert-Lochmaddy [2]	130.0	142.7	146.0	152.0	159.4	161.7	160.3	161.7	185.8	181.8	182.3
Ullapool-Stornoway	180.2	183.0	179.9	188.9	183.2	181.2	185.5	182.8	219.9	227.7	230.9
Tayinloan-Gigha	46.9	46.3	53.3	54.5	59.0	64.0	62.4	57.8	64.7	66.5	57.9
Raasay-Sconser	45.5	47.8	51.7	51.6	56.5	55.5	62.7	64.5	61.6	58.0	53.6
Otternish-Leverburgh 40.5		-	-	-	-	-	-	-	-	-	-
Berneray-Leverburgh [4]	-	44.7	48.0	51.8	52.2	51.4	53.8	53.9	58.2	58.0	58.1
Ardmhor (Barra) to Eriskay	-	-	27.2	38.7	37.1	37.3	38.7	39.7	48.8	46.1	48.4
Kennacraig to Islay/C'say/Oban	14.0	18.3	13.9	10.6	10.6	11.1	8.7	9.9	10.1	8.1	11.0
Mallaig to Eigg/Muck/Rum/Canna	15.4	17.2	18.7	19.4	20.0	21.4	23.4	23.9	26.1	26.7	25.6
Oban to Coll/Tiree/Castlebay	0.0	2.1	6.4	7.2	7.7	9.5	9.4	10.1	11.7	8.6	10.6
Oban to Colonsay	14.0	15.7	17.0	15.3	15.5	16.0	16.3	15.6	16.2	16.4	14.7
Oban to Lismore	11.4	11.8	12.4	12.5	13.1	12.4	13.7	15.2	18.2	20.0	20.1
Tobermory to Kilchoan	25.978	28.3	36.6	43.5	41.2	40.6	40.3	38.1	38.3	35.0	34.3
Total West Coast	1,779.9	1,849.1	1,991.8	2,106.7	2,102.3	2,122.0	2,089.5	2,008.0	2,185.5	2,158.4	2,136.9
Total	4,810.8	4,873.7	5,163.0	5,311.1	5,358.2	5,389.9	5,388.8	5,084.1	5,295.8	5,235.8	4,984.4

Route	Cars										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Clyde											*thousand*
Gourock-Dunoon [3, 5]	110.0	101.3	70.5	90.2	84.9	77.8	80.1	71.8	70.7	61.4	25.8
Wemyss Bay-Rothesay	135.7	141.3	147.7	152.1	152.5	158.2	164.2	159.9	162.7	155.7	152.9
Colintraive-Rhubodach	95.1	90.8	93.3	92.7	93.5	89.6	90.2	88.2	87.3	84.6	80.9
Tarbert-Portavadie 15.6		15.5	17.5	18.6	18.8	19.1	20.9	21.0	21.6	21.2	19.7
Ardrossan-Brodick	107.7	117.9	121.9	125.8	131.0	132.0	137.4	131.1	136.0	134.2	127.9
Lochranza-Tarbet/Claonaig [1]	16.2	15.9	16.8	16.8	17.7	17.3	17.9	16.7	17.6	16.6	14.7
Largs-Cumbrae	120.3	125.9	132.3	132.4	135.9	139.4	151.3	143.1	139.8	138.7	136.0
Other 2.5		2.6	2.8	2.6	2.6	2.6	2.6	-	-	-	-
Total Clyde	603.0	611.2	602.8	631.3	636.7	636.0	664.6	631.7	635.9	612.4	557.9
West Coast											
Kennacraig-Islay	39.5	41.6	45.8	47.4	48.9	49.3	51.3	52.2	56.3	54.2	56.0
Oban-Craignure	94.5	100.2	109.0	115.9	117.8	117.4	114.7	110.1	114.3	108.5	108.9
Fishnish-Lochaline	37.0	38.6	43.8	45.5	46.0	47.9	48.0	45.2	47.9	45.3	46.2
Fionnphort-Iona	4.8	4.8	4.7	5.0	5.2	5.3	4.6	4.8	4.6	5.2	5.6
Oban-Coll/Tiree	10.0	11.0	11.3	12.4	12.7	12.4	13.0	13.0	15.8	15.6	15.2
Oban-Castlebay-Lochboisdale	12.8	13.2	12.2	13.1	12.6	13.2	13.7	13.6	18.3	18.0	19.3
Mallaig-Armadale	34.5	38.2	40.4	44.5	44.0	44.2	46.9	46.6	54.3	51.9	52.4
Uig-Tarbert-Lochmaddy [2]	39.8	44.7	47.1	49.5	53.0	54.0	55.3	57.0	69.8	67.9	67.6
Ullapool-Stornoway	39.2	42.2	44.3	48.5	46.9	46.9	49.0	48.8	66.7	67.6	67.8
Tayinloan-Gigha	11.2	10.2	11.2	12.5	12.5	13.2	14.2	13.7	14.5	14.2	12.7
Raasay-Sconser	12.9	13.9	14.7	16.1	17.2	16.7	20.2	22.9	22.9	21.2	19.0
Otternish-Leverburgh 13.1		-	-	-	-	-	-	-	-	-	-
Berneray-Leverburgh [4]	-	14.6	16.6	18.9	19.2	20.8	21.5	21.5	24.7	23.7	23.4
Ardmhor (Barra) to Eriskay	-	-	9.9	13.8	13.7	13.2	14.4	13.9	17.0	16.0	17.0
Kennacraig to Islay/C'say/Oban	3.7	4.9	3.4	2.7	2.9	3.0	2.4	2.8	2.8	2.3	3.2
Mallaig to Eigg/Muck/Rum/Canna	0.0	0.0	-	0.3	0.5	0.6	0.9	0.9	0.8	1.0	0.8
Oban to Coll/Tiree/Castlebay	-	0.5	1.5	1.9	1.9	2.3	2.2	2.3	2.8	2.3	2.5
Oban to Colonsay	3.0	3.1	4.2	4.1	4.2	4.5	4.7	4.5	4.4	4.6	4.3
Oban to Lismore	1.5	1.7	1.8	1.9	1.9	2.0	2.3	2.2	2.5	2.8	2.7
Tobermory to Kilchoan	4.1	4.3	5.7	6.0	5.8	6.2	5.9	5.4	6.1	5.6	5.3
Total West Coast	361.6	387.8	427.5	460.0	467.1	473.2	485.1	481.7	546.7	527.7	530.0
Total	964.6	999.0	1,030.3	1,091.3	1,103.8	1,109.2	1,149.7	1,113.4	1,182.6	1,140.1	1,087.9

Source: CALMAC - Not National Statistics

1. Seasonal carryings.
2. These figures are an aggregate of the Uig-Tarbert-Lochmaddy, Uig-Lochmaddy, Uig-Tarbert & Tarbert-Lochmaddy routes.
3. This route was out of service between March 2003 and June 2003.
4. Berneray-Leverburgh replaced the Otternish-Leverburgh service and started in 2002.
   Day charters and livestock specials are included in the figures for some routes.
5. Gourock-Dunoon has been operated by Cowal Ferries Ltd since October 2006
6. Ballycastle-Rathlin has been operated by Rathlin Ferries since April 2007

Table 9.15 (Continued) Traffic on Caledonian MacBrayne ferry services

Route	Commercial Vehicles and Buses										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Clyde											*thousand*
Gourock-Dunoon [3, 5]	9.0	8.2	4.9	6.1	6.0	6.0	5.6	3.9	3.8	3.5	1.5
Wemyss Bay-Rothesay	13.6	14.0	13.1	13.2	11.0	14.2	13.6	14.1	12.1	12.6	14.1
Colintraive-Rhubodach	13.0	13.1	13.1	12.7	15.3	16.5	17.4	17.5	15.7	14.9	15.0
Tarbert-Portavadie	0.3	0.4	0.3	0.3	0.6	0.9	0.6	0.5	0.7	0.5	0.6
Ardrossan-Brodick	10.3	10.2	10.4	10.9	12.2	11.4	13.5	12.5	11.6	13.2	11.4
Lochranza-Tarbert/Claonaig [1]	0.6	0.4	0.4	0.4	0.4	0.4	0.6	0.5	0.5	0.5	0.5
Largs-Cumbrae	4.5	4.8	6.0	5.2	5.3	6.5	7.4	6.6	5.3	5.0	5.4
Other	0.3	0.2	0.3	0.3	0.3	0.4	0.4	-	-	-	-
Total Clyde	51.5	51.2	48.5	49.1	51.2	56.2	59.1	55.6	49.7	50.3	48.6
West Coast											
Kennacraig-Islay	6.9	7.1	7.5	7.6	8.3	8.8	9.5	10.0	9.7	9.8	10.9
Oban-Craignure	9.7	9.1	9.1	9.0	9.2	9.5	9.4	10.9	10.6	11.2	11.3
Fishnish-Lochaline	2.2	2.3	2.0	3.0	2.7	3.5	4.0	4.0	3.5	3.8	3.8
Fionnphort-Iona	0.8	0.8	0.8	0.9	1.0	1.0	0.7	0.9	0.9	1.0	0.9
Oban-Coll/Tiree	1.9	1.6	1.5	1.5	1.8	1.8	1.9	1.7	1.9	1.8	2.2
Oban-Castlebay-Lochboisdale	2.1	2.0	1.4	1.1	1.0	1.1	1.0	1.1	1.2	1.3	1.3
Mallaig-Armadale	1.1	1.3	1.3	1.5	1.6	1.8	1.6	1.9	1.6	1.9	1.9
Uig-Tarbert/Lochmaddy [2]	6.3	6.1	6.1	6.3	7.6	7.4	6.9	7.2	6.9	7.7	8.0
Ullapool-Stornoway	10.2	12.5	12.2	12.4	12.5	12.3	12.5	12.7	13.6	14.1	15.9
Tayinloan-Gigha	1.9	1.8	1.9	2.0	2.2	2.0	2.0	1.4	1.6	1.6	1.4
Raasay-Sconser	0.6	0.6	0.7	0.5	0.8	0.8	1.0	1.5	1.2	1.5	1.1
Otternish-Leverburgh	1.9	-	-	-	-	-	-	-	-	-	-
Berneray-Leverburgh [4]	-	1.7	1.7	1.5	1.6	1.7	2.3	2.1	2.2	1.9	2.2
Ardmhor (Barra) to Eriskay	-	-	0.5	1.0	1.2	1.4	1.3	1.3	1.5	1.5	1.3
Kennacraig to Islay/C'say/Oban	0.6	0.7	0.6	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.6
Mallaig to Eigg/Muck/Rum/Canna	0.0	0.0	-	0.1	0.1	0.2	0.2	0.2	0.2	0.3	0.3
Oban to Coll/Tiree/Castlebay	-	0.1	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.3	0.3
Oban to Colonsay	0.2	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Oban to Lismore	0.5	0.5	0.5	0.5	0.4	0.5	0.5	0.6	0.5	0.6	0.6
Tobermory to Kilchoan	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total West Coast	47.0	48.5	48.5	50.0	53.2	54.9	56.0	58.5	58.1	61.2	64.2
Total	98.5	99.7	97.0	99.1	104.4	111.2	115.1	114.1	107.8	111.5	112.8

Source: CALMAC - Not National Statistics

1. Seasonal carryings
2. These figures are an aggregate of the Uig-Tarbert-Lochmaddy, Uig-Lochmaddy, Uig-Tarbert & Tarbert-Lochmaddy routes.
3. This route was out of service between March 2003 and June 2003.
4. Berneray-Leverburgh replaced the Otternish-Leverburgh service and started in 2002.
   Day charters and livestock specials are included in the figures for some routes.
5. Gourock-Dunoon has been operated by Cowal Ferries Ltd since October 2006
6. Ballycastle-Rathlin has been operated by Rathlin Ferries since April 2007

Fig. 9.4 Orkney and Shetland Islands selected ferry routes

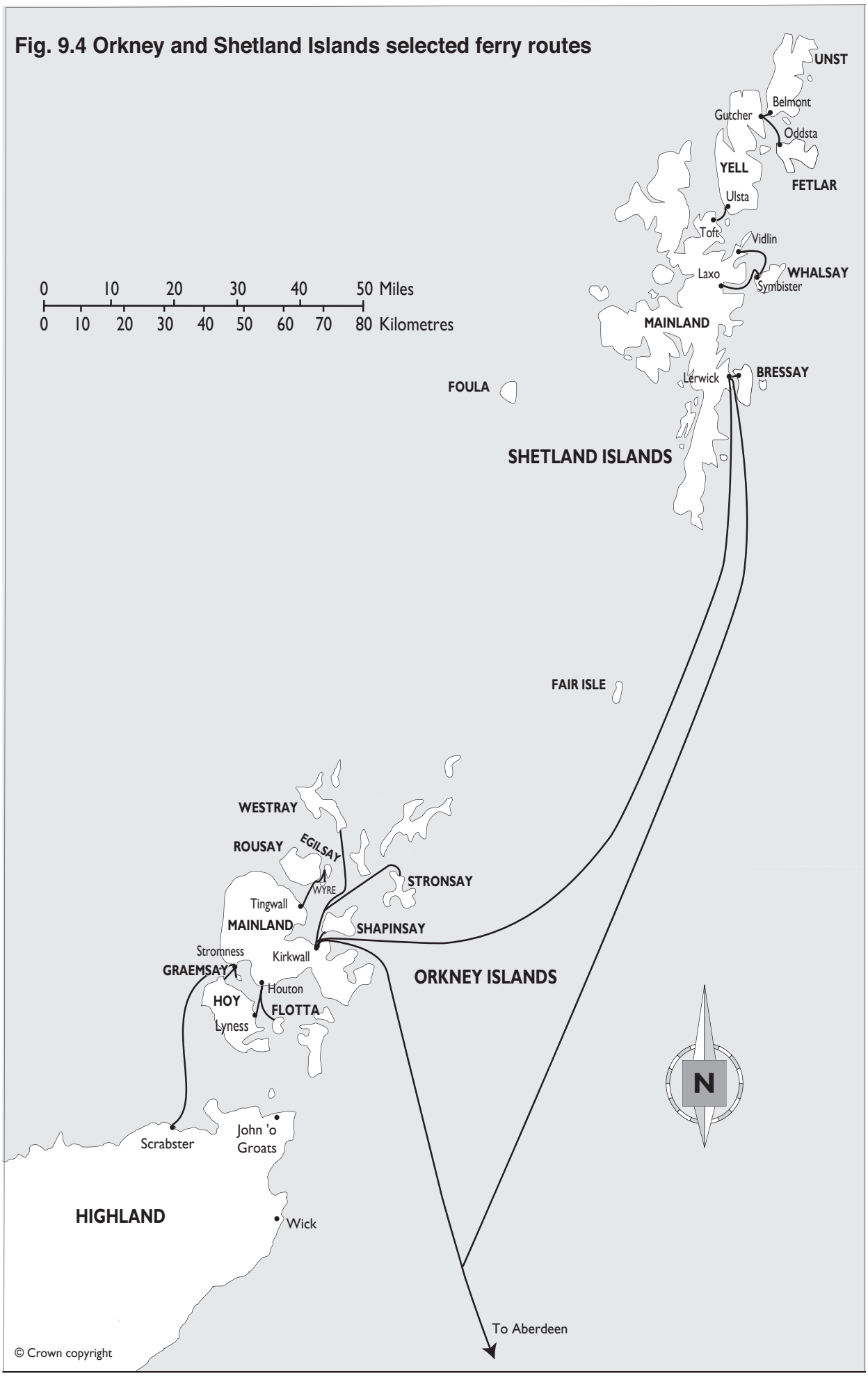


Table 9.16 Traffic on some other major ferry routes

Route	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Passengers											*thousands*
Orkney Ferries[1]											
Houton - Lyness/Flotta	64.7	63.6	71.1	77.7	75.4	74.8	74.2	76.2	76.0	78.8	81.7
Tingwall - Rousay/Egilsay/Wyre	54.0	54.2	60.3	61.7	58.7	58.6	60.5	55.0	60.6	58.8	58.4
Kirkwall - Shapinsay	61.7	60.9	64.3	64.3	63.8	64.0	65.0	65.2	69.9	64.2	67.0
Kirkwall - Westray/Stronsay	87.5	94.4	96.2	97.6	96.7	101.6	98.3	102.1	102.0	105.8	104.6
Stromness-Hoy/Graemsay	16.8	17.5	18.3	20.4	18.2	18.9	18.4	20.5	21.1	23.1	26.2
Total	**284.7**	**290.6**	**310.3**	**321.7**	**312.6**	**317.9**	**316.4**	**319.0**	**329.5**	**330.7**	**337.8**
Orkney Line (previously Orcargo)											
Invergordon - Orkney[10]	0.3	-	-	-	-	-	-	-	-	-	-
Western Ferries[2]											
Gourock-Dunoon	1,129.3	1,163.7	1,259.6	1,254.7	1,280.3	1,306.9	1,329.4	1,308.5	1,336.2	1,313.8	1,332.7
Argyll & Bute Council											
Appin-Lismore[13]	27.5	32.5	43.5	56.1	35.7	29.5	39.1	40.2	39.0	38.2	33.4
Islay - Jura	63.6	62.9	62.7	66.2	67.7	73.3	71.6	72.4	69.1	65.8	71.3
Cuan-Luing[3,13]	12.7	9.2	20.2	17.7	23.4	21.3	15.2	14.6	13.9	16.3	16.0
Seil-Easdale[13]	22.2	17.3	18.2	12.2	13.4	14.3	12.7	14.4	16.0	15.0	13.1
Total	**126.0**	**121.9**	**144.6**	**152.2**	**140.2**	**138.4**	**138.6**	**141.6**	**138.0**	**135.3**	**133.8**
Highland Council											
Ardgour-Nether Lochaber (Corran Ferry)[4]	-	-	-	-	-	-	-	-	-	-	-
Camusnagaul - Fort William[5]	8.1	7.5	5.8	6.0	5.6	7.0	16.7	1.0	3.9	4.4	3.0
Bruce Watt Cruises											
Mallaig-Loch Nevis	2.3	2.1	2.4	2.5	3.0	3.4	2.6	4.9	3.3	3.0	4.9
Cromarty Ferry Company											
Cromarty-Nigg	10.3	13.4	12.8	9.6	-	-	-	-	-	-	-
West Highland Seaways (12)											
Gairloch (Wester Ross) - Portree (Skye)	-	-	-	2.7	-	-	-	-	-	-	-
Shetland Islands Council[1]											
Laxo or Vidlin - Symbister	138.1	146.2	141.2	154.1	146.3	169.2	177.5	170.9	166.2	164.0	169.0
Toft - Ulsta	216.1	229.7	221.9	232.1	238.8	245.0	256.0	248.8	264.4	272.0	254.0
Gutcher - Belmont[15]	113.5	126.3	110.2	122.7	108.4	117.9	131.8	-	-	-	-
Lerwick - Bressay[6]	180.7	206.3	194.5	213.0	196.8	207.9	206.8	214.4	205.9	189.0	192.0
Gutcher - Oddsta[15]	20.2	23.5	19.3	23.4	18.4	20.5	23.5	-	-	-	-
Total	**668.6**	**732.0**	**687.1**	**745.3**	**708.7**	**760.5**	**795.6**	**634.1**	**636.5**	**625.0**	**615.0**
Strathclyde Partnership for Transport											
Renfrew - Yoker[7]	133.6	132.6	128.8	129.1	145.1	149.9	149.5	141.4	147.8	-	-
Gourock - Kilcreggan[8]	74.4	72.5	78.9	69.5	72.8	74.9	71.3	70.0	71.6	63.5	57.7
Total	**208.0**	**205.1**	**207.7**	**198.6**	**217.9**	**224.7**	**220.8**	**211.4**	**219.4**	**63.5**	**57.7**
P & O Scottish Ferries / Northlink Orkney & Shetland Ferries[9,14]											
Aberdeen - Stomness (11)	18.5	21.1	-	-	-	-	-	-	-	-	-
Aberdeen - Kirkwall (11)	-	-	22.8	33.7	38.2	37.3	36.5	34.2	37	36	36.6
Aberdeen - Lerwick	61.5	65.6	75.4	95.1	101.4	102.6	102.4	101.6	105.9	112.4	113.1
Scrabster - Stromness	128.0	113.2	128.2	142.8	144.7	148.0	154.8	145.0	151.0	141.5	138.0
Lerwick - Kirkwall	..	..	14.2	17.0	16.6	16.4	14.0	13.9	14.6	15.4	16.0
Total	**208.0**	**199.9**	**240.6**	**288.7**	**300.9**	**304.3**	**307.7**	**294.7**	**308.5**	**305.3**	**303.7**
Total all routes	**2,645.6**	**2,736.2**	**2,870.8**	**2,982.0**	**2,969.2**	**3,063.1**	**3,127.8**	**2,915.3**	**2,975.3**	**2,780.9**	**2,788.6**

Source: Ferry companies - Not National Statistics

1. In addition to the routes shown in this table, there may be 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 9.14.
2. 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.
3. Figures for 2000 and 2001 are estimates.
4. Although passengers are carried on the Corran Ferry, their numbers are not recorded because passenger travel is free.
5. 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
6. Passenger numbers in 1999 are high because of special events such as the Tall ships race.
7. 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 zone card ticket holders (and therefore passengers who had a zone card were not counted). SPT no longer operates the Renfrew-Yoker ferry.
8. Since 2001 the Gourock-Kilcreggan route has been tendered by Strathclyde Passenger Transport (SPT), and operated under contract by Clyde Marine. The SPT changed it's name to Strathclyde Partnership for Transport in April 2006. It was a Caledonian MacBrayne route in previous years, so figures for 2000 and earlier years appear in table 9.14. Figures relate to financial years which start in the specified calendar year (e.g. the "1998" figure is for 1998-99).
9. P & O Scottish Ferries stopped operating these services on 30 September 2002 and Northlink took over the operating of these services on 1 October 2002.
10. This service ceased to operate from May 2001.
11. 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.
12. The Gairloch to Portree service operated by West Highland Seaways was withdrawn from 22 August 2004 but is expected to resume by 2008.
13. 2004 is the first full calender year of the electronic ticketing sytem and the statistics quoted for the Cuan, Easdale and Appin Services reflect the more accurate counting method.
14. Figures for 2003 onwards are on an October-to-September year e.g. 2003 figures are for Oct 02 - Sept 03.
15. Since 2008,there have been no fares charged on these routes.

Table 9.16 (continued) Traffic on some other major ferry routes

Route	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Cars [1]											*thousands*
Orkney Ferries [2,3]											
Houton - Lyness/Flotta	18.8	19.0	21.0	21.4	20.7	21.0	20.6	18.2	19.3	19.0	17.8
Tingwall - Rousay/Egilsay/W	10.7	9.9	10.1	10.2	10.4	10.0	9.7	9.2	9.8	10.2	9.1
Kirkwall - Shapinsay	7.5	7.7	7.4	7.5	7.4	7.9	8.0	8.0	7.8	7.5	7.2
Kirkwall - Westray/Stronsay	17.4	19.7	21.1	21.2	21.1	21.0	20.1	20.9	21.1	21.4	21.3
Total	**54.4**	**56.3**	**59.6**	**60.3**	**59.6**	**59.9**	**58.4**	**56.3**	**58.0**	**58.1**	**55.5**
Orkney Line (previously Orcargo)											
Invergordon - Orkney [6]	0.2	-	-	-	-	-	-	-	-	-	-
Western Ferries											
Gourock-Dunoon	482.1	504.1	549.2	553.4	571.5	577.8	602.0	588.0	584.0	564.2	577.9
Argyll & Bute Council											
Islay - Jura	20.9	21.2	21.0	21.9	23.8	23.9	24.0	23.9	26.5	23.9	22.8
Cuan-Luing [4,8]	21.0	9.2	14.3	8.8	16.3	10.9	7.6	7.7	7.2	7.0	7.1
Total	**41.9**	**30.4**	**35.4**	**30.7**	**40.1**	**34.8**	**31.6**	**31.6**	**33.7**	**30.9**	**29.9**
Highland Council											
Ardgour-Nether Lochaber (Corran Ferry)	212.8	235.4	247.5	254.9	247.6	234.2	252.4	245.0	249.4	221.4	242.0
Cromarty Ferry Company											
Cromarty-Nigg	3.4	3.7	3.8	3.3	-	-	-	-	-	-	-
Shetland Islands Council [2]											
Laxo or Vidlin - Symbister	58.5	61.9	62.6	68.4	63.2	73.2	76.4	73.3	74.3	72.2	78.0
Toft - Ulsta	99.4	106.5	104.1	107.7	112.9	115.4	119.6	116.7	123.8	129.2	134.0
Gutcher - Belmont [10]	52.3	58.3	53.0	59.4	50.7	56.4	65.8	-	-	-	-
Lerwick - Bressay	54.3	65.0	64.9	65.8	62.5	65.5	69.6	67.9	67.5	66.4	70.0
Gutcher - Oddsta [10]	8.7	10.2	8.8	11.2	8.1	9.9	11.4	-	-	-	-
Total	**273.2**	**301.9**	**293.4**	**312.5**	**297.4**	**320.4**	**342.9**	**257.9**	**265.6**	**267.8**	**282.0**
P & O Scottish Ferries/ Northlink Orkney & Shetland Ferries [5,9]											
Aberdeen-Stromness [7]	2.9	3.6	-	-	-	-	-	-	-	-	-
Aberdeen - Kirkwall [7]	-	-	3.9	4.9	5.4	5.4	5.4	4.9	5.3	4.9	5.0
Aberdeen-Lerwick	11.4	12.6	14.5	16.4	17.0	16.9	15.7	16.7	16.7	17.4	17.2
Scrabster-Stromness	37.5	33.6	38.1	40.5	41.9	44.0	46.2	43.9	43.5	39.4	38.0
Lerwick - Kirkwall	-	-	2.4	2.6	2.7	2.8	2.4	2.3	2.3	2.4	2.4
Total	**51.8**	**49.8**	**58.9**	**64.5**	**67.0**	**69.1**	**69.7**	**67.8**	**67.8**	**64.1**	**62.6**
Total all routes	**1,119.6**	**1,181.6**	**1,247.7**	**1,279.6**	**1,283.2**	**1,296.2**	**1,357.0**	**1,246.6**	**1,258.5**	**1,206.5**	**1,249.8**

Source: Ferry companies - Not National Statistics

1. Routes which do not carry cars are not shown in this table.
2. 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 9.14.
3. 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.
4. Figures for 2000 and 2001 are estimates.
5. P & O Scottish Ferries stopped operating this service on 30 September 2002. and North Link took over the operating of this service on 1 October 2002.
6. This service ceased to operate from May 2001.
7. 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.
8. 2004 is the first full calender year of the electronic ticketing sytem and the statistics quoted for the Cuan service reflects the more accurate counting method.
9. Figures for 2003 onwards are on an October-to-September year e.g. 2003 figures are for Oct 02 - Sept 03.
10. Since 2008,there have been no fares charged on these routes.

