Scottish Transport Statistics

No. 32
2013 Edition

A National Statistics Publication for Scotland

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

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No 32

2013 Edition

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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.

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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.

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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 13 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.

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

Summary
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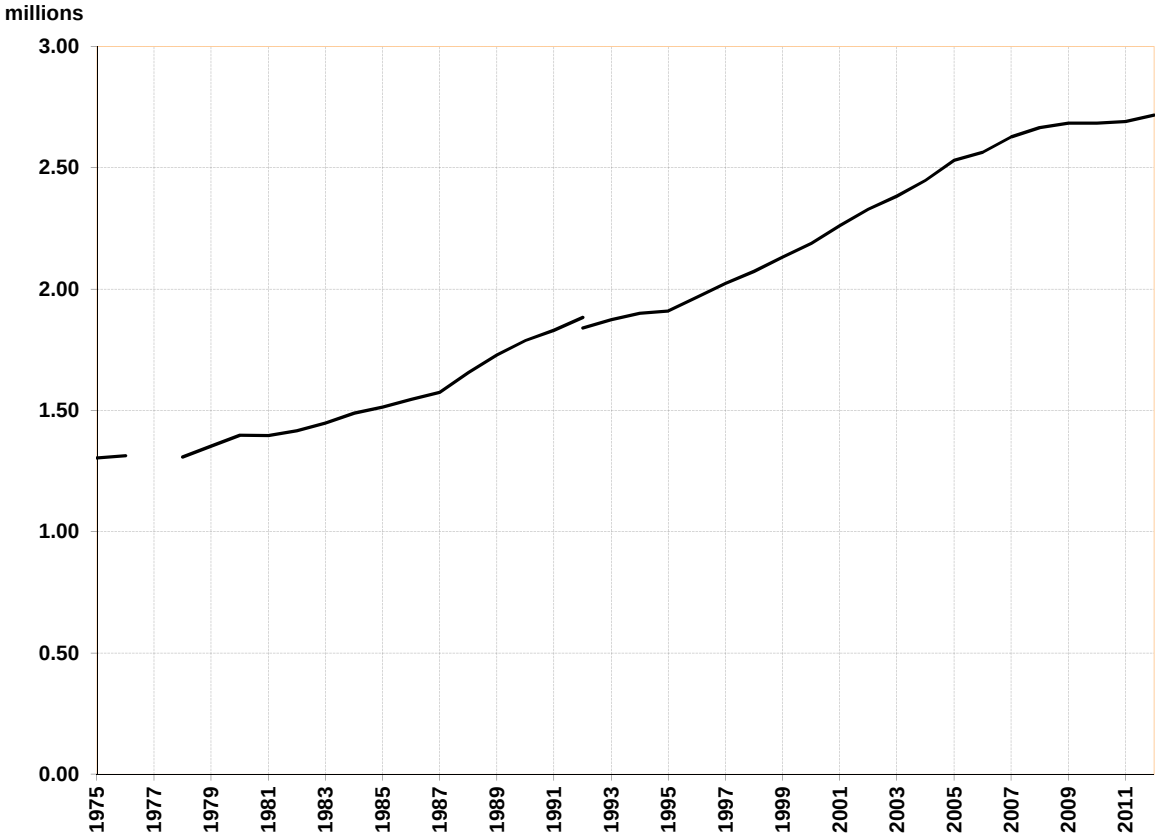
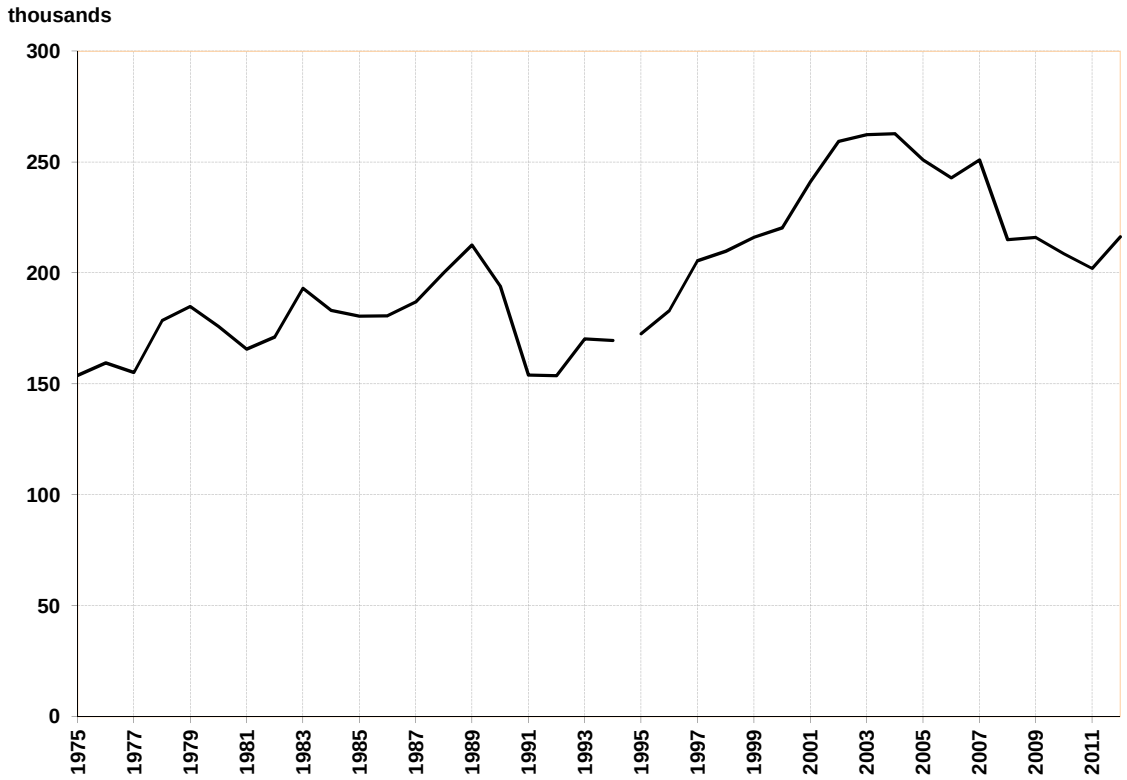
Figure 1: Vehicles licensed



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) contained in the summary tables of this publication, including longer term trends than are included in individual chapters.

2. The content of this chapter

2.1 The *summary* is arranged as follows (based on the summary tables):

- Section 3 – provides a brief overview of travel in Scotland
- section 4 - motor vehicles, the road network, traffic and road casualties;
- section 5 - public transport (bus, rail, air and ferry);
- section 6 - personal travel (possession of driving licences; frequency of driving, walking and cycling; travel to work and travel to school);
- section 7 - freight;
- section 8 - cross-border transport;
- section 9 – environment and emissions
- section 10 - 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:

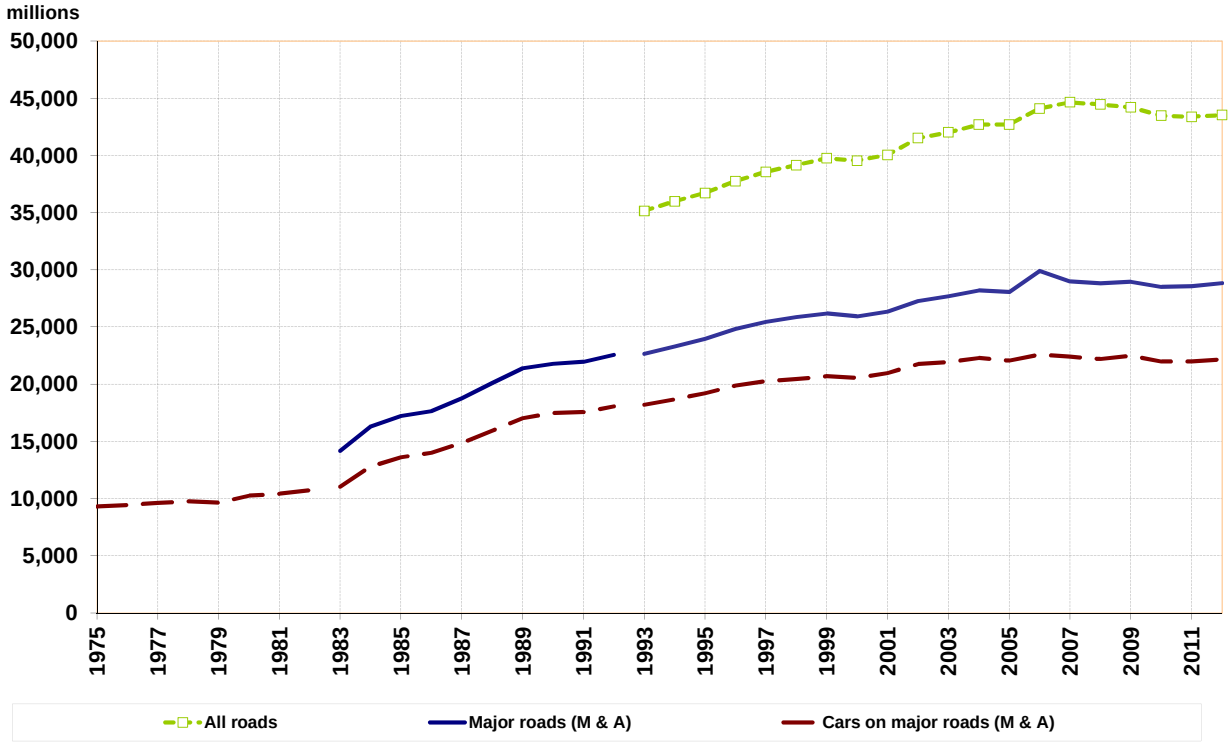
- a summary of the trends for each mode of transport in Scotland over the past ten years -*Tables S1 and S2*;
- a summary of the main trends shown by the Scottish Household Survey – *Table S3*;
- a summary of cross-border transport for some different modes over the past ten years – *Table S4*;
- a comparison 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. Overview of travel in Scotland

3.1 Over the last five years, travel in Scotland has fallen as reported by the Scottish Household Survey travel and administrative data. Summary data for the main modes of transport are included below, showing a small fall in car traffic, whilst the distance cycled is estimated to have increased. There have been falls in the numbers of bus and air passengers, whereas rail passengers have increased.

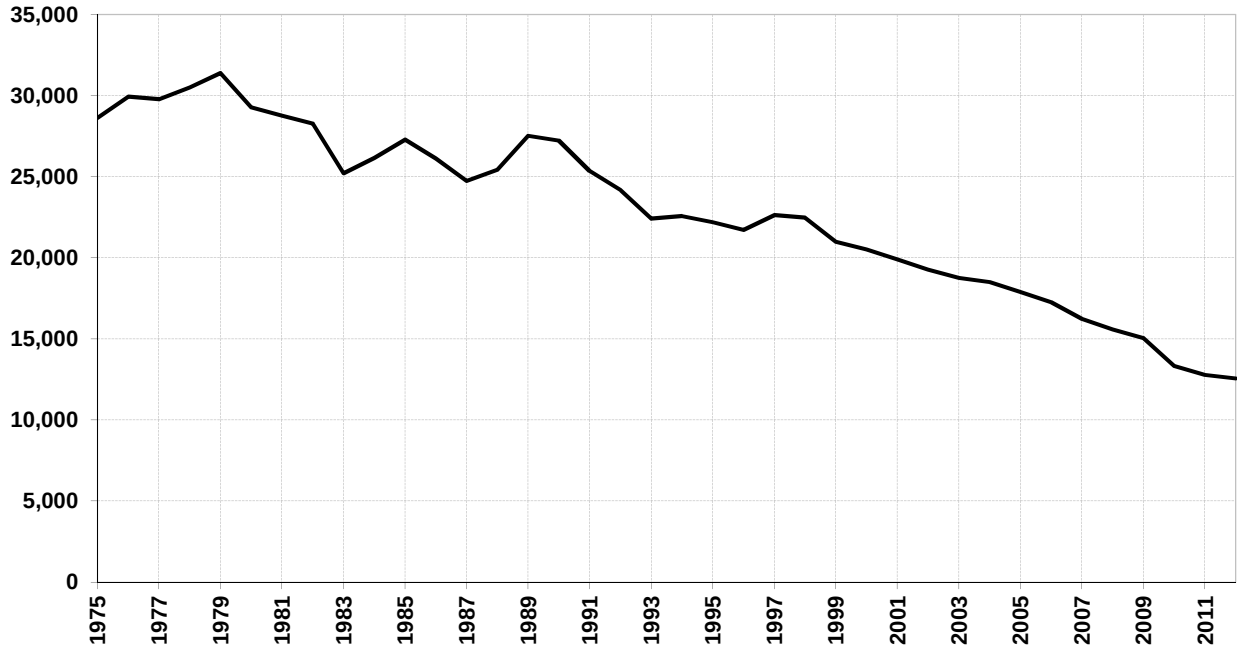
	2007-08	2012-13	Change
Car Traffic (m/veh km) on all roads	34,545	33,777	-2%
Pedal Cycles (m/veh km) on all roads	240	310	29%
ScotRail Passengers (millions)	74.5	83.3	12%
Bus Passengers (millions)	488	423	-13%
Air Passengers (millions)	25,132	22,207	-12%
Ferry Passengers (millions)	10.7	9.7	-9%
Source: STS 2013, Table S1 except Traffic estimates from table 5.3. Note pedal cycle estimates are based on small sample sizes, see chapter for more detail.			

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



3.2 There were 554 million public transport journeys made on bus, rail, air and ferry in 2011-12 (the latest year for which ORR rail data is available for cross border journeys, and including trips abroad by ferry or air). Of these 79% were journeys by bus and 15% were journeys by rail, air accounts for 4% and ferries 2%. *(Table H1)*

3.3 In 2012, two-thirds of commuters said that they travelled to work by car or van, 14 per cent walked, 10 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 2002. *(Table S3)*

4. Motor vehicles, traffic and road casualties

4.1 Motor vehicles

4.1.1 The number of motor vehicles licensed in Scotland in 2012 was 2.7 million, a similar level to the previous year, 17 per cent higher than the number in 2002 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.

4.1.2 There were around 216,000 new vehicle registrations in Scotland in 2012, an increase of 7 per cent on 2011. This figure is higher than the two previous years and a similar level to 2009. It is still 18 per cent lower than the 2004 peak, 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.

4.1.3 In 2012, 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 flattened and reduced slightly, remaining consistently lower in Scotland than in Great Britain.

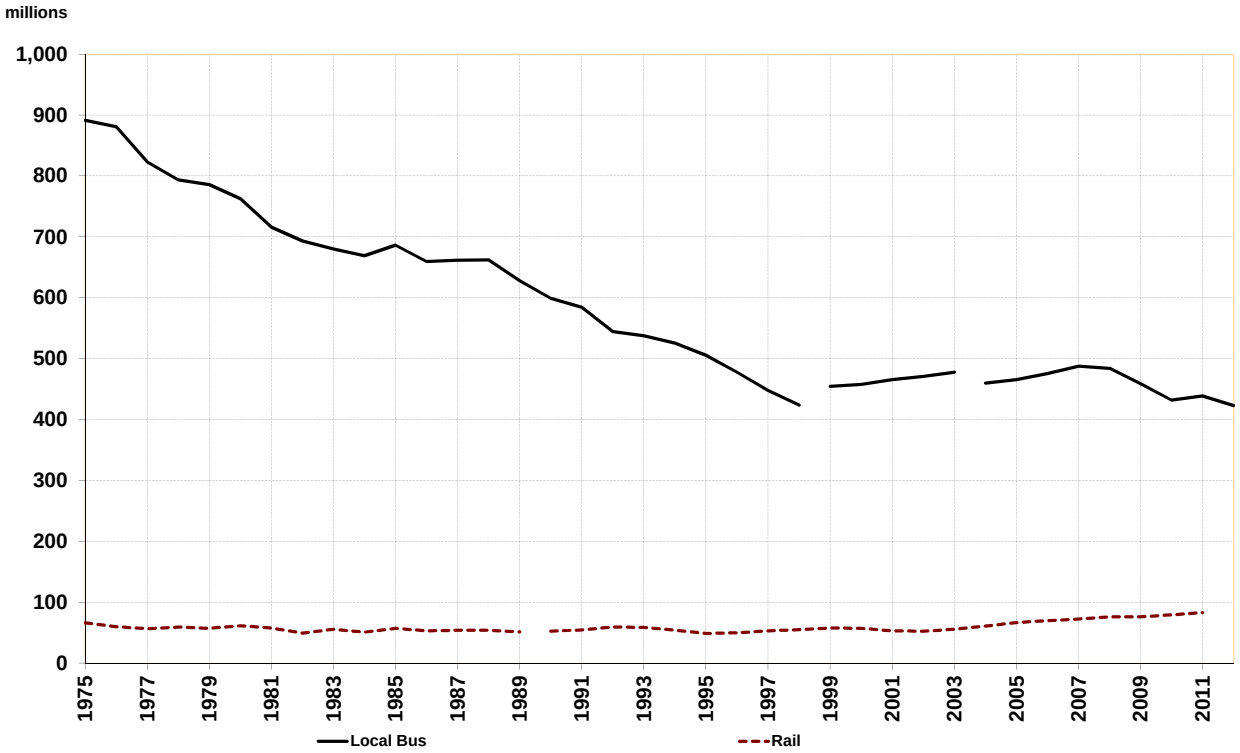
4.1.4 The Scottish Household Survey (SHS) shows that, in 2012, 69 per cent of households had at least one car available for private use - up from 65 per cent in 2002. Twenty six per cent of households had two or more cars in 2012, compared with 21 per cent in 2002.

4.1.5 2011/12 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 2011/12, around 70 per cent of households in Scotland had the regular use of a car compared to 72 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.

4.2 The road network

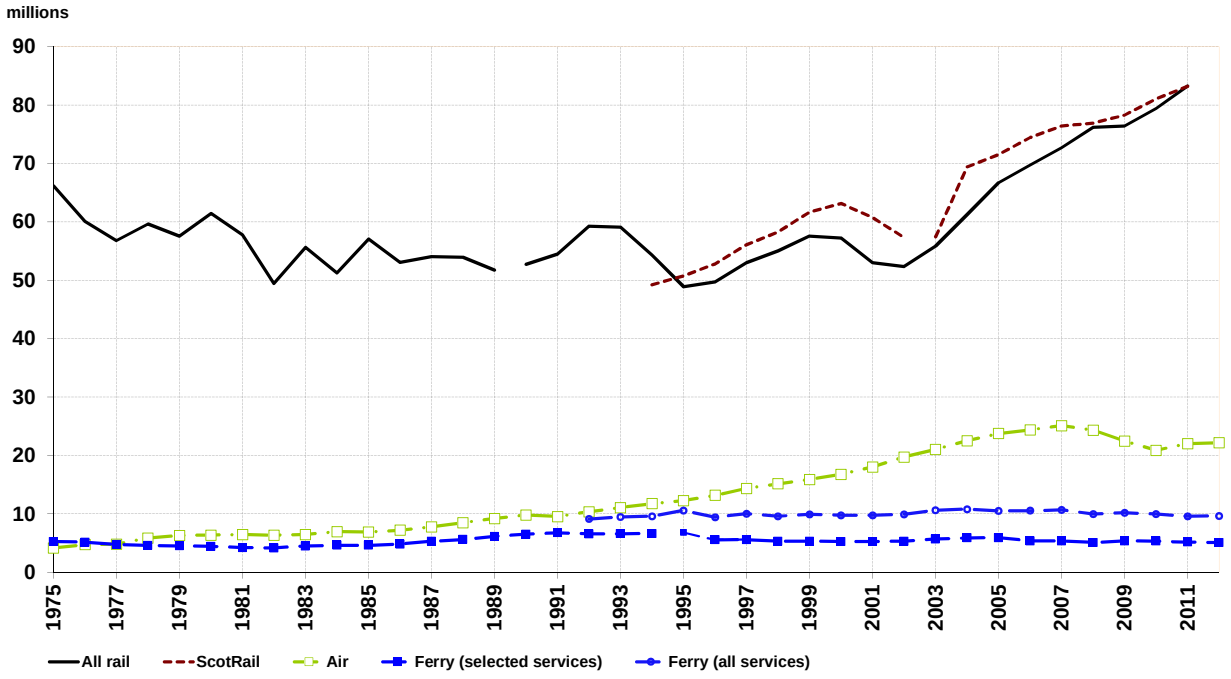
4.2.1 Figures show there were 55,906 kilometres of public road in Scotland in 2012 with the trunk road network accounting for 6 per cent of this. Relative to the size of the population, the length of the road network is greater in Scotland than in Great Britain: in 2012, Scotland had 10.5 kilometres of road per 1,000 population; GB had only 6.4 kilometres per 1,000 population.

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



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.

4.3 Road traffic

4.3.1 The estimated total distance travelled on Scotland's roads in 2012 was 43.5 billion (thousand million) vehicle kilometres – 3 per cent less than the peak in 2007 and 5 per cent more than the figure for 2002. The increases in total volume of traffic have levelled off after a peak in 2007 with a small fall over the last 5 years.

4.3.2 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 0.3 per cent between 2011 and 2012, and is a similar level to 2002 but below the 2007 peak.

4.3.3 *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.

4.3.4 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. This will partly reflect the difference in road networks i.e. Scotland contains 22 per cent of the GB A road network and 11% of the GB motorway network. *(Table SGB3)*

4.4 Road casualties

4.4.1 The number of road deaths in Scotland in 2012 (174) was 6 per cent less than in 2011, and the lowest figure since records began over 50 years ago. 1,974 people were seriously injured in road accidents in 2012, 5 per cent more than in 2011. Over the past ten years, the number of people injured in road accidents fell by 34 per cent to 12,676 in 2012. *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. *(Table S1)*

4.4.2 Since 2002, the number of people killed or seriously injured in road accidents has fallen by 39% in Scotland and 37% in Great Britain. The number of people killed or seriously injured was 0.4 per thousand population for both Scotland and Great Britain in 2012. *(Table SGB3)*

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

5.1 Local bus services

5.1.1 In the 2012-13 financial year there were 423 million passenger journeys on local bus services in Scotland, a decrease over the previous year of 3.6 per cent. *(Table S1)* A third of bus journeys are made under the National Concessionary Travel scheme. See chapter 2 for more detail.

5.1.2 Over the longer-term, there has also been a fall in bus passenger journeys. 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 423 million in 2012-13. 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

Figure 7: Vehicles licensed per 100 population

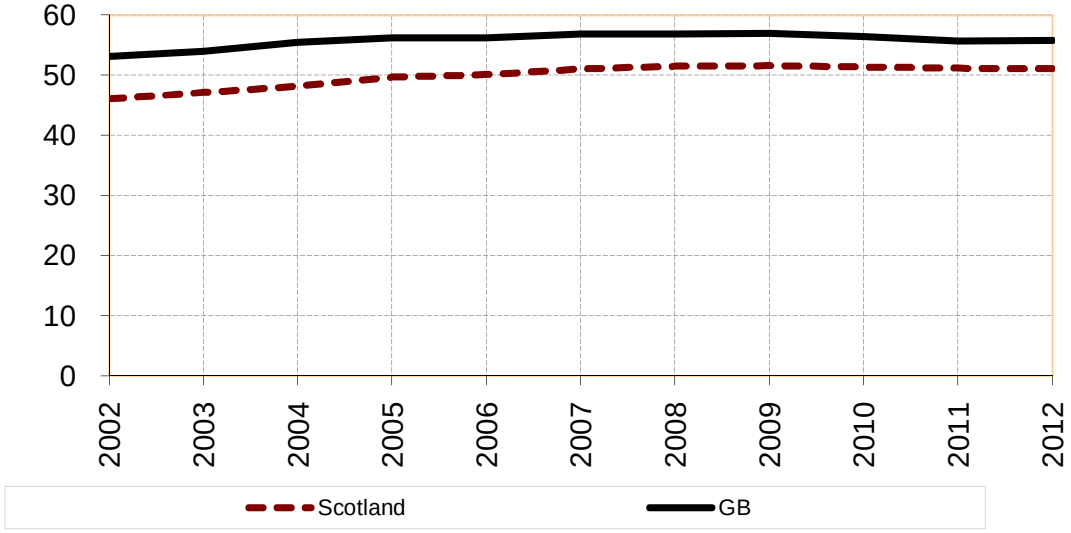


Figure 8: Passenger numbers per head of population: local bus and rail

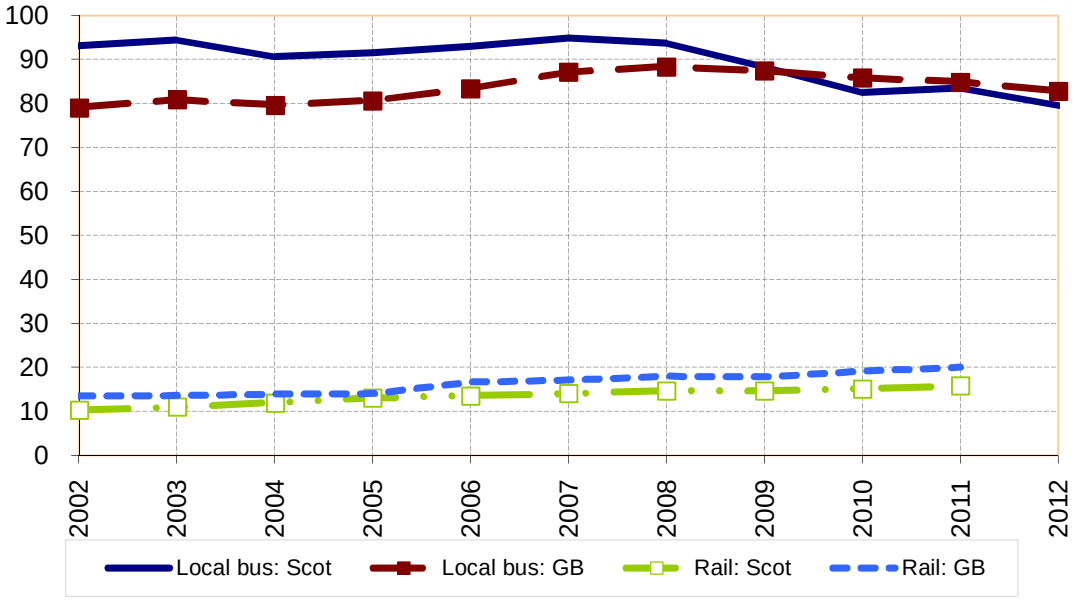
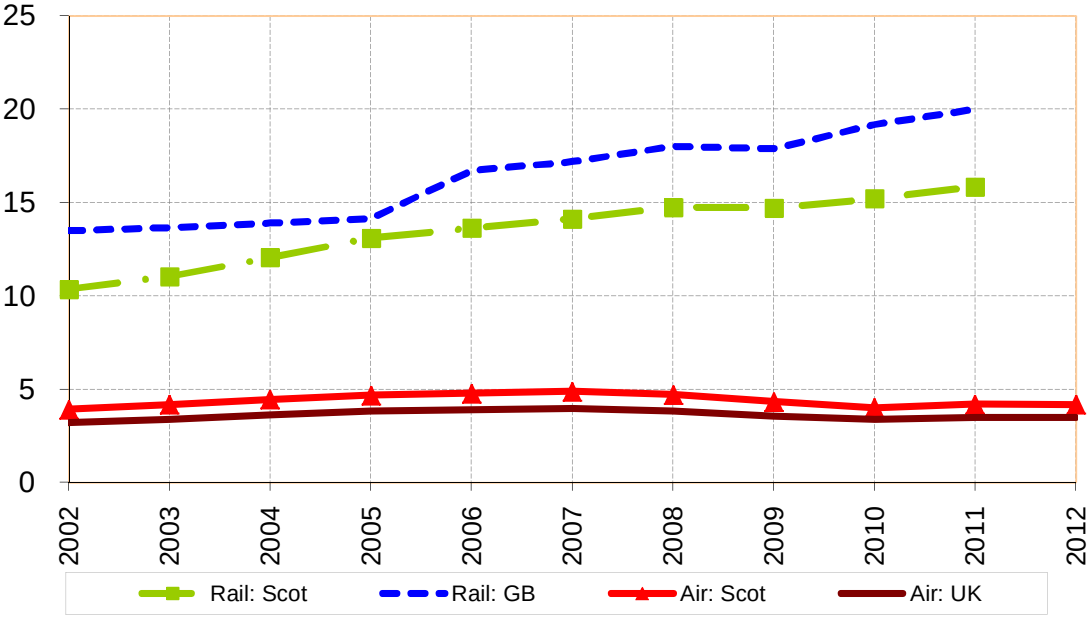


Figure 9: Passenger numbers per head of population: rail and air



bus passenger numbers are much higher than other modes of public transport, accounting for around 80% of all public transport journeys. *(Table H1)*

5.2 Rail passenger services

5.2.1 There were 83.3 million ScotRail passenger journeys recorded in 2012-13, 2.2 million (2.7%) more than in the previous year, and an increase of 30% since 2004-05, the period of the current rail franchise. *(Table S1)*

5.2.2 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 has been rising since 1994-95 reaching a peak of 83 million in 2012-13 (based on ORR data, see chapter for details). *(Table H1)*

5.3 Air passengers

5.3.1 There were around 22 million air terminal passengers at airports in Scotland in 2012, a slight increase on 2011 but still 12% 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. *(Table H1)*

5.3.2 Between 2002 and 2007, the number of air terminal passengers increased by 27 per cent for both Scotland and the UK as a whole. Scotland has since seen a 12% fall compared to an 8% fall in the UK as a whole. Over the past ten years, the number of passengers per head of population has been higher for Scotland than for the UK. *(Table SGB1 and SGB3)*

5.4 Ferry services

5.4.1 In 2012, 9.7 million passengers travelled by ferry, 1 per cent less than the previous year. Of these, 7.9 million (81%) were carried on routes within Scotland, the remainder were carried on routes between Scotland and Northern Ireland. Of the passengers carried on routes within Scotland, 5.2 million (65%) were carried on routes subsidised by the Scottish Government. Three million vehicles were carried on all routes in 2012, a similar figure to the previous year. Of these, 2.6 million were carried on routes within Scotland. *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. *(Tables S1 and H1)*

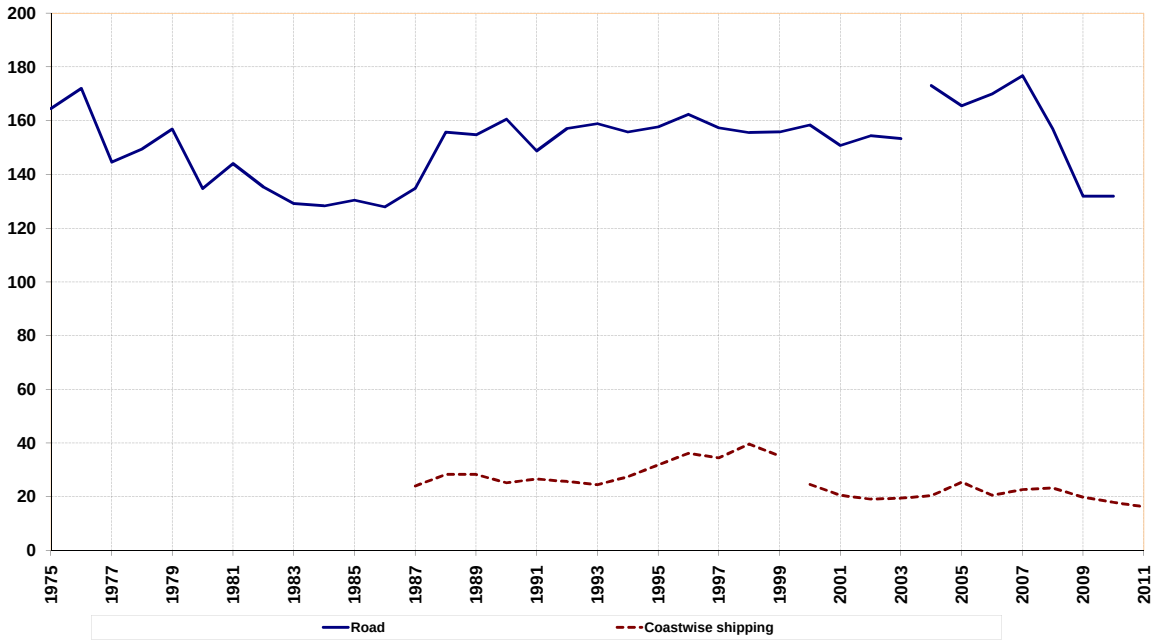
6. Personal travel (e.g. driving, walking and cycling; travel to work and school)