Table 9.16 (continued) Traffic on some other major ferry routes

Route	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Commercial Vehicles and Buses [1]											*thousands*
Orkney Ferries [2,3]											
Houton - Lyness/Flotta	2.8	2.7	2.7	3.2	2.9	2.8	2.7	4.9	5.3	5.4	6.0
Tingwall - Rousay/Egilsay/Wyre	4.3	4.5	5.5	5.7	5.4	5.4	6.1	4.7	6.7	6.7	6.8
Kirkwall - Shapinsay	2.6	2.1	2.9	3.3	3.3	3.1	3.0	3.6	4.7	4.7	4.9
Kirkwall - Westray/Stronsay	10.3	9.3	9.1	10.1	11.7	11.8	11.0	11.7	12.7	13.8	13.5
Total	**20.0**	**18.6**	**20.2**	**22.3**	**23.3**	**23.1**	**22.8**	**24.9**	**29.4**	**30.6**	**31.2**
Orkney Line (previously Orcargo)											
Invergordon - Orkney [6]	1.0	-	-	-	-	-	-	-	-	-	-
Western Ferries											
Gourock-Dunoon	10.9	17.3 [4]	29.1 [4]	32.8	35.3	33.7	33.0	32.2	33.8	33.0	37.9
Argyll & Bute Council [9]											
Islay - Jura	5.7	4.5	3.6	3.8	3.8	4.9	4.7	4.6	2.5	2.6	3.2
Cuan-Luing [9]	-	-	-	0.5	1.1	0.2	0.3	0.3	0.3	0.3	0.3
Total	**5.7**	**4.5**	**3.6**	**4.3**	**4.9**	**5.1**	**5.0**	**4.9**	**2.8**	**2.9**	**3.5**
Highland Council											
Ardgour-Nether Lochaber (Corran Ferry)	7.6	8.8	9.1	11.3	10.3	10.0	9.8	17.1	16.9	14.4	12.5
Shetland Islands Council [2]											
Laxo or Vidlin - Symbister	3.6	4.2	3.0	3.5	3.0	3.5	3.9	3.6	3.3	4.0	4.3
Toft - Ulsta	11.2	11.5	11.0	11.5	10.2	10.0	9.8	9.8	10.3	7.3	7.6
Gutcher - Belmont [12]	5.2	4.9	3.8	4.5	4.4	4.0	4.8	-	-	-	-
Lerwick - Bressay	3.5	4.1	2.8	4.3	4.5	3.8	2.0	2.2	2.0	3.7	3.5
Gutcher - Oddsta [12]	0.4	0.4	0.4	1.2	0.3	0.5	0.3	-	-	-	-
Total	**23.9**	**25.1**	**21.0**	**25.0**	**22.4**	**21.8**	**20.7**	**15.6**	**15.6**	**15.0**	**15.4**
P & O Scottish Ferries / Northlink Orkney & Shetland Ferries [5,8,10,11]											
Aberdeen - Stromness [7]	2.4	2.1	-	-	-	-	-	-	-	-	-
Aberdeen - Kirkwall [7]	-	-	0.0	0.1	0.1	-	-	-	-	-	-
Aberdeen - Lerwick	12.0	10.3	0.2	0.2	0.2	-	-	-	-	-	-
Scrabster - Stromness	7.6	4.8	0.2	0.3	0.2	-	-	-	-	-	-
Lerwick - Kirkwall	-	-	0.1	0.0	0.0	-	-	-	-	-	-
Total	**22.0**	**17.2**	**0.5**	**0.5**	**0.5**	**-**	**-**	**-**	**-**	**-**	**-**
Total all routes	**91.1**	**91.5**	**83.5**	**96.3**	**96.7**	**93.7**	**91.3**	**94.7**	**98.4**	**95.9**	**100.4**

Source: Ferry companies - Not National Statistics

1. Routes which do not carry commercial vehicles or buses are not shown in this table.
2. 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 9.14.
3. 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.
4. The operator indicated that this figure may not be directly comparable with previous years.
5. P & O Scottish Ferries stopped operating this service on 30 September 2002 and North Link took over the operating of this service on 1 October 2002.
6. This service ceased to operate from May 2001.
7. The Aberdeen to Stromness route changed to Aberedeen to Kirkwall in October 2002 but the figures provided by the company for 2002 did not distinguish between the two.
8. Only coaches and mini-buses are included under this heading for 2003.
9. 2004 is the first full calender year of the electronic ticketing sytem and the statistics quoted for the Cuan service reflects the more accurate counting method.
10. The figures for 2003 and 2004 are on a calendar year basis.
11. The number of vehicles are no longer available due to a change in the method of collecting the data
12. Since 2008,there have been no fares charged on these routes.

Figure 9.5 Top passenger ferry routes within and to/from Scotland, 2011

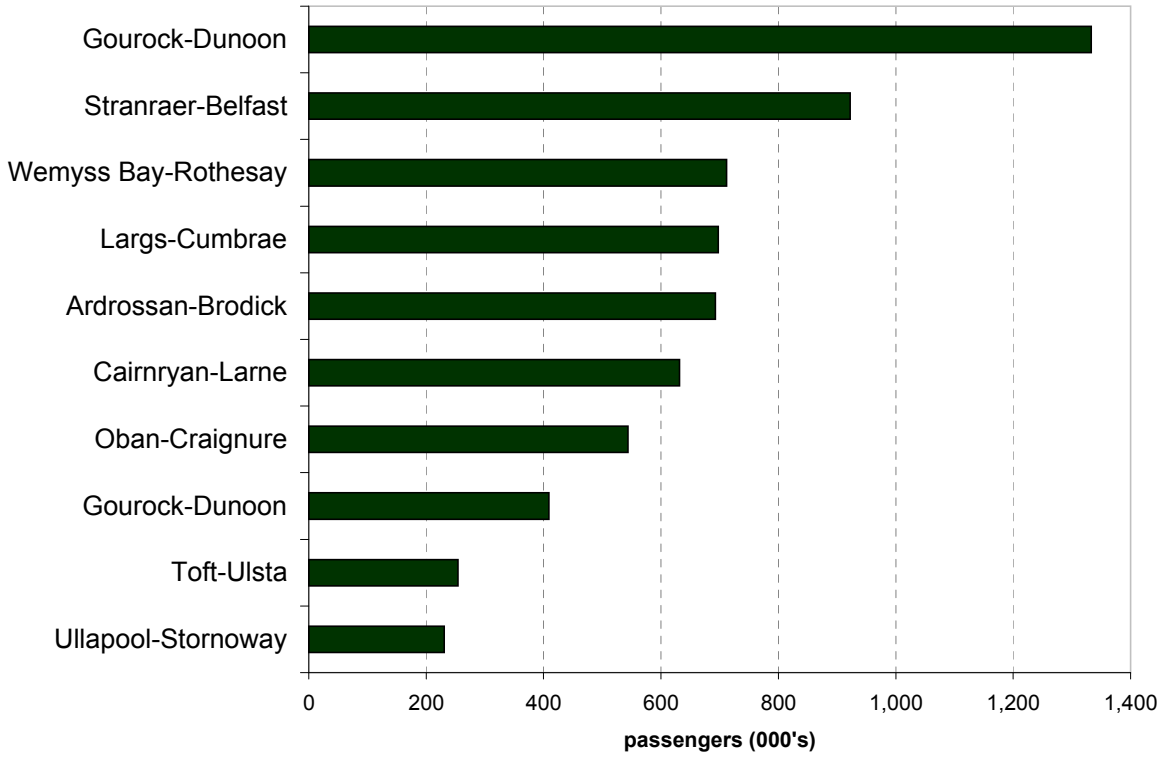


Figure 9.6 Top car ferry routes within and to/from Scotland, 2011

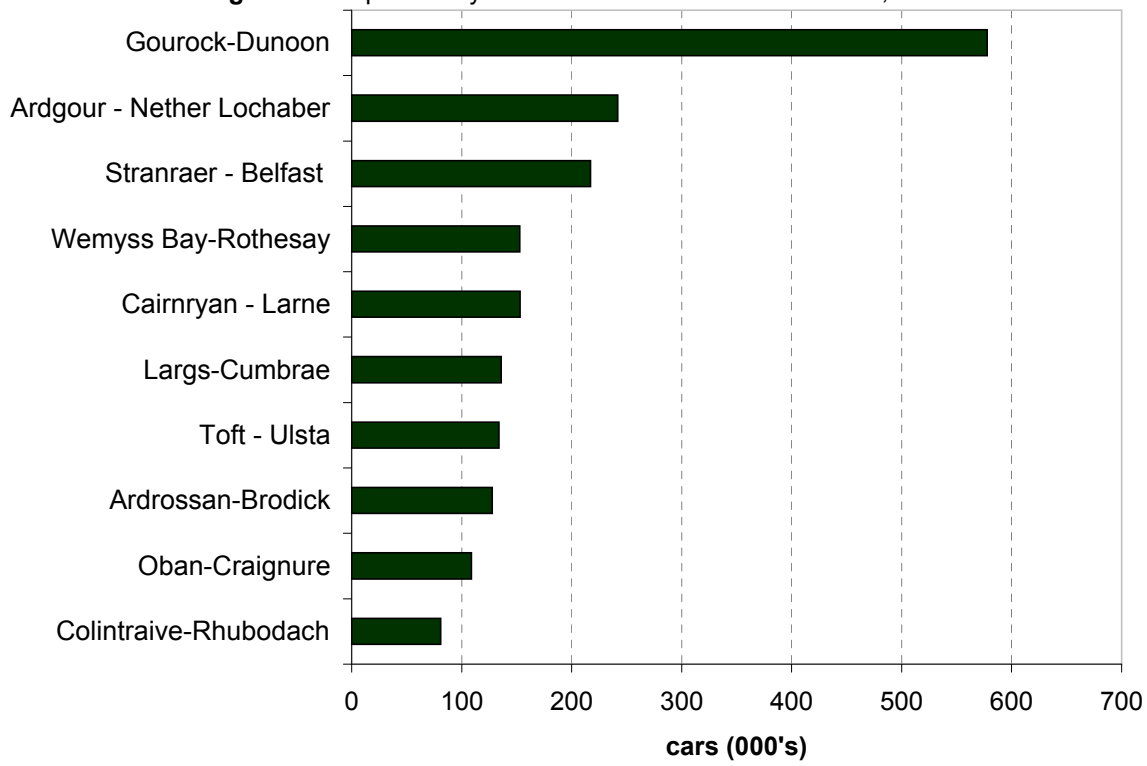


Table 9.17 Reliability and punctuality of lifeline ferry services

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
Caledonian MacBrayne											*numbers*
Scheduled sailings [1]	132,020	135,022	139,653	140,381	143,910	142,933	132,558	131,639	131,103	131,317	131,209
											percentages
Reliability [2]	..	..	99.7	99.7	99.7	99.7	99.8	100.0	99.9	99.8	99.9
Punctuality [3]	98.8	98.9	98.9	98.8	99.2	99.2	99.4	99.9	99.9	99.9	99.8
NorthLink [4]											*numbers*
Scheduled sailings [1]	..	1,350	2,625	2,645	3,254	2,688	3,191	3,247	3,232	3,270	3,308
											percentages
Reliability / Punctuality											
Aberdeen routes	..	100.0	100.0	100.0	100.0	100.0	99.9	99.9	99.9	99.8	99.8
Pentland Firth	..	99.8	99.2	96.7	100.0	99.0	98.6	98.9	98.9	99.3	99.1

Source: Scottish Government - Not National Statistics

1. Timetabled sailings but excluding any additional sailings operated by CalMac.
2. New performance measure for 2003-2004 covering the number of timetabled sailings actually operated taking account of any relief events agreed by the Scottish Executive - for example, sailings which were cancelled due to bad weather; in accordance with safety procedures; delays due to the availability or operational restrictions of harbour facilities, or having to wait for the arrival of other public transport connections
3. Covers CalMac's punctuality performance against its published timetable taking account of any relief events. Performance measure was previously called Quality of Service.
4. NorthLink Orkney and Shetland Ferries Ltd started operating its services on 1 October 2002. Its figures for 2002-03 therefore cover only a period of six months. NorthLink Ferries Ltd started operating its services on 6 July 2006 and includes freight services for the first time. The figures for 2007-08 relate to the 2007 calendar year. The reliability figures include services cancelled due to circumstances beyond the operators control, such as adverse weather, for which the operator can claim relief. From October 2002, the punctuality figures relate to services arriving within 20 minutes of the published timetable on the Pentland Firth services and within 90 minutes on the Aberdeen, Kirkwall and Lerwick passenger services.
   The punctuality figures include services delayed due to circumstances beyond the operators control, such as adverse weather, for which the operator can claim relief. From July 2006, the punctuality figures relate to services arriving within 10 minutes of the published timetable on the Pentland Firth services, within 30 minutes on the Aberdeen, Kirkwall and Lerwick passenger services and within 45 minutes on the Aberdeen, Kirkwall and Lerwick freight services.
   The punctuality figures include services delayed due to circumstances beyond the operators control, such as adverse weather, for which the operator can claim relief.

Table 9.18 HM Coastguard statistics: Search and rescue operations (Scotland)

Type of callout	2001	2002	2003	2004	2005	2006	2007 [1]	2008 [1]	2009 [1]	2010 [1]	2011 [1]
Assistance rendered	1,395	1,410	1,347	1,481	1,416	1,178	..	..	..	..	..
Assistance not rendered	1,108	1,170	1,111	1,341	1,434	2,074	..	..	..	..	..
Hoax	30	34	31	64	53	99	92	56	89	62	41
Total incidents	2,533	2,614	2,524	2,680	2,903	3,351	3,383	3,583	3,765	3,669	3,910
Coastguard rescue team callouts	1,480	1,636	1,197	2,037	1,897	2,591	..	..	..	..	..
Number of persons assisted	4,267	6,670	13,591	11,696	12,810	13,317	..	..	..	..	..
Number of persons rescued	890	1,214	1,123	1,148	1,273	970	..	..	..	..	..
Lives lost	84	78	60	58	86	69	..	..	..	..	..

Source: Maritime and Coastguard Agency - Not National Statistics.

1. Due to 'Industrial action short of a strike' undertaken by Coastguard staff during 2007 to 2011, the Maritime and Coastguard Agency is unable to provide full incident details for 2007 to 2011. The figures provided are provisional - they have not been audited.

Chapter 10 FINANCE

1. Introduction

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

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

2. Main Points

Motorways & Trunk Roads

2.1 The total of capital and current expenditure on motorways and trunk roads in 2011-12 was estimated at £423 million, a decrease of 17% over 2010-11. Total expenditure on transport within Scottish Ministers' responsibility in 2011-12 was estimated at £1,652 million, £49 million (3%) less than in the previous year. *(Table 10.1)*

2.2 Expenditure on the management and maintenance of the trunk road network totalled £148.8m in 2010-11. Excluding an inflation adjustment of £17m, the expenditure is split £73.8m on structural repairs and £58.2m on routine, cyclic, winter maintenance and network management. (These figures do not include spending on construction). *(Table 10.2)*

Local Authorities

2.3 In 2010-11, expenditure on transport controlled by local authorities was £503 million (excluding loan charges). In cash terms, this was 3% more than in 2009-10. Road maintenance (£317 million in 2010-11) accounted for 63% of the expenditure in recent years. The other main categories of expenditure in 2010-11 were:

- contributions to passenger transport - £80 million;
- road lighting - £66 million;
- network and traffic management - £38 million

In 2010-11, the net income from parking charges was £24 million, £1 million more than 2009-10. *(Table 10.1)*

2.4 The Local Authorities with the highest net revenue expenditure on roads and transport (excluding loan charges) in 2010-11 were: Fife (£41.5 million), South Lanarkshire, (£37.2 million), North Lanarkshire (£35 million) and Glasgow City (£33.4 million). *(Table 10.3)* The table also shows local authorities' figures for other types of expenditure in 2010/11:

- ***Road maintenance/Winter maintenance*** South Lanarkshire had the highest expenditure on road maintenance (£18.4 million), followed by North Lanarkshire (£16.9 million). Highland and Aberdeenshire spent the most on winter maintenance (£8.5 million and £8.2 million respectively)

- ***Contributions to Public Transport*** in terms of the total net revenue expenditure on 'local authority' and 'non LA' public transport, Shetland Islands (£14.2 million) made the largest contributions to passenger transport. Orkney spent £9 million.

- ***Road Lighting*** Glasgow spent most on road lighting (£10.2 million), followed by North Lanarkshire (£5.3 million) and South Lanarkshire (£4.5 million).

- ***Parking*** Edinburgh raised the largest amount from parking (£13.1 million, net) and Glasgow raised £7 million.

Gross Capital Expenditure

2.5 Gross capital account expenditure by councils and boards on local authority roads and transport totalled £400.4 million in 2010-11, a decrease of 16% on the previous year. Of this total £235.8 million was spent on roads and £100.4 million on other transport. *(Table 10.4)*

2.6 The local authorities with the highest gross capital account expenditure on roads and transport in 2010-11 were:

- City of Edinburgh (£85.2 million),
- Glasgow City (£39.7 million),
- Aberdeenshire (£20.3 million) and
- Highland (£19.4 million)

Glasgow City spent the most on roads (£39.7 million) followed by Highland (£16.8 million). *(Table 10.5)*

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

Travel Costs

2.8 Between 2010 and 2011 the average price of unleaded petrol increased by 16.4 pence, and diesel increased by 19.5 pence per litre in Great Britain. In 2012, petrol prices rose 7.3 pence in the first three quarters of the calendar year and diesel prices rose by 3.5 pence. Tax (duty plus VAT) represented 60% of the price for unleaded petrol and 58% of the price for diesel in Great Britain in 2011, compared with 76% for unleaded petrol and 74% for diesel in 2001, and with 64% for unleaded petrol and 62% for diesel in 2010. *(Table 10.6)*

2.9 The UK Retail Prices Index (RPI) rose by 36% from a value of 173.3 (based on 13 January 1987=100) for 2001 to a value of 235.2 for 2011. 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 69%, petrol and oil by 77% and there was a 94% rise in the cost of vehicle tax and insurance. However, the cost of purchasing a motor vehicle fell by 20% in cash terms over the last ten years. As a result, motoring expenditure index rose by 32%, less than the 36% increase in the RPI and therefore a real term fall between 2001 and 2011. Over the same period, fares and other

travel costs rose by 62% in cash terms - rail fares by 56% and bus and coach fares by 62%, both real term increases. (*Table 10.7)*

2.10 Average weekly household expenditure in Scotland on transport and vehicles in 2008-10 was £63.00, representing 14.1% of total household expenditure. On average, £23.10 was spent on the purchase of vehicles, £27.80 on the operation of personal transport (including £19.20 on petrol, diesel and other motor oils) and £12.10 on transport services (such as bus and train fares). (*Table 10.8b)*

3. Notes and Definitions

3.1 Following local government reorganisation on 1 April 1996, the management and maintenance of motorways and other trunk roads was sub-divided into 8 operating units. These applied for the years from 1996-97 to 2000-01 inclusive. New arrangements were introduced with effect from 2001-02 which resulted in 4 Operating Companies maintaining the trunk road network. The introduction of 3rd Generation Contracts for Trunk Road Maintenance in April 2006 and 2007 means there are now 3 Operating Companies. Details of the areas covered by each of these companies can be found in the Annex.

3.2 ***Local authority trading services:*** Those services of a commercial nature which are, or could be, substantially financed by charges made to recipients of the services.

3.3 In a few cases, negative figures are shown in the net expenditure tables. This is due to income/receipts exceeding the expenditure in a particular category.

3.4 ***Retail Prices Index****:* Rail fares are 5 parts per 1,000 (or 0.5%) of the Retail Prices Index. Bus and coach fares are also 5 parts per 1,000 (or 0.5%). 'Motoring costs' accounts for 14.6% of the Retail Prices Index. This breaks down into:

6.2% Purchase of vehicles (CHBK)
2.2% Maintenance of motor vehicles (DOCT)
3.8% Petrol and Oil (DOCU)
2.4% Tax and Insurance.(DOCV)

Car parking charges are included under 'Maintenance of motor vehicles'.

3.5 ***Resource Accounting and Budgeting (also known as Accruals):*** Under resource accounting income is shown when it is earned, and costs are shown when they are incurred, the timing of the cash movement is irrelevant. The costs of a capital asset are spread ('depreciated') evenly over its useful life. A capital charge is also made against the value of the asset.

3.6 ***Cash Accounting:*** Income is shown when money is received, and costs are shown when payment is made. All receipts and payments made in a financial year are included in the cash accounts for that period. The whole cost of a capital asset is recorded when it is bought.

4. Sources & Further Information

4.1 The statistics in this chapter come from the following sources:

- Table 10.1(upper half) - *Building a Better Scotland: Spending Proposals 2003-2006* and Scotland's *Budget Documents 2006-07: Budget (Scotland) (No.3) Bill*

Supporting Document – roads contact Ross Williamson, Transport Scotland (tel: 0141 272 7932) and rail contact Shaun Keenan, Transport Scotland (tel: 0141 272 7455)

- Tables 10.1(lower), 10.3 to 10.5 - from returns by Councils and boards to The Scottish Government - contact Bruce Golding (tel:0131 244 7033) or email: lgfstats@scotland.gsi.gov.uk .

- Tables 10.2 - Transport Scotland Trunk Roads Network Management. Contact James Watson of Halcrow (tel: 0141 272 3300)

- Tables 10.6 - The Department of Energy and Climate Change. Contact Susan Lomas (tel: 0300 068 5047).

- Table 10.7 - http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-223909 Table 24. - (tel: 0207 533 5845)

- Table 10.8 - The Office for National Statistics Family Spending publication, http://www.ons.gov.uk/ons/rel/family-spending/family-spending/family-spending-2011-edition/index.html table A35 – (tel: 0207 533 5756).

Table 10.1 Expenditure on transport within the Scottish Ministers' responsibility, and expenditure on transport controlled by local authorities

	2001 -02	2002 -03	2003 -04	2004 -05	2005 -06	2006 -07	2007 -08	2008 -09	2009 -10	2010 -11	2011 -12
Expenditure on transport within the Scottish Ministers' responsibility											*£ million at outturn prices*
Motorways and trunk roads [12]											
Capital [1]											
- New construction and improvements[2]	3	43	73	70	95	146	132	166	258	207	45
- Forth Replacement Crossing	-	-	-	-	-	-	-	22	30	30	152
- Other	-	-	-	-	-	-	-	-	-	-	-
Total	3	43	73	70	95	146	132	188	288	237	197
Current [1,3]											
- Routine and winter maintenance etc	45	63	76	80	67	92	88	73	75	101	69
- Structural maintenance[2]	50	64	66	82	51	41	23	48	48	43	28
- Improvements [2]	28	50	57	71	75	99	117	96	94	91	75
- Design, build, finance, operate payments	26	26	27	22	25	28	35	32	32	36	54
Total	149	203	226	255	218	260	263	249	249	271	226
Total capital and current (a)	**152**	**246**	**299**	**325**	**313**	**406**	**395**	**437**	**537**	**508**	**423**
Central Government support to transport industries [12]											
Highlands and Islands Airports Ltd	19	24	24	22	60	34	28	26	26	25	27
Caledonian MacBrayne Ltd	22	26	28	33	52	44	45	51	56	59	68
Scottish Canals [13]	9	14	13	13	12	17	9	12	12	12	11
Rail Services in Scotland [13]	79	116	188	180	542	649	679	690	638	674	707
Northern Isles Ferries [14]	..	..	23	28	29	33	29	33	36	40	43
Bus Service Operators Grant [14]	..	..	53	56	57	63	67	64	64	63	61
Freight Facilities Grant [14]	..	..	3	2	2	3	2	5	2	5	2
Integrated Transport Fund [14, 16]	..	..	71	116	110	195	252	129	159	75	70
National Concessionary Travel schemes (incl Smartcards)[15]			..	..	..	163	174	193	201	187	188
Other [7]	107	148	71	82	129	13	84	45	22	53	52
Total (b)	**236**	**328**	**474**	**532**	**993**	**1,214**	**1,369**	**1,248**	**1,216**	**1,193**	**1,229**
Total Ministers' resp. (sum of a and b)	**388**	**574**	**773**	**857**	**1,306**	**1,620**	**1,764**	**1,685**	**1,753**	**1,701**	**1,652**
Local transport - gross capital [4] expenditure											
Roads - new construction and improvement [5]	*127*	*121*	*138*	*178*	*243*	*299*	*285*	*345*	*310*	*293*	*323*
Public transport investment [6]	*38*	*49*	*84*	*93*	*91*	*149*	*218*	*149*	*164*	*107*	*161*
Total	*165*	*170*	*222*	*271*	*334*	*448*	*503*	*494*	*474*	*400*	*484*
Expenditure on transport controlled by local authorities											
Local transport - net revenue expenditure (excl. loan charges)[8,9,10]											
Administration[11]	..	..	..	..	..	..	..	..	..	..	..
Construction	2	5	6	6	4	5	6	4	4	4	..
Road maintenance (incl winter maintenance)	204	251	249	244	256	252	261	274	293	317	..
Road lighting	46	50	50	53	59	61	65	67	69	66	..
Parking	-23	-26	-24	-24	-25	-24	-24	-29	-23	-24	..
Network and traffic management (other than school crossing patrols)	29	28	28	35	47	39	39	43	42	38	.. ..
Concessionary fares	39	65	91	90	95	10	8	12	13	7	..
Contributions to passenger transport	62	67	72	81	85	72	76	66	72	80	..
School crossing patrols	13	15	15	15	15	16	16	16	16	15	..
Total controlled by Local Authorities	**373**	**456**	**487**	**499**	**535**	**432**	**447**	**453**	**486**	**503**	..

Source: Expenditure on a and b above provided by Transport Scotland - Not National Statistics

1. Includes reconstruction, new road surfaces, maintenance of bridges and other road structures.
2. From 2001-02 Roads improvements & Structural Maintenance have been reclassified as current expenditure. Expenditure on structured maintenance now appears under the current heading for earlier years, but it is not possible to separate improvements from new construction in the capital figures for 2000-01 and earlier years.
3. Includes minor repairs.
4. Figures are on a cash basis up to 2003-04 and on an accruals basis from 2004-05 onwards. Capital Funded from Current Revenue is included.
5. Includes Network & Traffic Management, Bridges and Parking
6. Includes Shipping, Transport piers and ferry terminals
7. 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).
8. The revenue account figures are reported on an accruals basis (i.e. reflected in the accounts of the period in which they take place).
9. Includes support for LA and non-LA transport undertakings, and revenue contributions to capital.
10. For 2000-01 and earlier years, support service costs are apportioned between the various services. For 2001-02 onwards, the actual support service costs are included in each service.
11. From 2001-02 onwards administration costs are included within the various services.
12. 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
13. SG took responsibility for these areas in 2001-02. In respect of rail services in Scotland from 2003/04 this figure includes grant paid to Strathclyde Passenger Transport for rail passenger services in the SPT area, and from 2006-07 it includes funding for Network Rail in Scotland (which was previously the responsibility of the Department for Transport). British Waterways renamed Scottish Canals following split.
14. Separate figures for each of these categories were not available prior to 2003 -04
15. The NCT schemes were introduced in April 2006. From April 2010 NCT electronic (Smartcards) required on-board Smartcard equipment.
16. Spend up to 2005-06 is all through the Integrated Transport Fund. In 2006-07 around 18% of spend is through the ITF. In 2007-08, £1m was spent through the ITF and for 2008-09 onwards, all spend is from the major public transport projects budget line.

Table 10.2 Net expenditure on management and maintenance of motorways and trunk roads by Operating Companies[1], 2010-11

Description	Capital	Current	CPF [2]	Total
	Structural Repairs	Routine, Cyclical and Winter Maintenance and Network Management		
				£ thousand at outturn prices
North East Operating Company	14,496	13,850	2,822	31,168
North West Operating Company	25,450	16,740	5,649	47,839
South East Operating Company	15,687	11,430	2,581	29,698
South West Operating Company	18,142	16,222	5,776	40,140
Total	73,775	58,242	16,828	148,845

Source: Public Accounts Committee - Not National Statistics
1. For the purpose of maintenance from 2001-02, the trunk road network was sub-divided into 4 operating units (see Notes)
2. The inflation adjustment (Contract Price Fluctuation) of £6,117k cannot be readily split between Capital and Current

Table 10.3 Net revenue expenditure on roads and transport *(excluding loan charges)* by Councils , by type, 2010-11 [1]

Council	Roads			Network and traffic management			Parking Services	Public Transport			Total
		Maintenance						Local Authority	Non Local Authority		
	Constr-uction	Winter mainte-nance	Structural, environmental and safety maintenance and routine repairs	Lighting	School crossing patrols	Other		LA public trans-port	Conces-sionary fares [2]	Other non LA public transport	
											£ thousand
Aberdeen City	-	2,257	4,790	2,653	267	-	-	-	30	-2	9,995
Aberdeenshire	-	8,241	12,934	2,140	483	228	-197	-	105	7,055	30,989
Angus	3,882	3,587	2,184	1,359	320	-	107	-	19	2,003	13,461
Argyll & Bute	80	3,328	10,384	1,556	229	411	-464	1,167	105	3,581	20,377
Clackmannanshire	-	932	1,153	818	103	56	-10	-	1	619	3,672
Dumfries & Galloway	-	1,667	8,968	1,063	253	3,107	262	-	-	6,909	22,229
Dundee City	-	3,380	3,206	1,175	418	772	-645	-	312	1,010	9,628
East Ayrshire	-	1,692	6,504	1,916	253	1,266	-465	-	144	1,496	12,806
East Dunbartonshire	-	1,120	3,847	872	525	625	72	-	130	2,001	9,192
East Lothian	-	2,478	5,744	592	347	-	-	-1,323	160	1,126	9,124
East Renfrewshire	-	1,202	3,487	1,025	317	198	49	-	105	1,296	7,679
Edinburgh, City of	-	7,102	7,948	4,275	1,160	3,403	-13,087	-	791	4,354	15,946
Eilean Siar	-	2,328	3,596	341	-	16	7	-103	18	3,924	10,127
Falkirk	89	3,462	3,433	1,514	505	1,647	-142	-	310	2,164	12,982
Fife	-	7,404	15,812	3,768	840	4,843	-627	-	829	8,635	41,504
Glasgow City	-	4,505	10,979	10,186	2,992	6,264	-6,990	-	624	4,836	33,396
Highland	-	8,485	11,418	4,265	294	1,385	-247	425	159	6,156	32,340
Inverclyde	-	545	2,847	731	229	128	-	-	101	1,569	6,150
Midlothian	-	2,832	3,113	1,040	337	1,456	91	-	26	1,000	9,895
Moray	-	3,244	3,866	833	204	-	-165	-	-	1,032	9,014
North Ayrshire	-	1,491	6,020	1,669	407	689	73	-	168	2,330	12,847
North Lanarkshire	-	4,226	16,905	5,278	1,086	1,380	-	-	341	5,756	34,972
Orkney Islands	-	1,223	2,576	225	56	200	-3	6,883	114	2,053	13,327
Perth & Kinross	-	6,099	4,553	1,544	344	1,207	-721	-	72	2,685	15,783
Renfrewshire	-	1,978	5,519	2,422	602	1,609	-844	-	197	2,364	13,847
Scottish Borders	163	6,574	6,443	1,514	221	1,927	261	7	-706	3,393	19,797
Shetland Islands	199	1,636	3,958	377	-	624	-	11,197	1	2,987	20,979
South Ayrshire	-637	852	4,208	1,704	209	1,794	-116	-	-	1,556	9,570
South Lanarkshire	-	6,268	18,424	4,467	1,368	1,049	-558	-	348	5,797	37,163
Stirling	-	3,257	3,921	1,026	296	616	-122	-	-	1,475	10,469
West Dunbartonshire	-	1,072	1,247	1,000	354	387	79	-	-	1,848	5,987
West Lothian	-	6,223	6,470	3,036	445	367	44	-	695	2,520	19,800
HITRANS	-	-	-	-	-	-	-	-	-	-	-
NESTRANS	-	-	-	-	-	-	-	-	-	300	300
SESTRAN	-	-	-	-	-	-	-	-	-	-	-
SWESTRAN	-	-	-	-	-	-	-	-	-	-	-
SPT	-	-	-	-	-	-	-	-	1,801	-34,528	-32,727
TACTRAN	-	-	-	-	-	-	-	-	-	-36	-36
ZETRANS	-	-	-	-	-	-	-	-	-	46	46
Scotland	**3,776**	**110,690**	**206,457**	**66,384**	**15,464**	**37,654**	**-24,358**	**18,253**	**7,000**	**61,310**	**502,630**

1. Support service costs (e.g. administrative buildings and services such as legal, personnel, accountancy, IT and estates management), are included in the various service totals.
2. 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 tables 11.29.