6.1 Possession of driving licences, and frequency of driving

6.1.1 68 per cent of people aged 17 or over had a full driving licence in 2012: 76 per cent of males and 62 per cent of females. Since 2002, 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 eight percentage points since 2002. *(Table S3)*

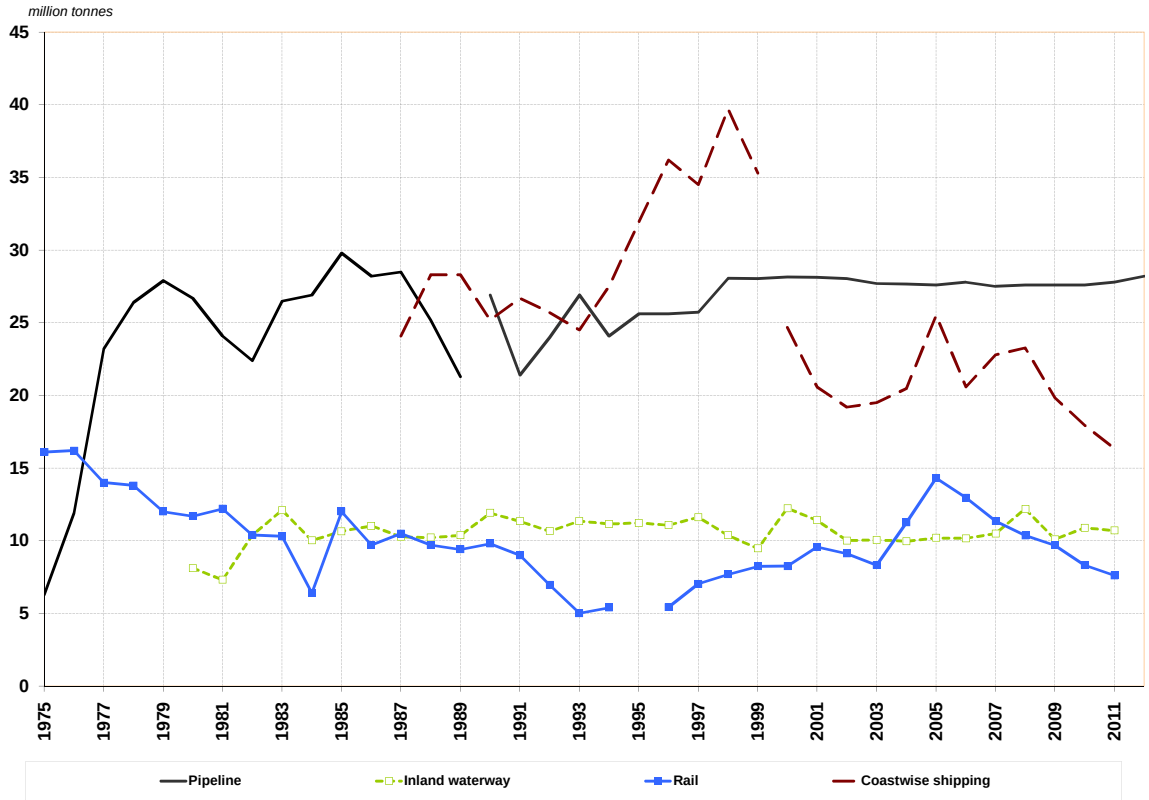
Figure 10: Freight lifted: road and coastwise shipping

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.

6.1.2 People are driving less. In 2012, 42 per cent of people aged 17+ said that they drove every day. A decrease from 45 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 2002 to 13 per cent in 2012. *(Table S3)*

6.3 Travel to work and travel to school

6.3.1 In 2012, two-thirds of commuters said that they travelled to work by car or van (61% as a driver and 6% as a passenger), 14 per cent walked, 10 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 2002. *(Table S3)*

6.3.2 The Labour Force Survey (LFS) shows that the percentage of people travelling to work who go by car is similar in Scotland and Great Britain as a whole, as is the percentage using public transport, when sampling variability is taken into account. 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. *(Table SGB1)*

6.3.3 51 per cent of pupils walked to school in 2012, 21 per cent went by bus, 24 per cent by car, 1 per cent cycled, and 0.4 per cent went by rail. While there have been year-to-year fluctuations in the results, there has been little change in modal choice since 1999. *(Table S3)*

7. Freight

7.1 Freight lifted - tonnes

7.1.1 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. *(Table H2 and SGB3)*

7.1.2 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 just below 8 million tonnes in 2011-12. *(Table H2)*

7.1.3 Coastwise freight traffic lifted in Scotland rose from 24 million tonnes in 1987 (the first year data is available) to 40 million tonnes in 1998. The figures from 2000 are on a different basis from those for earlier years (see Chapter 10). Since 2000 the

amount of freight lifted has fallen from 25 million tonnes to 16 million tonnes, 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. *(Table H2 and SGB3)*

7.1.4 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. *(Table H2 and SGB3)*

7.2 Freight moved - tonne-kilometres

7.2.1 *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.

8. Cross-border transport

8.1 *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 11).

8.2 ***Passengers to / from other parts of UK**:* In 2011, there were 19.6 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 6% from the 2007 peak but an increase of 5 per cent since 2002, when there were 18.7 million such passenger journeys. *(Table S4)*

8.3 ***Passenger journeys to / from other countries:*** In 2011, there were 10.21 million passenger journeys to or from Scotland to other countries, all by air. This was a decrease of 2% from the 2007 peak. The number of passenger journeys has increased by a half since 2002 when the figure was 6.74 million. *(Table S4)*

8.4 ***Freight to / from other parts of UK:*** In 2010, the latest year for which data is available for all modes, 34.5 million tonnes of freight were lifted by either road, rail or water and delivered to other parts of the UK. This was decrease of 22 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. *(Table S4)*

8.5 ***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 from 14.2 million tonnes in 2009. *(Table S4)*

9. Environment and emissions

9.1 This is a new chapter within STS 2013. It includes new tables for Low Carbon Vehicles and car emissions, additional tables for carbon emissions and tables on emissions previously included in previous versions of the traffic chapter.

9.2 Transport accounts for a quarter of Scotland's greenhouse gas emissions under the definition set out in the Climate Change Scotland Act. Scotland's emissions account for 8.1% of UK transport emissions.

9.3 Newly registered cars are becoming more efficient in terms of carbon dioxide emissions. Figure 13.2 shows the trend in average CO_2 emissions for newly registered cars in Scotland. Average CO_2 emissions in Scotland for new car registrations has fallen by 23% over the last ten years and by 4 per cent in the last year.

9.4 More detailed statistics can be found in chapter 13 of this publication.

10. Notes, Sources and Further Information – historical

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

10.2 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.

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

10.3.1 ***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.

10.3.2 ***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.

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

10.4.1 ***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.

10.4.2 ***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.

10.5 Freight

10.5.1 ***Road Freight:*** Chapter 3 describes these statistics and freight more generally as well as making comparisons between modes. There is a small discontinuity for road

freight 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.

10.5.2 ***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.

10.5.3 ***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).

10.5.4 ***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.

10.5.5 ***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

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Vehicles Licensed											*thousands*
Private and Light Goods [1]	2,058	2,104	2,158	2,231	2,259	2,313	2,347	2,362	2,364	2,369	2,395
All Vehicles [1]	2,330	2,383	2,448	2,531	2,564	2,627	2,665	2,684	2,685	2,691	2,717
New Registrations	259	262	263	251	243	251	215	216	209	202	216
Local Bus Services[2]											*millions*
Passenger Journeys (boardings)[3]	471	478	460	466	476	488	484	459	431	439	423
Vehicle Kilometres[3]	374	369	359	374	384	389	386	376	346	338	327
Passenger Revenue											*£ million*
at latest year's prices[3]	..	..	442	467	524	546	567	553	525	530	539
Freight Lifted											*million tonnes*
Road [4, 9]	154.4	153.4	173.1	165.6	170.0	176.8	157.0	131.9	131.9	..	..
Rail [2]	9.12	8.32	11.25	14.32	12.96	11.35	10.36	9.69	8.33	7.61	..
Coastwise traffic	19.2	19.5	20.5	25.5	20.6	22.8	23.3	19.8	18.0	16.3	12.5
One Port traffic	1.81	1.54	1.33	1.76	1.48	1.83	1.75	3.59	1.88	2.42	2.57
Inland waterway traffic	10.01	10.06	9.97	10.19	10.16	10.50	12.19	10.10	10.89	10.70	10.79
Pipelines [5]	28.0	27.7	27.6	27.6	27.8	27.5	27.6	27.6	27.6	27.8	28.2
Total	222.6	220.5	243.8	245.0	243.0	250.8	232.2	202.7	198.6	..	
Public Road Lengths											*kilometres*
Trunk (A and M)[10]	3,488	3,485	3,482	3,505	3,518	3,505	3,505	3,520	3,518	3,530	3,561
Other Major (A and M)	7,417	7,418	7,418	7,433	7,424	7,381	7,421	7,421	7,414	7,467	7,473
Minor Roads	43,684	43,657	43,691	43,909	44,026	44,300	44,418	44,591	44,694	44,769	44,873
All Roads[10, 12]	54,589	54,559	54,590	54,847	54,968	55,186	55,344	55,532	55,626	55,765	55,906
Road Traffic											*million vehicle-kilometres*
Motorways [11]	5,730	5,856	6,094	6,151	6,433	6,577	6,683	6,633	6,503	6,570	7,140
A roads	21,533	21,826	22,114	21,904	22,465	22,408	22,127	22,327	21,992	21,996	21,713
All roads (incl. B, C, uncl.)	41,535	42,038	42,705	42,718	44,119	44,666	44,470	44,219	43,488	43,390	43,549
Reported Road Accident Casualties											
Killed	304	336	308	286	314	281	270	216	208	185	174
Killed and Serious	3,533	3,293	3,074	2,952	2,949	2,666	2,845	2,504	2,177	2,062	2,148
All (Killed, Serious, Slight)	19,275	18,756	18,502	17,885	17,269	16,239	15,592	15,044	13,338	12,777	12,676
Passenger Rail [2,6]											*millions*
ScotRail passenger journeys [6]	57.4	57.5	64.0	69.4	71.6	74.5	76.4	76.9	78.3	81.1	83.3
ORR data:											
Rail journeys in/from Scotland [7]	52.4	55.9	61.3	66.7	69.8	72.7	76.3	76.5	79.4	83.3	..
Passenger receipts (£2011 mill)	256.0	269.5	285.5	286.4	295.0	335.8	337.1	370.4	383.8	393.4	..
Air Transport											*thousands*
Terminal Passengers	19,783	21,084	22,555	23,795	24,437	25,132	24,348	22,496	20,907	22,065	22,207
Transport Movements	362.6	367.3	385.6	408.8	420.6	428.2	417.1	382.7	354.4	366.3	372.1
											thousand tonnes
Freight	77.0	80.8	81.0	79.4	83.3	66.1	50.2	50.9	47.5	45.2	52.2
Ferries [8]											*thousands*
Passengers	9,971	10,671	10,837	10,573	10,589	10,721	10,014	10,219	9,990	9,631	9,698
Vehicles	2,791	2,955	3,077	3,026	3,113	3,244	3,056	3,128	3,063	3,051	3,057
of which on routes within Scotland											
Passengers	7,576	8,034	8,293	8,327	8,453	8,516	8,001	8,272	8,016	7,773	7,888
Vehicles	2,260	2,388	2,476	2,503	2,610	2,713	2,569	2,648	2,554	2,551	2,628

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. 2012 figures are provisional.

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.

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. There is a series break between 2007-08 and 2008-09 due to a change in the methodology. From 2008-09 estimates of PTE travel (zone cards) are included.

8 Services to Europe, Northern Ireland and within Scotland (Previous versions of STS only included services where data is availabla back to 1975, this can still be found in Table H1).

9 Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011. Data for later years has not been published by DfT.

10 Totals have been revised in 2012 to include slip roads on Trunk A roads which had previously excluded. See Road Network chapter for more information. Data for 2012 were extracted from the database on 10 October 2013.

11 Changes in the layout of the M74/M77/M8 during 2012 are likely to have affected the traffic data for motorways.

Table S2 Summary of Transport in Scotland - index numbers
Index 2002=100

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Vehicles Licensed											
Private and Light Goods [1]	100.0	102.2	104.9	108.4	109.7	112.4	114.1	114.8	114.9	115.1	116.4
All Vehicles [1]	100.0	102.3	105.1	108.6	110.1	112.7	114.4	115.2	115.2	115.5	116.6
New Registrations	100.0	101.2	101.3	96.8	93.6	96.7	82.9	83.3	80.5	78.0	83.4
Local Bus Services [2]											
Passenger Journeys (boardings) [3]				100.0	102.1	104.7	103.9	98.5	92.5	94.2	90.8
Vehicle Kilometres [3]				100.0	102.7	104.0	103.2	100.5	92.5	90.4	87.4
Passenger Revenue at latest year's prices(2004=100) [3]			100.0	105.6	118.6	123.4	128.3	125.2	118.8	120.0	122.1
Freight Lifted											
Road [4, 9]	100.0	99.4	112.1	107.3	110.1	114.5	101.7	85.4	85.4	..	..
Rail [2]	100.0	91.2	123.4	157.0	142.1	124.5	113.6	106.3	91.3	83.4	..
Coastwise traffic	100.0	101.6	106.7	133.0	107.2	118.7	121.3	103.3	93.5	85.1	65.1
One Port traffic	100.0	85.1	73.5	97.2	81.8	101.1	96.7	198.3	103.9	133.7	142.0
Inland waterway traffic	100.0	100.5	99.6	101.8	101.5	104.9	121.8	100.9	108.8	106.9	107.8
Pipelines [5]	100.0	98.8	98.6	98.4	99.1	98.1	98.4	98.4	98.4	99.1	100.6
Total	100.0	99.1	109.5	110.1	109.2	112.7	104.3	91.1	89.2	..	..
Public Road Lengths											
Trunk (A and M)	100.0	99.9	99.8	100.5	100.9	100.5	100.5	100.9	100.9	101.2	102.1
Other Major (A and M)	100.0	100.0	100.0	100.2	100.1	99.5	100.1	100.1	100.0	100.7	100.7
Minor Roads	100.0	99.9	100.0	100.5	100.8	101.4	101.7	102.1	102.3	102.5	102.7
All Roads [12]	100.0	99.9	100.0	100.5	100.7	101.1	101.4	101.7	101.9	102.2	102.4
Road Traffic											
Motorways	100.0	102.2	106.4	107.3	112.3	114.8	116.6	115.8	113.5	114.7	124.6
A roads	100.0	101.4	102.7	101.7	104.3	104.1	102.8	103.7	102.1	102.2	100.8
All roads (incl. B, C, uncl.)	100.0	101.2	102.8	102.8	106.2	107.5	107.1	106.5	104.7	104.5	104.8
Reported Road Accident Casualties [10]											
Killed	100.0	110.5	101.3	94.1	103.3	92.4	88.8	71.1	68.4	60.9	57.2
Killed and Serious	100.0	93.2	87.0	83.6	83.5	75.5	80.5	70.9	61.6	58.4	60.8
All (Killed, Serious, Slight)	100.0	97.3	96.0	92.8	89.6	84.2	80.9	78.0	69.2	66.3	65.8
Passenger Rail [2,6]											
ScotRail passenger journeys [6]	100.0	100.1	111.6	121.0	124.8	129.8	133.2	134.1	136.4	141.3	145.1
Rail journeys in/from Scotland [7]	100.0	106.7	117.0	127.4	133.2	138.9	145.6	146.0	151.7	159.1	..
Passenger receipts (£2011 mill)	100.0	105.3	111.5	111.9	115.2	131.2	131.7	144.7	149.9	153.6	..
Air Transport											
Terminal Passengers	100.0	106.6	114.0	120.3	123.5	127.0	123.1	113.7	105.7	111.5	112.3
Transport Movements	100.0	101.3	106.4	112.7	116.0	118.1	115.0	105.5	97.7	101.0	102.6
Freight	100.0	104.9	105.1	103.1	108.1	85.8	65.2	66.1	61.7	58.6	67.8
Ferries [8]											
Passengers	100.0	107.0	108.7	106.0	106.2	107.5	100.4	102.5	100.2	96.6	97.3
Vehicles	100.0	105.9	110.3	108.4	111.6	116.3	109.5	112.1	109.7	109.3	109.6
of which on routes within Scotland											
Passengers	100.0	106.0	109.5	109.9	111.6	112.4	105.6	109.2	105.8	102.6	104.1
Vehicles	100.0	105.7	109.6	110.8	115.5	120.1	113.7	117.2	113.0	112.9	116.3

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 of Scottish Transport Statistics 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. 2012 figures are provisional.
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.
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 Services to Europe, Northern Ireland and within Scotland (Previous versions of STS only included services where data is availabla back to 1975, this can still be found in Table H1).
9 Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011. Data for later years has not been published by DfT.
10 Figures for 2012 are provisional.

Table S3 Summary of Scottish Household Survey results [1]

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											column percentages
Place of work											
Works from home	9.3	9.1	9.0	11.1	10.7	11.2	10.0	11.4	10.1	10.6	13.2
Does not work from home	90.7	90.9	91.0	88.9	89.3	88.8	90.0	88.6	89.9	89.4	86.8
Sample size (=100%)	*6,597*	*6,681*	*7,058*	*6,841*	*6,845*	*5,888*	*6,092*	*6,103*	*5,862*	*6,189*	*4,734*
Travel to work [2]											
Walking	13.2	12.6	12.7	12.7	13.8	11.9	12.5	12.3	13.4	12.9	13.6
Car or Van	67.7	68.5	67.0	67.4	66.8	68.0	66.0	67.0	67.3	66.6	67.3
Driver	56.6	59.8	58.9	59.8	59.8	61.3	59.9	60.7	61.0	59.1	61.4
Passenger	11.0	8.7	8.1	7.5	7.0	6.7	6.1	6.4	6.3	7.5	6.0
Bicycle	1.6	1.8	1.9	1.6	2.0	1.7	2.3	2.4	2.3	2.0	2.0
Bus	12.2	11.6	12.7	12.1	11.8	12.7	12.1	12.1	10.8	12.0	10.1
Rail, including underground	3.1	2.9	3.5	3.9	3.6	3.5	4.3	3.9	3.6	3.9	4.3
Other	2.3	2.6	2.3	2.3	2.0	2.3	2.7	2.3	2.7	2.6	2.6
Sample size (=100%)	*5,973*	*6,033*	*6,359*	*6,044*	*6,068*	*5,175*	*5,437*	*5,371*	*5,221*	*5,508*	*4,103*
Travel to school											
Walking	55.5	52.4	51.2	52.5	51.1	52.8	48.8	50.0	49.7	50.6	51.4
Car or Van	19.0	21.7	21.6	21.0	21.7	21.9	23.6	24.4	23.0	23.4	24.1
Bicycle	0.7	1.2	1.0	0.6	0.9	0.8	1.5	1.0	1.4	1.4	0.8
Bus (school or service)	22.4	22.4	23.6	23.6	23.7	21.9	23.9	22.0	23.9	21.7	21.1
School bus	15.1	16.9	16.9	16.5	17.0	14.8	16.5	16.0	16.1	15.1	14.9
Service bus	7.3	5.5	6.7	7.1	6.7	7.1	7.3	5.9	7.8	6.6	6.2
Rail, including underground	0.4	0.5	0.9	0.7	1.2	0.9	0.7	0.7	0.3	0.7	0.4
Other	2.1	1.8	1.8	1.6	1.3	1.7	1.5	1.8	1.7	2.2	2.2
Sample size (=100%)	*3,295*	*3,250*	*3,347*	*3,272*	*3,240*	*2,517*	*2,750*	*2,881*	*2,676*	*2,715*	*1,923*
Household access to car/bike											
No car	34.8	32.7	33.7	31.7	32.0	30.3	30.2	30.7	30.3	30.1	31.0
One car	44.4	44.5	43.0	44.5	43.6	44.3	43.9	43.7	44.0	44.5	43.0
Two Cars	18.2	19.8	19.9	20.5	20.5	21.4	21.8	21.5	21.6	21.0	21.3
Three or more cars	2.5	3.0	3.4	3.3	3.8	4.0	4.0	4.2	4.1	4.4	4.6
One or more cars	65.2	67.3	66.3	68.3	68.0	69.7	69.8	69.3	69.7	69.9	69.0
Two or more cars	20.8	22.8	23.3	23.8	24.4	25.3	25.8	25.6	25.7	25.4	26.0
1+ Bicycles which can be used by adults	34.9	34.4	35.0	35.0	35.3	36.9	36.8	35.4	34.3	35.1	35.0
Sample size	*15,073*	*14,880*	*15,942*	*15,392*	*15,616*	*13,414*	*13,821*	*14,190*	*14,214*	*14,358*	*10,644*
Driving (aged 17+)											
Those with a full driving licence											
Male	76.7	76.5	75.8	75.7	75.5	75.8	76.0	76.2	75.6	75.6	75.6
Female	53.8	56.0	56.9	56.4	58.0	59.2	59.9	60.6	60.2	59.8	61.6
All	64.6	65.8	65.8	65.6	66.4	67.0	67.6	68.0	67.6	67.3	68.3
Frequency of driving											
Every day	45.5	43.3	41.4	41.8	40.9	45.2	44.9	43.4	41.4	40.7	42.0
At least three times a week	8.0	10.2	11.2	11.2	11.6	10.0	10.4	11.9	12.8	13.3	13.1
Once or twice a week	4.2	5.5	5.7	5.8	6.7	5.1	5.6	5.6	6.0	6.2	6.0
At least 2-3 times a month	0.9	0.7	0.8	0.8	1.0	0.9	1.0	0.9	0.9	0.9	0.8
At least once a month	0.4	0.4	0.6	0.5	0.5	0.6	0.4	0.4	0.4	0.4	0.3
Less than once a month	2.1	1.7	1.6	1.4	1.4	1.7	1.3	1.6	1.8	1.7	1.7
Holds full licence, never drives	3.5	4.1	4.5	4.1	4.4	3.5	4.0	4.2	4.3	4.1	4.5
Does not have a full driving licence	35.4	34.2	34.2	34.4	33.6	33.0	32.4	32.0	32.4	32.7	31.7
Sample size (=100%)	*13,936*	*13,850*	*14,660*	*13,968*	*14,075*	*12,152*	*12,263*	*12,447*	*12,361*	*12,801*	*9,828*
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	9.3
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	11.0
About once a week	7.9	7.6	7.5	7.7	7.9	7.7	7.8	8.4	7.7	7.8	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	13.7
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	58.2
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	2.5
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	2.4
About once a week	2.0	2.5	2.7	2.6	2.8	3.2	3.2	3.7	3.5	3.7	4.2
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	19.1
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	71.8
Sample size (=100%)	*14,037*	*13,960*	*14,774*	*14,063*	*14,183*	*12,118*	*12,298*	*12,517*	*12,422*	*12,888*	*9,893*

1. The apparent year-to-year fluctuations in some of the figures may be due to sampling variability. A confidence Interval look up table can be found in Transport and Travel in Scotland 2012.
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

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Passenger journeys											*millions*
to / from other parts of UK											
Rail	4.86	5.02	4.89	5.22	5.56	5.81	6.13	6.64	7.42	7.58	..
Air [1]	11.51	12.38	12.88	13.16	12.96	12.87	12.07	10.89	9.83	10.12	10.05
Ferry [2]	2.28	2.43	2.34	2.05	2.02	2.09	1.94	1.92	1.92	1.86	1.81
Total these modes	18.66	19.83	20.10	20.43	20.53	20.77	20.13	19.45	19.17	19.56	..
to / from other countries											
Air [3]	6.63	7.13	8.12	8.97	9.67	10.35	10.35	9.74	9.27	10.06	10.21
Ferry [4]	0.11	0.21	0.21	0.19	0.12	0.11	0.08	0.03	0.05	0	0
Total these modes	6.74	7.34	8.33	9.17	9.79	10.47	10.43	9.77	9.32	10.06	10.21
Total cross-border passengers											
Rail	4.86	5.02	4.89	5.22	5.56	5.81	6.13	6.64	7.42	7.58	..
Air	18.14	19.52	21.00	22.14	22.63	23.23	22.42	20.63	19.10	20.18	20.26
Ferry	2.40	2.64	2.54	2.25	2.14	2.21	2.01	1.95	1.97	1.86	1.81
Total these modes	25.40	27.17	28.43	29.60	30.33	31.24	30.56	29.22	28.49	29.62	..
Freight [10]										*millions of tonnes lifted*	
to other parts of UK											
Road [5, 9]	15.2	14.8	14.3	12.5	14.2	16.4	12.3	12.6	14.8	..	..
Rail	4.4	4.1	6.4	9.0	7.1	4.6	3.8	3.3	3.1	2.2	..
Water	17.6	17.6	18.7	22.5	17.9	19.7	21.0	17.6	16.6	16.6	8.8
Total these modes	37.1	36.5	39.4	44.0	39.3	40.6	37.1	33.4	34.5	..	..
from other parts of UK											
Road [5, 9]	18.3	20.9	17.6	17.4	18.9	21.9	17.7	16.0	17.9	..	..
Rail	1.1	1.0	0.9	2.1	2.1	2.0	2.0	1.3	1.6	1.1	..
Water	5.1	4.6	5.4	5.9	5.6	5.5	5.1	4.9	5.5	4.9	2.1
Total these modes	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]	33.5	35.7	31.9	29.9	33.1	38.3	30.0	28.6	32.7	..	..
Rail	5.4	5.2	7.3	11.1	9.2	6.6	5.9	4.5	4.7	3.3	..
Water	22.6	22.2	24.0	28.4	23.6	25.2	26.1	22.4	22.1	21.6	10.8
Total these modes	61.5	63.0	63.2	69.3	65.9	70.0	61.9	55.6	59.5	..	..
to other countries											
Road [5]	0.6	0.6	0.5	0.4	0.4	0.6	0.5	0.5	0.4	..	..
Rail [6]	0.5	0.4	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	..
Water [7]	67.8	58.9	54.5	45.0	44.0	45.6	42.4	38.3	39.9	33.4	32.1
Total these modes	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	0.3	0.3	0.2	0.3	0.3	0.2	0.2	..	..
Rail [8]	0.6	0.5	0.5	0.5	0.5	0.4	0.5	0.4	0.4	0.4	..
Water [7]	11.4	9.5	15.0	17.0	17.9	14.6	16.1	13.5	13.2	14.2	16.3
Total these modes	12.3	10.2	15.8	17.8	18.6	15.3	16.9	14.2	13.8	..	..
Total to / from other countries											
Road	0.8	0.8	0.8	0.7	0.6	0.9	0.8	0.7	0.6	..	..
Rail	1.1	1.0	1.1	1.0	1.0	0.9	0.9	0.8	0.8	0.8	..
Water	79.2	68.4	69.4	62.0	61.9	60.2	58.5	51.9	53.1	47.6	48.3
Total	81.1	70.2	71.3	63.7	63.5	62.0	60.2	53.3	54.4	..	..
Total cross-border freight											
Road	34.3	36.5	32.7	30.6	33.7	39.2	30.8	29.3	33.3	..	..
Rail	6.6	6.1	8.3	12.1	10.2	7.5	6.7	5.3	5.5	4.1	..
Water	101.8	90.6	93.5	90.4	85.5	85.4	84.6	74.3	75.2	69.2	59.1
Total these modes	142.7	133.2	134.5	133.0	129.3	132.0	122.1	108.9	114.0	..	..

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 available on the website. They are approximate as they include an element of estimation.
4 The Rosyth / Zeebrugge service started in May 2002, there was a drop in the frequency of service from November 2005 and the passenger service ceased in December 2010. Figures for services between Lerwick and other countries are available from 1998.
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. There have been delays to DfTs publication of freight data, the latest available figures are included here.

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

Numbers

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Vehicles Licensed (all vehicles)											*thousand*
Scotland	2,330	2,383	2,448	2,531	2,564	2,627	2,665	2,684	2,685	2,691	2,717
GB	30,557	31,207	32,259	32,897	33,070	33,651	33,883	33,958	34,120	34,229	34,522
Households with a Car [1] (National Travel Survey)											*percent*
Scotland	..	69	..	69	..	70	..	70	..	70	..
GB	..	74	..	75	..	75	..	75	..	72	..
Public Road Lengths (all roads)										*thousand kilometres*	
Scotland	54.6	54.6	54.6	54.8	55.0	55.2	55.3	55.5	55.6	55.8	55.9
GB [2]	391.6	392.3	387.7	388.0	398.4	398.9	394.5	394.4	394.3	394.3	394.9
Road Traffic										*billion vehicle kilometres*	
Motorway											
Scotland	5.73	5.86	6.09	6.15	6.43	6.58	6.68	6.63	6.50	6.57	7.14
GB	92.6	93.0	96.6	97.0	99.4	100.6	100.1	99.5	98.2	99.5	100.4
A roads											
Scotland	21.5	21.8	22.1	21.9	22.5	22.4	22.1	22.3	22.0	22.0	21.7
GB [3]	218.6	221.0	224.1	223.1	226.1	224.9	222.8	222.4	219.5	220.4	218.5
All roads (incl. B, C, unclassified)											
Scotland	41.5	42.0	42.7	42.7	44.1	44.7	44.5	44.2	43.5	43.4	43.5
GB [3]	486.5	490.4	498.6	499.4	507.5	513.0	508.9	504.0	495.9	488.9	487.1
Reported Road Accident Casualties: Killed or Seriously Injured											*thousand*
Scotland [12]	3.53	3.29	3.07	2.95	2.95	2.67	2.85	2.50	2.18	2.06	2.15
GB	39.4	37.2	34.4	32.2	31.8	30.7	28.6	26.9	24.5	25.0	24.8
Local bus passenger journeys [2, 4]											*million*
Scotland	471	478	460	466	476	488	484	459	431	439	423
GB	4,550	4,681	4,632	4,722	4,914	5,164	5,271	5,213	5,191	5,219	5,130
Rail passenger journeys [4, 5, 6]											*million*
Scotland	52.4	55.9	61.3	66.7	69.8	72.7	76.3	76.5	79.4	83.3	..
GB [11]	775	791	808	827	984	1,018	1,074	1,065	1,160	1,230	..
Air terminal passengers											
Scotland	19.8	21.1	22.6	23.8	24.4	25.1	24.3	22.5	20.9	22.1	22.2
UK	188.8	200.0	215.7	228.2	235.2	240.7	235.4	218.1	210.7	219.3	220.6
Freight Lifted											*million tonnes*
Road [8, 9]											
Scotland	154	153	173	166	170	177	157	132	132	..	..
GB	1,627	1,643	1,744	1,746	1,776	1,822	1,668	1,356	1,489	..	..
Rail [4]											
Scotland	9.12	8.32	11.25	14.32	12.96	11.35	10.36	9.69	8.33	7.61	..
GB	87	89	100	105	108	102	103	87	90	102	113
Coastwise traffic											
Scotland	19.2	19.5	20.5	25.5	20.6	22.8	23.3	19.8	18.0	16.3	..
UK	59.5	58.5	59.8	65.1	56.7	57.6	58.1	54.6	50.5	49.3	..
Pipelines [7]											
Scotland	28.0	27.7	27.6	27.6	27.8	27.5	27.6	27.6	27.6	27.8	28.2
GB	58.4	54.9	56.1	55.4	54.5	53.1	53.3	53.6	53.5	53.7	54.3
Travel to Work (Autumn: Labour Force Survey)											*percent*
Car (or van, minibus, works van)											
Scotland	70	70	69	68	69	69	69	70	71	68	..
GB	71	71	71	71	70	69	70	70	70	68	..
Public transport (bus, rail, underground)											
Scotland	14	15	15	16	17	16	17	15	14	16	..
GB	14	14	14	14	15	16	15	15	15	16	..

1 Figures are for combined years e.g. 2011 covers 2011/12.

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 over 50km in length. 2012 figures are provisional.

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. Later years have yet to be published by DfT.

10 Figures for 2012 are provisional.

11 Figs for 2008-09 onwards have been revised due to an error in the LENNON calculation of journeys between Edinburgh and Glasgow.