Table 10.4 Service breakdown of Local Authorities' gross capital expenditure 2010-11[1]

	Tangible Fixed Assets			Intangible	Revenue Expenditure Funded from Capital Resources	
Category of expenditure	**Acquisition of land, leases, existing buildings or works**	**New construction, conversions & enhancement to existing buildings**	**Vehicles, Plant, machinery & Equipment**	**Intangible assets**	**Third Party Capital Projects**	**Total Gross Capital Expenditure**
						£ thousand
Roads	8,281	218,893	3,943	9	4,656	235,782
Network and Traffic Management	1,229	23,670	3,107	47	2,152	30,205
Bridges	2,768	22,454	215	-	-	25,437
Parking services	422	1,101	100	-	-	1,623
Rail	5,391	224	-	9	-	5,624
Other Public Transport	235	71,229	16,642	29	12,278	100,413
Shipping, Airports, Transport Piers & Ferry Terminals	111	1,167	30	-	-	1,308
Total Roads and Transport	**18,437**	**338,738**	**24,037**	**94**	**19,086**	**400,392**

1. Capital Expenditure is recorded on a accruals basis (not cash) and includes Capital Funded from Current Revenue.

Table 10.5 Gross[1] capital account expenditure on local authority roads and transport by Councils and Boards, by type, 2010-11

Authority	**Roads**	**Network and Traffic Management**	**Bridges**	**Parking services**	**Rail**	**Public Transport**	**Shipping, Airports, Transport Piers & Ferry Terminals**	**Total Roads and Transport**
								£ thousand
Aberdeen City	7,066	1,051	628	236	-	-	-	8,981
Aberdeenshire	14,420	3,384	1,138	-	63	1,277	-	20,282
Angus	6,941	1,570	326	-	-	482	-	9,319
Argyll & Bute	7,988	242	560	-	-	-	949	9,739
Clackmannanshire	874	567	14	-	-	32	-	1,487
Dumfries & Galloway	6,503	126	1,100	-	-	1,802	-	9,531
Dundee City	9,234	355	29	330	-	425	-	10,373
East Ayrshire	2,356	2,006	579	-	-	-	-	4,941
East Dunbartonshire	14,567	1,199	355	-	9	38	-	16,168
East Lothian	6,346	-	-	-	-	-	-	6,346
East Renfrewshire	812	587	78	-	-	-	-	1,477
Edinburgh, City of	15,092	5,017	173	112	-	64,816	-	85,210
Eilean Siar	2,911	265	122	-	-	93	-	3,391
Falkirk	4,158	409	902	-	-	-	-	5,469
Fife	9,915	1,183	1,304	18	4	254	-	12,678
Glasgow City	39,658	-	79	-	-	-	-	39,737
Highland	16,792	2,383	149	-	-	110	-	19,434
Inverclyde	1,485	25	18	-	-	-	-	1,528
Midlothian	3,122	239	-	-	-	-	-	3,361
Moray	3,109	1,441	738	-	-	-	-	5,288
North Ayrshire	2,928	319	954	-	-	274	-	4,475
North Lanarkshire	7,290	1,565	1,161	60	-	-	-	10,076
Orkney Islands	698	112	-	-	-	1,151	-	1,961
Perth & Kinross	7,205	2,044	1,356	-	-	52	-	10,657
Renfrewshire	4,730	10	633	-	-	-	-	5,373
Scottish Borders	6,734	579	-	-	3,926	69	-	11,308
Shetland Islands	2,759	67	204	-	-	-	359	3,389
South Ayrshire	414	779	233	-	-	316	-	1,742
South Lanarkshire	16,333	740	325	-	103	1,584	-	19,085
Stirling	5,585	-	257	-	-	-	-	5,842
West Dunbartonshire	1,712	378	199	398	54	-	-	2,741
West Lothian	4,153	607	961	469	1,465	235	-	7,890
Forth Estuary Transport	-	-	9,055	-	-	-	-	9,055
Tay Bridge	-	-	1,807	-	-	-	-	1,807
HITRANS	-	-	-	-	-	-	-	-
NESTRANS	1,892	956	-	-	-	-	-	2,848
SESTRAN	-	-	-	-	-	377	-	377
SWESTRANS	-	-	-	-	-	648	-	648
SPT	-	-	-	-	-	26,378	-	26,378
TACTRAN	-	-	-	-	-	-	-	-
ZetTrans	-	-	-	-	-	-	-	-
Total	**235,782**	**30,205**	**25,437**	**1,623**	**5,624**	**100,413**	**1,308**	**400,392**

1. Capital Expenditure is recorded on a accruals basis (not cash) and includes Capital Funded from Current Revenue.

Table 10.6a Petrol and diesel prices and duties per litre (year average), GB[1]

		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Unleaded Petrol [2]												
Price	pence	75.7	73.2	76.0	80.2	86.7	91.3	94.2	107.1	99.3	116.9	133.3
of which:												
Duty		46.4	45.8	46.1	47.1	47.1	47.2	48.9	50.5	54.4	57.2	58.2
VAT [3]		11.3	10.9	11.3	11.9	12.9	13.6	14.0	15.8	13.0	17.4	22.2
All tax		57.7	56.7	57.5	59.0	60.0	60.8	62.9	66.3	67.3	74.6	80.4
All tax as a % of price		*76*	*77*	*76*	*74*	*69*	*67*	*67*	*62*	*68*	*64*	*60*
Diesel (derv)[4,5]												
Price	pence	78.2	75.6	76.7	82.9	89.0	97.7	97.0	130.6	104.3	120.1	139.6
of which:												
Duty		46.3	45.8	46.1	47.1	47.1	47.2	48.9	50.5	54.4	57.2	58.2
VAT [3]		11.6	11.2	11.6	12.2	13.5	14.2	14.4	17.3	13.6	17.8	23.1
All tax		57.9	57.1	57.7	59.3	60.6	61.4	63.3	67.9	68.0	75.0	81.3
All tax as a % of price		*74*	*75*	*75*	*72*	*68*	*63*	*65*	*52*	*65*	*62*	*58*

Source: DECC - Not National Statistics

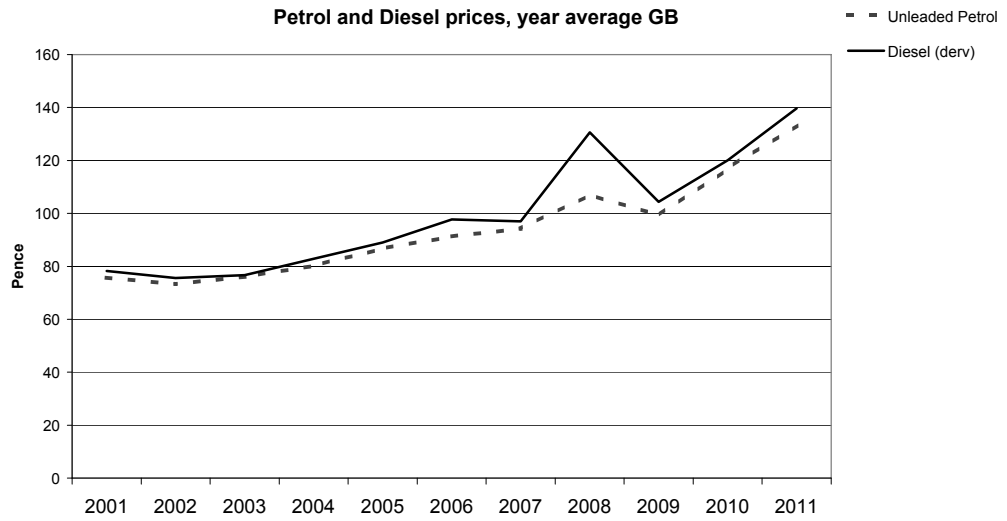
1. DTI discontinued publishing the price of LRP from September 2005, due to the low volume of sales. June figures for 4 star Lead Replacement Petrol (LRP) are available in previous editions of STS.
2. From June 2001 Premium unleaded prices represent Ultra Low Sulphur Petrol (ULSP) which now accounts for virtually all Premium unleaded sold.
3. VAT is rebated to business. From 1 April 1991 it was 17.5%, 15% in 2009, 17.5% in 2010 and 20% from 2011.
4. Diesel-engined road vehicle fuel (derv).
5. From June 2000, the figures are for ultra low sulphur diesel (ULSD) which now accounts for virtually all diesel sold.

Table 10.6b Petrol and diesel prices per litre (year and month), GB[1]

	January	February	March	April	May	June	July	August	September	October	November	Decembe
Unleaded [1]												
2009	86.3	89.4	90.1	93.6	97.0	101.8	102.7	103.8	105.9	104.5	108.3	108.2
2010	111.5	111.6	115.5	119.8	121.2	117.7	117.2	116.2	114.6	117.2	118.7	121.6
2011	127.5	128.4	131.9	134.7	136.7	135.6	135.1	135.3	134.7	134.0	133.2	132.1
2012	132.9	134.6	137.7	141.7	137.7	131.6	131.1	134.1	139.4			
Diesel												
2009	98.7	100.3	99.9	101.9	103.0	104.3	103.9	104.3	106.6	105.5	109.5	109.3
2010	113.3	113.4	116.2	121.0	122.8	120.1	119.7	118.7	117.2	120.6	122.5	125.8
2011	132.1	133.4	138.1	141.1	141.5	139.6	139.4	139.9	139.2	139.4	140.3	140.6
2012	141.3	142.6	145.0	147.8	144.0	137.4	136.6	139.4	144.2			

Note: Data for earlier years can be found on the DECC website http://www.decc.gov.uk/assets/decc/statistics/source/prices/qep411.xls

1. From June 2001 Premium unleaded prices represent Ultra Low Sulphur Petrol (ULSP) which now accounts for virtually all Premium unleaded sold.



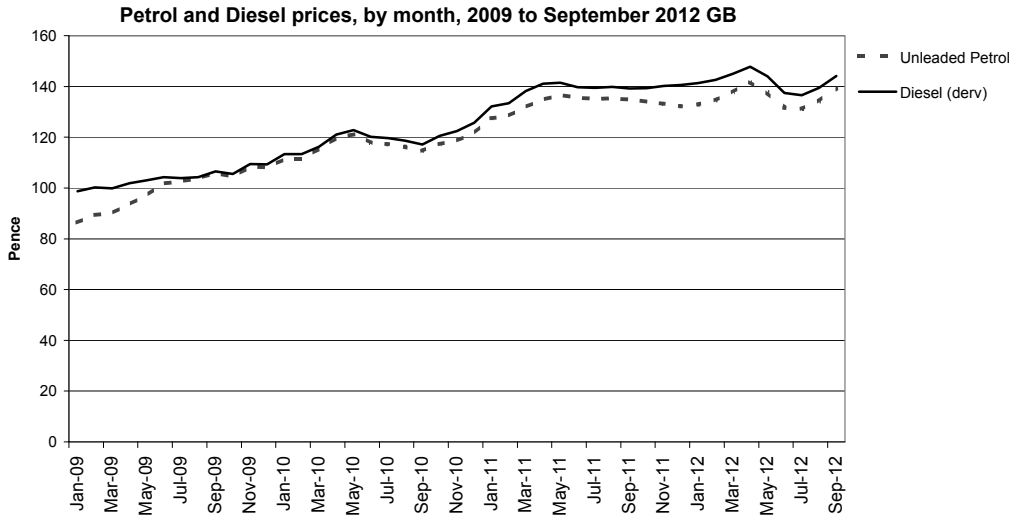


Table 10.7 Transport components of the Retail Prices Index (1987=100), UK

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
									index: 13 January 1987 = 101		
Retail Prices Index (all items)	173.3	176.2	181.3	186.7	192.0	198.1	206.6	214.8	213.7	223.6	235.2
Transport components of the RPI:											
Motoring expenditure	180.3	178.9	181.2	183.0	184.2	186.9	189.2	195.1	193.7	219.1	238.4
Purchase of motor vehicles	124.8	122.3	118.9	115.2	109.2	106.2	103.4	96.3	95.6	101.3	99.5
Maintenance of motor vehicles	220.9	232.3	246.2	261.1	277.0	293.9	309.0	327.2	340.6	356.6	374.2
Petrol and oil	221.3	214.3	222.0	234.4	255.0	269.0	276.3	317.9	292.6	341.9	391.4
Vehicle tax and Insurance	265.9	270.0	281.7	283.0	279.3	282.9	295.8	305.2	334.9	426.6	514.7
Fares and other travel costs	190.5	195.9	209.7	217.0	225.9	229.9	244.2	261.1	273.4	287.6	308.5
Rail fares	213.7	218.6	222.3	230.8	240.1	249.7	262.5	273.9	288.5	311.6	333.8
Bus and Coach fares	212.8	219.3	228.5	240.2	256.1	259.7	274.5	291.5	309.1	322.9	344.4
Other travel costs	164.9	169.8	188.9	192.3	199.7	201.4	214.6	232.3	240.3	255.2	274.7

Table 10.8a Average weekly household expenditure in Scotland on transport and vehicles (£)[1,2,3,4]

	1996-97 to 1998-99 *ave.* [5]	1997-98 to 1999-00 *ave.* [5]	1998-99 to 2000-01 *ave.* [5]	1999-00 to 2001-02 *ave.* [5]	2000-01 to 2002-03 *ave.* [5]	2001-02 *fin yr.*	2002-03 *fin yr.*	2003-04 *fin yr.*
Net purchase of motor vehicles, spares and accessories	21.30	22.20	22.40	22.60	22.20	23.40	23.30	25.50
Maintenance and running motor vehicles	21.80	21.90	23.80	24.90	26.70	25.30	28.40	27.80
of which fuel costs	11.50	11.70	13.00	13.30	13.80	13.30	13.70	13.70
Purchase and maintenance of other vehicles and boats	0.40	0.50	0.50	0.60	0.50	0.40	0.30	0.60
Railway fares	1.10	1.10	1.20	1.30	1.30	1.50	1.20	1.00
Bus and coach fares	2.10	2.00	2.10	2.10	2.10	2.20	2.00	1.70
Other travel and transport	2.60	2.90	2.70	3.00	2.90	2.90	2.90	2.80
Total Transport expenditure	49.30	50.60	52.70	54.50	55.70	55.40	58.20	59.40
Total Household Expenditure	305.70	317.30	330.70	344.80	359.10	357.60	374.60	380.90
Transport as % of total exp	*15.9*	*16.1*	*15.9*	*16.0*	*15.8*	*15.5*	*15.5*	*15.5*

Table 10.8b Average weekly household expenditure in Scotland on transport and vehicles (£)[1]

	2001-02 to 2003-04 *ave.* [5]	2002-03 to 2004-05 *ave.* [5]	2003-04 to 2005-06 *ave.* [5]	2006-08	2007-09	2008-10
Purchase of vehicles	22.3	23.00	23.70	24.30	24.10	23.10
Purchase of new cars and vans	9.70	10.70	11.40	8.80	8.70	7.40
Purchase of second hand cars or vans	12.20	11.90	11.90	14.90	14.70	15.00
Purchase of motorcycles and other vehicles	0.40	[0.50]	0.50	0.60	0.70	0.70
Operation of personal transport	20.80	21.30	23.00	27.20	27.30	27.80
Spares and accessories	1.90	2.00	1.80	1.80	1.80	2.00
Petrol, diesel and other motor oils	13.50	13.80	15.00	18.40	18.40	19.20
Repairs and servicing	4.00	4.20	4.70	5.20	5.30	5.10
Other motoring costs	1.40	1.40	1.50	1.90	1.80	1.50
Transport services	7.90	6.90	7.70	8.40	9.70	12.10
Rail and tube fares	1.20	1.10	1.30	1.80	2.00	2.20
Bus and coach fares	2.00	1.70	1.60	1.70	1.60	1.70
Combined fares	0.10	[0.10]	[0.10]	[0.20]	0.30	[0.30]
Other travel and transport	4.60	4.00	4.80	4.60	5.80	7.90
Total Transport Expenditure	50.90	51.20	54.40	59.90	61.10	63.00
Total Household Expenditure	370.30	380.20	393.80	432.80	438.70	447.20
Transport as % of total exp	*13.7*	*13.5*	*13.8*	*13.8*	*13.9*	*14.1*

1. Based on weighted data and including children's expenditure.
2. For 2001-02, a new coding frame for expenditure items was introduced to the Expenditure and Food Survey. As a result, many individual expenditure items for 2001-02 are not directly comparable with those from previous years. However, the categories still include all the same types of expenditure.
3. There are differences between the figures shown in this table and the ones in table 10.9b. The latter are on the basis which is now used in the Office for National Statistics' Family Spending publication, which reports the results of the Expenditure and Food Survey.
The main differences are that:
a) the 'net purchase of motor vehicles, spares and accessories' category includes expenditure on protective head gear which in Family Spending is included within 'clothing and footwear.'
b) the 'purchase and maintenance of other vehicles and boats' category is within 'recreation and culture' in Family Spending.
c) the 'Railway fares' and 'Bus and coach fares' categories do not include expenditure on 'combined fares' (e.g. bus + train in one ticket). This expenditure is included in the 'Other travel and transport' category.
d) Air fares are not included in this table.
4. Information on expenditure on transport was not asked for in the SHS in 2007 or 2008, but will be included in 2009.
5. The figures in this column refer to the average expenditure over the three financial year periods to reduce the effect of the sampling errors

Figure 11.1 Calls to Traveline Scotland in 2011

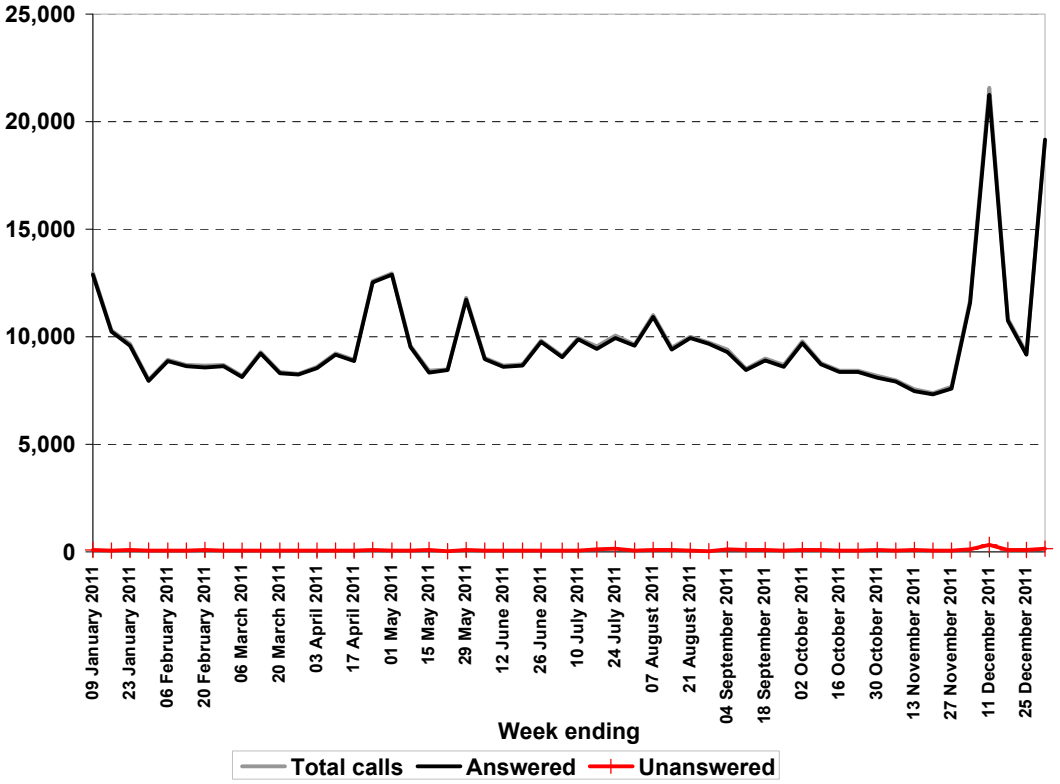
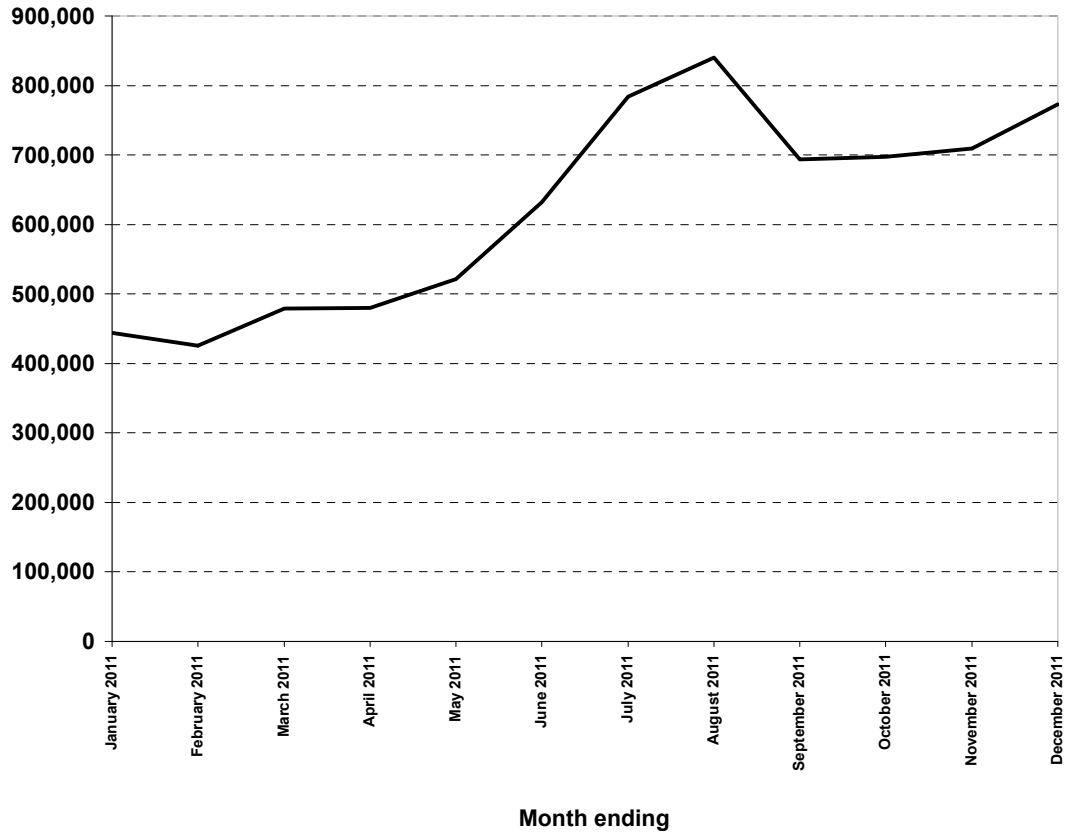


Figure 11.2 Traveline Scotland - Web & App hits in 2011



Chapter 11 PERSONAL AND CROSS-MODAL TRAVEL

1. Introduction

1.1 This chapter includes information collected from individuals via surveys like the National Travel Survey (NTS) and the Scottish Household Survey (SHS). Such surveys provide person-based cross-modal information, in contrast to most of the earlier chapters, which tend to be based on particular modes of transport.

1.2 The NTS is a Great Britain survey with a very small Scottish sample (see section 4.1) and so results from two years of the survey are combined but may still be subject to large percentage sampling errors (see section 3.6). Therefore NTS results should be regarded as broad indications only of the relative use of different modes of transport**. The Scottish Household Survey has a larger sample size and therefore smaller sampling errors.**

1.3 The Department for Transport have been unable to provide updates for tables 11.1 to 11.9 and 11.20 in this section. However, the datasets on the Transport Scotland website will be updated in due course.