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

Index 2002=100

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Vehicles Licensed (all vehicles)											
Scotland	100.0	102.3	105.1	108.6	110.1	112.7	114.4	115.2	115.2	115.5	116.6
GB	100.0	102.1	105.6	107.7	108.2	110.1	110.9	111.1	111.7	112.0	113.0
Public Road Lengths (all roads)											
Scotland	100.0	99.9	100.0	100.5	100.7	101.1	101.4	101.7	101.9	102.2	102.4
GB [1]	100.0	100.2	99.0	99.1	101.7	101.9	100.7	100.7	100.7	100.7	100.8
Road Traffic											
Motorway											
Scotland	100.0	102.2	106.4	107.3	112.3	114.8	116.6	115.8	113.5	114.7	124.6
GB	100.0	100.4	104.3	104.8	107.3	108.6	108.1	107.5	106.0	107.5	108.4
A roads											
Scotland	100.0	101.4	102.7	101.7	104.3	104.1	102.8	103.7	102.1	102.2	100.8
GB [2]	100.0	101.1	102.5	102.1	103.4	102.9	101.9	101.7	100.4	100.8	100.0
All roads (incl. B, C, unclassified)											
Scotland	100.0	101.2	102.8	102.8	106.2	107.5	107.1	106.5	104.7	104.5	104.8
GB [2]	100.0	100.8	102.5	102.7	104.3	105.4	104.6	103.6	101.9	100.5	100.1
Reported Road Accident Casualties Killed or Seriously Injured											
Scotland [9]	100.0	93.2	87.0	83.6	83.5	75.5	80.5	70.9	61.6	58.4	60.8
GB	100.0	94.4	87.2	81.6	80.8	77.9	72.5	68.3	62.2	63.5	62.9
Local bus passenger journeys [1, 3]											
Scotland	100.0	101.5	97.7	99.0	101.1	103.7	102.8	97.5	91.6	93.3	89.9
GB	100.0	102.9	101.8	103.8	108.0	113.5	115.8	114.6	114.1	114.7	112.7
Rail passenger journeys [3,4,5]											
Scotland	100.0	106.7	117.0	127.4	133.2	138.9	145.6	146.0	151.7	159.1	..
GB	100.0	102.1	104.3	106.7	126.9	131.3	138.5	137.4	149.7	158.6	..
Air terminal passengers											
Scotland	100.0	106.6	114.0	120.3	123.5	127.0	123.1	113.7	105.7	111.5	112.3
UK	100.0	105.9	114.2	120.9	124.6	127.5	124.7	115.5	111.6	116.1	116.9
Freight Lifted											
Road [6, 8]											
Scotland	100.0	99.4	112.1	107.3	110.1	114.5	101.7	85.4	85.4	..	..
GB	100.0	101.0	107.2	107.3	109.2	112.0	102.5	83.3	91.5	..	..
Rail [3]											
Scotland	100.0	91.2	123.4	157.0	142.1	124.5	113.6	106.3	91.3	83.4	..
GB	100.0	102.2	115.1	121.0	124.6	117.7	118.0	100.2	103.3	116.9	130.0
Coastwise traffic											
Scotland	100.0	101.6	106.7	133.0	107.2	118.7	121.3	103.3	93.5	85.1	..
UK	100.0	98.3	100.5	109.4	95.3	96.8	97.6	91.8	84.9	82.9	..
Pipelines [7]											
Scotland	100.0	98.8	98.6	98.4	99.1	98.1	98.4	98.4	98.4	99.1	100.6
GB	100.0	94.0	96.0	94.9	93.3	90.9	91.3	91.8	91.6	91.9	93.0

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 2012 are provisional.

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

9 Figures for 2012 are provisional.

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

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Vehicles Licensed (all vehicles)											*per 100 population*
Scotland	46	47	48	50	50	51	52	52	51	51	51
GB	53	54	55	56	56	57	57	57	56	56	56
Public Road Lengths (all roads)											*kilometres per 1,000 population*
Scotland	10.8	10.8	10.7	10.8	10.7	10.7	10.7	10.7	10.7	10.6	10.5
GB	6.8	6.8	6.7	6.6	6.8	6.7	6.6	6.6	6.5	6.4	6.4
Road Traffic											*vehicle kilometres per head*
Motorway											
Scotland	1,134	1,158	1,200	1,207	1,257	1,279	1,293	1,277	1,245	1,250	1,344
GB	1,610	1,608	1,662	1,659	1,689	1,699	1,679	1,669	1,624	1,620	1,622
A Roads											
Scotland	4,260	4,316	4,355	4,299	4,390	4,356	4,281	4,299	4,211	4,186	4,086
GB [1]	3,800	3,820	3,856	3,815	3,842	3,798	3,738	3,731	3,630	3,588	3,531
All roads (incl. B, C and unclassified)											
Scotland	8,217	8,312	8,409	8,385	8,622	8,683	8,604	8,513	8,328	8,257	8,196
GB [1]	8,456	8,477	8,578	8,539	8,624	8,663	8,537	8,455	8,202	7,959	7,872
Road Accident Casualties Killed or Seriously Injured											*per 1,000 population*
Scotland [6]	0.70	0.65	0.61	0.58	0.58	0.52	0.55	0.48	0.42	0.39	0.40
GB	0.68	0.64	0.59	0.55	0.54	0.52	0.48	0.45	0.41	0.41	0.40
Local bus passenger journeys [2,3]											*per head*
Scotland	93	94	91	91	93	95	94	88	83	84	80
GB	79	81	80	81	84	87	88	87	86	85	83
Rail passenger journeys [3,4]											*per head*
Scotland	10.4	11.1	12.1	13.1	13.6	14.1	14.8	14.7	15.2	15.9	..
GB	13.5	13.7	13.9	14.1	16.7	17.2	18.0	17.9	19.2	20.0	..
Air terminal passengers											*per head*
Scotland	3.9	4.2	4.4	4.7	4.8	4.9	4.7	4.3	4.0	4.2	4.2
UK	3.2	3.4	3.6	3.8	3.9	3.9	3.8	3.6	3.4	3.5	3.5
Freight Lifted											*tonnes per head*
Road											
Scotland	30.5	30.3	34.1	32.5	33.2	34.4	30.4	25.4	25.3	..	..
GB	28.3	28.4	30.0	29.9	30.2	30.8	28.0	22.7	24.6	..	..
Rail [3]											
Scotland	1.8	1.6	2.2	2.8	2.5	2.2	2.0	1.9	1.6	1.4	..
GB	1.5	1.5	1.7	1.8	1.8	1.7	1.7	1.5	1.5	1.7	1.8
Coastwise traffic											
Scotland	3.8	3.9	4.0	5.0	4.0	4.4	4.5	3.8	3.4	3.1	..
UK	1.0	1.0	1.0	1.1	1.0	1.0	1.0	0.9	0.8	0.8	..
Pipelines [5]											
Scotland	5.5	5.5	5.4	5.4	5.4	5.3	5.3	5.3	5.3	5.3	5.3
GB	1.0	0.9	1.0	0.9	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 2012 are provisional.
6 Figures for 2012 are provisional.

Table H1 Summary of passenger traffic

Year [1]	Car vehicle kilometres on major roads (M and A)	Bus passenger journeys on local services [2]	Rail passenger journeys originating in Scotland[3]	Air terminal passengers at airports	Ferry passengers on routes within Scotland and to NI and Europe [5]	Ferry passengers on selected ferry services [4]	Car	Bus	Rail	Air	Ferry Selected services[4]
						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	9.16	6.63	133	79	104	150	142
1993	18,211	538	59.1	11.12	9.53	6.63	134	78	104	160	142
1994	18,683	526	54.4	11.79	9.63	6.65	137	77	95	170	142
1995	19,226	506	48.9	12.31	10.59	6.86	141	74	86	177	147
1996	19,888	478	49.8	13.21	9.47	5.59	146	70	87	190	120
1997	20,266	448	53.1	14.39	10.08	5.63	149	65	93	207	121
1998	20,456	424	55.1	15.19	9.63	5.33	150	62	96	219	114
1999	20,700	455	57.6	15.94	9.94	5.33	152	66	101	230	114
2000	20,566	458	57.3	16.79	9.80	5.29	151	67	100	242	113
2001	20,977	466	53.0	18.08	9.80	5.30	154	68	93	260	114
2002	21,760	471	52.4	19.78	9.97	5.33	160	69	92	285	114
2003	21,922	478	55.9	21.08	10.67	5.71	161	70	98	304	122
2004	22,308	460	61.3	22.55	10.84	5.92	164	67	107	325	127
2005	22,060	466	66.7	23.80	10.57	5.97	162	68	117	343	128
2006	22,610	476	69.8	24.44	10.59	5.40	166	69	122	352	116
2007	22,392	488	72.7	25.13	10.72	5.40	165	71	127	362	116
2008	22,221	484	76.3	24.35	10.01	5.15	163	70	134	351	110
2009	22,496	459	76.5	22.50	10.22	5.40	165	67	134	324	116
2010	21,998	432	79.4	20.91	9.99	5.37	162	63	139	301	115
2011	21,986	439	83.3	22.07	9.63	5.22	162	64	146	318	112
2012	22,170	423	..	22.21	9.70	5.15	163	62	..	320	110

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 Figures from 1995 onwards were revised by ORR in 2013 due to improvements to methodology. There is a series break between 2007-08 and 2008-09 due to a change in the methodology. From 2008-09 estimates of PTE travel (zone cards) are included. Figures in 2001-02 and 2002-03 were affected by industrial action.

4 This grouping was used in STS until 2012 and includes 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.

5 All ferry routes within Scotland, between Scotland and Northern Ireland and between Scotland and Europe, for which passenger data is availabe (see chapter 9 for more detail)

Table H2 Summary of freight traffic[1]

(a) freight lifted - millions of tonnes

Year [2]	Air	Road	Rail	Coastal shipping	Coast-wise shipping	Inland waterway	Pipeline [3]	Total	Air	Road	Rail	Coastal shipping	Coast-wise 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	236.9	..	103	88	83	..	97	96
1988	..	155.7	9.7	31.9	28.3	10.2	25.2	261.0	..	119	81	93	..	96	85
1989	..	154.8	9.4	32.5	28.3	10.4	21.3	256.7	..	119	78	95	..	97	71
1990	..	160.6	9.8	29.9	25.2	11.9	26.9	264.3	..	123	82	87	..	112	90
1991	..	148.8	9.0	31.6	26.7	11.3	21.4	248.8	..	114	75	92	..	106	72
1992	..	157.1	7.0	30.1	25.7	10.7	24.0	254.5	..	120	58	88	..	100	81
1993	..	158.9	5.0	29.0	24.5	11.4	26.9	255.7	..	122	42	85	..	107	90
1994	..	155.8	5.4	32.0	27.5	11.2	24.1	255.9	..	119	45	93	..	105	81
1995	..	157.7	..	35.9	31.9	11.2	25.6	262.3	..	121	..	105	..	105	86
1996	..	162.4	5.4	40.3	36.2	11.1	25.6	281.0	..	124	45	117	..	104	86
1997	..	157.4	7.0	39.4	34.5	11.6	25.7	275.7	..	121	59	115	..	109	86
1998	..	155.6	7.7	45.7	39.7	10.4	28.1	287.1	..	119	64	133	..	97	94
1999[4]	..	155.8	8.2	41.3	35.3	9.5	28.0	278.1	..	119	69	120	..	89	94
2000	0.08	158.5	8.3	30.9	24.7	12.2	28.1	262.8	..	121	69	90	..	115	94
2001	0.08	150.8	9.6	27.4	20.6	11.4	28.1	248.0	..	116	80	80	..	107	94
2002	0.08	154.4	9.1	24.5	19.2	10.0	28.0	245.4	..	118	76	71	..	94	94
2003[5]	0.08	153.4	8.3	24.4	19.5	10.1	27.7	243.5	..	118	69	71	..	94	93
2004	0.08	173.1	11.3	25.8	20.5	10.0	27.6	268.4	..	133	94	75	..	94	93
2005	0.08	165.6	14.3	31.4	25.5	10.2	27.6	274.7	..	127	119	92	..	96	93
2006 [6]	0.08	170.0	13.0	25.7	20.6	10.2	27.8	267.3	..	130	108	75	..	95	93
2007 [6]	0.07	176.8	11.4	27.5	22.8	10.5	27.5	276.5	..	136	95	80	..	99	92
2008 [6]	0.05	157.0	10.4	28.3	23.3	12.2	27.6	258.9	..	120	86	83	..	114	93
2009 [6]	0.05	131.9	9.7	24.7	19.8	10.1	27.6	223.9	..	101	81	72	..	95	93
2010	0.05	131.9	8.3	23.9	18.0	10.9	27.6	220.6	..	101	69	70	..	102	93
2011	0.05	..	7.6	22.6	16.3	10.7	27.8		..	..	63	66	..	100	93
2012	0.05	..	..	11.3	12.5	10.8	28.2		..	..	..	..	..	..	95

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. 2012 figures are provisional.
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	Rail	Coastwise shipping	Inland waterway	Pipeline [3,6]
	lifted in Scotland	*lifted in Scotland*	*lifted in Scotland*	*lifted in Scotland*	*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	2,486	13,557	280	5,725
2011	..	2,001	13,011	270	5,752
2012	..	..	8,744	269	5,836

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 2012 are provisional.

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	..	..
2012 [1]	7,140	21,713	28,853	14,696	43,549	339	144	168	..	..

1. The increase in motorway traffic in 2012 is the result of new motorway opening. More detail can be found in the road network chapter.

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	20,518	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	16,239	174	139	60
2008	2,665	215	15,592	176	119	57
2009	2,684	216	15,044	177	120	55
2010	2,685	209	13,338	177	116	49
2011	2,691	202	12,777	178	112	47
2012	2,717	216	12,575	179	120	46

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.

Key Points

- **There are 2.7 million vehicles licensed for use on the roads in Scotland of which 84 per cent are cars.**
- **Over two thirds (68%) of the adult population (17+) hold a full driving licence.**
- **Sixty nine per cent of households have access to one or more cars. A quarter (26%) of households have access to two or more cars.**

2. Main Points

Vehicles Licensed

2.1 The total number of new motor vehicles registrations in 2012 was around 216,400, 7% more than in 2011, a similar number to 2009 but 14 per cent below the 2007 figure.. *(Table 1.1)*

2.2 New registrations of cars in 2012 accounted for around 183,000 of these, 14,761 more than in 2011, and 38,000 less than a peak in 2002. Of all new registered vehicles in 2012, 110,000 (51%) were petrol-propelled, and 104,400 (48%) were diesel-propelled, reversing the pattern seen last year when for the first time, more diesel than petrol powered vehicles were registered. More detailed data on vehicles registered in 2012 by body type and propulsion is included in Chapter 13. *(Table 1.1)*

2.3 The total number of vehicles licensed was 2.7 million in 2012, 1 per cent higher than 2011 and 17% higher than in 2002. The number of private and light goods vehicles in 2012 was 2.4 million, 1% more than 2011 and 16% higher than 2002. *(Table 1.2)*

2.4 Glasgow had the largest number of vehicles licensed in 2012 (241,400), followed by Fife (193,300) and Edinburgh (184,100) - based on the postcode of the registered keeper. Per head of population (aged 17+), Glasgow has the third lowest figure behind Edinburgh and Dundee. Glasgow had 490 vehicles for every 1,000 people aged 17+, Edinburgh was lowest at 455. Vehicle ownership per head is much higher in rural areas, Orkney has 885 vehicles per 1,000 people aged 17+, Shetland has 866 and Aberdeenshire 865. The Scotland average is 626 per thousand. The pattern for car registrations is similar with Edinburgh lowest, but Stirling has the highest figure per thousand population at 678, followed by Aberdeenshire at 677. The effect of the registration of company car fleets can be seen: Glasgow accounted for 31 per cent (54,100) of all the company cars registered in Scotland, compared to 9 per cent of all cars. *(Table 1.3)*

2.5 There were 10,603 taxis and 10,208 private hire cars licensed in Scotland based on figures provided by Scottish local licensing authorities during October-November

2013. These show a small increase in the number of licensed taxis and a small decrease in the number of private hire cars when compared with figures for 2012. Latest figures show that of the 10,603 licensed taxis 4,702 are wheelchair accessible (44%). *(Table 1.4)*

2.6 The average age of private and light goods vehicles in 2012 was 6.5 years, slightly up on recent years, and continuing a trend of increasing average age since 2004. The average age of private and light goods vehicles continues to be lower in Scotland than for Great Britain as a whole. In 2012 the average age of these vehicles in Great Britain was 7.5 years. *(Table 1.6)*

2.7 There were 6,768 licensed operators of heavy goods vehicles in Scotland in 2012-13. Most operators had few (if any) vehicles specified on the licence: 4,732 had 0-2 vehicles, 1,061 had 3-5 vehicles and 463 had 6-10 vehicles. Only 230 operators had 21 or more vehicles specified on the licence. (Table 1.10)

2.8 The most popular new car sold in Scotland in 2012 remains the Vauxhall Corsa with a market share of 6.5%. The top 5 most popular models had a total market share of 22% and the top 10, 32%. *(Table 1.11)*

MOTs & Driving Tests

2.9 In 2012/13, about 43% of cars tested in the Road Vehicle Testing Scheme (MOT) were unsatisfactory, as were 18% of motor cycles. About 19% of cars tested had unsatisfactory lights or signalling, 16% had unsatisfactory brakes and 17% 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)*

2.10 There were 113,000 driving licence practical tests conducted in 2012, a decrease of 10% on 2011. The pass rate was the same at 47.4%. The test centre at Inverness LGV had the highest pass rate (100%), though only three tests were conducted, Campbeltown had the highest pass rate for centres where at least 50 tests were conducted (70%), while the lowest was at Glasgow Shieldhall (38.0%). *(Tables 1.13 & 1.14)*

2.11 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 70% in 2011/12. Largely due to an increase in the number of female driving licence holders, from 34% of women in 1985/86 to 62% in 2011/12. Over the same period, the percentage of men with a driving licence rose from 68% to 78%. 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)*

2.12 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 2012 show that, although men are more likely to hold a full driving licence than women, the difference between the proportions increases with age. For 20-29 year olds there is a difference of 2 percentage points (men: 59%, women: 57%), which increases to 41 percentage points for those aged 80+ (men: 63%; women: 22%). *(Tables 1.16 and 1.17)*

2.13 SHS results also show that the percentage holding a full driving licence tends to increase with household income. In 2012, 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 45% of adults who lived in households with an annual net income of up to £10,000 held a full driving licence.