2. Main Points

National Travel Survey

Trips

2.1 The National Travel Survey's estimated average number of trips, within Great Britain, per Scottish resident per year was 957 in the two-year period 2009/10, equivalent to an average of 2.6 trips per person per day. The estimated average number of trips per person per year has fallen slightly between 1998/99 and 2009/10, (some of which could be due to sampling variability; see section 3.6). Since 1998/99, the estimated number of trips by car has fallen by 9%, walking by 31% and bus by 6%. *(Table 11.1)*

Distance travelled

2.2 Cars, vans and lorries accounted for three quarters (76%) of the average 7,010 miles travelled, within Great Britain, per year per Scottish resident in 2009/10. Half of the total distance was as a driver, and a further 26% (1,822 miles) as a passenger. Local bus accounted for 7% (489 miles) and Surface rail for 6% (391 miles) of the total distance travelled respectively. Other public transport (e.g. air, ferry, non-local bus) for 5% (354 miles). *(Table 11.2)*

2.3 The estimated average distance travelled per person per year has decreased by 10% between 1998/99 (7,713 miles) and 2009/10 (7,010 miles), with some fluctuations during the period, possibly sampling variability. Car journeys accounted for most of the fall with driven journeys falling 5 per cent from 3,652 miles to 3,484 miles. *(Table 11.2)*

2.4 The average length of a car trip has remained around 8 or 9 miles since 1998/99, local bus trips around 4 - 6 miles and train trips around 30 miles. *(Table 11.3)*

2.5 In 2009/10, shopping (21%) was the most frequent purpose of a trip followed by: commuting (17%), visiting friends at home (11%). *(Table 11.4)*

2.6 Commuting journeys accounted for the largest share of the total distance travelled in 2009/10 (20%: 1,382 miles). This was followed by visiting friends at home (987 miles), holiday/day trip (984 miles) and shopping (958 miles) each representing 14% of all journeys. *(Table 11.5)*

Duration travelled

2.7 In 2009/10, Scottish residents spent an average of 358 hours per person per year travelling within Great Britain: an average of an hour per day. This figure has not changed much since 1998/99, remaining between 339 hours and 386 hours. In 2009/10, 19% of the average hours travelled per person were for commuting. Shopping accounted for 17%. *(Table 11.7)*

2.8 Since 1998/99, the average duration of travel per trip has remained between 20 minutes and 23 minutes. Average duration is highest for holiday/day trip (55 minutes in 2009/10) and business trips (40 minutes), and lowest for escort to education trips (around 11-12 minutes). Generally, the figures have been fairly constant since 1998/99. *(Table 11.8)*

2.9 People in households with two or more cars made an average of 1,069 trips per person per year in 2009/10, 12% more than the overall average of 957 trips per person per year; those in no car households averaged 710 trips per person per year, 26% fewer than the overall average. Residents of households with cars made most of their journeys by car, van or lorry: Two thirds of journeys for one car households and three quarters for 2+ car households. People in households without a car averaged nearly twice as many trips per person by foot, and almost seven times as many trips per person by local bus, as those in households with 2+ cars. *(Table 11.9)*

Scottish Household Survey

Driving

2.10 The Scottish Household Survey (SHS) provides information about how often people aged 17 or over drive. In 2011, 47% of men, 35% of women and 41% of all people aged 17+ said that they drove every day. A further 19% 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 33% did not have a full driving licence. *(Table 11.10)*

2.11 Since 2001, the percentage who drove every day has fallen, but those who drove at least three times a week (but not every day) and once or twice a week has risen. However, this may be impacted by changes to the survey: previously this information was collected via the head of household or his/her spouse/partner; but since April 2003, it's collected for only one randomly-selected adult member of the household and collected directly. *(Table 11.12)*

2.12 The frequency of driving varied with age. In 2011, 50% to 55% of people aged 30 to 59 said they drove every day. As age rises this falls (to 12% for people aged 80 and over). The frequency of driving also varied with the annual net income of the household. Around two thirds of people aged 17+ living in households with

an annual net income of £40,000 or more said they drove every day, compared with around a fifth of those living in households with an annual net income of up to £10,000. Around a third (34%) of people aged 17+ in large urban areas drove every day compared to 54% in accessible rural areas. *(Table 11.10)*

Walking

2.13 In 2011, 63% of adults made a journey of more than a quarter of a mile by foot to go somewhere in the last seven days – the highest level since 2001. Young adults (aged 16-19) were the most likely to have walked to go somewhere (78%), compared with 71% of those aged 20-39, around 60% of those in their 40s, 50s and 60s, and over a third of those aged 80 or above (37%). *(Tables 11.11 & 11.13)*

2.14 In 2011, 54% of adults said that they had walked for pleasure or to keep fit at least once in the last seven days – also the highest since 2001. Men were slightly more likely than women to report that they had walked for pleasure or to keep fit (men: 56%; women: 52%). There was some variation with age: the percentage was highest for those aged 30-49 (around 60%) and lowest for those aged 80 or above (25%). There was less variation with household income, although those with net annual incomes of over £40,000 were more likely than those with lower incomes. *(Tables 11.11 & 11.13)*

Travel To Work (*non-SHS data*)

2.16 Labour Force Survey results suggest that, between 2001 and 2011, 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 2001 and 68% in 2011). There was also little change to walking which was 12% in 2001 and has been 12% for the past 3 years. People who work at home are excluded from these figures. These figures are similar to the findings from the SHS shown in table 11.18 *(Table 11.14)*

2.17 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 2011: 23 minutes by car; 35 minutes by bus and 13 minutes by foot). *(Table 11.15 b)*

2.18 The longer-term trends are shown by statistics from the population censuses, which have collected information about travel to work since 1966. Excluding those that worked at home, the percentage of the working population using cars to travel to work has increased from 21% in 1966 to 68% in 2001 and the percentage using buses has fallen from 43% in 1966 to 12% in 2001. There has also been a significant fall in the proportion of the working population who walk to work, from 24% in 1966 to 12% in 2001. *(Table 11.16)*

Travel to Work (*SHS data*)

2.19 SHS data can be used in more detailed analysis of travel to work patterns. The SHS shows that 11% of employed adults worked from home in 2011, an increase from 2001 (9%). Over half (54%) of self-employed people worked from home. *(Tables 11.17 & 11.21)*

2.20 Overall, the SHS found that the majority (67%) of employed adults who did not work from home travelled to work by car or van in 2011. This percentage varied with gender (men: 69%, women: 64%), age (16-20: 48%, Over 40: 71%), type of employment (only 60% of those who work part-time) and annual net household income (rising to 77% of those in the £40,000+ band). *(Table 11.18)*

2.21 Other usual means of travel to work were: walking (13%); bus (12%); rail (4%); 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 remote small towns (21%) and the percentage who commuted by bus was highest in large urban areas (19%). Since 2001, the percentage travelling to work by car or van (as driver or passenger) has remained around two thirds. Within this overall figure, the percentage travelling to work as a car passenger has fallen since 2001 (from 10.4% to 7.5%). Walking journeys have remained relatively stable around 13%, and little change in the use of other modes of transport *(Tables 11.18 & 11.22)*

2.22 SHS travel to work statistics underpin Scotland's National Indicator on travel to work. More information on National Indicators can be found on the Scotland Performs website:
http://www.scotland.gov.uk/About/scotPerforms/indicators/publicTransport

Travel to School

2.23 In 2011, 51% of children in full-time education at school usually walked to school, 22% usually went by bus, 23% by car or van, 1% cycled and about 2% used other means of transport (such as taxi or ferry). There was little difference between the sexes, but varied greatly with age: 56% 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); 30% of primary pupils went by car or van compared with only 17% of secondary pupils; and only 11% of primary pupils usually travelled by bus compared with 33% of those of secondary age. *(Table 11.19)*

2.24 Those usually travelling by car/van tended to rise with household income, to 26-31% of pupils from households with an annual net income of £30,000 or more. Walking to school was lowest (16-26%) in rural areas. The survey suggests those walking to school has remained relatively stable whilst those going by car has risen since 2001. This is consistent with findings from the National Travel Survey's Scottish sample results. *(Tables 11.19, 11.20 & 11.23)*

Travel Abroad

2.25 According to the International Passenger Survey (IPS), Scottish residents made an estimated 3.6 million visits abroad in 2011 with about 3.4 million visits (94%) being made by air. Glasgow was the main airport used and accounted for about 1.1 million visits (31% of all visits abroad), followed by Edinburgh (1.0 million or 29%), Prestwick (414,000 or 12%) and Aberdeen (164,000 or 5%). Around 156,000 visits abroad (4%) were made by sea, and roughly 55,000 (2%) were made using the Channel Tunnel. *(Table 11.24)*

2.26 Around 68% of Scottish residents' visits abroad were made for holiday purposes. Of these, just under a half (1.1 million) were on a package holiday whilst the rest travelled independently. There were 670,000 (19%) visits abroad to visit friends or relatives and 399,000 visits abroad for business purposes (11%). *(Table 11.24)*

2.27 Seventy seven per cent (2.8 million) of Scottish residents' visits abroad were made to EU countries and visits to other European areas totalled 64,000 (2%). Visits to Canada and the USA together totalled about 285,000 (8%). *(Table 11.25)*

2.28 The estimated number of visits abroad by Scottish residents fell slightly from 3.7 million in 2001 to 3.6 million in 2011, a fall of 4%. This hides an increase of 29% between 2001 and 2006 and a fall of a quarter between 2008 and 2011. Between 2004 and 2011 there has been a steady decline in the number of package holidays while those travelling independently have increased. Other holidays increased by 81% between 2001 and 2008 but has since fallen back 28%. There was also a large increase in the number of visits to friends and relatives over the same period, with numbers more than doubling between 2003 and 2008 and falling 27% since. One should not read too much into some of the apparent year-to-year changes, which may be due to sampling variability. *(Table 11.26)*

Transport Model for Scotland

2.29 Some information on travel between different parts of Scotland is available from the Transport Model for Scotland (TMfS), which covers the area, broadly, from the Borders, through Perth and Dundee, stretching North East to Aberdeen and the surrounding area. The base year of TMfS is 2007.

2.30 It is estimated that, on an average weekday in 2008, 5.1 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. Around one third (35%) of these trips were within Glasgow and Strathclyde (excluding Ayrshire), 16% were within Edinburgh and the Lothians, and 10% were within Aberdeen and the North East. Only 12% of trips were between different TMfS sectors, with the largest such flows being around 50,000 person trips in each direction between Glasgow/Strathclyde and Ayrshire; around 42,000 person-trips each way between Glasgow/Strathclyde and Edinburgh/Lothians; about 41,000 person trips each way between Glasgow/Strathclyde and Central; and another 31,000 or so person-trips each way between Edinburgh/Lothians and Central. The numbers travelling between the area covered by the TMfS and elsewhere in Scotland are estimated to be around 236,000 each way per weekday. *(Table 11.27)*

2.31 Of the 5.1 million inter-zonal person trips per weekday it is estimated that 4.2 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 (but smaller than) those described in the previous paragraph. There were also an estimated 0.9 million inter-zonal person-trips by bus or train per weekday. Two fifths of these were within Glasgow/Strathclyde, and about 20% were within Edinburgh/Lothians. The only flow between different TMfS sectors which involved 10,000 or more bus or train passengers each way per weekday was between Glasgow/Strathclyde and Ayrshire and Glasgow/Strathclyde and Edinburgh. *(Table 11.27)*

2.32 There was an average of almost 4.2 million trips per weekday by cars and goods vehicles. One third were within Glasgow/Strathclyde, and one in six were within Edinburgh/Lothians: in total, 87% were within TMfS sectors. The largest flows between areas were around 40,000 vehicles each way per weekday between Glasgow/Strathclyde and Ayrshire, and about 35,000 vehicles each way per weekday between Glasgow/Strathclyde and Edinburgh/Lothian. *(Table 11.27)*

2.33 The TMfS also produces estimates of the number of trips which are made by car, bus or train across the border with England. These suggest that, on an average weekday, around 8-9,000 people travel each way between Scotland and places in Yorkshire and South East England, about 5-6,000 travel each way between Scotland and places in Northumberland, and around 6,000 people travel to and from South West England and Wales. *(Table 11.28)*

Concessionary Travel

2.34 155 million passenger journeys were made under all types of concessionary fare schemes in 2011-12, 2% more than in 2010-11. Concessionary travel schemes have varied over the years: a national minimum standard of free off-peak local bus travel for elderly and disabled people in Scotland was introduced from 30 September 2002, The scheme was extended to men aged 60-64 from 1 April 2003. In 2006 this was superseded by the introduction of the National Concessionary Travel Scheme for the elderly and disabled which allowed free bus travel across Scotland. Including the young persons scheme bus travel accounted for 150 million passenger journeys (96% of the total) in 2011-12. *(Table 11.29)*

Traveline Scotland

2.35 In 2011 Traveline Scotland received 507,000 telephone calls which was 28% less than the previous year, which was particularly high due to severe winter weather in 2010. Its Web site and smart phone app recorded 7.4 million hits in 2011, this figure is not comparable with previous years figures as it includes visits to the Traveline Scotland bus departure board App. Excluding these visits, there was an increase of 43% in visits to the Traveline Scotland website. *(Table 11.30).*

3. Notes and Definitions

National Travel Survey (NTS) [Tables 11.1 – 11.9]

3.1 The averages given in the tables are averages per head of population, and they will vary greatly from person to person: for example, there will be many people who do not travel on business at all, and others who travel thousands of miles on business.

3.2 A *trip* is defined as a one-way course of travel having a single main purpose. Outward and return halves of a return trip are treated as two separate trips. If a single course of travel involves a mid-way change of purpose then it is split into two trips (but trivial subsidiary purposes, such as a stop en route to buy a newspaper, are disregarded).

3.3 ***Main mode of transport*:** the mode that was used for the longest stage of the trip, where a trip involves more than one mode of transport (e.g. a bus and then a train). In the text, references to car trips include a few by van and lorry.

3.4 ***Length of a trip*:** the distance actually covered by the traveller, as reported by the traveller and not the distance as the crow flies.

3.5 ***Other personal business*:** includes - e.g. - trips to the bank, doctor, hairdresser, library and church.

3.6 ***Sampling variability*:** Because the NTS's Scottish sample is small (see section 4.1), its results may be affected by large percentage sampling errors. Chapter 8 of the *NTS Technical Report 2000* provides information about the possible scale of the sampling errors for the survey's estimates for the three-year period 1998/2000. Tables on page 85 show the estimated per person per year averages, and their associated 95% confidence ranges, for different parts of Great Britain. The figures given for Scotland for 1998/2000 were:

- average trips per person per year - 1,058, with a 95% confidence range of +/- 56 trips (i.e. +/- 5%);
- average distance travelled per person per year - 7,210, with a 95% confidence range of +/- 583 miles (i.e. +/- 8%).

(These may have changed slightly following the Department for Transport's retrospective revision, in 2006, of the estimates back to 1995/1997 to use weighted results.)

Estimates based on smaller samples tend to be subject to larger sampling errors, all else being equal. The estimated numbers of trips made and distances travelled for some modes of transport could be subject to proportionately much greater sampling variability (because those modes were used by only a few people in the sample). Therefore, some of the apparent changes in some modes' figures in Table 11.2 may be due to sampling variability: for example, the apparent fluctuations in the surface rail figures (268 miles in 1995/97, 525 miles in 1998/2000, 339 miles in 2002/2003, 465 miles in 2004/2005 and 408 miles in 2005/2006) are inconsistent with the changes in the overall figures for rail passenger numbers for the same period. It is likely that the fluctuations in the NTS results reflect the inclusion (by random chance) in the sample of more rail users, or greater rail users, in some years than in other years. Similarly, some of the NTS results in other tables may be affected noticeably by sampling variability.

Scottish Household Survey (SHS)

3.8 ***Annual net household income*:** this is the *net* income (i.e. after taxation and other deductions) which is brought into the household by the highest income householder and/or his/her spouse or partner, if there is one. It includes any contributions to the household finances made by other members of the household (eg dig money). In the case of households for which any of the main components of income were not known (for example, because of refusal to answer a question), the SHS contractors imputed the missing amounts, using information that was obtained from other households that appeared similar.

3.9 ***SHS urban / rural classification*:** the urban / rural classification shown in some tables was developed for use in analysing the results of the SHS. It is based on settlement size, and (for the less-populated areas) the estimated time that would be taken to drive to a settlement with a population of 10,000 or more. Each postcode in Scotland was classed as either urban or non-urban, then clumps of adjacent urban postcodes, which together contained more than a certain total number of addresses, were grouped together to form settlements. Six categories were then defined:

- ***Large urban areas*** - settlements with populations of 125,000 or more. These are around - but not the same as - Aberdeen, Dundee, Edinburgh and Glasgow. This category may (a) include areas outwith the boundaries of these four cities, in cases where a settlement extends into a neighbouring

local authority, and (b) exclude some non-urban areas within the boundaries of these four cities.

- ***Other urban areas*** - other settlements of population 10,000 or more.
- ***Accessible small towns*** - settlements of between 3,000 and 9,999 people, which are within 30 minutes drive of a settlement of 10,000+ people.
- ***Remote small towns*** - settlements of between 3,000 and 9,999 people, which are *not* within 30 minutes drive of a settlement of 10,000+ people.
- ***Accessible rural areas*** - settlements of less than 3,000 people, which are within 30 minutes drive of a settlement of 10,000+ people.
- ***Remote rural areas*** - settlements of less than 3,000 people, which are *not* within 30 minutes drive of a settlement of 10,000+ people.

3.10 ***Full driving licence* and *frequency of driving:*** the SHS asks whether the person currently holds a full driving licence (car or motorcycle). For those who are said to hold a licence, the SHS asks how often the person drives nowadays. The interviewer records whichever of the categories shown in the table is the most appropriate, in the light of the answer. Prior to April 2003, these questions were asked of the head of the household, or his or her spouse/partner, about each adult member of the household. Since April 2003, these questions have been asked of a randomly-selected adult member of the household about themselves. Hence, results for previous years may not be entirely comparable with results for 2003 onwards.

3.11 ***Frequency of walking:*** the SHS asks on how many of the last seven days the person made a trip of more than quarter of a mile by foot. The interviewer asks about walking for the purpose of going somewhere, such as work, shopping or to visit friends. The interviewer then asks about walking just for the pleasure of walking or to keep fit or to walk the dog.

3.12 ***Frequency of cycling:*** the SHS asks on how many of the last seven days the person made a trip of more than quarter of a mile by bicycle. The interviewer asks about cycling for the purpose of going somewhere, such as work, shopping or to visit friends. The interviewer then asks about cycling just for the pleasure or to keep fit.

3.13 ***Sampling variability:*** as with the NTS, the SHS is a sample survey so results will be subject to sampling variability. More information including a look up table to calculate confidence intervals can be found in the background section of the Transport and Travel in Scotland or SHS: Travel Diary publications.

International Passenger Survey

3.14 The International Passenger Survey is designed to be representative of all people travelling in and out of the UK in terms of: the usage of air, sea and tunnel; UK residents going abroad and foreign residents coming to the UK; different types of traveller (e.g. holiday, business, etc); and travel to and from different parts of the world. However, it is not designed to produce results which are representative for different regions of residence within the UK. While the survey's procedures should not lead to any major bias in the estimates for Scottish residents, the sample-based nature of the survey may result in their being over-represented in the survey in some years, and under-represented in other years.

3.15 ***Visits abroad:*** The figures include all tourists who make trips which last no more than a year, those travelling to Eire have been included in the IPS since 1999.

3.16 ***Miscellaneous and other purposes****:* includes visits for study, to attend sporting events, for shopping, health, religious or other purposes, and multi-purpose visits for which no one purpose predominates.

3.17 ***Area visited:*** in cases where two or more countries are visited, a person is counted on the basis of the one country in which he or she stayed for the longest time.

Inter-zonal trips made on an average weekday - the Transport Model for Scotland (TMfS)

3.18 These are the estimated annual average numbers of trips made per weekday between or within the areas shown, using the specified modes of transport (for example, they do *not* include trips made by foot, by bicycle, or by motorcycle). The figures represent the estimated total flows over the whole 24 hours of an average weekday. A return journey, from A to B and back again, on the same day, would be counted as two trips: one from A to B and one from B to A.

3.19 The figures are estimates of the numbers of *inter-zonal trips* - i.e. trips which cross the boundary of at least one of the zones used in the Transport Model for Scotland (TMfS). The zones used in the model are constructed by amalgamating Population Census output areas. The model's zones vary in size from area to area, depending on factors such as the size and density of the population and the nature of the transport network that the model must represent. As a result, there is no simple definition of a zone. Some Council areas have many zones (e.g. there are 180 in Edinburgh, and 239 in Glasgow); others have only a few (e.g. there are 10 in East Lothian and 11 Midlothian and 21 in West Lothian). It follows that a trip of a particular length will be more likely to be counted as an inter-zonal trip if it is in (say) Edinburgh than if it is in (say) East Lothian.

3.20 ***Person trips*** relate to the number of people travelling by the specified modes of transport, and ***vehicle trips*** to the numbers of vehicles going between the specified areas. Thus, for example, if a car containing two people goes from A to B, it is counted as two person trips and one vehicle trip.

3.21 The areas identified in the table are sectors within the TMfS. These correspond broadly (but not necessarily exactly) to the areas of the similarly-named former Regions and/or current Councils. Some of these sectors do not contain many TMfS zones - for example, the Borders sector contains 11 zones, and the Perth & Kinross sector contains 23 zones. All else being equal, the larger the zones are within a sector, the smaller the proportion of the trips within the sector that will be treated as inter-zonal trips - and, hence, the smaller the proportion that will be represented within the model.

3.22 ***Elsewhere in Scotland*** refers to those parts of Scotland which are outwith the TMfS model area: broadly, Arran, Argyll & Bute, Highland, Moray, Orkney, Shetland and the Western Isles. The model does not hold information regarding trips which are wholly outwith its model area, such as a trip between Inverness and Dingwall, which would be wholly within the elsewhere in Scotland area.

3.23 The estimated average number of trips originating in an area usually differs from the estimated number with a destination in that area - for example, compare the estimates of 869,000 person trips with a destination in Edinburgh & Lothians and 868,000 trips originating in Edinburgh & Lothians. This is because the estimation process (which is described in section 4) is mainly based upon survey data covering the 7 a.m. to 7 p.m. period, and cannot take full account of trips which involve returning later in the evening. Therefore, the TMfS-based estimates indicate broadly the levels of flows within Scotland, but do not provide precise measures.

3.24 The model's estimates of the number of cross-border trips by bus and train may not be particularly reliable, because of the way that they are produced - see section 4.

4. Sources

4.1 Travel (within GB) by Scottish residents (Tables 11.1 to 11.9, and 11.20)

4.1.1 The **National Travel Survey** (NTS) collects travel diary details from a sample of households across Great Britain and includes travel for all private purposes. Trips in the course of work are included if the main reason for the journey is for the traveller to reach the destination whereas travel in the course of work (to convey passengers or to deliver goods) is excluded (e.g. by bus drivers, lorry drivers and postmen). Trips off the public highway, such as country walks, are excluded.

4.1.2 Prior to 2002, the NTS was not designed to provide reliable estimates for Scotland for single years: the sample included only a few hundred Scottish households each year. Therefore, the samples for a number of years had to be combined in order to produce Scottish results, and even they could be subject to considerable sampling variability. In 2002, the NTS's sample size was increased greatly, enabling the production of results for individual calendar years with effect from 2002. However, the sample size was less in 2002 than in the previous three years taken together, and therefore the results for 2002 alone could be subject to greater sampling variability than those for 1999/2001 taken together. The tables therefore give results for the two-year periods 2002/2003, 2004/2005, 2006/2007 and 2008/2009 as they should be more reliable, being based on a larger sample. Section 3.6 provides some information about sampling variability.

4.1.3 In 2006, the Department for Transport (DfT) revised retrospectively NTS results for 1995/1997 onwards, following its introduction of a method of weighting the data to adjust for differential response rates among different sections of the population (in order to reduce the effects of non-response bias) and to adjust for the drop off in the reporting of journeys during the course of the seven days covered by the NTS Travel Diary (which is done separately for each journey purpose, using their weighted total numbers, assuming that the reporting on the first day of the travel week is the most accurate). In order to allow analysis of trends in recent years, DfT developed retrospectively weighting factors for the NTS data back to 1995. Greater weight was given to respondents from sub-groups which had lower response rates. The weighting process was also used to adjust the balance of the sample to correspond to the population estimates by age and sex for Scotland and

other parts of Great Britain. The use of the weights increased the overall number of trips and average distance travelled per person by 4-5 percent for GB as a whole.

4.2 Frequencies of driving, walking and cycling; and usual main methods of travel to school and travel to work (Tables 11.10 to 11.13 and 11.17 to 11.19 and 11.21 to 11.23)

4.2.1 Information on these and some other transport-related topics is collected by the **Scottish Household Survey**, which started in February 1999. The SHS collects information on a wide range of topics, to allow exploration of the relationships between different sets of variables. Interviewing takes place throughout the year.

4.2.2 The SHS is a survey of private households. For the purposes of the survey, a household is defined as one person or a group of people living in accommodation as their only or main residence and *either* sharing at least one meal a day *or* sharing the living accommodation. A student's term-time address is taken as his/her main residence, in order that he/she is counted where he/she lives for most of the year. The sample was drawn from the Small User file of the Postcode Address File (PAF) which does not include many nurses' homes, student halls of residence, hostels for the homeless, other communal establishments, mobile homes, and sites for travelling people.

4.2.3 Each year, SHS interviews are conducted with a randomly-chosen sample of (on average) over 15,000 households across Scotland. Within each Council area, the sample is stratified using a geo-demographic indicator in order that it will be representative across that Council's area. A higher sampling fraction is used in the areas of the Councils with the smallest populations, in order that (in each two-year period) there is a minimum of 550 household interviews per Council. The results are then reweighted so that they will be representative of Scotland as a whole.

4.2.4 The SHS interview is conducted in two parts. The first part is with the highest income householder, or his/her spouse/partner (if any), who answers questions about the household and its members. This provides household members' age and gender , and the annual net household income. Prior to April 2003, it included questions about the type of driving licence (if any) held by each adult member of the household, and the frequency of driving. Main method of travel to school was also collected (for one randomly-chosen schoolchild member of the household). As the information is collected for one schoolchild per household, proportionately greater weight is given to cases with greater numbers of schoolchildren in the household.

4.2.5 The second part of the SHS aims to obtain results which are representative of Scottish adults by interviewing a randomly-chosen adult (aged 16+) member of the household (who may happen to be the person who answered the questions in the first part of the interview - for example, this is always the case for single pensioner households). This part has fewer respondents as not all randomly-chosen adults are available. Information on the frequency of walking, place of work , usual method of travel to work etc are collected Questions are also asked about journeys made on the previous day (the Travel Diary). These include the start and end times of each stage of the journey, the mode of transport used, the purpose of the journey, and experiences of congestion. As one adult is interviewed per

household, proportionately greater weight is given to cases with greater numbers of adults in the household. For the Travel Diary questions, further weighting is given according to the day of the week and the economic status of the adult.

4.2.6 Although the SHS's sample is chosen at random, respondents will not necessarily be a representative cross-section of the people of Scotland. E.g. the sample could include disproportionate numbers of certain types of people, in which case the survey's results would be affected. In general, the smaller the sample from which an estimate is produced, the greater the likelihood that the estimate could be misleading. SHS publications (see sections 5.3 and 5.4) provide examples of the 95% confidence limits for estimates of a range of percentages calculated from sub-samples of a range of sizes.

4.2.7 The above information relates only to sampling variability. The survey's results could also be affected by non-contact / non-response bias: the characteristics of the (roughly) one-third of households who should have been in the survey but who could not be contacted, or who refused to take part, could differ markedly from those of the people who were interviewed. If that is the case, the SHS's results will not be representative of the whole population. Without knowing the true values (for the population as a whole) of some quantities, one cannot be sure about the extent of any such biases in the SHS. However, comparison of SHS results with information from other sources suggests that they are broadly representative of the overall Scottish population, and therefore that any non-contact or non-response biases are not large overall. Of course, such biases could be more significant for certain sub-groups of the population. In addition, because it is a survey of private households, the SHS does not cover some sections of the population - for example, it does not collect information about many students in halls of residence. The SHS technical reports (see section 5.4) provide more information on these matters.

4.3 Travel to work (Tables 11.14 to 11.16)

4.3.1 The information about the usual means of travel to work and the time taken to travel to the usual place of work shown in tables 11.14 and 11.15 is obtained from the **Labour Force Survey** using questions which have been included in those survey interviews which have been conducted in the Autumn each year since 1992. The tables include the self-employed, those on Government training schemes and unpaid family workers as well as employees, but exclude those working at home, and those whose workplace or mode of transport to work was not known. The LFS is a household survey covering 60,000 households each quarter in GB, and about 6,000 households per quarter in Scotland.

4.3.2 Table 11.16 provides some **Census** of Population information about travel to work. There have been some changes in the categories used – for example, the 1966 Census had a category described as none which was included in the 1971 Census under its On foot and none category; the 1971 Census had a category described as Public Transport which was separate from the categories for Train and Bus; and the 1966 and 1971 Census travel to work figures did not identify separately those who were working at home, so they are included in the figures for those years. However, the effect of such differences on the statistics will be small compared to the scale of the changes in the shares of the main modes of travel.

4.3.3 Information about travel to work is also collected by the SHS (see section 4.2 above), which is the source for tables 11.17 and 11.18.

4.4 Scottish residents' visits abroad (Tables 11.24 to 11.26)

4.4.1 This information is collected by the International Passenger Survey (IPS), from a sample of passengers returning to the UK by the principal air, sea and tunnel routes (excluding some routes which are too small in volume or which are too expensive to be covered). Travellers passing through passport control during the day are randomly selected for interview (interviewing is suspended at night). A weighting procedure takes account of the non-sampled routes and time periods. For example, the figures for certain airports are uplifted to take account of the passenger numbers at the other UK airports which are not covered by the survey. Prior to 2005, Edinburgh and Glasgow were the only Scottish airports at which interviewing took place. Prestwick airport was added to the survey in 2005 and Aberdeen has been collected since 2009. These are uplifted to take account of the non sampled airports. Rosyth was included in quarters 2, 3 and 4 of 2007 and quarters 2 & 3 of 2008.

4.4.2 The figures in the tables are based on interviews with Scottish residents who returned to the UK. This is the Office for National Statistics' standard practice for producing such estimates, as it can then also analyse other information that is collected in the interviews (such as the amount that people say that they spent while on holiday).

4.4.3 The survey covers both adults and children, and is voluntary - for example, the response rate was 80% in 2003, and the results reported in these tables for that year are based upon interviews with about 2,000 Scottish residents.

4.4.4 The IPS data used in the tables are adjusted to take account of the fact that not all people respond to questions regarding area of residence. This means that tables produced by area of residence will not always exactly match other published data regarding trips abroad by UK residents.

4.5 Trips made on an average weekday (Table 11.27 and 11.28)

4.5.1 These figures were provided using the **Transport Model for Scotland** 2007. This model covers the Scottish Strategic Transport Network, and also includes representation of travel patterns between Scotland and England. This covers the areas from the Borders, through Perth and Dundee, stretching North East to Aberdeen and the surrounding area, in which lives roughly 95% of the population of Scotland.

4.5.2 The area covered by the model is divided into 720 zones. The model uses planning data for each zone (e.g. population, number of households, car ownership, employment, number of employed residents) to calculate the number of trips that would be expected to be generated. It also uses information collected by traffic counts, roadside interviews and surveys of passengers on public transport. The information collected and used to develop the model started in 2002 and continued through to 2007, which is the base year. TMfS also uses information from other sources, such as ‘donor’ models (such as the Strathclyde Integrated Transport Model), the 2001 Census of Population and the Scottish Household Survey (which

has been conducted continuously since February 1999). Data collected in other years were factored to represent the base year. The quality and coverage of the data that are held within the TMfS vary between different areas and different parts of the transport network. This is the result of the historical interest in the movement of people and goods between various points on the transport network, and the resultant availability of data. However, the base information used to develop TMfS:07 is more robust and comprehensive than that used in former versions of the national model.

4.5.3 The pattern of travel movements is held in a series of trip matrices covering the morning peak period, the evening peak period and the intervening off-peak period. Taken together, these matrices can be combined to provide a matrix reflecting trip movements during the period 7 a.m. to 7 p.m. on a typical weekday. Daily, monthly and annual averages can then be derived by grossing-up these figures using time series data sources. The resulting expected flows around the transport network are then calibrated and validated for each modelled time period using information about the actual numbers of trips that were made on particular routes.

4.5.4 Applying the calibration and validation process to the expected numbers of generated trips calculated by the model produces estimates of the numbers of trips which are consistent with the observed traffic counts and the results of surveys and interviews. The estimated numbers of trips for the areas shown in the table were then produced by aggregating the estimated numbers of trips for the relevant zones.

4.5.5 The model's estimates of the numbers of people travelling by bus and train across the border with England are less reliable because it uses its standard set of public transport factors to gross up the cross-border passenger numbers obtained (e.g.) from surveys and passenger counts which were carried out at certain times on certain days. Because local bus services account for the vast majority of public transport in Scotland, the model's standard public transport grossing-up factors mainly reflect the pattern of local bus passenger usage - so applying these factors to the data for cross-border bus and train traffic may not take proper account of the different patterns of such traffic.

4.6 Passenger journeys made under concessionary fare schemes (Table 11.29)

4.6.1 The figures for the Strathclyde Concessionary Travel scheme were supplied by Strathclyde Partnership for Transport (SPT); the figures for other schemes were collected from Transport Scotland (national schemes) and from local authorities using the Local Financial Returns form LFR5.

4.6.2 The National Concessionary Travel bus scheme was introduced on 1st April 2006, which allows elderly and disabled free travel on all scheduled bus services in Scotland. This is administered by Transport Scotland and replaced any local bus schemes. The Young People's Concessionary bus Travel Scheme started in 8 January 2007, aimed at 16 to 18 year olds (inclusive) and full time volunteers (aged under 26).

4.6.2 Local authorities were asked to provide numbers of passenger journeys on the same basis as the expenditure on concessionary fares that they report in the

LFR5. This relates to concessionary fares for elderly people, for people with visual or other disabilities, and for children (but exclude school transport).

4.6.3 SPT was able to provide passenger numbers from its records for the Strathclyde Concessionary Travel scheme for several years; figures for the passenger numbers for other schemes are only available for 2000-01 onwards because that was the first year for which that information was requested from local authorities using the LFR forms.

5. Further Information

5.1 National Travel Survey statistics for Scotland are available on the TS website. This includes web tables and an accompanying background note. http://www.transportscotland.gov.uk/analysis/statistics/publications/nts-scottish-results-previous-editions

The National Travel Survey is also described in the Department for Transport website.
http://www.dft.gov.uk/statistics/series/national-travel-survey/

5.2 National Travel Survey statistics: nationaltravelsurvey@dft.gsi.gov.uk

5.3 Labour Force Survey - lfs.dataservice@ons.gsi.gov.uk

5.3 There are a number of transport specific publications on the Scottish Household Survey available at:
www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/Publications

5.4 SHS publications include *Scotland's People*, a detailed Annual Report and can be accessed at: www.scotland.gov.uk/Topics/Statistics/16002/Publications
General Enquiries regarding the Scottish Household Survey should be directed to the SHS Project Manager: Nic Krzyzanowski (tel: 0131 244 0824). Enquiries relating to SHS Transport and Travel data should be directed to Transtat@transportscotland.gsi.gov.uk.

5.6 Enquiries regarding the International Passenger Survey should be directed to Luke Thwaites of the Office for National Statistics (tel: 01633 45 6032).

5.7 Further information or guidance on the detailed application of the Transport Model for Scotland can be obtained from Alison Irvine, Transport Scotland Strategy and Investment (tel: 0141 272 7571).

5.8 Further information about the numbers of passenger journeys made under concessionary fare schemes can be obtained from Maureen Fisher in Transport Scotland (tel: 0131 272 7533).

5.9 Further information about the number of telephone calls and Web site hits for Traveline Scotland can be obtained from Peter J Cullen, Travel Information Manager, Trunk Roads and Network Management, Transport Scotland, (tel: 0141 272 7381).

Table 11.1 Trips per person per year by main mode

*Scottish residents: average per head of population **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009	2009 / 2010
							trips
Walk [1]	316	326	289	242	230	233	216
Bicycle	15	11	9	10	7	10	9
Driver of car, van or lorry	433	414	395	407	394	402	399
Passenger in car, van or lorry	228	230	214	229	209	211	201
Other private transport (eg motorcycle, private hire bus)	13	13	12	10	11	10	12
Local bus	92	73	83	81	83	80	87
Surface Rail	11	16	12	16	15	14	14
Taxi / minicab	19	18	16	16	17	14	15
Other public transport (eg air, ferry, non-local bus)	5	4	4	2	4	3	3
All modes	1,133	1,106	1,035	1,014	969	978	957
Sample size (number of people)	*1,224*	*1,395*	*3,396*	*3,766*	*3,618*	*3,270*	3,214

* Some of the results are based upon a small number of trips in the sample, and so may be subject to large percentage sampling errors. As a result, there may be some apparently large, and potentially misleading, percentage changes between periods.
As mentioned in the text, NTS results for Scotland should be regarded as broad indicators rather than precise measures.
The figures for 1995/97 onwards are based on weighted data, so are not directly comparable with earlier results (which are based on unweighted data) which can be found in the previous edition or in the *Travel by Scottish residents* bulletin.
1. Short walks are believed to be under-recorded in 2002/03 and short trips in 2007-08 compared with earlier years.

Table 11.2 Average distance travelled per person per year by main mode

*Scottish residents: average per head of population **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009	2009 / 2010
							miles
Walk [1]	226	219	199	169	165	169	153
Bicycle	37	25	28	25	25	30	34
Driver of car, van or lorry	3,652	3,781	3,275	3,549	3,361	3,565	3,484
Passenger in car, van or lorry	2,139	2,125	2,058	2,072	1,932	1,953	1,822
Other private transport (eg motorcycle, private hire bus)	250	141	183	172	171	176	227
Local bus	480	383	380	441	440	485	489
Surface Rail	509	357	339	465	460	446	391
Taxi / minicab	75	79	55	61	56	52	57
Other public transport (eg air, ferry, non-local bus)	345	335	416	379	388	355	354
All modes	7,713	7,445	6,933	7,332	6,997	7,233	7,010

* See footnotes for table 12.1

Note: This table uses journey distance for mode rather than stage distance which DfT use in their published tables .

Table 11.3 Average length of trip by main mode

*Scottish residents **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009	2009 / 2010
							miles
Walk [1]	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Bicycle	2.5	2.3	3.0	2.4	3.4	3.1	3.6
Driver of car, van or lorry	8.4	9.1	8.3	8.7	8.5	8.9	8.7
Passenger in car, van or lorry	9.4	9.2	9.6	9.0	9.2	9.3	9.1
Other private transport (eg motorcycle, private hire bus)	18.8	10.9	14.7	17.2	16.2	16.9	19.1
Local bus	5.2	5.2	4.6	5.4	5.3	6.0	5.6
Surface Rail	44.3	21.8	28.5	29.2	30.9	31.9	28.0
Taxi / minicab	3.9	4.4	3.5	3.8	3.3	3.7	3.8
Other public transport (eg air, ferry, non-local bus)	68.3	77.0	111.8	178.2	102.6	93.2	117.9
All modes	6.8	6.7	6.7	7.2	7.2	7.4	7.3

* See footnotes for table 11.1

Table 11.4 Trips per person per year by purpose

*Scottish residents: average per head of population **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009	2009 / 2010
							trips
Commuting	173	174	174	170	161	164	165
Business	34	31	28	35	31	31	31
Education	64	83	82	64	59	54	52
Escort education	24	34	31	29	28	29	23
Shopping	259	234	207	207	203	199	200
Other escort	87	92	98	104	90	94	91
Other personal business	119	112	107	102	99	100	97
Visting friends at home	140	146	119	118	111	106	107
Visiting friends elsewhere	46	40	44	36	40	43	41
Sport / entertainment	84	76	72	74	62	65	70
Holiday / day trip	29	25	29	31	35	41	35
Other (including just walk)	74	57	44	44	50	50	46
All purposes	1,133	1,106	1,035	1,014	969	978	957
Sample size (number of people)	*1,224*	*1,395*	*3,396*	*3,766*	*3,618*	*3,270*	3,214

* See footnotes for table 11.1

Table 11.5 Average distance travelled per person per year by purpose

*Scottish residents: average per head of population **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009	2009 / 2010
							miles
Commuting	1,352	1,540	1,323	1,369	1,350	1,397	1,382
Business	705	848	656	820	657	647	694
Education	224	290	208	219	225	154	165
Escort education	82	118	55	64	53	49	44
Shopping	1,191	1,011	982	1,011	977	986	958
Other escort	494	520	516	587	480	487	516
Other personal business	617	556	501	506	461	593	535
Visting friends at home	1,081	1,026	1,030	1,140	1,051	999	987
Visiting friends elsewhere	238	190	229	217	247	247	225
Sport / entertainment	681	572	516	496	471	437	468
Holiday / day trip	972	710	875	856	977	1,176	984
Other (including just walk)	76	64	43	47	50	60	52
All purposes	7,713	7,445	6,933	7,332	6,997	7,232	7,010

* See footnotes for table 11.1

Table 11.6 Average length of trip by purpose

*Scottish residents **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009	2009 / 2010
							miles
Commuting	7.8	8.9	7.6	8.1	8.4	8.5	8.4
Business	21.0	27.0	23.1	23.6	21.4	20.6	22.6
Education	3.5	3.5	2.5	3.4	3.8	2.8	3.2
Escort education	3.4	3.5	1.8	2.2	1.9	1.6	2.0
Shopping	4.6	4.3	4.7	4.9	4.8	5.0	4.8
Other escort	5.6	5.6	5.2	5.6	5.3	5.2	5.7
Other personal business	5.2	5.0	4.7	5.0	4.6	5.9	5.5
Visting friends at home	7.7	7.0	8.6	9.7	9.5	9.5	9.3
Visiting friends elsewhere	5.2	4.7	5.2	6.0	6.1	5.7	5.5
Sport / entertainment	8.1	7.5	7.2	6.7	7.6	6.7	6.7
Holiday / day trip	33.5	28.2	30.4	27.8	27.9	28.5	28.4
Other (including just walk)	1.0	1.1	1.0	1.1	1.0	1.2	1.1
All purposes	6.8	6.7	6.7	7.2	7.2	7.4	7.3

* See footnotes for table 11.1

Table 11.7 Hours travelled per person per year by purpose

*Scottish residents: average per head of population **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009	2009 / 2010
Commuting	65	74	65	65	69	69	69
Business	20	21	16	22	19	19	20
Education	22	25	23	19	19	17	17
Escort education	5	7	5	5	5	6	4
Shopping	70	62	57	56	61	60	60
Other escort	22	24	26	27	25	26	25
Other personal business	33	33	29	28	30	32	30
Visting friends at home	48	48	44	43	44	44	44
Visiting friends elsewhere	13	12	13	11	14	15	14
Sport / entertainment	29	27	24	23	23	23	24
Holiday / day trip	31	22	26	25	30	37	32
Other (including just walk)	26	19	16	16	19	19	18
All purposes	386	374	346	339	359	367	358
Sample size (number of people)	*1,224*	*1,395*	*3,396*	*3,766*	*3,618*	*3,270*	3,214

* See footnotes for table 11.1

Table 11.8 Average duration of travel per trip by purpose

*Scottish residents: average per head of population **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009	2009 / 2010
Commuting	22.5	25.7	23.3	25.0	25.6	25.4	25.3
Business	36.2	39.7	35.1	41.4	37.7	36.9	40.0
Education	20.4	17.9	17.9	19.4	19.8	18.6	19.1
Escort education	12.7	12.3	11.1	11.4	11.3	11.4	11.5
Shopping	16.2	16.0	17.4	17.8	18.1	18.2	17.9
Other escort	15.0	15.4	16.5	16.7	16.6	16.6	16.8
Other personal business	16.9	17.4	17.0	18.0	18.0	19.2	18.7
Visting friends at home	20.7	19.6	23.3	24.0	24.0	25.0	24.7
Visiting friends elsewhere	17.6	17.8	19.2	20.0	21.3	20.5	20.5
Sport / entertainment	21.0	21.4	18.6	16.1	21.6	20.8	20.4
Holiday / day trip	64.5	53.5	52.4	52.4	52.1	53.6	54.9
Other (including just walk)	21.1	20.4	23.2	23.3	22.3	22.4	23.4
All purposes	20.4	20.3	21.9	21.9	22.2	22.5	22.4

* See footnotes for table 11.1

Table 11.9 Trips per person per year by main mode and cars available to the household

*Scottish residents: 2010 (average per head of population *)*

	Number of cars available to the household			
	No car	One car	2+ cars	All house-holds
Walk	298	213	172	216
Driver of car, van or lorry	12	437	585	399
Passenger in car, van or lorry	101	229	230	201
Other private (eg bicycle, motorcycle, private hire bus)	19	19	26	21
Local bus	224	64	30	87
Other public (eg rail, taxi, air, non-local bus)	56	26	26	32
All modes	710	987	1,069	957
Sample size (number of people)	699	1,357	1,158	3,214

* See footnotes for table 11.1

Table 11.10 Frequency of driving*for people aged 17+: 2011

	Per Week			Per Month						
	Every day	At least 3 times	Once or twice	At least 2 or 3 times	At least once	Less than once	Holds full licence, never drives	Total with a full driving licence	Doesn't have a full driving licence	*Sample size (=100%)*
										row percentages
All people aged 17+ in 2010:	41	13	6	1	0	2	4	67	33	*12,801*
by gender:										
Male	47	15	7	1	0	2	5	77	24	*5,515*
Female	35	12	6	1	1	2	4	61	40	*7,286*
by age:										
17-19	14	3	3	0	0	1	4	25	74	*310*
20-29	33	7	5	1	0	2	6	54	46	*1,442*
30-39	50	13	7	1	0	2	4	77	23	*1,883*
40-49	55	14	5	1	0	2	3	80	20	*2,183*
50-59	51	14	6	1	1	2	4	79	22	*2,125*
60-69	38	19	9	1	1	2	5	75	26	*2,213*
70-79	23	18	8	2	1	2	5	59	43	*1,679*
80+	12	11	5	0	0	1	6	35	65	*966*
by current situation:										
Self employed	66	19	5	0	0	2	1	93	5	*711*
Employed full time	58	12	6	1	0	1	3	81	18	*4,138*
Employed part time	48	15	5	1	0	1	2	72	29	*1,337*
Looking after the home or family	31	11	7	2	0	1	4	56	46	*665*
Permanently retired from work	23	19	8	1	1	2	6	60	41	*4,150*
Unemployed and seeking work	17	6	4	0	0	4	6	37	63	*593*
In further/higher education	18	7	5	1	1	4	9	45	56	*390*
Permanently sick or disabled	10	9	5	1	1	2	8	36	62	*645*
by annual net household income:										
up to £10,000 p.a.	20	11	6	1	1	2	8	49	52	*2,244*
over £10,000 - £15,000	23	12	6	1	1	2	6	51	49	*2,566*
over £15,000 - £20,000	34	14	6	1	0	2	5	62	38	*1,983*
over £20,000 - £25,000	44	14	7	1	0	2	3	71	29	*1,529*
over £25,000 - £30,000	50	13	7	0	1	2	3	76	25	*1,066*
over £30,000 - £40,000	56	14	7	1	0	1	2	81	19	*1,492*
over £40,000 p.a.	66	15	6	0	0	1	1	89	10	*1,502*
by Scottish Index of Multiple Deprivation:										
1 (20 % most deprived)	26	8	3	1	0	1	5	44	56	*2,397*
2	34	12	5	1	0	2	5	59	41	*2,739*
3	42	14	7	1	1	2	4	71	30	*2,804*
4	49	15	9	1	0	1	3	78	22	*2,609*
5 (20% least deprived)	51	18	8	1	0	2	3	83	17	*2,240*
by urban/rural:										
Large urban areas	34	10	6	1	1	3	5	60	40	*4,495*
Other urban	43	14	5	1	0	1	4	68	32	*3,908*
Small accessible towns	42	15	7	1	0	2	3	70	30	*1,099*
Small remote towns	39	13	7	1	0	1	5	66	33	*712*
Accessible rural	54	16	8	1	0	0	2	81	18	*1,376*
Remote rural	46	20	9	1	1	2	2	80	20	*1,209*

*The frequency of driving is shown only for those who hold a full driving licence

Table 11.11 Frequency of Walking in the previous seven days [1] (people aged 16+): 2011

	As means of transport					Just for pleasure or to keep fit[2]					*Sample size (=100%)*
	none	1-2 days	3-5 days	6-7 days	1 + days	none	1-2 days	3-5 days	6-7 days	1 + days	
											row percentages
All people in 2010:	37	19	24	20	63	46	19	17	18	54	*6,372*
by gender:											
Male	36	18	25	21	64	44	20	17	19	56	*2,716*
Female	38	20	24	18	62	48	18	16	18	52	*3,656*
by age:											
16-19	22	17	38	23	78	47	23	16	14	53	*187*
20-29	29	19	28	24	71	46	18	20	16	54	*720*
30-39	29	20	28	23	71	41	22	18	19	59	*925*
40-49	37	20	23	19	62	37	22	18	23	63	*1,078*
50-59	39	19	23	18	60	44	18	17	20	55	*1,052*
60-69	41	20	22	17	59	47	18	14	20	52	*1,055*
70-79	48	18	18	16	52	57	15	13	15	43	*837*
80+	64	17	12	8	37	75	9	7	9	25	*518*
by current situation:											
Self employed	38	19	22	22	63	38	21	19	23	63	*362*
Employed full time	33	20	26	20	66	40	22	19	18	59	*2,031*
Employed part time	33	20	28	19	67	36	20	20	24	64	*660*
Looking after the home/family	29	21	27	23	71	42	19	13	26	58	*343*
Permanently retired from work	48	18	19	15	52	56	15	13	16	44	*2,068*
Unemployed/seeking work	28	21	24	27	72	50	16	11	22	49	*290*
In further/higher education	23	17	32	28	77	50	16	21	12	49	*192*
Permanently sick or disabled	56	15	16	12	43	72	8	11	9	28	*318*
by annual net household income:											
up to £10,000 p.a.	34	21	23	23	67	51	17	14	19	50	*1,085*
over £10,000 - £15,000	38	18	24	20	62	55	16	14	16	46	*1,287*
over £15,000 - £20,000	37	17	26	20	63	48	17	16	19	52	*1,016*
over £20,000 - £25,000	38	17	22	24	63	44	19	14	23	56	*796*
over £25,000 - £30,000	34	23	22	21	66	43	22	18	17	57	*512*
over £30,000 - £40,000	38	21	27	14	62	43	21	18	18	57	*715*
over £40,000 p.a.	39	19	26	16	61	37	21	24	19	64	*758*
by Scottish Index of Multiple Deprivation:											
1 (20 % most deprived)	34	20	24	22	66	53	17	15	15	47	*1,173*
2	37	18	25	20	63	49	17	14	20	51	*1,345*
3	40	16	23	21	60	48	16	16	19	51	*1,409*
4	39	19	23	18	60	40	22	17	21	60	*1,281*
5 (20% least deprived)	34	22	27	17	66	40	23	20	17	60	*1,161*
by urban/rural classification:											
Large urban areas	30	20	27	23	70	48	20	15	17	52	*2,243*
Other urban	38	18	25	19	62	47	17	17	19	53	*1,896*
Small accessible towns	35	19	29	17	65	42	21	20	16	57	*538*
Small remote towns	33	21	22	24	67	47	17	16	21	54	*380*
Accessible rural	51	18	16	15	49	44	19	17	21	57	*721*
Remote rural	55	17	15	13	45	39	19	17	25	61	*593*

Table 11.12 Frequency of Driving[1,2] for people aged 17+

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											column percentages
Every Day	45.8	45.5	43.3	41.4	41.8	40.9	45.2	44.9	43.4	41.4	40.7
Per Week:											
At least 3 times	8.0	8.0	10.2	11.2	11.2	11.6	10.0	10.4	11.9	12.8	13.3
Once or twice	3.9	4.2	5.5	5.7	5.8	6.7	5.1	5.6	5.6	6.0	6.2
Per Month:											
At least 2 or 3 times	1.0	0.9	0.7	0.8	0.8	1.0	0.9	1.0	0.9	0.9	0.9
At least once	0.6	0.4	0.4	0.6	0.5	0.5	0.6	0.4	0.4	0.4	0.4
Less than once	1.9	2.1	1.7	1.6	1.4	1.4	1.7	1.3	1.6	1.8	1.7
Holds full driving licence, never drives	3.5	3.5	4.1	4.5	4.1	4.4	3.5	4.0	4.2	4.3	4.1
Total with a full driving licence	64.7	64.6	65.8	65.8	65.6	66.4	67.0	67.6	68.0	67.6	67.3
Doesn't have a full driving licence	35.3	35.4	34.2	34.2	34.4	33.6	33.0	32.4	32.0	32.4	32.7
Sample size (=100%)	*14,527*	*13,936*	*13,850*	*14,660*	*13,968*	*14,075*	*12,152*	*12,263*	*12,447*	*12,361*	*12,801*

1 For holders of full licences.

2 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.

Table 11.13 Frequency of Walking in the previous seven days[1] (people aged 16+)

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											column percentages
As means of transport											
None	44.9	45.1	45.6	45.8	46.0	46.0	48.0	47.5	41.0	38.0	36.9
1-2 days	19.1	18.3	17.5	16.8	15.3	15.8	17.9	17.2	17.5	18.9	19.1
3-5 days	21.6	22.1	21.9	21.3	22.0	21.3	19.8	21.7	22.4	24.3	24.4
6-7 days	14.5	14.6	15.0	16.0	16.7	17.0	14.3	13.6	19.1	18.8	19.6
1+ days	55.1	54.9	54.4	54.2	54.0	54.0	52.0	52.5	59.0	62.0	63.1
Just for pleasure or to keep fit [2]											
None	57.1	59.3	56.1	56.1	53.9	53.3	53.1	54.9	51.6	48.7	46.0
1-2 days	18.2	18.0	17.8	16.4	16.9	16.5	17.6	18.4	19.1	17.7	18.9
3-5 days	12.1	10.7	12.4	13.3	14.2	13.7	13.7	13.0	13.1	16.5	16.7
6-7 days	12.6	12.1	13.7	14.2	15.1	16.4	15.5	13.7	16.1	17.2	18.5
1+ days	42.9	40.7	43.9	43.9	46.1	46.7	46.9	45.1	48.4	51.3	54.0
Sample size (=100%)	*14,643*	*14,041*	*13,925*	*14,713*	*6,993*	*7,111*	*6,121*	*6,209*	*6,119*	*6,136*	*6,372*

1. 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.

3. This category includes jogging and walking a dog.

Table 11.14 Usual means of travel to usual place of work (in Autumn)

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											percentage
Car,van,minibus,works van	69	70	70	69	68	69	69	69	70	71	68
Bicycle	2	2	1	1	2	1	2	2	2	2	2
Bus,coach.private bus	12	11	11	12	12	12	12	13	11	10	12
Rail (inc Underground)	4	3	4	3	4	5	4	4	4	4	4
Walk	12	13	12	12	13	12	11	11	12	12	12
Other (inc taxi)	2	1	2	3	2	1	2	2	3	2	2
All	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*

Table 11.15(a) Usual time taken to travel to usual place of work (in Autumn)

	1997	1998	1999	2000	2001	2002	2003	2004	2005
									minutes
Car,van,minibus,works van	22	22	22	23	20	23	20	22	21
Bicycle	14	15	15	18	15	14	16	15	16
Bus,coach.private bus	33	32	32	32	33	34	33	32	32
Rail (inc Underground)	42	55	53	52	47	46	48	46	49
Walk	12	12	12	12	11	12	12	12	13
Other (inc taxi)	33	45	33	47	42	46	25	36	40
All	23	23	23	24	22	24	21	23	22

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".

Table 11.15(b) Usual time taken to travel to usual place of work (in Autumn)[1,2]

	2001	2002	2003	2004	2005	2006	2007	2008	2009 [1]	2010 [1]	2011 [1]
											minutes
Car	..	23	23	24	23	23	24	24	24	25	23
Motorcycle	..	*	17	16	19	*	24	*	19	*	*
Bicycle	..	14	16	15	17	21	19	18	15	20	20
Bus/coach	..	34	33	33	33	35	33	36	35	36	35
Rail	..	46	50	52	49	50	49	57	53	53	50
Walk	..	12	12	13	13	13	12	12	14	14	13
Other	..	53	39	62	61	70	64	75	94	74	47 [3]
All	..	24	24	25	24	25	25	26	26	26	25

* Sample size for this cell is too small for reliable estimates.
Source: Oct-Dec, Office for National Statistics (ONS) Labour Force Survey.
Notes: 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.
1. Data are for males and females in employment aged 16-99.
2. Maximum recorded value of usual travel to work time = 180 minutes.
3. 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

Table 11.16 Usual means of travel to work [1] (in Spring)

Population (inc. Census year	Train u/grd)	Bus	Car	Motor cycle	Pedal cycle	Foot[2]	Other[3] (e.g. taxi)	Total of these
								percentage
1966	4	43	21	1	2	24	5	100
1971	3	35	29	0	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	0	2	12	2	100

1. Excluding those who worked at home in 1981, 1991 and 2001 (who were not identified separately in the 1966 and 1971 Census travel to work figures)
2. Includes 'none' in 1971
3. 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).

Table 11.17 Employed[1] adults (16+) - place of work: 2011

	Works from home	Does not work from home	All employed adults	*Sample size (=100%)*
		row percentages		
All employed adults	10.1	89.4	100	*6,189*
Self-employed	49.6	46.2	100	*711*
Employed full-time	4.9	95.1	100	*4,141*
Employed part-time	7.5	94.1	100	*1,337*

1. Those whose current situation was described as self-employed, employed full-time or employed part-time.

Figure 11.3: Travel to work a) 2001 and b) 2011

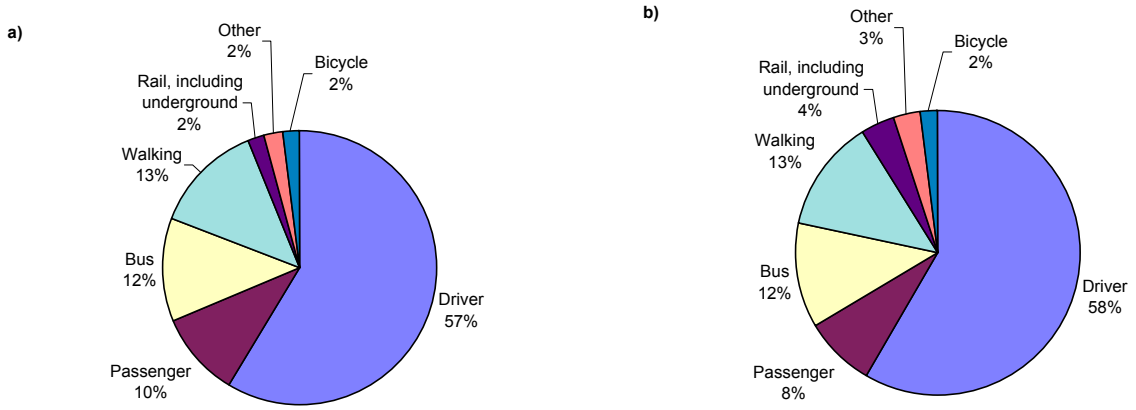
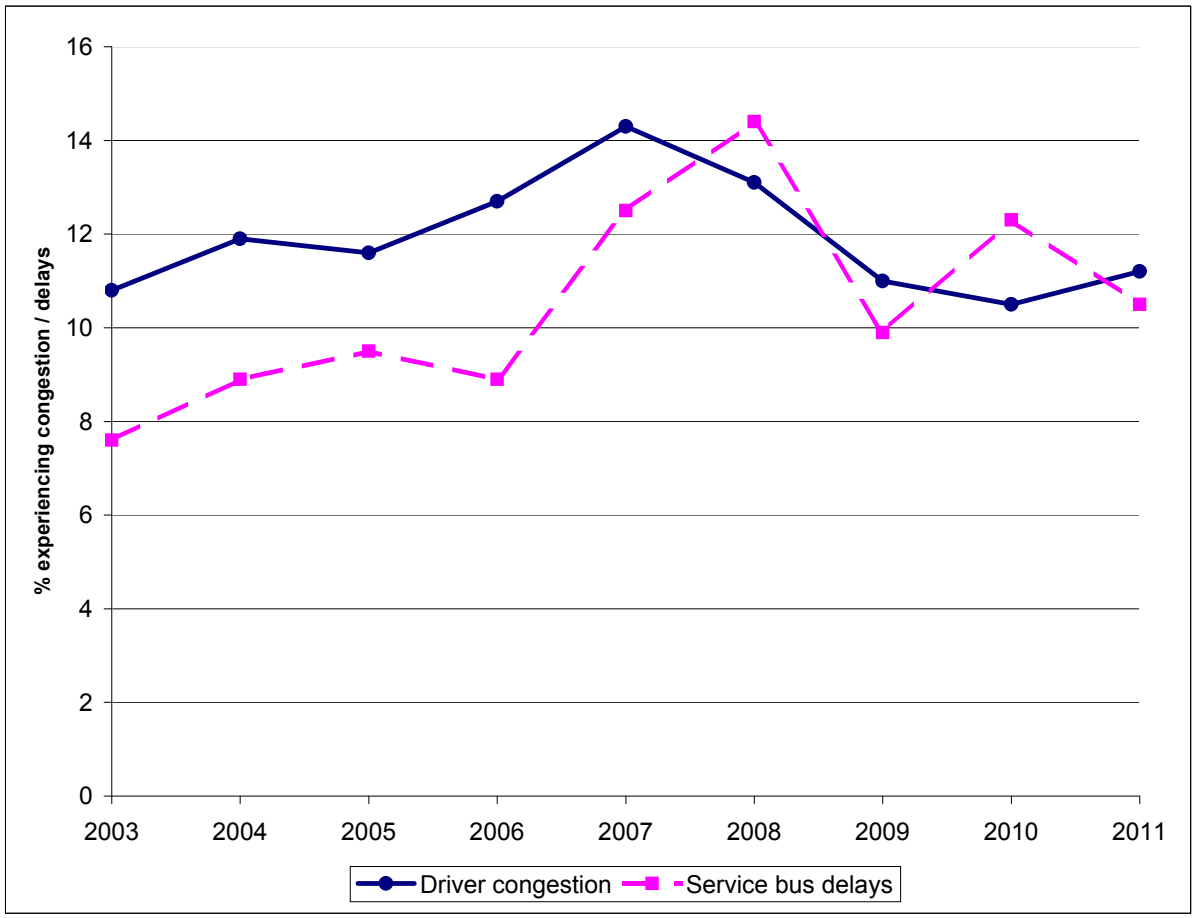


Figure 11.4: Driver experience of congestion and bus passenger experience of delays 2003-2011



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.