2.14 License possession is also more likely in rural areas. In 2012, 62% of adults aged 17+ living in large urban areas held a full driving licence compared with 83% 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

2.15 The Scottish Household Survey shows that 69 per cent of households have access to one or more cars, a proportion that has remained stable over the last five years. A quarter (26%) of households have access to two or more cars. *(Table 1.19)* These proportions are similar to those reported in the National Travel Survey (which include vans). *(Table 1.18)*

2.16 The Scottish Household Survey, also shows how the percentage of households with a car available for private use varies between different household types, income bands and type of area. In 2012, 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: 83%). (note definitions of family types are included in para 3.13) Least likely to have access to a car were single pensioner households (39%). A fifth (20%) of large family households had 3 or more cars available for private use. Only 36% of households whose net annual income was up to £10,000 had one or more cars available for private use, compared with at least 87% of households whose annual net income were above £25,000. 59% of households in large urban areas had cars, compared with 83-86% those in rural areas. *(Table 1.20)*

2.18 There were 245,035 Blue Badges on issue in Scotland at the end of March 2013. 118,848 were issued to recipients of allowances or grants which provide an automatic entitlement to a Blue Badge, 123,737 were issued on a discretionary basis to other people with a permanent or substantial disability, and 2,450 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 2012-13 was 340,347, an increase of 3% on the 2011-12 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 2011-12 and 2012-13 there were decreases in 14 of the 27 motor vehicle offence categories shown, and a 3% increase overall; changes in these figures may arise because of changes in the level of enforcement or police deployment. The largest decrease was for Driving while unfit through drink/drugs, where there was a 21% decrease from 584 to 459. Speeding offences recorded in 2012-13 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 Vehicle**s*: 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 full year figures are available from 1997. A person who has passed the theory test must sit the practical test within two years. If the person fails the practical during this period then he/she can re-sit the practical without having to take the theory test again.

3.11 ***Households with the regular use of a car*****:** In 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 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 2012-13, the police recorded 9 crimes of causing death by dangerous driving, and 1 crime of reckless driving at common law. 2 crimes of causing death by careless driving when under the influence of drink or drugs were recorded in 2012-13. In 2011-12, there were 8 convictions where the main offence was causing death by dangerous driving, all of which resulted in a custodial sentence. There were 21 convictions where the main offence was causing death by careless driving, of which 10 resulted in a community sentence, 5 in a custodial sentence 5 resulted in fines and 1 resulted in probation. There were also 2 convictions for causing death by careless driving while under the influence of drink or drugs, which resulted in a custodial sentences. There were no convictions in 2011-12 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 on 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.

4.12.3 The Blue Badge Improvement Service (BBIS), a central database for all blue badges on issue, was introduced on 1 January 2012. Data accuracy for the total number of blue badges on issue will continue to improve as new blue badges are recorded on BBIS. This improvement in data accuracy will continue until all blue badges on issue are recorded on BBIS at the end of 2014.

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 eight legacy Scottish police 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) Linda Massey (Tel 0115 936 6254) 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)

David Jamieson, Transport Scotland (Tel: 0131 244 0263)

Motor vehicle offences (Table 1.22)

Adele Walls, Scottish Government Justice Statistics Unit (Tel: 0131 244 2228).

6. Other data sources

Within Scottish Transport Statistics:

Summary – Includes comparisons with GB
Chapter 2 – Bus and coach travel,
Chapter 5 – Road Traffic (including congestion)
Chapter 11 – Personal and Cross modal travel
Chapter 13 – Environment and Emissions

Other Transport Scotland Publications:

Transport and Travel in Scotland – includes more detailed analysis of SHS data, in particular:

Table 20 – Frequency of driving

SHS Local Authority Results – provides breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

Table 4 – Car access by Local Authority
Table 5 – Frequency of driving by Local Authority

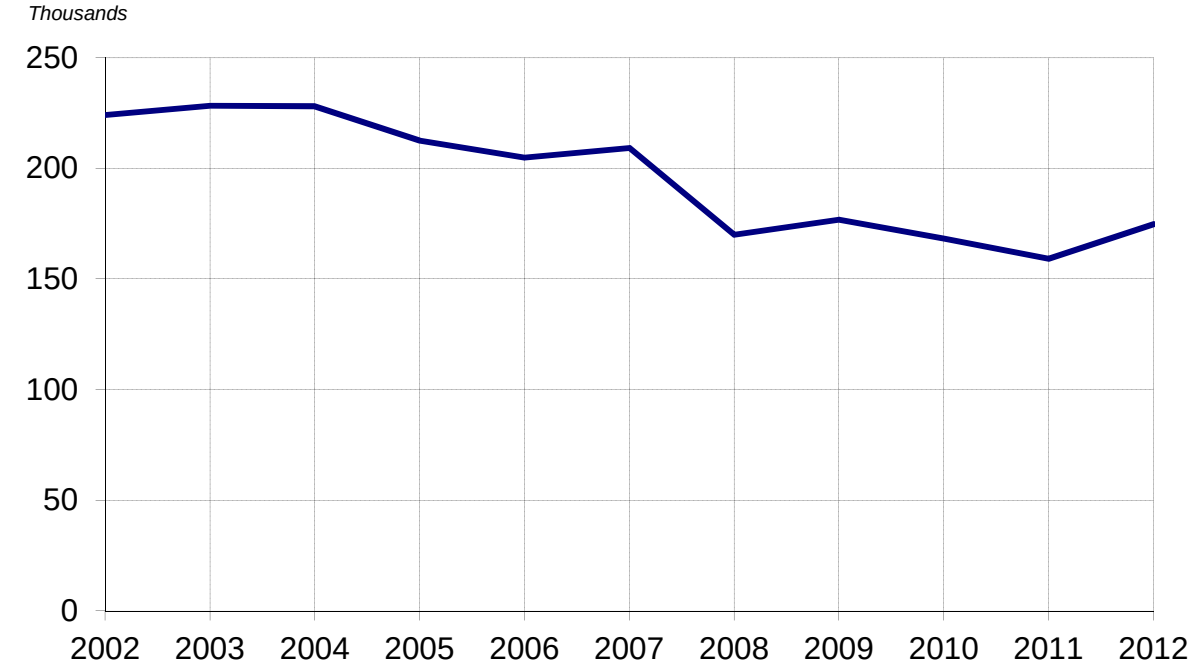
Department for Transport produce a number of related publications, including:

Traffic estimates
Vehicle registrations
Bus and Coach statistics

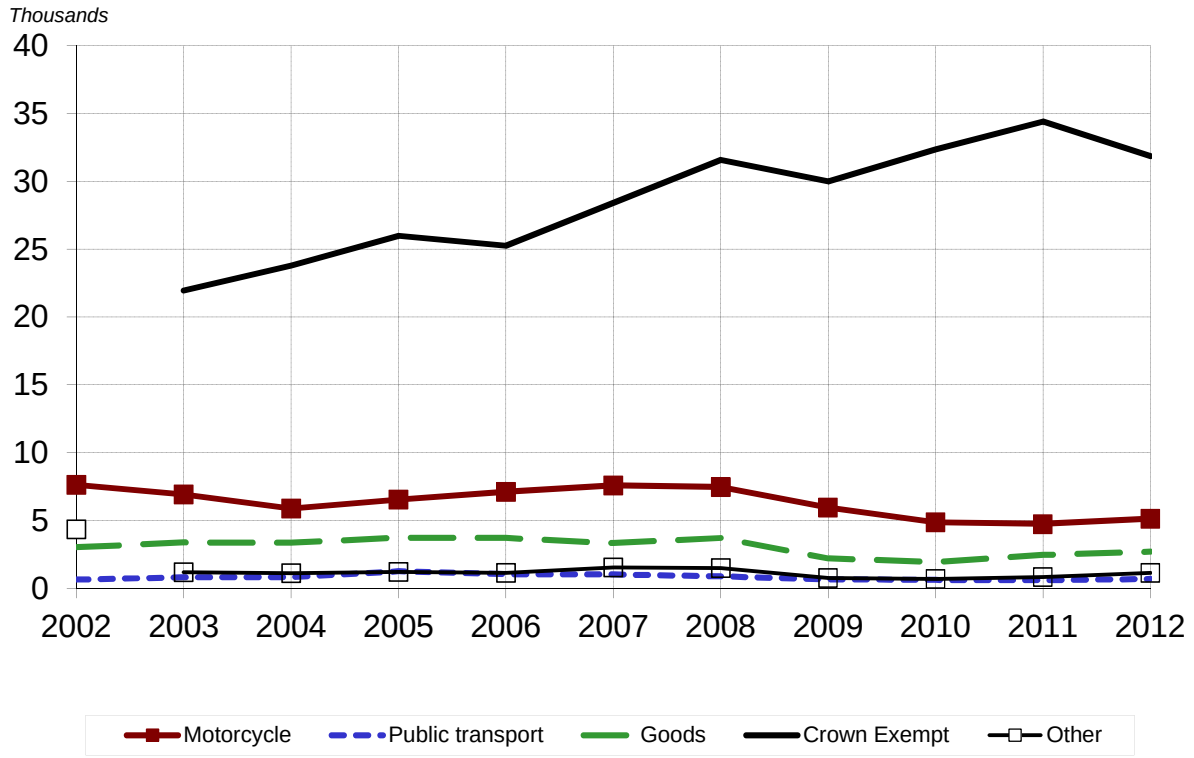
Eurostat collate figures for EU states including figures for vehicle registrations. More details can be found in Chapter 12.

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

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											thousand
by type of vehicle (taxation group)											
Private and light goods	224.1	228.4	228.1	212.5	204.9	209.3	170.0	176.8	168.3	159.2	174.9
Motorcycles	7.7	6.9	5.9	6.6	7.1	7.6	7.5	6.0	4.9	4.8	5.1
Public transport [1]	0.7	0.8	0.9	1.3	1.1	1.0	0.9	0.7	0.7	0.6	0.7
Goods	3.0	3.4	3.4	3.7	3.7	3.3	3.7	2.2	2.0	2.5	2.7
Crown and exempt [2]	19.9	22.0	23.8	26.0	25.3	28.4	31.6	30.0	32.4	34.4	31.9
Other vehicles [2]	4.4	1.2	1.1	1.2	1.2	1.6	1.5	0.8	0.7	0.9	1.2
Total	**259.7**	**262.7**	**263.1**	**251.3**	**243.2**	**251.2**	**215.3**	**216.437**	**208.8**	**202.3**	**216.4**
by body type											
Cars	220.5	219.3	217.9	203.2	196.5	202.5	172.7	186.2	177.2	167.8	182.5
Taxis	0.4	0.5	0.5	0.5	0.6	0.6	0.3	0.2	0.4	0.4	0.4
Motorcycles	7.8	7.1	6.0	6.6	7.2	7.8	7.7	6.1	5.0	4.8	5.2
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]	21.4	25.2	28.2	29.6	28.2	28.8	22.8	14.4	17.8	19.6	17.7
Goods [3]	3.4	3.8	3.8	4.4	4.2	3.8	4.2	3.0	2.3	2.8	3.2
Buses and coaches	1.3	1.5	1.2	1.6	1.5	1.3	1.1	0.8	0.8	0.8	0.8
Agricultural vehicles etc	3.3	3.3	3.4	2.9	2.9	3.3	3.5	3.1	3.0	3.2	3.0
Other vehicles	1.6	2.0	2.1	2.4	2.1	3.0	2.9	2.5	2.3	2.9	3.6
All vehicles	**259.7**	**262.7**	**263.1**	**251.3**	**243.2**	**251.2**	**215.3**	**216.4**	**208.8**	**202.3**	**216.4**
by method of propulsion											
Petrol	178.0	167.8	157.7	142.2	137.4	143.3	117.3	123.9	107.8	98.4	110.0
Diesel	81.5	94.7	105.1	108.8	105.3	106.9	96.7	91.2	99.0	101.9	104.4
Hybrid Electric	0.0	0.0	0.1	0.2	0.4	0.6	0.7	0.8	1.3	1.1	1.1
Electricity	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.6	0.6	0.8	0.9
Gas Bi-Fuel	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gas Or Petrol/Gas	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other [4]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	**259.7**	**262.7**	**263.1**	**251.3**	**243.2**	**251.2**	**215.3**	**216.4**	**208.8**	**202.3**	**216.4**

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. In 2004 DfT revised the figures for the light goods and goods body types back to 2001. DfT does not have the underlying data to revise earlier years' figures.
4. Gas Diesel and Steam.

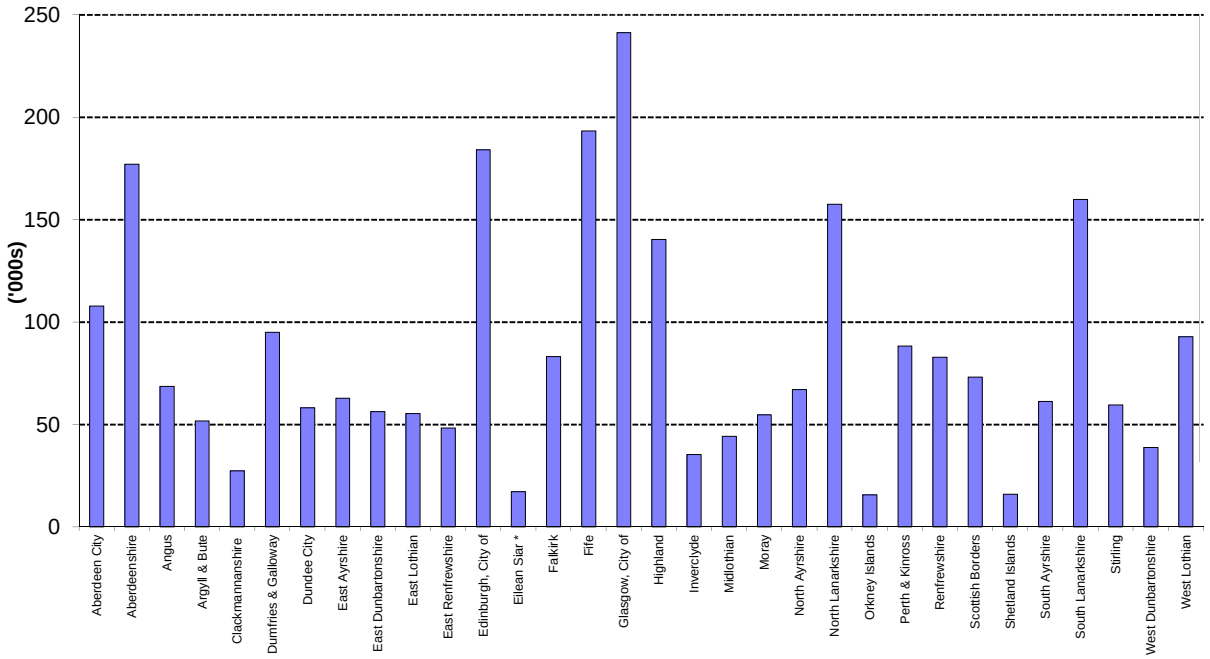
Note: Table 13.9 in Chapter 13 shows vehicles first registered in 2012 by body type and method of propulsion.

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

	2002	2003	2004	2005	2006[3]	2007[3]	2008[3]	2009[3]	2010	2011	2012
											thousand
by type of vehicle (taxation group)											
Private and light goods	2,058	2,104	2,158	2,231	2,259	2,313	2,347	2,362	2,364	2,369	2,395
Motorcycles	46	50	54	56	59	63	66	66	63	60	60
Public transport [1]	10	11	11	12	12	12	12	12	12	12	12
Goods	30	30	31	32	33	33	32	31	30	29	29
Crown and exempt [2]	144	178	183	189	191	195	198	203	206	211	212
Other vehicles [2]	42	10	10	11	11	11	9	9	9	9	10
All vehicles	**2,330**	**2,383**	**2,448**	**2,531**	**2,564**	**2,627**	**2,665**	**2,684**	**2,685**	**2,691**	**2,717**
by body type											
Cars	1,993	2,031	2,076	2,139	2,157	2,201	2,233	2,249	2,255	2,264	2,285
Taxis	3	3	4	4	4	4	4	4	3	4	4
Motorcycles	52	56	60	62	65	69	71	72	69	66	66
Three wheelers	1	1	1	1	1	1	1	1	1	1	1
Light goods	174	183	194	209	221	234	240	242	240	238	241
Goods	30	31	31	32	38	38	38	37	36	36	35
Buses and coaches	17	17	18	18	18	18	17	17	16	16	16
Agricultural vehicles etc	38	39	41	42	42	43	44	45	45	47	48
Other vehicles	22	22	24	25	19	19	18	18	19	20	22
All vehicles	**2,330**	**2,383**	**2,448**	**2,531**	**2,564**	**2,627**	**2,665**	**2,684**	**2,685**	**2,691**	**2,717**
by method of propulsion											
Petrol	1,742	1,746	1,756	1,771	1,748	1,747	1,735	1,701	1,656	1,619	1,592
Diesel	585	634	689	756	812	874	923	974	1,018	1,061	1,113
Hybrid Electric	0	0	0	0	1	1	2	3	4	5	6
Electricity	0	0	0	0	0	1	1	2	2	2	3
Gas Bi-Fuel	0	1	1	1	2	2	2	2	2	2	2
Gas or petrol/gas	2	2	2	2	2	2	2	2	2	1	1
Steam	0	0	0	0	0	0	0	0	0	0	0
Others	0	0	0	0	0	0	0	0	0	0	0
Total	**2,330**	**2,383**	**2,448**	**2,531**	**2,564**	**2,627**	**2,665**	**2,684**	**2,685**	**2,691**	**2,717**

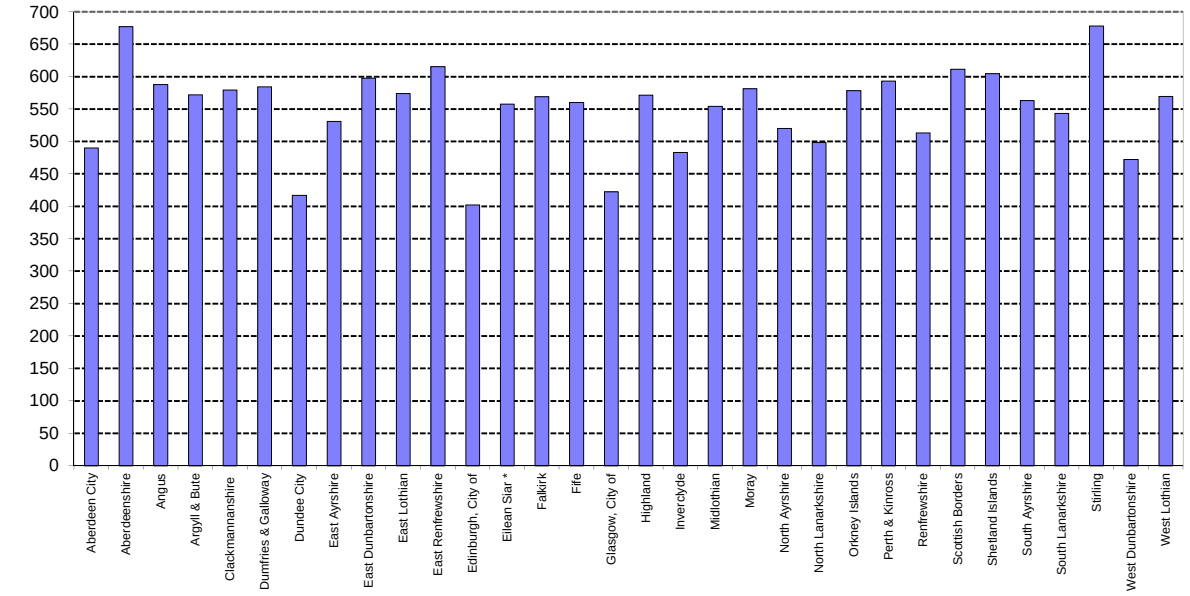
1. Estimates include only those vehicles with more than 8 seats.
2. Vehicles in the Special Concessionary Group (part of other vehicles in 2002 and earlier years) are part of Crown and Exempt from 2003 onwards
3. DfT have revised stock figures from 2006 to 2009 - see http://assets.dft.gov.uk/statistics/series/vehicle-licensing/notesvls.pdf

Figure 1.2 Vehicles licensed at 31 December 2012 by Council



* formerly Western Isles

Figure 1.3 Private cars licensed at 31 December 2012 per thousand population aged 17+



* Formerly Western Isles

Table 1.3 Vehicles licensed at 31 December 2012 by Council and taxation group

	Private and light goods		Motor-cycles[1]	Public transport	Goods[2]	Crown and Exempt [3]	Other vehicles	All vehicles			*Population aged 17+ (NRS Population estimates Mid 2012)*	*Vehicles registered per 1,000 people aged 17+*	*Cars registered per 1,000 people aged 17+*
	Body type cars	Other vehicles						Total	of which body type cars	of which company cars			
										thousand			
Aberdeen City	89.7	8.4	2.9	0.6	1.0	4.7	0.4	107.8	93.1	5.5	*190,040*	*567*	*490*
Aberdeenshire	133.9	18.1	4.8	0.6	2.0	16.4	1.3	177.1	138.7	5.9	*204,725*	*865*	*677*
Angus	53.1	6.3	1.8	0.1	0.8	6.1	0.3	68.6	55.7	2.8	*94,833*	*724*	*588*
Argyll & Bute	39.1	6.5	1.2	0.3	0.6	3.8	0.3	51.7	41.0	1.8	*71,779*	*721*	*572*
Clackmannanshire	22.4	2.0	0.7	0.1	0.2	1.9	0.1	27.4	24.0	1.1	*41,472*	*662*	*579*
Dumfries & Galloway	68.3	10.8	2.7	0.3	1.3	11.4	0.3	95.1	72.7	4.5	*124,420*	*764*	*584*
Dundee City	47.3	4.1	1.1	0.3	0.5	4.8	0.1	58.2	51.1	3.7	*122,442*	*475*	*417*
East Ayrshire	49.2	5.4	1.4	0.2	0.7	5.7	0.2	62.8	52.9	3.0	*99,717*	*630*	*531*
East Dunbartonshire	49.2	3.2	1.0	0.1	0.2	2.6	0.1	56.3	51.4	1.9	*85,980*	*655*	*598*
East Lothian	44.0	4.7	1.5	0.5	0.3	4.2	0.1	55.4	46.4	2.5	*80,828*	*685*	*574*
East Renfrewshire	42.5	2.4	0.7	0.1	0.2	2.2	0.1	48.3	44.3	1.6	*71,941*	*671*	*616*
Edinburgh, City of	155.3	11.6	4.4	1.0	0.6	11.2	0.2	184.1	162.8	8.5	*404,647*	*455*	*402*
Eilean Siar[4]	12.0	2.9	0.4	0.2	0.3	1.5	0.1	17.2	12.6	0.5	*22,627*	*762*	*557*
Falkirk	67.8	6.2	1.9	0.1	1.3	5.5	0.3	83.2	72.0	3.7	*126,575*	*657*	*569*
Fife	156.8	14.9	4.8	1.0	1.2	14.1	0.5	193.3	166.6	8.1	*297,543*	*650*	*560*
Glasgow, City of	190.7	23.3	2.7	1.8	1.6	20.0	1.2	241.4	208.0	54.1	*492,628*	*490*	*422*
Highland	102.9	18.3	3.6	0.6	1.4	12.7	0.9	140.4	108.1	5.8	*189,231*	*742*	*571*
Inverclyde	29.7	1.7	0.7	0.5	0.1	2.6	0.0	35.3	32.0	1.6	*66,266*	*533*	*483*
Midlothian	34.9	4.3	1.2	0.1	0.4	3.2	0.1	44.2	37.3	2.1	*67,338*	*656*	*554*
Moray	41.7	5.6	1.8	0.1	0.7	4.6	0.3	54.7	43.6	2.1	*74,975*	*730*	*581*
North Ayrshire	54.0	5.2	1.6	0.2	0.7	5.3	0.2	67.1	58.1	4.1	*111,662*	*601*	*520*
North Lanarkshire	122.4	15.9	2.3	0.6	2.9	12.9	0.4	157.5	134.2	9.4	*269,200*	*585*	*498*
Orkney Islands	9.7	2.4	0.6	0.0	0.2	2.4	0.2	15.7	10.2	0.5	*17,689*	*885*	*578*
Perth & Kinross	68.9	8.9	2.0	0.3	0.8	7.3	0.3	88.4	71.7	3.8	*120,920*	*731*	*593*
Renfrewshire	68.0	5.9	1.6	0.2	1.2	5.9	0.1	82.9	72.8	4.8	*141,858*	*584*	*513*
Scottish Borders	54.6	8.0	1.7	0.2	1.5	6.9	0.3	73.1	57.0	3.3	*93,225*	*784*	*611*
Shetland Islands	10.8	2.9	0.5	0.1	0.3	1.2	0.2	16.0	11.2	0.8	*18,507*	*866*	*604*
South Ayrshire	49.6	4.6	1.4	0.6	0.3	4.6	0.2	61.2	52.6	2.6	*93,374*	*656*	*563*
South Lanarkshire	128.9	12.2	2.7	0.6	2.3	12.8	0.4	159.9	138.7	9.0	*255,237*	*626*	*543*
Stirling	47.9	6.2	0.9	0.1	0.7	3.6	0.1	59.5	50.1	10.5	*73,936*	*805*	*678*
West Dunbartonshire	31.7	2.8	0.7	0.2	0.2	3.2	0.1	38.9	34.6	2.2	*73,354*	*530*	*472*
West Lothian	73.8	7.4	2.3	0.3	2.3	6.4	0.4	92.9	78.9	4.5	*138,469*	*671*	*570*
Council Unknown	0.5	0.1	0.0	0.0	0.0	0.6	0.0	1.3	0.7	0.1			
Scotland	2,151.1	243.5	59.7	11.8	28.9	212.4	9.7	2,717.1	2,285.1	176.5	*4,337,438*	*626*	*527*

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, 2013

	Taxi vehicles	Private hire cars	Total	Taxi driver licenses	Private hire licences	Total	Wheelchair accessible taxis	Wheelchair accessible private hire cars
Council								
Aberdeen City	1,049	253	**1,302**	1,528	2	**1,530**	194	-
Aberdeenshire	485	301	**786**	1,596	98	**1,694**	35	13
Angus	134	54	**188**	240	85	**325**	9	16
Argyll & Bute	188	39	**227**	373	82	**455**	..	..
Clackmannanshire	40	58	**98**	198	8	**206**	7	2
Dumfries & Galloway	181	120	**301**	599	28	**627**	4	1
Dundee City	660	107	**767**	1,442	26	**1,468**	379	-
East Ayrshire	125	117	**242**	509	25	**534**	23	25
East Dunbartonshire	338	294	**632**	775	16	**791**	62	-
East Lothian	117	121	**238**	431	-	**431**	117	-
East Renfrewshire	70	425	**495**	86	538	**624**	2	2
Edinburgh, City of	1,316	954	**2,270**	3,351	1,630	**4,981**	1,316	11
Eilean Siar	86	15	**101**	166	15	**181**	1	-
Falkirk	444	83	**527**	574	94	**668**	97	9
Fife	481	323	**804**	1,935	-	**1,935**	44	59
Glasgow, City of	1,423	2,602	**4,025**	2,865	3,098	**5,963**	1,423	22
Highland	570	132	**702**	786	193	**979**	33	9
Inverclyde	244	58	**302**	710	-	**710**	22	1
Midlothian	49	126	**175**	103	302	**405**	49	-
Moray	217	18	**235**	477	15	**492**	7	2
North Ayrshire	212	56	**268**	575	3	**578**	33	-
North Lanarkshire	496	1,166	**1,662**	1,298	1,284	**2,582**	159	7
Orkney Islands	30	12	**42**	102	7	**109**	3	-
Perth & Kinross	104	157	**261**	584	584	**1,168**	5	16
Renfrewshire	214	772	**986**	420	898	**1,318**	210	19
Scottish Borders	212	85	**297**	360	36	**396**	6	23
Shetland Islands	87	57	**144**	327	59	**386**	2	-
South Ayrshire	113	148	**261**	485	66	**551**	113	-
South Lanarkshire	340	1,162	**1,502**	567	1,598	**2,165**	35	53
Stirling	69	106	**175**	388	20	**408**	22	24
West Dunbartonshire	336	6	**342**	459	-	**459**	173	-
West Lothian	173	281	**454**	291	539	**830**	117	25
Scotland	**10,603**	**10,208**	**20,811**	**24,600**	**11,349**	**35,949**	**4,702**	**339**

Source: Scottish Government - Not National Statistics

Table 1.5 Vehicles licensed at 31 December 2012, by taxation group, and by year of first registration

Taxation group	Pre-1998	1998-2002	2003-2007	2008-2012	Total	Total stock	Average age of vehicles
			percentage of total			*thousands*	*years*
Private and light goods	2.4	16.9	40.6	40.0	100.0	2,395	6.5
of which body type cars	2.2	17.2	40.2	40.4	100.0	2,151	6.4
Motorcycles[1]	15.2	23.1	27.5	34.3	100.0	60	9.0
Public transport	11.5	22.5	36.4	29.5	100.0	12	8.4
Goods	4.0	13.1	39.8	43.1	100.0	29	6.3
Crown and exempt	19.3	10.3	18.7	51.7	100.0	212	10.9
Other vehicles	13.7	15.3	28.0	43.0	100.0	10	7.8
All vehicles	**4.1**	**16.5**	**38.6**	**40.8**	**100.0**	**2,717**	**6.9**
of which body type cars	2.6	16.8	39.0	41.7	100.0	2,285	6.5

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	2002	2003	2004	2005	2006[5]	2007[5]	2008[5]	2009[5]	2010	2011	2012
(a) Scotland											*years*
Private and light goods	5.7	5.6	5.6	5.7	5.7	5.7	5.8	6.0	6.1	6.3	6.5
Motorcycles [2]	6.0	6.2	6.5	6.8	6.9	7.1	7.3	7.8	8.2	8.6	9.0
Public transport [3]	8.4	8.4	8.4	8.0	7.9	7.9	7.8	8.0	8.1	8.4	8.4
Goods	5.8	5.6	5.6	5.6	5.4	5.5	5.5	5.8	6.1	6.2	6.3
Crown and exempt [4]	10.2	10.2	10.3	10.2	10.3	10.4	10.3	10.4	10.6	10.7	10.9
Other vehicles [4]	8.8	7.0	6.9	6.9	6.9	6.8	7.2	7.5	7.7	7.8	7.8
All vehicles	6.1	6.0	6.0	6.0	6.1	6.1	6.2	6.4	6.5	6.7	6.9
(b) Great Britain											
Private and light goods	6.5	6.4	6.4	6.4	6.4	6.5	6.7	6.9	7.1	7.3	7.5
Motorcycles [2]	5.9	6.0	6.3	6.5	6.7	6.9	7.2	7.7	8.1	8.5	8.9
Public transport [3]	8.3	8.1	7.9	7.9	7.9	7.9	7.9	8.0	8.2	8.4	8.4
Goods	5.7	5.7	5.6	5.6	5.6	5.8	5.7	6.0	6.4	6.4	6.4
Crown and exempt [4]	15.3	14.7	14.7	14.6	14.6	14.4	14.3	14.4	14.2	14.5	14.7
Other vehicles [4]	10.1	8.7	8.7	8.7	8.6	8.5	8.5	9.0	9.2	9.3	9.3
All vehicles	7.0	6.9	6.9	6.9	6.9	7.0	7.2	7.4	7.6	7.8	8.0