Table 11.18 Employed[1] adults (16+) not working from home - usual method of travel to work: 2011

	Walking	Car or van			Bicycle	Bus	Rail [2]	Other [3]	*Sample size*
		Driver	Pass.	All					*(=100%)*
							row percentages		
All people aged 16+ in 2010	13	59	8	67	2	12	4	3	*5,508*
By gender:									
Male	10	62	7	69	3	10	5	4	*2,518*
Female	16	56	8	64	1	14	3	2	*2,990*
by age:									
16 - 20	19	31	17	48	1	31	1	1	*118*
20 - 29	19	45	12	56	2	16	5	3	*800*
30 - 39	11	60	7	67	2	12	6	2	*1,292*
0 9 4 - 4	11	66	5	71	3	9	4	3	*1,513*
0 9 5 - 5	13	65	6	71	1	9	3	3	*1,266*
60 and over	12	64	7	71	1	12	1	3	*519*
by current situation:									
Self employed	13	66	6	71	1	5	2	8	*325*
Employed full time	10	60	8	68	2	12	5	2	*3,934*
Employed part time	22	53	8	60	1	13	2	2	*1,249*
by annual net household									
up to £10,000 p.a.	18	42	8	49	2	25	2	3	*291*
over £10,000 - £15,000	23	41	10	51	1	21	2	2	*670*
over £15,000 - £20,000	16	51	8	59	2	17	4	2	*836*
over £20,000 - £25,000	14	58	8	66	2	13	4	2	*863*
over £25,000 - £30,000	14	58	8	66	3	11	4	3	*656*
over £30,000 - £40,000	11	66	7	73	2	9	4	2	*1,042*
over £40,000 p.a.	7	72	5	77	2	5	5	3	*1,099*
by Scottish Index of Multiple Deprivation:									
1 (20 % most deprived)	16	44	12	56	1	20	4	3	*851*
2	15	55	7	63	2	16	3	2	*1,154*
3	13	62	8	70	2	9	3	3	*1,208*
4	10	64	6	70	2	10	5	4	*1,243*
5 (20% least deprived)	12	66	6	72	3	7	5	2	*1,047*
by urban/rural classification									
Large urban areas	15	48	7	55	3	19	6	2	*1,929*
Other urban	11	65	9	74	1	9	3	3	*1,712*
Small accessible towns	11	69	7	75	3	6	3	2	*454*
Small remote towns	21	54	10	63	3	8	1	4	*321*
Accessible rural	7	74	5	80	1	6	3	3	*618*
Remote rural	14	67	8	76	2	4	1	4	*473*

1. Those in full-time employment, part-time employment and self-employed only.

2. Including the Glasgow Underground.

3. e.g. motorcycle, lorry, taxi, ferry, etc.

Table 11.19 Usual main method of travel to school [1]: 2011

	Walking	Car or Van	Bicycle	Bus			Rail[3]	Other[4]	Sample size (=100%)
				School[2]	Service	All			
									row percentages
All children in full-time education	51	23	1	15	7	22	1	2	*2,715*
By gender:									
Male	51	22	2	15	6	21	1	3	*1,397*
Female	50	25	1	15	7	22	1	2	*1,318*
by age:									
age 4-5	60	25	3	5	3	8	0	4	*214*
age 6-7	53	34	2	9	1	10	0	1	*457*
age 8-9	54	29	2	9	2	11	0	3	*418*
age 10-11	57	27	2	8	4	12	0	3	*388*
All 4-11	**56**	**30**	**2**	**8**	**2**	**11**	**0**	**2**	***1,477***
age 12-13	45	17	2	23	10	33	1	2	*454*
age 14-15	46	18	1	21	13	34	1	1	*483*
age 16-18	46	16	0	24	9	33	1	3	*301*
All 12 - 18	**46**	**17**	**1**	**22**	**11**	**33**	**1**	**2**	***1,238***
by annual net household income:									
up to £10,000 p.a.	58	14	2	18	6	24	1	2	*139*
over £10,000 - £15,000	58	17	2	10	10	20	1	2	*288*
over £15,000 - £20,000	52	19	2	14	10	24	0	3	*384*
over £20,000 - £25,000	53	18	1	14	10	24	0	4	*352*
over £25,000 - £30,000	50	27	0	16	4	20	0	2	*300*
over £30,000 - £40,000	50	26	1	17	5	22	0	2	*592*
over £40,000 p.a.	44	31	2	17	4	21	2	2	*628*
by Scottish Index of Multiple Deprivation:									
1 (20 % most deprived)	56	17	1	8	13	22	1	4	*509*
2	62	19	1	9	8	17	0	2	*511*
3	45	22	1	22	7	29	0	3	*550*
4	39	30	2	23	3	26	1	2	*595*
5 (20% least deprived)	52	28	2	13	3	17	1	0	*547*
by urban/rural classification									
Large urban areas	56	25	1	5	11	16	1	1	*861*
Other urban	57	24	2	10	5	15	1	2	*862*
Small accessible towns	55	18	2	21	4	24	0	2	*267*
Small remote towns	68	17	3	8	2	9	0	3	*143*
Accessible rural	26	27	0	40	3	42	0	4	*335*
Remote rural	16	17	3	52	4	56	0	7	*246*

1. For those in full time education at school. The Main method of transport is recorded if there is more than one method.
2. Including those who were said to travel by private bus, and a few who went by works bus.
3. Including the Glasgow Underground.
4. e.g. motorcycle, lorry, taxi, ferry, etc.

Table 11.20 Travel to/from school (pupils aged 5 to 16) [1, 2]

	Walking[3]	Bus	Car	Bicycle	Other	All	Sample size (=100%)
					row percentages		
1985 / 1986	69	23	6	1	1	100	*310*
1989 / 1991	64	21	13	0	2	100	*254*
1992 / 1994	64	22	12	2	1	100	*218*
1995 / 1997	53	20	25	0	2	100	*331*
2002 / 2003	52	26	19	0	2	100	*559*
2004 / 2005	54	20	23	1	2	100	*625*
2006 / 2007	47	23	27	1	2	100	*532*
2008 / 2009	45	26	25	1	2	100	*445*
2009 / 2010	42	28	25	1	4	100	*413*

1. Source : National Travel Survey. The figures are for pupils aged 5 to 16, as this is the normal basis for such NTS figures.
The purpose of this table is just to give a broad indication of the longer-term trends in travel to/from school.
The small sample sizes mean that sampling variability could have a noticeable effect on the figures for each period.
Results are based on combined years, e.g. 2009 / 2010 uses NTS data from 2009 and 2010.
2. Data from 1995/97 onwards are based on weighted data and are not directly comparable with earlier data which were based on unweighted data
3. The number of short walks is believed to have been under-recorded in 2002/03
Note - this table excludes trips of 50 miles or over to correspond with NTS published results.

Table 11.21 Employed [1] adults (16+) - place of work

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											column percentages
Works from home	8.7	9.3	9.1	9.0	11.1	10.7	11.2	10.0	11.4	10.1	10.6
Does not work from home	91.3	90.7	90.9	91.0	88.9	89.3	88.8	90.0	88.6	89.9	89.4
All employed adults	100	100	100	100	100	100	100	100	100	100	100
Sample size (100%)	*6,922*	*6,597*	*6,681*	*7,058*	*6,841*	*6,845*	*5,888*	*6,092*	*6,103*	*5,862*	*6,189*

1. Those whose current situation was described as self-employed, employed full-time or employed part-time.

Table 11.22 Employed [1] adults (16+) not working from home - usual method of travel to work

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											column percentages
Walking	13.1	13.2	12.6	12.7	12.7	13.8	11.9	12.5	12.3	13.4	12.9
Car or van											
Driver	57.9	56.6	59.8	58.9	59.8	59.8	61.3	59.9	60.7	61.0	59.1
Passenger	10.4	11.0	8.7	8.1	7.5	7.0	6.7	6.1	6.4	6.3	7.5
All	68.4	67.7	68.5	67.0	67.4	66.8	68.0	66.0	67.0	67.3	66.6
Bicycle	1.7	1.6	1.8	1.9	1.6	2.0	1.7	2.3	2.4	2.3	2.0
Bus	12.2	12.2	11.6	12.7	12.1	11.8	12.7	12.1	12.1	10.8	12.0
Rail [2]	2.3	3.1	2.9	3.5	3.9	3.6	3.5	4.3	3.9	3.6	3.9
Other [3]	2.4	2.3	2.6	2.3	2.3	2.0	2.3	2.7	2.3	2.7	2.6
Sample size (100%)	*6,276*	*5,973*	*6,033*	*6,359*	*6,044*	*6,068*	*5,176*	*5,437*	*5,371*	*5,221*	*5,508*

1. The main method of transport is recorded if the journey involves more than one method.
2. Including the Glasgow Underground.
3. e.g. motorcycle, lorry, taxi, ferry, etc.

Table 11.23 Usual main method of travel to school [1]

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											column percentages
Walking	51.9	55.5	52.4	51.2	52.5	51.1	52.8	48.8	50.0	49.7	50.6
Car or van	20.8	19.0	21.7	21.6	21.0	21.7	21.9	23.6	24.4	23.0	23.4
Bicycle	0.6	0.7	1.2	1.0	0.6	0.9	0.8	1.5	1.0	1.4	1.4
Bus											
School [2]	17.7	15.1	16.9	16.9	16.5	17.0	14.8	16.5	16.1	16.1	15.1
Service	6.8	7.3	5.5	6.7	7.1	6.7	7.1	7.3	5.9	7.8	6.6
All	24.3	22.4	22.2	23.2	23.3	23.4	21.9	23.9	22.0	23.9	21.7
Rail [3]	0.5	0.4	0.5	0.9	0.7	1.2	0.9	0.7	0.7	0.3	0.7
Other [4]	1.7	2.1	1.8	1.8	1.6	1.3	1.7	1.5	1.8	1.7	2.2
Sample size (100%)	*3,463*	*3,295*	*3,250*	*3,347*	*3,272*	*3,240*	*2,517*	*2,750*	*2,881*	*2,676*	*2,715*

1. For those in full time education at school. The main method of transport is recorded if there is more than one method.
2. Including those who were said to travel by private bus, and a few who went by works bus.
3. Including the Glasgow Underground.
4. e.g. motorcycle, lorry, taxi, ferry, etc.

Table 11.24 Scottish residents' visits abroad by means of leaving the UK and purpose of visit, 2011

	Purpose of visit					
Means of leaving the UK	Package Holiday	Other Holiday	Business	Visiting Friends or Relatives	Miscellaneous and other Purposes	Total
						thousands
Air						
Edinburgh	178	385	157	296	22	1,038
Glasgow	583	316	60	136	13	1,108
Prestwick	68	248	9	88	2	414
Aberdeen	21	34	72	33	5	164
Total Edinburgh, Glasgow, Prestwick & Aberdeen	850	982	298	553	41	2,724
Heathrow	9	26	22	17	2	76
Gatwick 59		62	10	11	5	147
Stanstead	1	20	5	8	2	35
Manchester	68	35	7	13	1	125
Newcastle	46	31	2	4	-	83
Birmingham	4	4	3	3	-	14
Other UK Airports	20	68	31	41	5	164
Total Air	1,056	1,229	378	649	56	3,368
Channel Tunnel	8	31	9	7	1	55
Sea						
English Channel Ports	43	44	11	7	3	108
English East Coast Ports	21	14	1	7	-	43
Other UK Ports [2]	0	5	.	0	-	5
Total Sea	64	63	11	14	3	156
Total All Means of Leaving the UK	**1,128**	**1,323**	**399**	**670**	**60**	**3,579**

Table 11.25 Scottish residents' visits abroad by means of leaving the UK and area visited, 2011

	Area Visited						
Means of leaving the UK	EU	Other Europe	Canada & USA	Australia & New Zealand	Asia	Rest of the World	Total
							thousands
Air							
Edinburgh	868	26	79	-	18	47	1,038
Glasgow	784	3	119	27	58	118	1,108
Prestwick	402	12	-	-	-	-	414
Aberdeen	127	6	13	-	5	13	164
Total Edinburgh, Glasgow, Prestwick & Aberdeen	2,180	47	211	27	81	178	2,724
Heathrow	22	2	16	5	16	14	76
Gatwick 83		-	21	-	10	33	147
Stanstead	32	2	-	-	1	-	35
Manchester	56	1	16	2	11	39	125
Newcastle	74	-	1	2	1	5	83
Birmingham	10	-	-	1	2	1	14
Other UK Airports	103	10	19	6	10	16	164
Total Air	2,561	62	284	43	132	286	3,368
Channel Tunnel	55	-	-	-	-	-	55
Sea							
English Channel Ports	107	1	-	-	-	-	108
English East Coast Ports	41	0	-	-	-	2	43
Other UK Ports [2]	4	-	0	-	-	-	5
Total Sea	152	1	0	-	-	2	156
Total All Means of Leaving the UK	**2,768**	**64**	**285**	**43**	**132**	**288**	**3,579**

1. These estimates are based on information from samples of passengers using the principal routes- see sections 3.14 and 4.4 of the text.
2. "Other UK ports" includes information collected from Rosyth in 2008 Q2 & Q3.

There are minor differences between Tables 11.26, 11.27 and 11.28, due to totals being calculated by adding separately-rounded numbers.

Table 11.26 Scottish residents' visits abroad, by means of leaving the UK[1], purpose of visit, and area visited

		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
												thousands
All visits abroad by Scots		**3,714**	**3,804**	**3,817**	**4,218**	**4,288**	**4,792**	**4,738**	**4,765**	**3,899**	**3,618**	**3,579**
by means of leaving the UK												
Air	**Total**	**3,327**	**3,459**	**3,569**	**4,009**	**4,131**	**4,562**	**4,517**	**4,501**	**3,674**	**3,362**	**3,368**
Edinburgh		573	454	446	783	767	852	1,077	1,194	1,035	1,000	1,038
Glasgow		1,692	1,954	2,027	2,021	1,721	1,868	1,774	1,742	1,339	1,102	1,108
Prestwick		..	..	..	..	566	673	656	644	376	409	414
Aberdeen		..	..	..	..	..	..	..	..	180	164	164
Total these airports		2,265	2,408	2,473	2,804	3,054	3,393	3,506	3,580	2,931	2,674	2,724
Heathrow		373	352	364	435	383	149	117	102	109	87	76
Gatwick 187			167	183	225	186	192	183	215	140	127	147
Stanstead		69	114	121	115	102	109	58	81	47	44	35
Manchester		149	182	164	156	164	159	158	134	130	130	125
Newcastle		..	..	..	..	..	136	176	128	105	119	83
Birmingham		..	..	..	..	..	39	22	18	13	19	14
Other UK Airports		284	236	264	274	242	385	297	243	199	162	164
Channel Tunnel		44	41	54	36	52	55	65	83	63	76	55
Sea	**Total**	**343**	**304**	**194**	**173**	**105**	**175**	**156**	**182**	**163**	**180**	**156**
English Channel Ports		243	213	124	109	57	119	68	107	109	118	108
English East Coast Ports		87	85	61	54	47	45	52	46	37	34	43
Other UK Ports		13	6	9	10	1	11	36	28	16	28	5
by purpose of visit												
Package holiday		1,847	1,978	1,903	1,969	1,580	1,681	1,687	1,512	1,161	1,195	1,128
Other holiday		1,007	1,042	1,084	1,212	1,505	1,694	1,643	1,828	1,454	1,378	1,323
Business		338	329	305	329	394	383	458	407	397	363	399
Visit friends / relatives		455	391	389	598	692	859	824	913	800	611	670
Misc. and other		68	64	136	110	118	174	126	104	88	70	60
by area visited												
EU		2,985	3,092	3,008	3,204	3,276	3,709	3,662	3,692	2,933	2,709	2,768
Other Europe		12	14	29	32	41	61	48	64	50	48	64
North America		455	388	456	497	484	503	465	477	365	344	285
Australia & New Zealand		39	34	32	54	77	60	71	52	57	55	43
Asia		72	80	81	154	128	158	147	154	146	139	132
Rest of the World		153	198	212	277	282	301	345	324	348	322	288
by means of leaving the UK and *main* purposes of visits												
Edinburgh, Glasgow, Prestwick & Aberdeen												
Package holiday		1,280	1,459	1,492	1,504	1,218	1,277	1,322	1,175	895	882	850
Other holiday		547	543	588	727	1,029	1,164	1,148	1,303	1,055	989	982
Business		126	141	126	162	235	199	306	296	289	242	298
Visit friends / relatives		300	248	222	364	513	634	658	749	651	512	553
Other UK airport												
Package holiday		364	362	298	394	310	297	284	260	188	198	187
Other holiday		362	392	412	409	413	466	408	398	218	214	178
Business		173	139	152	141	149	163	132	94	40	48	49
Visit friends / relatives		135	133	153	213	160	198	147	135	78	54	56
Sea or Channel Tunnel												
Package holiday		204	157	113	71	52	107	81	78	78	115	92
Other holiday		98	107	84	76	63	64	86	127	182	176	162
Business		39	50	27	26	10	21	20	17	67	73	51
Visit friends / relatives		20	10	14	22	19	27	19	29	71	45	62
by *main* purposes of visit and area visited												
Package holiday												
EU		1,661	1,781	1,644	1,653	1,305	1,410	1,366	1,227	898	908	912
Elsewhere		187	197	259	315	275	272	321	285	264	287	216
Other holiday												
EU		755	816	841	936	1,186	1,370	1,353	1,503	1,185	1,120	1,106
Elsewhere		252	226	244	276	319	324	290	324	268	258	217
Business												
EU		249	243	204	235	285	263	356	275	274	252	274
Elsewhere		89	86	101	94	108	120	101	132	123	111	124
Visit friends / relatives												
EU		262	201	219	288	407	529	510	609	514	379	430
Elsewhere		194	190	170	310	284	331	314	304	286	232	240

1. 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 3.14 and 4.4 of the text.
Prestwick airport was added to the International Passenger Survey sample in 2005, so there are no figures for it prior to then.
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.

Table 11.27 Transport Model for Scotland: inter-zonal [1] trips made on an average weekday - within Scotland: circa 2008 [4]

(a) People: by car, bus or train

Origin	Destination: Edinburgh & Lothian	Fife	Central	Glasgow & S'clyde[2]	Ayrshire	Dumfries & Galloway	Borders	Perth & Kinross	Dundee	Aberdeen & North East [3]	Elsewhere in Scotland	Total
												thousands
Edinburgh and Lothian	842	28	29	43	1	0	11	4	2	2	1	**963**
Fife	27	286	11	4	0	0	0	11	11	2	0	**353**
Central	31	11	189	41	0	0	0	5	0	0	0	**279**
Glasgow & Strathclyde[2]	42	3	40	1,819	50	2	1	2	2	1	1	**1,963**
Ayrshire	1	0	0	53	283	2	0	0	0	0	0	**340**
Dumfries & Galloway	0	0	0	2	2	103	0	0	0	0	0	**108**
Borders	11	0	0	1	0	0	65	0	0	0	0	**78**
Perth and Kinross	3	11	5	2	0	0	0	94	12	3	0	**130**
Dundee	1	13	0	2	0	0	0	11	117	22	0	**167**
Aberdeen & North East[3]	1	2	0	2	0	0	0	3	22	494	6	**531**
Elsewhere in Scotland	1	0	0	1	0	0	0	1	0	6	228	**237**
Total	**961**	**353**	**277**	**1,970**	**337**	**108**	**78**	**130**	**167**	**530**	**236**	**5,149**

(b) People: by car

Origin	Destination: Edinburgh & Lothian	Fife	Central	Glasgow & S'clyde[2]	Ayrshire	Dumfries & Galloway	Borders	Perth & Kinross	Dundee	Aberdeen & North East [3]	Elsewhere in Scotland	Total
												thousands
Edinburgh and Lothian	647	20	25	34	0	0	9	3	1	1	0	**742**
Fife	19	240	11	3	0	0	0	10	9	1	0	**294**
Central	27	10	161	36	0	0	0	5	0	0	0	**240**
Glasgow & Strathclyde[2]	32	3	35	1,430	39	1	1	1	1	1	1	**1,546**
Ayrshire	0	0	0	41	242	2	0	0	0	0	0	**286**
Dumfries & Galloway	0	0	0	1	2	90	0	0	0	0	0	**94**
Borders	9	0	0	1	0	0	57	0	0	0	0	**68**
Perth and Kinross	2	10	5	1	0	0	0	80	10	2	0	**112**
Dundee	1	10	0	1	0	0	0	10	93	19	0	**135**
Aberdeen & North East [2]	1	2	0	1	0	0	0	2	19	430	5	**460**
Elsewhere in Scotland	0	0	0	1	0	0	0	0	0	5	199	**207**
Total	**740**	**296**	**238**	**1,552**	**285**	**94**	**69**	**113**	**133**	**460**	**206**	**4,185**

Source: Transport Scotland (Transport Model for Scotland:07) - Not National Statistics

1. All travel movements between the 720 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.
2. Strathclyde excluding Ayrshire
3. Aberdeen City, Aberdeenshire and Angus
4. This traffic and travel data was extracted from the Transport Model for Scotland 2007 (TMfS:07) (Base Year Version BY20, Model Version TMfS V2.0).
   The data reflects daily travel movements within a 2007 base year and represents the most recent data available from the LATIS service (Model version V1.12 2007 BY05)
   TMfS:07 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 720 zones used to represent the UK.
   The data does not include more local or short distance movements travelling wholly within model zones.

Table 11.27 (continued) Transport Model for Scotland: inter-zonal [1] trips made on an average weekday - within Scotland: circa 2008 [4]

(c) People: by bus or train

Origin	Destination: Edinburgh & Lothian	Fife	Central	Glasgow & S'clyde[2]	Ayrshire	Dumfries & Galloway	Borders	Perth & Kinross	Dundee	Aberdeen & North East [3]	Elsewhere in Scotland	Total
												thousands
Edinburgh and Lothian	195	8	4	9	0	0	2	1	1	1	0	**221**
Fife	8	45	1	1	0	0	0	1	3	0	0	**58**
Central	4	1	28	5	0	0	0	0	0	0	0	**39**
Glasgow & Strathclyde[2]	10	1	5	389	11	1	0	1	0	1	0	**417**
Ayrshire	1	0	0	12	40	0	0	0	0	0	0	**54**
Dumfries & Galloway	0	0	0	0	0	13	0	0	0	0	0	**14**
Borders	2	0	0	0	0	0	8	0	0	0	0	**10**
Perth and Kinross	1	1	0	1	0	0	0	13	2	0	0	**18**
Dundee	1	2	0	0	0	0	0	1	24	3	0	**32**
Aberdeen & North East[3]	1	0	0	1	0	0	0	0	4	64	1	**71**
Elsewhere in Scotland	0	0	0	0	0	0	0	0	0	1	29	**31**
Total	**221**	**58**	**39**	**418**	**52**	**14**	**10**	**17**	**34**	**70**	**31**	**964**

(d) Vehicle trips: cars and goods vehicles only

Origin	Destination: Edinburgh & Lothian	Fife	Central	Glasgow & S'clyde[1]	Ayrshire	Dumfries & Galloway	Borders	Perth & Kinross	Dundee	Aberdeen & North East [2]	Elsewhere in Scotland	Total
												thousands
Edinburgh and Lothian	696	20	24	35	1	1	9	4	1	2	1	**795**
Fife	19	240	11	3	0	0	0	11	8	2	0	**295**
Central	26	10	186	36	1	0	0	5	0	1	0	**266**
Glasgow & Strathclyde[2]	38	3	35	1,447	45	2	1	1	2	1	2	**1,576**
Ayrshire	1	0	0	39	241	2	0	0	0	0	0	**284**
Dumfries & Galloway	1	0	0	2	3	94	1	0	0	0	0	**102**
Borders	9	0	0	1	0	1	51	0	0	0	0	**62**
Perth and Kinross	3	10	5	2	0	0	0	75	9	3	1	**109**
Dundee	1	9	1	2	0	0	0	9	87	19	0	**128**
Aberdeen & North East[3]	1	2	0	1	0	0	0	3	18	402	6	**435**
Elsewhere in Scotland	0	0	0	2	0	0	0	1	0	6	182	**192**
Total	**795**	**296**	**264**	**1,571**	**292**	**100**	**63**	**110**	**127**	**435**	**193**	**4,244**

Source: Transport Scotland (Transport Model for Scotland:07) - Not National Statistics

1. All travel movements between the 720 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.
2. Strathclyde excluding Ayrshire
3. Aberdeen City, Aberdeenshire and Angus
4. This traffic and travel data was extracted from the Transport Model for Scotland 2007 (TMfS:07) (Base Year Version BY20, Model Version TMfS V2.0).
   The data reflects daily travel movements within a 2007 base year and represents the most recent data available from the LATIS service (Model version V1.12 2007 BY05)
   TMfS:07 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 720 zones used to represent the UK.
   The data does not include more local or short distance movements travelling wholly within model zones.

Table 11.28 Transport Model for Scotland[4]: trips made on an average weekday - between Scotland and England & Wales: circa 2008[3]

(a) People: by car, bus or train [1]

Origin	Destination: Edinburgh Lothians Borders	Glasgow & Strathclyde[2]	Fife Central Perth & Kinross	Ayrshire, Dumfries & Galloway	Dundee and Aberdeen	Elsewhere in Scotland	Cumbria	Northumberland	South West England & Wales	County Durham	Yorkshire and South East England	Total cross-border
												thousands
Edinburgh, Lothians, Borders							0.4	4.4	1.6	0.4	2.7	**9.5**
Fife, Central, Perth & Kinross							0.1	0.3	0.7	0.1	1.1	**2.3**
Glasgow & Strathclyde[2]							0.7	0.6	2.3	0.2	2.8	**6.6**
Ayrshire, Dumfries & Galloway							1.8	0.2	0.6	0.1	0.6	**3.2**
Dundee and Aberdeen							0.1	0.4	0.5	0.2	0.7	**1.8**
Elsewhere in Scotland							0.1	0.2	0.7	0.1	1.2	**2.2**
Cumbria	0.3	0.1	0.5	1.9	0.1	0.1						**2.9**
Northumberland	3.8	0.2	0.5	0.1	0.3	0.1						**5.0**
South West England & Wales	1.4	0.7	1.9	0.6	0.5	0.6						**5.7**
County Durham	0.3	0.1	0.2	0.1	0.2	0.0						**0.8**
Yorkshire & SE England	2.7	1.1	2.2	0.5	0.8	0.9						**8.1**
Total cross-border	**8.5**	**2.2**	**5.3**	**3.2**	**1.8**	**1.7**	**3.2**	**6.0**	**6.4**	**1.0**	**9.0**	**48.2**

(b) People: by car

Origin	Destination: Edinburgh Lothians Borders	Glasgow & Strathclyde[3]	Fife Central Perth & Kinross	Ayrshire, Dumfries & Galloway	Dundee and Aberdeen	Elsewhere in Scotland	Cumbria	Northumberland	South West England & Wales	County Durham	Yorkshire and South East England	Total cross-border
												thousands
Edinburgh, Lothians, Borders							0	3	1	0	1	**5**
Fife, Central, Perth & Kinross							0	0	0	0	1	**1**
Glasgow & Strathclyde[2]							1	0	2	0	2	**4**
Ayrshire, Dumfries & Galloway							1	0	0	0	0	**2**
Dundee and Aberdeen							0	0	0	0	0	**1**
Elsewhere in Scotland							0	0	1	0	1	**1**
Cumbria	0.2	0.1	0.3	1.5	0.1	0.0						**2**
Northumberland	3.0	0.1	0.3	0.1	0.2	0.1						**4**
South West England & Wales	0.6	0.4	1.4	0.4	0.4	0.4						**4**
County Durham	0.2	0.1	0.1	0.0	0.1	0.0						**0**
Yorkshire & SE England	0.8	0.5	1.3	0.4	0.5	0.5						**4**
Total cross-border	**4.8**	**1.2**	**3.4**	**2.4**	**1.3**	**1.1**	**2.4**	**4.5**	**4.2**	**0.6**	**4.4**	**30.2**

Source: Transport Scotland (Transport Model for Scotland:07) - Not National Statistics

1. The model's method of estimating public transport trips may underestimate cross border traffic.
2. Strathclyde excluding Ayrshire
3. This traffic and travel data was extracted from the Transport Model for Scotland 2007 (TMfS:07) (Base Year Version BY20, Model Version TMfS V2.0).
   The data reflects daily travel movements within a 2007 base year and represents the most recent data available from the LATIS service (Model version V1.12 2007 BY05)
   TMfS:07 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 720 zones used to represent the UK.
   The data does not include more local or short distance movements travelling wholly within model zones.

Table 11.28 (continued) Transport Model for Scotland1: trips made on an average weekday - between Scotland and England & Wales: circa 2008 [3]

(c) People: by bus or train [1]

Origin	Destination: Edinburgh Lothians Borders	Glasgow and Strathclyde [2]	Fife Central Perth & Kinross	Ayrshire, Dumfries & Galloway	Dundee and Aberdeen	Elsewhere in Scotland	Cumbria	Northum berland	South West England & Wales	County Durham	Yorkshire & SE England	Total cross-border
												thousands
Edinburgh, Lothians, Borders							0.1	1.0	0.8	0.2	2.1	**4.1**
Fife, Central, Perth & Kinross							0.0	0.1	0.3	0.1	0.5	**1.0**
Glasgow & Strathclyde [2]							0.1	0.2	0.6	0.1	1.1	**2.2**
Ayrshire, Dumfries & Galloway							0.4	0.1	0.2	0.0	0.2	**0.9**
Dundee and Aberdeen							0.0	0.1	0.1	0.1	0.3	**0.5**
Elsewhere in Scotland							0.0	0.1	0.2	0.0	0.5	**0.7**
Cumbria	0.1	0.0	0.1	0.3	0.0	0.0						**0.6**
Northumberland	0.8	0.1	0.2	0.0	0.1	0.0						**1.2**
South West England & Wales	0.8	0.3	0.6	0.2	0.1	0.2						**2.1**
County Durham	0.1	0.1	0.1	0.0	0.1	0.0						**0.3**
Yorkshire & SE England	1.9	0.6	0.9	0.2	0.3	0.4						**4.1**
Total cross-border	**3.7**	**1.0**	**1.9**	**0.7**	**0.5**	**0.6**	**0.7**	**1.5**	**2.2**	**0.4**	**4.7**	**17.9**

(d) Vehicle trips: cars and goods vehicles only

Origin	Destination: Edinburgh Lothians Borders	Glasgow and Strathclyde [2]	Fife Central Perth & Kinross	Ayrshire, Dumfries & Galloway	Dundee and Aberdeen	Elsewhere in Scotland	Cumbria	Northum berland	South West England & Wales	County Durham	Yorkshire & SE England	Total cross-border
												thousands
Edinburgh, Lothians, Borders							0.4	4.6	0.9	0.3	0.7	**6.9**
Fife, Central, Perth & Kinross							0.3	0.4	0.6	0.1	0.5	**1.9**
Glasgow & Strathclyde [2]							1.6	0.4	2.5	0.1	2.0	**6.6**
Ayrshire, Dumfries & Galloway							1.5	0.2	0.6	0.0	0.5	**2.8**
Dundee and Aberdeen							0.1	0.3	0.4	0.1	0.4	**1.2**
Elsewhere in Scotland							0.1	0.2	0.6	0.0	0.7	**1.6**
Cumbria	0	0	1	2	0	0						**3.1**
Northumberland	5	0	0	0	0	0						**6.0**
South West England & Wales	1	1	2	1	0	1						**5.3**
County Durham	0	0	0	0	0	0						**0.6**
Yorkshire & SE England	1	1	2	1	1	1						**5.2**
Total cross-border	**7.1**	**1.6**	**4.8**	**3.4**	**1.4**	**1.9**	**3.8**	**6.1**	**5.6**	**0.7**	**4.8**	**41.2**

Source: Transport Scotland (Transport Model for Scotland:07) - Not National Statistics

1. The model's method of estimating public transport trips may underestimate cross border traffic.
2. Strathclyde excluding Ayrshire
3. This traffic and travel data was extracted from the Transport Model for Scotland 2007 (TMfS:07) (Base Year Version BY20, Model Version TMfS V2.0).
   The data reflects daily travel movements within a 2007 base year and represents the most recent data available from the LATIS service (Model version V1.12 2007 BY05)
   TMfS:07 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 720 zones used to represent the UK.
   The data does not include more local or short distance movements travelling wholly within model zones.

Table 11.29 Passenger journeys made under concessionary fare schemes

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
											millions
(a) *all* journeys made under concessionary fare schemes[1]											
Strathclyde Concessionary Travel scheme											
Buses[2]	53.28	59.95	74.77	77.08	78.30	N/A	N/A	N/A	N/A	N/A	N/A
Rail	2.59	2.31	2.39	2.61	2.87	2.97	3.05	3.18	3.25	3.29	3.37
Underground	0.74	0.65	0.67	0.70	0.68	0.73	0.76	0.79	0.81	0.77	0.71
Ferries	0.41	0.43	0.53	0.58	0.54	0.65	0.69	0.70	0.71	0.68	0.63
Taxis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Others	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	57.02	63.34	78.36	80.97	82.39	4.35	4.50	4.67	4.77	4.74	4.71
Other concessionary fare schemes[3]											
Buses[2,4,5] (ie. the National schemes)	49.37	54.94	65.45	68.31	69.05	155.74	159.20	157.60	151.65	147.36	149.64
Rail	0.60	0.54	0.66	0.79	0.81	0.01	0.21	0.31	0.42	0.46	0.88
Underground	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
Ferries[5]	0.00	0.20	0.06	0.06	0.06	0.03	0.05	0.05	0.05	0.05	0.05
Taxis	0.59	0.49	0.70	0.79	0.89	0.00	0.00	0.00	0.00	0.00	0
Others	0.00	0.02	0.03	0.04	0.05	0.00	0.00	0.00	0.00	0.00	0
Total	50.56	56.20	66.90	69.99	70.86	155.78	159.46	157.96	152.12	147.87	150.57
All concessionary fare schemes[3]											
Buses[2,4,5]	102.64	114.89	140.22	145.39	147.35	155.74	159.20	157.60	151.65	147.36	149.64
Rail	3.20	2.85	3.04	3.40	3.68	2.98	3.26	3.49	3.67	3.75	4.25
Underground	0.74	0.65	0.67	0.70	0.68	0.73	0.76	0.79	0.81	0.77	0.71
Ferries	0.41	0.64	0.59	0.63	0.60	0.68	0.74	0.75	0.76	0.73	0.68
Taxis	0.59	0.49	0.70	0.79	0.89	0.00	0.00	0.00	0.00	0.00	0.00
Others	0.00	0.02	0.03	0.04	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Total	**107.58**	**119.54**	**145.26**	**150.96**	**153.25**	**160.13**	**163.96**	**162.63**	**156.89**	**152.61**	**155.28**
(b) *of which*: journeys which were made *free of charge* to the traveller[1]											
Strathclyde Concessionary Travel scheme											
Buses[2]	..	28.09	74.77	77.08	78.30	N/A	N/A	N/A	N/A	N/A	N/A
Rail	..	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ferries[6]	..	0.20	0.53	0.58	0.54	0.65	0.69	0.70	0.71	0.00	0.00
Other	..	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	..	28.30	75.30	77.66	78.84	0.65	0.69	0.70	0.71	0.00	0.00
Other concessionary fare schemes											
Buses[2,4,5] (ie. the National schemes)	..	..	..	53.86	54.32	155.71	158.62	156.57	150.41	145.95	148.03
Rail	..	..	..	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0
Ferries	..	..	..	0.05	0.05	0.03	0.05	0.05	0.05	0.05	0.05
Other	..	..	..	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
Total	..	..	..	53.94	54.40	155.74	158.67	156.62	150.46	146.00	148.08
All concessionary fare schemes											
Buses[2,4,5]	..	..	..	130.94	132.62	155.71	158.62	156.57	150.41	145.95	148.03
Rail	..	..	..	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00
Ferries	..	..	..	0.62	0.59	0.68	0.74	0.75	0.76	0.05	0.05
Other	..	..	..	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**..**	**..**	**..**	**131.59**	**133.24**	**156.39**	**159.36**	**157.32**	**151.17**	**146.00**	**148.08**

Source: Transport Scotland & Strathclyde Partnership for Transport - Not National Statistics

1 Figures include a degree of estimation (e.g. allowances for claims not yet been processed) and may incur some small revisions to previously published dat
2 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.
3 2001-02 & 2002-03 figures do not include Eilean Siar.
4 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).
5 The Reimbursement Rate for the National Concessionary Travel bus scheme changed from 73.6% applicable in 2006/07 to 2009/10 to 67% applicable from 2010-11.
6 A small charge was introduced for ferries in 2010.

Table 11.30 Traveline Scotland: telephone calls and web site hits [1]

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Weeks included in year[2]											
Telephone calls	52	52	52	52	52	52	52	52	52	52	52
Web site	..	..	52	52	52	52	52	52	52	52	52
											thousands
Calls answered	195.1	342.0	456.6	585.4	707.4	728.9	665.1	627.7	606.1	700.7	503.9
Calls unanswered											
Ring tone, no reply[3]	2.4	3.9	4.0	4.6	5.3	4.0	4.7	7.2	3.4	2.8	0.4
Engaged tone[4]	3.1	5.9	0.4	3.6	0	0.3	1	0	0.6	1.9	0
Other[5]	3.1	1.5	3.7	9.7	4.9	2.3	3.8	5.9	2.4	2.6	0.3
Total unanswered	8.6	11.4	8.1	17.9	10.3	6.6	9.4	13.1	6.4	7.3	0.7
Total number of calls	203.6	353.4	464.7	603.3	717.7	735.5	674.5	640.9	612.5	708.1	507.1
											percentages
Percentage answered	95.8	96.8	98.3	97.0	98.6	99.1	98.6	97.9	99.0	99.0	99.4
											numbers
Daily average answered[6]	536	940	1,254	1,608	1,943	2,002	1,827	1,724	1,665	1,925	1,384
											seconds
Answered calls: av. duration	150.1	119.5	115.0	115.9	114.0	112.0	107.8	114.9	111.6	142.6	161.5
											thousands
Total number of hits[7, 8]	..	..	990.5	1,793.8	2,658.5	1,854.4	2,305.4	1,635.2	3,217.4	4,349.7	7430.9
											numbers
Daily average hits[6]	..	..	2,721	4,928	7,304	5,094	6,334	4,492	8,839	11,950	20,415

Source: Transport Scotland - Not National Statistics

1. 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.
2. 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.
3. Ring Tone No Reply is when there is available line bandwidth to a call centre, but no answer
4. Engaged Tone is when there is insufficient line bandwidth to route calls to the call centre: the caller does not get as far as its queuing system.
5. All other reasons
6. 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).
7. 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.
8. Total number of hits now includes visits to bus departure boards on the Traveline Scotland app
   Consists of 6,211.7 unique web visits and 1219.2 app departure board visits (thousands)

INTERNATIONAL COMPARISONS

1. Introduction

1.1 This chapter compares some statistics for Scotland with the 2007 27 EU member countries over a mixture of years. Due to the increased EU membership over the years overall comparisons with EU-15 and EU-27 countries are made.

1.2 Due to definitional variations across countries comparisons may not be exact (see Sections 3, 4 & 5), especially where noticeable difference exist between the UK figure and the *UK/GB calculated on the same basis* as the figure for Scotland. Scotland figures use 2011 mid-year estimates, compared to the 1st January 2011 population estimates given for EU countries.

1.4 In some cases, the EU countries' figures do not all relate to the same year. (See Section 5). Because of such differences, the commentary in Section 2 generally does not reference the year. As transport statistics tend to change slowly this shouldn't matter.

2. Main points

Population

2.1 Scotland has a low population: only eight of the EU-27 (Cyprus, Estonia, Ireland, Lithuania, Luxembourg, Latvia, Malta and Slovenia) have fewer people. Scotland also has a low population density (67 people per square kilometre) compared with the overall EU average (EU-15: 123; EU-27: 116). Only six of the EU-27 countries (Estonia, Finland, Ireland, Lithuania, Latvia and Sweden) have a lower population density than Scotland.

Road Network

2.2 For its area, Scotland has a short Motorway network (5.2 km of Motorway per thousand square kilometres), well below the overall EU figure (EU-15: 19.4; EU-27: 15.8). Nine of the EU-27 countries (Bulgaria, Estonia, Finland, Latvia, Malta, Lithuania, Poland, Romania and Sweden) have a lower figure than Scotland.

2.3 The total length of the Scottish road network is also short, relative to the area of the country (Scotland: 762 km of road per thousand square kilometres; EU-15: 1,099; EU-27: 1,051). Of the EU-27, seven countries (Bulgaria, Finland, Germany, Sweden, Italy, Portugal and Romania) have lower figures than Scotland. However, full data was not available for Bulgaria, Germany, Italy and Portugal as the no data existed for 'other roads'.

2.4 Scotland has a short rail network for its area (35.4 km of route per thousand square kilometres) compared with the overall EU figure (EU-15: 46.8; EU-27: 49.1). Nine of the 27 EU countries (Estonia, Finland, Greece, Ireland, Latvia, Lithuania, Portugal, Spain and Sweden) have a lower value than Scotland. This does not include Cyprus and Malta which do not have a railway network.

Vehicles per Population

2.5 Scotland has few cars for the size of its population (434 per thousand population) compared with the EU as a whole (EU-15: 505; EU-27: 477). Ten of the EU-27 countries have lower figures than Scotland.

2.6 Scotland also has few goods vehicles relative to the size of its population (53 per thousand population) compared with the overall EU average (EU-15: 71; EU-27: 68). Of the EU-27, nine countries (Austria, Bulgaria, Germany, Hungary, Latvia, Lithuania, Romania, Slovenia and Slovak Republic) have lower figures.

2.7 The number of new vehicle registrations in Scotland was relatively high (32 per thousand population), higher than the EU-15 and EU-27 averages – seven of the EU-27 countries had higher rates (Sweden, Netherlands, France, Germany, Austria, Belgium and Luxembourg).

Distances travelled

2.8 Walking, cycling and motorcycles are excluded from the calculation of these modal shares, for consistency with the figures in the relevant table of the EU publication. That table shows just four modes (passenger cars, buses/coaches, railways and tram/metro) and gives their shares of the total for those four modes. Passenger cars account for a slightly higher percentage of the total travel by those four modes in Scotland (86.3%) than the EU as a whole (EU-15 83.0%; EU-27: 82.5%).

Air travel

2.9 Relative to the size of its population, Scotland has less international air passengers to or from the EU-27 countries (1.40 per head of the population, not counting internal UK traffic) than the overall EU figure (EU-15: 1.79; EU-27: 1.54).

Road Fatalities

2.10 Scotland's number of road deaths per million population is well below the overall EU average (Scotland: 40; EU-15: 53; EU-27: 62). Of the EU-27 countries, only four countries (UK, Netherlands, Malta and Sweden) had lower figures.

Freight

2.11 For freight transport, road has a low modal share in Scotland (59.2%) compared with the overall EU figure (EU-15: 74.4%; EU-27: 72.7%) due to the high modal share of pipelines (27.4%, 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.

3.1 Table Comparisons

- Rates (per thousand population or per thousand square kms) 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-15 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.

4. Notes & Sources: EU countries

4.1 Most EU country statistics originate from the 2012 *EU Energy and Transport in Figures*, produced annually by the EC Directorate General for Energy and Transport with the assistance of Eurostat. The publication contains a range of detailed statistics and only a summary are presented in this chapter. Email tif@cec.eu.int or available at: http://ec.europa.eu/transport/facts-fundings/statistics/pocketbook-2012_en.htm

5. Notes & Sources: Scotland, UK & GB

5.1 In general, notes on and definitions of the figures for Scotland (and, by implication, the figures on the same basis for the UK or GB as a whole) appear in the relevant chapters. Therefore, this section covers only matters which are *not* dealt with there.

5.3 ***Population, area and population density*:** The population figures for GB and UK are mid-2011 estimates (NB: the EU publication's figures are for 1 January 2011) based on Office for National Statistics release (published on 30 June 2012), available at http://www.ons.gov.uk/ons/search/index.html?newquery=mid-year+population. Scottish figures are taken directly from the General Registry Office of Scotland.

Areas figures relate to 2008 (no year is specified for the EU publication's figures) taken from Table 1.1 of the 2010 edition of the *Annual Abstract of Statistics*. Population densities were calculated by the Scottish Government using these area estimates.

5.4 ***Motorways*:** the figures for Scotland and for GB are for 2009 (the same year as most of the EU figures). They were taken from Table RDL0201 of *DfT's road lengths statistics publication*. The DfT's figure for Scotland was used in this table. As explained in paragraph 5.5 below the methodology used by DfT means that the figure for the length of motorways in Scotland (excluding slip roads) differs slightly from Table 4.1).

5.5 ***All roads***: the figures for Scotland and for GB relate to 2009 (the same year as most of the EU figures), taken from Table RDL0201 of *DfT's road lengths statistics*. The DfT's figure for Scotland was used in this table which differs from the road length figure in Table 4.1, due to the DfT using a Geographical Information System (GIS) and Ordnance Survey data to produce estimates. Whereas (as explained in Chapter 4), most of the figures in Table 4.1 are produced from annual returns made by local authorities. Some time after publishing its GIS-based estimates for 2003, DfT found that they were wrongly counting some private roads in Scotland (mainly those for which the Forestry Commission is responsible) as public roads, and also used data supplied by some local authorities to improve its estimates of the length of the minor road network. DfT subsequently produced better estimates for 2004, which are lower than its estimate for 2003 by about

2,800 km for Scotland (and about 4,600 km for GB as a whole) but are still greater than the figures given in table 4.1. It should be emphasised that DfT's over-estimation of the length of the road network (in 2003 and, perhaps, 2004) does *not* alter the main conclusion that one would draw from the data, which is that (relative to its area) Scotland has one of the *shortest* road networks in the EC.

Some countries (Bulgaria, Denmark, Germany, Italy, Luxembourg, Portugal and Romania) did not have information for 'other roads' in the latest EU publication. Therefore the total road length figure for these countries excludes 'other roads', and hence, the final figure may be an underestimate.

5.6 ***Railways***: the figures are for the route length at the end of the financial year 2010/11 (the EU figures are for 2010). The figure for Scotland is from Table 7.14 of this publication; the GB figure was taken from Table TSGB0601 of *TSGB 2011*.

5.7 ***Passenger cars***: passenger cars figures for Scotland and GB are for 2010 (most EU figures are for 2010). They are taken from Table TSGB0901 of DfT's *Transport Statistics Great Britain 2011 edition*.

5.8 ***Powered two wheelers*****:** the figures for Scotland and GB are for 2010 (the same year as most of the EU figures). They are taken from Table TSGB0901 of DfT's *Transport Statistics Great Britain 2011 edition*, which includes figures for motorcycles, scooters and mopeds and based on numbers of vehicles licensed at 31st December. The EU publication's figure (for the UK) is lower than the DfT figure for GB due to different methodologies. EU figures are based on national sources and definitions may vary.

5.9 ***Goods vehicles*****:** the figures for Scotland and GB are for 2010 (the same year as most of the EU figures). The Scottish figure is taken from Table 1.2 of this publication, and the GB figure is taken from Table TSGB0901 of DfT's *Transport Statistics Great Britain 2011 edition*. They are the totals of the figures for the body types light goods and goods (the latter being heavy goods vehicles). The result of using the body type figures is slightly different from that which would have been obtained had taxation group figures been used.

5.10 **N*ew registrations of passenger cars***: the GB and Scotland figures are for new registrations of all vehicles and are for 2011 (the same year as most of the EU figures). They are taken from Table VEH0152 of DfT's *Vehicle Licensing Statistics*.

5.11 Passenger transport - distance travelled and modal shares

5.11.1 The figures for Scotland and GB are for the two year period 2009/2010 (the EU figures are for 2010). Following the increase in its sample size with effect from 2002, the National Travel Survey can provide some figures for a single year for Scotland, but figures for the two year period should be less susceptible to sampling fluctuations. The figures for Scotland are taken from Table 11.2 of this publication and converted from miles into kilometres. The GB figures for 2009/2010 were calculated by simply averaging the figures from 2009 and 2010 for each relevant mode of transport shown in Table NTS0305 of DfT's *National Travel Survey: 2011* bulletin, and converting the result from miles into kilometres.

5.11.2 The NTS figures relate to the mode of travel, *not* to the main mode that is used in some other analyses of NTS figures and use detailed mode breakdowns of NTS results as opposed to aggregate groupings. Also passenger cars category consists of car only - driver, car only - passenger and taxi / minicab; the buses and coaches category covers private hire bus, bus in London, local bus and non-local bus; and the tram / metro category relates only to the London Underground (the Glasgow Underground is not identified in the results of the NTS).

5.11.3 The NTS average for the total distance travelled per person in GB (covering all modes of transport) is 6,751 miles, or 10,865 kilometres in 2009/10. For the modes of transport shown in the table (which excludes, for example, air and ferry) the NTS average is 10,758 kilometres. This is noticeably less than the GB total of 13,089 kilometres for the modes of travel shown in the table, which was calculated from the overall passenger-kilometre figures published in *EU Energy and Transport in Figures*. This difference arises because the two sets of figures are on different bases:

- the NTS figures relate only to *personal* travel within GB, and are produced from the results of a survey of households across GB;
- the EU publication's figures have been derived by dividing estimates of the total volume of travel (passenger-kilometres) within the country by the total population of the country.

The kinds of travel which would be counted using the latter approach (but *not* by the NTS) include

- travel within GB by foreign tourists and other non-residents;
- travel for business purposes (e.g. to and from meetings);
- and, possibly, some travel in the course of their work by the likes of lorry drivers, postmen and bus drivers.

Therefore, estimates produced using the latter approach will be greater than the NTS estimates, which cover only *personal* travel by *residents*.

5.11.4 There are no official estimates of the total passenger-kilometres travelled within Scotland: the only Scottish estimates of the average distance travelled per head of population are NTS ones, which cover only *personal* travel by *residents*.

5.11.5 Although the two methods produce markedly different average distances (NTS: 10,758 kilometres; calculated from the statistics in *EU Energy and Transport in Figures*: 13,089 kilometres), they produce quite similar modal shares - e.g. the modal share for passenger cars is: NTS – 83.3%; shown in *EU Energy and Transport in Figures* – 87.2% (NB: in both cases, the modal shares are calculated excluding powered two-wheelers, walking and cycling, for consistency with the figures in the relevant table of the EU publication). Therefore, the modal shares for Scotland, calculated from the NTS results, should be comparable to the modal shares for the EU countries.

5.12 ***International air passengers (traffic between EU countries)*:** the figures for Scotland and the UK are both for 2010 (the same year as the EU figures). The Scottish figure is taken from the Total EU countries in Table 8.3(a) of this publication. It is the number of passengers to and from most of the EU-27 countries for the main Scottish international airports (Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick). The table shows figures for 21 of the EU member states: these are the countries for which the international air passenger route analysis table on the Civil Aviation Authority's Web site (from which the figures for Table 8.3(a) were obtained) shows passengers to/from Scottish airports (for example, the CAA table does *not* show any passengers between, say, Luxembourg and any Scottish airport in 2005). These figures will underestimate

slightly the total number of international passengers between Scotland and EU countries because they do *not* include (a) passengers on charter only routes in cases where fewer than 5,000 passengers were carried between an airport and a particular country, nor (b) any passengers to and from EU countries at other airports in Scotland. The UK figure is taken from Table AVI0105 of DfT's Aviation Statistics publication, using the figures for EU-27.

5.13 ***Road fatalities*****:** the figures for Scotland and GB are both for 2010 (as are most of the EU figures). The Scottish figure is taken from Table 2 of *Reported Road Casualties Scotland 2011*, and the GB figure is taken from Table RAS30003 of *Reported Road Casualties Great Britain 2011*.

5.14 Freight transport - modal shares

5.13.1 Both Scotland and GB relate to 2010 (as do the EU figures). The Scottish figures are derived from the tonne-kilometre figures for each mode of transport which appear in Table H2(b) of this publication. The GB figures are derived from the tonne-kilometre figures for each mode of transport which appear in Table TSGB0403 of *TSGB 2012*.

5.14.2 The figures for Scotland are based on the tonnage of goods lifted in Scotland and the distance on which they are carried on that journey, be it within Scotland or from Scotland to (say) England. For example, the tonne-kilometres for goods taken from Edinburgh to London would be calculated using the full distance between Edinburgh and London (over 660 kilometres) *not* just the distance between Edinburgh and the border (under 160 kilometres). Therefore, the figures do *not* represent the modal shares for freight transport *within* Scotland: they include tonne-kilometres outwith Scotland on journeys which started in Scotland, and they exclude tonne-kilometres within Scotland on journeys which started elsewhere.

Table 12.1 International comparisons

EU countries — from *EU Energy and Transport in Figures (2011 edition)*

	Year of data (most countries)	Other year/issues (some countries)	EU publication table	Scottish figure (same or a similar basis) (#)	Austria	Belgium	Bulgaria	Cyprus	Czech Republic	Germany	Denmark	Estonia	Greece (+)	Spain	Finland	France	Hungary	Ireland	Italy	Lithuania	Luxembourg
				SCOT	AT	BE	BG	CY	CZ	DE	DK	EE	EL	ES	FI	FR	HU	IE	IT	LT	LU
General data																					
Population (at 1 Jan)																					
million	2011		1.1	5.26	8.40	10.95	7.50	0.80	10.53	81.75	5.56	1.34	11.31	46.15	5.38	63.13	9.99	4.48	60.63	3.24	0.51
Area																					
'000 sq km			1.1	78.0	83.9	30.5	111.0	9.3	78.9	357.1	43.1	45.2	132.0	506.0	338.4	544.0	93.0	70.3	301.3	65.3	2.6
Population density (at 1 Jan)																					
people per sq km	2011		calc'd	67	100	359	68	87	134	229	129	30	86	91	16	116	107	64	201	50	198
Infrastructure and vehicles																					
Motorways																					
km	2009		2.5.1	407	1,696	1,763	418	257	729	12,813	1,130	100	1,120	14,021	765	11,163	1,273	663	6,661	309	152
km per '000 sq km	2009		calc'd	5.2	20.2	57.8	3.8	27.8	9.2	35.9	26.2	2.2	8.5	27.7	2.3	20.5	13.7	9.4	22.1	4.7	58.8
All roads (@)																					
		Excludes																			
'000 km	2009	*'other roads'*	2.5.2	59.4	124.0	153.9	*19.4*	9.4	130.6	*231.0*	*73.6*	58.3	117.8	666.5	78.2	1041.2	197.5	96.0	*180.5*	71.9	*2.9*
km per '000 sq km	2009	*data*	calc'd	762	1,479	5,040	175	1,019	1,656	647	1,707	1,290	892	1,317	231	1,914	2,123	1,366	599	1,102	1,114
Railways																					
km	2010		2.5.3	2,763	5,039	3,582	4,097	0	9,468	33,707	2,646	787	2,552	15,837	5,919	29,841	7,609	1,919	17,022	1,767	275
km per '000 sq km	2010		calc'd	35.4	60.1	117.3	36.9	0.0	120.0	94.4	61.4	17.4	19.3	31.3	17.5	54.9	81.8	27.3	56.5	27.1	106.3
Passenger cars																					
million	2010		2.6.2 2.26		4.44	5.28	2.60	0.46	4.50	42.30	2.16	0.55	5.22	22.15	2.88	31.71	2.98	1.90	36.75	1.69	0.34
per 1,000 pop'n	2010		calc'd	434	528	482	347	575	427		517	389	412	461	480	535	502	299	424	606	521	659
Powered two wheelers ($)																					
thousands	2010	02 & '04	2.6.5	69	728	419	125	41	924	5,871	204	20	1,499	4,968	487	3,918	142	38	8,855	56	42
Goods vehicles																					
thousands	2010	2.6.4		276	397	738	334	121	598	2,619	485	81	1,319	5,303	464	5,239	465	327	4,640	134	36
per 1,000 pop'n	2010		calc'd	53	47	67	44	150	57	32	87	61	117	115	86	83	47	73	77	41	70
New registrations of passenger cars (^)																					
thousands	2011		2.6.6	168	356	571	19	15	173	3,174	169	17	98	808	121	2204	45	90	1748	13	51
per 1,000 pop'n	2011		calc'd	32	42	52	2	18	16	39	30	13	9	18	23	35	5	20	29	4	100
Passenger transport																					
Distance travelled (kilometres per person per year)																					
Passenger cars	2010		2.3.4 *	8,586	8,716	10,065	6,201	7,346	6,050	10,843	9,217	7,537	8,810	7,428	12,099	11,583	5,252	10,296	11,604	8,988	12,947
Powered two-wheeler	2002		prev. **	55	198	100	n-a	0	0	217	144	0	2,013	334	171	201	0	93	1,188	0	130
Buses and coaches	2010		2.3.5 *	780	1,179	1,746	1,403	1,606	1,659	755	1,147	1,538	1,866	1,107	1,409	795	1,596	1,542	1,716	809	1,872
Tram / metro	2010		2.3.6 *	0	485	99	120	0	856	200	43	55	150	136	99	213	249	32	114	0	0
Railways (excl. t/m)	2010		2.3.7 *	586	1,282	925	278	0	627	1,015	1,147	185	118	487	740	1,367	767	376	784	112	691
Cycling	2001		prev. **	56	136	322	n-a	n-a	n-a	291	936	n-a	76	20	251	75	n-a	184	154	n-a	23
Walking	2001		prev. **	288	419	380	n-a	n-a	n-a	372	431	n-a	389	368	386	404	n-a	368	410	n-a	457
Total these modes			calc'd	10,351	12,415	13,637	8,002	8,952	9,193	13,693	13,065	9,314	13,423	9,880	15,155	14,639	7,864	12,890	15,970	9,909	16,120

Table 12.1 International comparisons

	Year of data (most countries)	Other year/issues (some countries)	EU publication table	Scottish figure (same or a similar basis) (#)	from *EU Energy and Transport in Figures* (2011 edition)													Scotland/ GB/ UK figures (#)		
					Latvia	Malta (+)	Netherlands	Poland	Portugal	Romania	Sweden	Slovenia	Slovak Republic	UK	GB (where the EU publication's figures relate to GB)	EU-27	EU-15	Scotland	GB (same basis)	UK (same basis)
				SCOT	LV	MT	NL	PL	PT	RO	SE	SI	SK	UK	GB	EU-27	EU-15	SCOT	GB	UK
General data																				
Population (at 1 Jan)																				
million	2011		1.1	5.26	2.23	0.42	16.66	38.20	10.64	21.41	9.42	2.05	5.44	62.44		500.56	397.40	5.22	61.426	62.262
Area																				
'000 sq km			1.1	78.0	64.6	0.3	41.5	312.69	92.1	238.4	450.3	20.3	49.0	243.8		4,324.82	3236.9	78.0	228.972	243.122
Population density (at 1 Jan)																				
people per sq km	2011		calc'd	67	35	1322	401	122	116	90	21	101	111	256		116	123	67	268	254
Infrastructure and vehicles																				
Motorways																				
km	2009		2.5.1	407	0	0	2,631	849	2,705	321	1,891	747	391	3,674		68,242	62,848	407	3561	
km per '000 sq km	2009		calc'd	5.2	0.0	0.0	63.4	2.7	29.4	1.3	4.2	36.8	8.0	15.1		15.8	19.4	5.2	15.6	
All roads (@)																				
		Excludes																		
'000 km	2009	*'other roads'*	2.5.2	59.4	65.6	2.2	136.8	269.0	*13.1*	*81.7*	220.9	39.0	43.9	419.6		4,545	3,556	59.4	395	
km per '000 sq km	2009	*data*	calc'd	762	1,017	7,051	3,295	860	142	343	490	1,924	895	1,721		1,051	1,099	762	1,723	
Railways																				
km	2010		2.5.3	2,763	1,897		2,886	19,702	2,842	10,777	11,149	1,228	3,622	16,175		212,345	151,391	2,759	15,777	
km per '000 sq km	2010		calc'd	35.4	29.4	0.0	69.5	63.0	30.9	45.2	24.8	60.6	73.9	66.3		49.1	46.8	35.4	68.9	
Passenger cars																				
million	2010		2.6.2 2.26		0.64	0.24	7.54	17.24	4.48	4.32	4.34	1.06	1.67	29.33		238.76	200.81	2.27	28.421	
per 1,000 pop'n	2010		calc'd	434	286	573	452	451	421	202				460		518	307	470	477	505	436.0	463	
Powered two wheelers ($)																				
thousands	2010	02 & '04	2.6.5	69	37	15	1,664	1,935	498	85	570	91	60	1,264		34,556	31,025	73.2	1,234.4	
Goods vehicles																				
thousands	2010	2.6.4		276	72	48	1,004	2,982	1,337	667	526	84	276	3,797		34,093	28,232	284	3,678	
per 1,000 pop'n	2010		calc'd	53	32	114	60	78	126	31	56	41	51	61		68	71	55	60	
New registrations of passenger cars (^)																				
thousands	2011		2.6.6	168	11	5	556	298	153	95	305	60	68	1,941		13,165	12,346	168	1,907	
per 1,000 pop'n	2011		calc'd	32	5	13	33	8	14	4	32	29	13	31		26	31	32	31	
Passenger transport																				
Distance travelled (kilometres per person per year)																				
Passenger cars	2010		2.3.4 *	8,586	7,339	5,309	8,519	7,805	7,868	3,518	10,621	12,524	4,955		10,541	9,490	10,316	8,586	8,410	
Powered two-wheeler	2002		prev. **	55	0	0	55	0	754	n-a	111	0	0		85	n-a	405	55	48	
Buses and coaches	2010		2.3.5 *	780	878	1,207	732	566	995	557	916	1,555	972	750		1,022	1,043	780	592	
Tram / metro	2010		2.3.6 *	0	55	0	95	114	107	333	244	0	52	164		181	166	0	117	
Railways (excl. t/m)	2010		2.3.7 *	586	333	0	929	470	386	253	1,199	397	426	900		809	908	586	810	
Cycling	2001		prev. **	56	n-a	n-a	848	n-a	29	n-a	271	n-a	n-a	75		n-a	186	56	67	
Walking	2001		prev. **	288	n-a	n-a	377	n-a	342	n-a	383	n-a	n-a	355		n-a	382	288	286	
Total these modes			calc'd	10,351	8,605	6,516	11,555	8,954	10,481	4,661	13,745	14,476	6,404	==>	12,870	11,502	13,406	10,351	10,330	

Table 12.1 International comparisons

EU countries — from *EU Energy and Transport in Figures (2011 edition)*

	Year of data (most countries)	Other year/issues (some countries)	EU publication table	Scottish figure (same or a similar basis) (#)	Austria	Belgium	Bulgaria	Cyprus	Czech Republic	Germany	Denmark	Estonia	Greece (+)	Spain	Finland	France	Hungary	Ireland	Italy	Lithuania	Luxembourg
				SCOT	AT	BE	BG	CY	CZ	DE	DK	EE	EL	ES	FI	FR	HU	IE	IT	LT	LU
Modal shares (% of total pass-kms for specified modes)																					
Passenger cars	2010	*As distance travelled*	2.3.3	86.3	74.7	78.4	77.5	82.1	65.8	84.6	79.8	80.9	80.5	81.1	84.3	83.0	66.8	84.1	81.6	90.7	83.5
Bus and coach	2010		2.3.3	7.8	10.1	13.6	17.5	17.9	18.1	5.9	9.9	16.5	17.1	12.1	9.8	5.7	20.3	12.6	12.1	8.2	12.1
Railways (excl. t/m)	2010		2.3.3	5.9	11.0	7.2	3.5	0.0	6.8	7.9	9.9	2.0	1.1	5.3	5.2	9.8	9.8	3.1	5.5	1.1	4.5
Tram / metro	2010		2.3.3	0.0	4.2	0.8	1.5	0.0	9.3	1.6	0.4	0.6	1.4	1.5	0.7	1.5	3.2	0.3	0.8	0.0	0.0
Total these modes	calc'd			100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
International air passenger traffic between EU countries (arrivals plus departures)																					
million	2010		2.4.1***	7.31	16.28	15.39	4.81	5.51	8.61	107.13	17.84	1.11	27.21	131.81	11.14	77.30	6.27	20.32	87.87	1.93	1.27
per head of pop'n	2010		calc'd	1.40	1.94	1.41	0.64	6.84	0.82	1.31	3.21	0.83	2.41	2.86	2.07	1.22	0.63	4.54	1.45	0.60	2.48
Road fatalities																					
number	2010		2.7.1	208	552	812	776	60	802	3,648	255	78	1,258	2,479	272	3,992	740	212	4,090	300	32
per million pop'n	2010		calc'd	40	66	74	103	75	76	45	46	58	111	54	51	63	74	47	67	92	63
Freight transport: modal shares (% of total tonne-kms)																					
Road	2010		2.2.4c *	59.2	49.5	68.7	67.1	100.0	76.4	62.8	72.4	45.8	97.3	92.4	75.0	76.1	70.1	99.2	85.5	58.1	94.1
Rail	2010		2.2.5 *	12.2	34.3	12.3	10.6	0.0	20.3	21.5	10.8	54.2	2.0	4.0	24.8	12.5	18.3	0.8	9.1	40.2	2.1
Inland waterway	2010		2.2.6 *	1.2	4.1	16.1	20.9	0.0	0.1	12.5	0.0	0.0	0.0	0.0	0.2	4.0	5.0	0.0	0.1	0.0	3.9
Pipeline	2010		2.2.7 *	27.4	12.1	2.8	1.4	0.0	3.2	3.3	16.8	0.0	0.7	3.6	0.0	7.4	6.7	0.0	5.4	1.7	0.0
Total these modes	2010		calc'd	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(#) (+) (@) ($) (^) (*) (**) (***) - see footnotes

Table 12.1 International comparisons

	Year of data (most countries)	Other year/issues (some countries)	EU publication table	Scottish figure (same or a similar basis) (#)	from *EU Energy and Transport in Figures (2011 edition)*													Scotland/ GB/ UK figures (#)		
					Latvia	Malta (+)	Netherlands	Poland	Portugal	Romania	Sweden	Slovenia	Slovak Republic	UK	GB (where the EU publication's figures relate to GB)	EU-27	EU-15	Scotland	GB (same basis)	UK (same basis)
				SCOT	LV	MT	NL	PL	PT	RO	SE	SI	SK	UK	GB	EU-27	EU-15	SCOT	GB	UK
Modal shares (% of total pass-kms for specified modes)																				
Passenger cars	2010	*As distance travelled*	2.3.3	86.3	85.3	81.5	82.9	87.2	84.1	75.5	81.8	86.5	77.4		90.8	82.5	83.0	86.3	84.7	
Bus and coach	2010		2.3.3	7.8	10.2	18.5	7.1	6.3	10.6	12.0	7.1	10.7	15.2		0.0	8.9	8.4	7.8	6.0	
Railways (excl. t/m)	2010		2.3.3	5.9	3.9	0.0	9.0	5.2	4.1	5.4	9.2	2.7	6.6		7.8	7.0	7.3	5.9	8.2	
Tram / metro	2010		2.3.3	0.0	0.6	0.0	0.9	1.3	1.1	7.1	1.9	0.0	0.8		1.4	1.6	1.3	0.0	1.2	
Total these modes	calc'd			100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		100.0	100.0	100.0	100.0	100.0	
International air passenger traffic between EU countries (arrivals plu																				
million	2010		2.4.1***	7.31	3.40	2.97	27.82	14.27	20.79	7.66	21.71	0.77	1.55	128.43		771.18	712.31	7.83		111.6
per head of pop'n	2010		calc'd	1.40	1.52	7.11	1.67	0.37	1.95	0.36	2.31	0.38	0.28	2.06		1.54	1.79	1.51		1.79
Road fatalities																				
number	2010		2.7.1	208	218	15	537	3,908	937	2,377	266	138	371	1,905		31,030	21,247	216	1,850	
per million pop'n	2010		calc'd	40	98	36	32	102	88	111	28	67	68	31		62	53	42	30	
Freight transport: modal shares (% of total tonne-kms)																				
Road	2010		2.2.4c *	59.2	35.2	100.0	59.5	74.3	92.9	48.3	60.7	82.3	65.8	83.5		72.7	74.4	59.2	83.2	
Rail	2010		2.2.5 *	12.2	57.0	0.0	4.6	17.2	6.1	23.1	39.3	17.7	19.3	10.6		16.2	14.2	12.2	5.0	
Inland waterway	2010		2.2.6 *	1.2	0.0	0.0	31.4	0.0	0.0	26.7	0.0	0.0	2.8	0.1		6.1	6.9	1.2	0.8	
Pipeline	2010		2.2.7 *	27.4	7.8	0.0	4.4	8.5	1.0	1.9	0.0	0.0	12.0	5.8		5.0	4.6	27.4	5.5	
Total these modes	2010		calc'd	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		100.0	100.0	100.0	100.0	

(#) (+) (@) ($) (^) (*) (**) (***) - see footnotes

(#)	These are the nearest available figures for Scotland, and comparable figures for GB or UK as a whole - information on sources is given in the text. These may be on a different basis from other countries.
(+)	All roads data relates to the end of 2005, except for motorway estimate.
(@)	The definitions of road types vary from country to country. Some countries' figures may include the lengths of some roads which do not have a hard surface.
($)	The notes on the sources of the statistics explain why there appears to be a large inconsistency between the EU publication's figure for the UK and the (DfT) figure for GB.
9^)	Scotland and GB figures relate to all vehicles (not just passenger cars) so are not directly comparable.
(*)	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).
(**)	As shown in (or as calculated from figures in) a previous edition - the 2012 edition does not provide any figures for powered two-wheelers, cycling or walking.
(***)	Data calculated by adding together the total number of journeys across each row in Table 2.4.1
n-a or 0	In general, n-a is used where a figure is not available, and 0 is used where a figure is nil. However, n-a may be treated as if it were 0 for the purpose of some calculations.

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Mid-year population estimates for 2011 by local authority area

Area	Population
Aberdeen City	220,420
Aberdeenshire	247,600
Angus	110,630
Argyll & Bute	89,590
Clackmannanshire	50,770
Dumfries & Galloway	148,060
Dundee City	145,570
East Ayrshire	120,200
East Dunbartonshire	104,570
East Lothian	98,170
East Renfrewshire	89,850
Edinburgh, City of	495,360
Eilean Siar	26,080
Falkirk	154,380
Fife	367,370
Glasgow City	598,830
Highland	222,370
Inverclyde	79,220
Midlothian	82,370
Moray	87,260
North Ayrshire	135,130
North Lanarkshire	326,680
Orkney Islands	20,160
Perth & Kinross	149,520
Renfrewshire	170,650
Scottish Borders	113,150
Shetland Islands	22,500
South Ayrshire	111,560
South Lanarkshire	312,660
Stirling	90,770
West Dunbartonshire	90,360
West Lothian	172,990
Scotland	**5,254,800**

LIST OF AREAS COVERED BY OPERATING COMPANIES.

Since 2001-02, the management of the Trunk Road network has been performed by 5 Operating Companies. The following lists Councils whose areas include parts of the routes that were managed by each of the Operating Companies from 1 April 2001. Because routes managed by different companies may have run into the area of the same council, some council names appear within more than one company. (NB: In addition, part of the motorway network in South West Scotland is managed by Autolink.)

1. Operating Companies

1.1 Connect

East Ayrshire Council
East Renfrewshire Council

1.2 South West Operating Company

East Ayrshire Council
East Renfrewshire Council
Glasgow City Council
Inverclyde Council
North Lanarkshire Council
Renfrewshire Council
South Ayrshire Council
South Lanarkshire Council
West Dunbartonshire Council
Dumfries and Galloway Council
North Ayrshire Council

1.3 North East Operating Company

Aberdeen City Council
Aberdeenshire Council
Angus Council
Clackmannanshire Council
Dundee City Council
Fife Council
Perth and Kinross Council
Stirling Council
Highland Council
Moray Council

1.4 South East Operating Company

Edinburgh City Council
East Lothian Council
Falkirk Council
Fife Council
Midlothian Council
North Lanarkshire Council
Scottish Borders Council
Stirling Council
West Lothian Council
Dumfries and Galloway Council
South Lanarkshire Council

1.5 North West Operating Company

Argyll and Bute Council
Perth and Kinross Council
Stirling Council
West Dunbartonshire Council
Highland Council

ERRORS IN THE PREVIOUS EDITION

This list covers errors which occurred in the preparation of the tables or the commentary in *Scottish Transport Statistics*. It does *not* include cases where statistics now differ from those in the previous edition, due to revisions by the supplier. Such revisions could occur following more information becoming available, or an improvement in estimation methodology, or the correction of errors in the supplier's own systems. In such cases, the revisions may be mentioned in the text or a footnote to the relevant table, if they are large enough to warrant this.

We are pleased to say that no errors have been found in the statistics that were published in the previous edition.

The tables in this edition include corrected figures, (if they are time-series tables that include years for which the previous edition's figures were wrong).

Any problems or inconveniences resulting from these errors are regretted.

RECENT RESEARCH REPORTS

Research reports published since the previous edition of *"Scottish Transport Statistics"* are listed below.

Title	The Use and Value of the Blue Badge Scheme
Publication date	October 2012
Contractor	ODS Consulting / Research Resource
Purpose of research	The purpose of the research was to explore Blue Badge holders' views on using their Badge and also the value it gives to them. The study collected information on holders' transport needs, use of the blue badge, and how it relates to wider transport provision for disabled people. The information collected by this study will be used to improve and develop the scheme.
Main findings	The study highlighted that the main use of the Blue Badge was for shopping and medical appointments. There was consensus that there was a general lack of Blue Badge parking space provision, which was most noticeable in hospital car parks as well as with on-street provision in town centres. The greatest value of the Badge for users was securing their independence and ability to 'get out and about' allowing a certain quality of life. Without the Blue Badge, most people agreed that they would go out less often. The vast majority of Blue Badge holders felt that they had a good understanding of the rules and restrictions of using it. Misuse of the Blue Badge scheme was perceived as a significant issue; particularly the use of spaces by people without a Badge. Within focus groups participants were given the opportunity to suggest improvements to how the scheme operated. Suggestions included displaying Blue Badge card photographs while parking. Greater consistency of costs of applying for Badges across authorities was suggested. Some participants commented that although their own knowledge of the scheme was good – traffic wardens and the police did not understand the rules of where parking was allowed. Similarly, participants spoke of their negative experiences on public transport where bus drivers were not perceptive to the needs of the disabled person. Some discussed their perceptions of misuse of the Badge, which they agreed was a problem. Stricter penalties were thought to be necessary including clamping, towing of vehicles or points on the offender's driving licence. They believed that the Blue Badge scheme could be better enforced – through more training for traffic wardens. There should be more enforcement officers in private off-street car parks such as supermarkets and shopping centres where it was perceived there was little monitoring of Blue Badge spaces.
Link to report	http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j247081-00.htm

Title	Cycle Training in Primary Schools Research
Publication date	September 2011
Contractor	ODS Consulting
Purpose of research	This case study research explores the barriers to delivering on-road cycle training in eleven Scottish primary schools. It explores the experiences of these schools in planning, delivering and sustaining cycle training, including how some schools have overcome obstacles to introducing sustainable on-road cycle training programmes.
Main findings	Prior to this research being undertaken, there was limited evidence about on-road cycle training for primary school pupils in Scotland. This research has provided rich information about the experience of considering, planning, delivering and sustaining on-road cycle training at 11 schools in Scotland. This research has highlighted that there are barriers to on-road training in Scotland. The biggest barrier relates to attracting volunteers to deliver the training. On-road training is seen as requiring more volunteer resources than off-road training, to ensure a suitable ratio of adults to children. Volunteering as an on-road trainer is also seen as a significant responsibility. The research also demonstrates that many schools have successfully overcome barriers to run sustainable on-road cycle training programmes. On-road cycle training has been most sustainable where teachers and support staff are supportive of cycle training; where parents are supportive and keen to volunteer; and where support is available from the Road Safety Officer or Active Schools Co-ordinator. As the research focused on a small sample of 11 schools, it does not provide wider evidence about the extent and nature of on-road cycle training programmes across Scotland. However, it does demonstrate that a number of the case study schools have moved to on-road cycle training programmes in recent years, and that Road Safety Officers and Active Schools Co-ordinators have played a critical role in supporting and sustaining this shift. Overall, this research highlights that there is broad common agreement among the parents, teachers, volunteers, Road Safety Officers and Active Schools Co-ordinators interviewed in this research, that on-road cycle training is considerably more effective and more enjoyable for children than off-road cycle training.
Link to report	http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j193632-00.htm

Index to tables in Chapters 1-12

Index entries are of the form:
chapter number.table number
e.g. 6.4 for Table 6.4

This index does not cover information in the Summary, Historical Series or International Comparison tables.

Scottish Government / Transport Scotland publications

Transport and Travel in Scotland **Annual**. A new publication in 2011 which combines Main Transport Trends and Household Transport publications. Summarises a broad range of transport statistics including road vehicles, traffic, casualties, bus and rail passengers, road and rail freight, air and water transport and personal travel as well as providing some comparisons with GB figures. Further breakdowns of Scottish Household Survey transport data including households' access to cars and bikes, frequency of driving, modes of travel to work and school, use and opinions of public transport and access to services are also presented.

Latest edition: provides figures up to 2011, published August 2012 *Web only*

SHS Transport: Local Area Analysis **Biennial.** Provides SHS information over two-year periods for Local Authorities and Regional Transport Partnership areas.

Latest edition: provides figures for 2009/2010, published September 2011 Web tables only

Scottish Household Survey Travel Diary results Provides details of journeys made collected via the Travel Diary. Includes purposes for travel, distances, the times of day at which trips start, duration of journeys, days of the week and car occupancy levels.

Latest release (webtables): 2011 figures, trends since 2001; published November 2012. *Web only*

Latest detailed biennial data: figures to 2009/10, trends since 1999; published Nov 2011. *Web only*

National Travel Survey Scottish Results **Biennial**. These web-tables provides trends on the average number of journeys and average distance travelled per person per year, including average journey length, main mode of travel, journey purpose.

Latest edition: figures up to 2009/2010; published in March 2012 *Web only*

Bus and Coach Statistics **Annual**. Presents Department for Transport statistics on bus and coach operators, and some related Scottish Household Survey (SHS) results. Includes: vehicle kms, patronage levels, fare indices; passenger receipts; public transport support and concessionary fare reimbursement; adults' frequency of use of local bus services; views on aspects of bus services; travel to work by bus; reasons for not using buses; safety on buses; concessionary travel passes.

Latest release (webtables): figures up to 2010-11; published February 2012 *Web only*

Key Reported Road Casualty Statistics **Annual.** Provisional figures on accidents, casualties by severity, casualties by type of road, casualties by mode of transport, and child casualties, including trends in recent years and progress towards the casualty reduction targets for the year 2020. Also figures by Police Force and local authority.

Latest edition: provides figures up to 2011; published in June 2012 *Web only*

Reported Road Casualties Scotland **Annual.** More detailed tables on accidents, motorists and casualties, and country comparisons. Also includes 2020 casualty reduction targets, estimates of undercounting of road casualties, Contributory Factor data and compares the reported numbers of casualties with information from other sources. Detailed tables on Accidents, Accident costs, Vehicles involved, Drivers and riders, Drivers breath tested, Drink-drive accidents and casualties, and Casualties.
Latest edition: provides figures up to 2011, published in October 2012
Published Annually ISBN 978-1-908181-09-1

Transport Statistics publications produced by other administrations

The **Department for Transport** (DfT) produces many statistical publications, most of which provide detailed breakdowns of the figures for GB/UK as a whole. However, some contain statistics for Scotland.

DfT's annual ***Regional Transport Statistics*** bulletin gives figures on many topics for Scotland, Wales, Northern Ireland and each of the regions of England. It should be the "first port of call" for anyone who wishes to compare any figures for transport in Scotland with those for some or all of the other parts of GB/UK.

Other DfT publications include some figures for Scotland, such as *Transport Statistics Great Britain* (which, like *Scottish Transport Statistics*, contains figures on many different aspects of Transport), *Maritime Statistics*, *Public Transport Statistics*, and *Road Casualties Great Britain*. Further information about DfT Transport Statistics publications is available via: **https://www.gov.uk/government/organisations/department-for-transport/about/statistics**

The **Welsh Assembly Government** produces various publications which contain statistics on transport in Wales, in particular *Welsh Transport Statistics*. More information is available via: **http://new.wales.gov.uk**

The statistical publications produced in **Northern Ireland** include *Northern Ireland Transport Statistics*. More information is available via: **www.drdni.gov.uk/index/statistics.htm**

1. TRANSPORT STATISTICS USERS' GROUP

The Transport Statistics Users' Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and The Institute of Logistics and Transport (then known as The Chartered Institute of Transport). From its inception, TSUG has had strong links with government departments responsible for transport statistics.

The aims of TSUG are:

- to identify problems in the provision and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers;
- to encourage the proper use of statistics through publicity and education.

The main activities of TSUG are:

- The production of a **Newsletter** containing reviews of recently published transport statistics, which is sent to members about four times per year.
- The organisation of **Seminars** addressing contemporary issues in the field of transport statistics. Most seminars are held in London, but there is an **annual seminar in Edinburgh** and other ad hoc regional seminars. Reports of seminars appear in the Newsletter.
- The production of the **Transport Yearbook**, an easy-to-use but comprehensive reference guide to major UK transport organisations, sources of transport statistics and other important UK and international contacts. A copy of the Yearbook is sent to all members.

The membership of TSUG includes government agencies, local authorities, trade associations, transport consultants, transport operators and universities, as well as individual professionals. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further information about TSUG and membership, please visit the website at www.tsug.org.uk or contact:

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A NATIONAL STATISTICS PUBLICATION FOR SCOTLAND

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

Further information about Official and National Statistics can be found on the UK Statistics Authority website at www.statisticsauthority.gov.uk

SCOTTISH GOVERNMENT STATISTICIAN GROUP

Our Aim
To provide relevant and reliable information, analysis and advice that meets the needs of government, business and the people of Scotland.

For more information on the Statistician Group, please see the Scottish Government website at www.scotland.gov.uk/statistics

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Further contact details, e-mail addresses and details of previous and forthcoming publications can be found on the Scottish Government Website at http://www.transportscotland.gov.uk/analysis/statistics

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ScotStat
If you would like to be consulted about new or existing statistical collections or receive notification of forthcoming statistical publications, please register your interest on the Scottish Government ScotStat website at www.scotland.gov.uk/scotstat

Most recent editions of Transport Statistics Publications - available here
http://www.transportscotland.gov.uk/analysis/statistics/publications

Ref no.	Title	Last published	Price
	Scottish Transport Statistics	December 2012	
Trn / 2010 / 2	Main Transport Trends – Now part of TATIS	August 2010	Web only
Trn / 2012 / 2	Transport and Travel in Scotland (TATIS)	August 2012	Web only
Trn / 2010 / 3	Household Transport – Now part of TATIS	September 2010	Web only
	SHS Transport: Local Area Analysis	September 2011	Web only
	National Travel Survey Scottish results	March 2012	Web only
	Bus and Coach Statistics	February 2012	Web only
	Reported Road Casualties Scotland	October 2012	
Trn / 2012 /1	Key Reported Road Casualty Statistics	June 2012	Web only
Trn / 2012 / 3	Scottish Household Survey Travel Diary results	November 2012	Web only

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