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	2002	2003	2004	2005	2006[1]	2007[1]	2008[1]	2009[1]	2010	2011	2012
											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	5.1	4.8	4.6	4.3	4.1	3.9	3.8	3.8	3.8	3.8	4.0
1,001 to 1,200 cc	9.3	8.9	8.7	8.4	7.8	7.4	7.0	6.6	6.5	6.5	6.4
1,201 to 1,500 cc	24.8	24.5	24.3	24.2	24.1	24.1	24.4	24.7	25.3	25.7	26.0
1,501 to 1,800 cc	27.5	27.1	26.7	26.3	25.8	25.4	25.2	24.8	24.6	24.7	24.7
1,801 to 2,000 cc	20.3	21.1	21.5	22.2	22.6	22.8	23.0	23.2	22.9	22.5	22.0
2,001 to 2,500 cc	8.7	9.1	9.4	9.7	10.1	10.6	10.7	10.8	10.8	10.8	10.9
2,501 to 3,000 cc	2.6	2.7	2.9	3.1	3.4	3.7	3.9	4.0	4.1	4.1	4.0
3,000 cc and over	1.6	1.6	1.7	1.8	1.8	1.9	1.9	1.9	1.9	1.8	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	**2,058**	**2,104**	**2,158**	**2,231**	**2,259**	**2,313**	**2,347**	**2,362**	**2,364**	**2,369**	**2,395**

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)	2002	2003	2004	2005	2006[2]	2007[2]	2008[2]	2009[2]	2010	2011	2012
											percentage of year total
3.5 to 7.5	30.4	30.4	30.4	30.5	30.0	29.7	29.6	29.1	29.2	28.8	28.3
7.51 to 12	3.1	2.9	2.8	3.1	2.4	2.4	2.4	2.4	2.4	2.4	2.5
12.1 to 16	4.4	4.2	4.0	4.2	4.1	4.2	4.3	4.1	4.0	3.7	3.6
16.1 to 20	16.1	15.1	14.6	14.3	14.4	14.2	14.1	14.1	14.4	14.2	14.1
20.1 to 24	3.6	4.4	4.3	4.0	3.9	3.7	3.7	3.4	3.2	2.7	2.4
24.1 to 28	10.9	11.0	11.6	12.0	12.6	12.6	12.6	13.0	13.3	13.8	14.1
28.1 to 32	6.2	6.4	6.7	7.1	7.8	8.5	9.0	9.0	8.9	9.1	9.0
32.1 to 38	6.6	5.5	4.7	4.0	3.3	2.9	2.7	2.7	2.4	1.9	2.2
over 38	18.8	20.0	20.9	20.8	21.5	21.7	21.7	22.3	22.2	23.3	23.8
Total	100	100	100	100	100	100	100	100	100	100	100
											thousand
Total [1]	**30.5**	**31.0**	**31.9**	**33.0**	**33.0**	**32.7**	**32.2**	**31.2**	**30.4**	**29.4**	**28.9**

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	2002	2003	2004	2005	2006[1]	2007[1]	2008[1]	2009[1]	2010	2011	2012
9-15	1,023	1,178	1,351	1,554	1,646	1,751	1,825	1,766	1,795	1,753	1,721
16-32	3,239	3,504	3,731	3,928	3,921	3,937	3,871	3,920	3,912	3,795	3,836
33-40	1,004	1,106	1,208	1,249	1,238	1,301	1,266	1,186	1,117	1,082	1,003
41-48	938	952	1,016	1,108	1,290	1,322	1,370	1,383	1,379	1,415	1,458
49-56	2,098	2,027	2,047	2,031	1,957	1,937	1,859	1,757	1,667	1,580	1,449
57-64	169	179	175	201	209	207	217	270	274	319	397
65-72	392	435	488	482	521	546	523	525	583	539	553
73 and over	1,433	1,451	1,453	1,448	1,317	1,406	1,418	1,411	1,384	1,446	1,417
Total	**10,296**	**10,832**	**11,469**	**12,001**	**12,099**	**12,407**	**12,349**	**12,218**	**12,111**	**11,929**	**11,834**

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 in Scotland by licence type and number of vehicles specified on the licence, 2012-13

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	2,673	1,656	403	**4,732**
3 - 5	390	569	102	**1,061**
6 -10	132	274	57	**463**
11 - 20	54	181	47	**282**
21 - 50	23	104	34	**161**
51 - 100	4	31	11	**46**
101 - 200	0	16	4	**20**
201+	0	1	2	**3**
Total	**3,276**	**2,832**	**660**	**6,768**

Source: VOSA - Not National Statistics

Table 1.11 The 20 most popular new cars sold in Scotland[1], 2012

Position	Make	Range	Number of cars sold	Market share percent
1	VAUXHALL	CORSA	11,745	6.46
2	FORD	FIESTA	10,226	5.63
3	VAUXHALL	ASTRA	7,195	3.96
4	FORD	FOCUS	6,267	3.45
5	RENAULT	CLIO	4,383	2.41
6	VOLKSWAGEN	POLO	4,279	2.35
7	NISSAN	QASHQAI	4,170	2.29
8	VOLKSWAGEN	GOLF	3,948	2.17
9	FIAT	500	2,949	1.62
10	MINI	MINI	2,871	1.58
11	VAUXHALL	INSIGNIA	2,847	1.57
12	BMW	3 SERIES	2,823	1.55
13	BMW	1 SERIES	2,744	1.51
14	TOYOTA	YARIS	2,740	1.51
15	NISSAN	JUKE	2,728	1.50
16	HONDA	JAZZ	2,104	1.16
17	AUDI	A3	1,943	1.07
18	HYUNDAI	I10	1,936	1.06
19	SEAT	IBIZA	1,930	1.06
20	CITROEN	C3	1,926	1.06
		Total top 20 cars	**81,754**	**45.0**
		Total all other cars	**100,031**	**55.0**
		Total cars sold	**181,785**	**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]

	2009	2010	2011	2012
Cars [2]				*thousands*
Total Tests	1,974.6	2,043.5	2,039.6	2,042.8
Pass with Rectification at Station	150.1	144.7	140.1	141.7
Fail	734.9	739.3	751.0	745.0
Initial Failure Rate [4]	44.8%	43.3%	43.7%	43.4%
Final Failure Rate [5]	37.2%	36.2%	36.8%	36.5%
Percentage of vehicles with one or more fail or PRS [3] type RfRs [6] in defect category				*percent*
Body and structure	1.7	1.5	1.5	1.6
Brakes	18.8	15.5	15.8	16.0
Drivers view of the road	8.9	8.1	7.9	7.5
Driving controls	0.0	0.0	0.0	0.0
Fuel and exhaust	8.0	6.6	6.4	6.0
Lighting and signalling	21.7	19.1	19.1	19.1
Motor tricycles and quadricycles	0.0	0.0	0.0	0.0
Reg plates and vin	1.9	1.3	1.1	1.0
Road wheels	0.5	0.5	0.5	0.5
Seat belts	1.9	1.6	1.5	1.4
Steering	4.6	5.0	5.6	5.1
Suspension	17.7	15.8	16.5	17.0
Towbars	0.1	0.1	0.1	0.1
Tyres	9.3	8.1	8.1	8.0
Items not tested	1.1	1.0	1.0	0.9
Defect Items per Initial Test Failure	**3.56**	**3.44**	**3.44**	**3.40**

	2009	2010	2011	2012
Private Passenger (over 12 seats)				*thousands*
Total Tests	4.5	4.3	4.2	4.2
Pass with Rectification at Station	0.2	0.2	0.2	0.2
Fail	1.3	1.3	1.2	1.2
Initial Failure Rate [4]	32.4%	34.2%	31.9%	33.3%
Final Failure Rate [5]	27.7%	29.5%	27.6%	28.6%
Percentage of vehicles with one or more fail or PRS [3] type RfRs [6] in defect category				*percent*
Body and structure	5.5	4.9	4.6	5.0
Brakes	15.9	17.0	15.8	16.7
Drivers view of the road	5.9	6.4	5.2	5.1
Driving controls	1.9	1.4	1.0	1.0
Fuel and exhaust	3.7	3.9	3.5	4.1
Lighting and signalling	16.1	16.7	14.8	16.4
Reg plates and vin	1.1	1.0	0.6	0.6
Road wheels	0.2	0.2	0.1	0.2
Seat belts	7.8	6.1	5.5	5.3
Steering	4.2	5.3	5.7	5.6
Suspension	8.5	7.7	8.7	8.5
T Towbars	0.1	0.2	0.2	0.2
It Tyres	3.3	3.5	3.0	3.5
Items not tested	0.5	0.7	0.6	0.6
Defect Items per Initial Test Failure	**4.00**	**4.01**	**3.98**	**4.09**

	2009	2010	2011	2012
Motor cycles				*thousands*
Total Tests	55.9	57.2	59.8	54.7
Pass with Rectification at Station	3.7	3.9	4.1	3.6
Fail	8.0	7.7	7.5	6.3
Initial Failure Rate [4]	20.9%	20.3%	19.4%	18.1%
Final Failure Rate [5]	14.3%	13.4%	12.6%	11.6%
Percentage of vehicles with one or more fail or PRS [3] type RfRs [6] in defect category				*percent*
Body and structure	0.9	0.8	0.9	0.8
Brakes	5.4	4.6	4.4	4.3
Drive system	1.6	1.4	1.3	1.2
Driving controls	0.5	0.4	0.5	0.4
Fuel and exhaust	1.6	1.3	1.1	1.0
Lighting and signalling	11.4	10.4	10.3	9.8
Registration plates and vin	2.2	1.6	1.2	1.0
Sidecar	0.0	0.0	0.0	0.0
Steering and suspension	5.1	4.4	4.3	4.0
Tyres and wheels	3.6	3.2	3.1	3.1
Items not tested	0.2	0.2	0.2	0.2
Defect Items per Initial Test Failure	**2.08**	**2.01**	**2.03**	**2.03**

	2009	2010	2011	2012
Light goods vehicles [7]				*thousands*
Total Tests	41.2	45.7	46.4	44.4
Pass with Rectification at Station	2.6	3.2	2.9	2.7
Fail	19.1	21.0	21.6	20.7
Initial Failure Rate [4]	52.8%	53.0%	52.9%	52.7%
Final Failure Rate [5]	46.3%	45.9%	46.6%	46.7%
Percentage of vehicles with one or more fail or PRS [3] type RfRs [6] in defect category				*percent*
Body and structure	6.2	5.0	5.0	5.5
Brakes	32.1	28.4	29.0	30.3
Drivers view of the road	13.7	12.8	12.3	11.6
Fuel and exhaust	8.0	6.0	6.0	5.7
Lighting and signalling	34.1	31.2	31.6	32.1
Reg plates and vin	3.1	2.2	1.9	1.6
Road wheels	0.4	0.4	0.4	0.4
Seat belts	5.4	3.9	3.7	3.4
Steering	8.8	9.9	10.8	10.3
Suspension	21.1	18.5	19.3	20.4
T Towbars	0.4	0.4	0.4	0.4
It Tyres	7.8	7.2	7.5	7.4
Items not tested	1.6	1.4	1.3	1.2
Defect Items per Initial Test Failure	**5.30**	**4.98**	**5.10**	**5.11**

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]

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Theory [4]										*thousand*
Applications received	..	..	..	..	..	..	..	..	..	..
Theory tests conducted	98	97	98	99	108	100	105	99	103	99
Theory test passes	58	65	71	70	73	68	69	65	66	61
										percent
Theory test pass rate	59	68	72	71	68	67	66	66	64	62
Practical [2,4]										*thousand*
Applications received	119	129	138	139	137	137	132	132	130	119
Driving tests concluded	116	120	133	139	136	130	120	126	125	113
Passes	53	53	59	62	62	61	56	58	59	54
										percent
Pass rate	46	45	45	45	46	47	46	47	47	47
DVLA receipts										*£ million*
Vehicle licences [3]	373.8	370.2	395.6	402.7	432.0	446.0	449.7	463.0	479.0	473.0
Driving licences	5.2	5.6	..	..	..	..	..	..	..	..
Total	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 2012-13

	Male			Female			Overall		
	Conducted	Pass	Pass rate	Conducted	Pass	Pass rate	Conducted	Pass	Pass rate
Aberdeen North (Bridge of Don) (M)	1,732	918	53.0%	1,956	842	43.0%	3,688	1,760	47.7%
Aberdeen South (Cove) (M)	1,870	1,023	54.7%	2,049	972	47.4%	3,919	1,995	50.9%
Aberfeldy (R)	57	25	43.9%	47	24	51.1%	104	49	47.1%
Airdrie (M)	1,927	924	48.0%	2,088	869	41.6%	4,015	1,793	44.7%
Alness (R)	349	195	55.9%	399	209	52.4%	748	404	54.0%
Arbroath (R)	305	195	63.9%	367	186	50.7%	672	381	56.7%
Ayr (M)	965	530	54.9%	1,155	533	46.1%	2,120	1,063	50.1%
Ballachulish (R)	17	14	82.4%	28	17	60.7%	45	31	68.9%
Ballater (R)	64	45	70.3%	76	47	61.8%	140	92	65.7%
Banff (R)	152	98	64.5%	151	90	59.6%	303	188	62.0%
Barra (R)	13	10	76.9%	10	9	90.0%	23	19	82.6%
Bathgate (M)	1,749	909	52.0%	2,098	947	45.1%	3,847	1,856	48.2%
Benbecula Island (R)	32	17	53.1%	55	34	61.8%	87	51	58.6%
Brodick (Isle of Arran) (R)	29	24	82.8%	24	13	54.2%	53	37	69.8%
Buckie (R)	130	72	55.4%	153	74	48.4%	283	146	51.6%
Callander (O)	282	157	55.7%	259	108	41.7%	541	265	49.0%
Campbeltown (R)	65	49	75.4%	49	31	63.3%	114	80	70.2%
Castle Douglas (O)	229	115	50.2%	191	102	53.4%	420	217	51.7%
Crieff (R)	104	62	59.6%	93	45	48.4%	197	107	54.3%
Cumnock (O)	333	215	64.6%	426	230	54.0%	759	445	58.6%
Dumbarton (M)	729	374	51.3%	791	347	43.9%	1,520	721	47.4%
Dumfries (M)	784	413	52.7%	823	399	48.5%	1,607	812	50.5%
Dundee (M)	1,993	1,056	53.0%	2,216	1,034	46.7%	4,209	2,090	49.7%
Dunfermline (M)	1,346	606	45.0%	1,513	638	42.2%	2,859	1,244	43.5%
Dunoon (R)	93	61	65.6%	116	72	62.1%	209	133	63.6%
Duns (R)	76	42	55.3%	101	54	53.5%	177	96	54.2%
Edinburgh (Currie) (M)	2,832	1,257	44.4%	2,906	1,191	41.0%	5,738	2,448	42.7%
Edinburgh (Musselburgh) (M)	3,310	1,728	52.2%	3,702	1,726	46.6%	7,012	3,454	49.3%
Elgin (M)	626	345	55.1%	781	386	49.4%	1,407	731	52.0%
Forfar (R)	252	154	61.1%	287	143	49.8%	539	297	55.1%
Fort William (R)	172	110	64.0%	161	93	57.8%	333	203	61.0%
Fraserburgh (O)	217	136	62.7%	270	152	56.3%	487	288	59.1%
Gairloch (R)	12	10	83.3%	10	6	60.0%	22	16	72.7%
Galashiels (M)	384	230	59.9%	305	180	59.0%	689	410	59.5%
Girvan (R)	96	57	59.4%	153	73	47.7%	249	130	52.2%
Glasgow (Anniesland) (M)	2,875	1,356	47.2%	3,239	1,413	43.6%	6,114	2,769	45.3%
Glasgow (Baillieston) (M)	2,666	1,299	48.7%	3,102	1,288	41.5%	5,768	2,587	44.9%
Glasgow (Shieldhall) (M)	2,990	1,186	39.7%	3,223	1,174	36.4%	6,213	2,360	38.0%
Glasgow (Springburn Park) (M)	3,184	1,326	41.6%	3,136	1,154	36.8%	6,320	2,480	39.2%
Golspie (R)	35	22	62.9%	34	20	58.8%	69	42	60.9%
Grangemouth (M)	596	295	49.5%	657	298	45.4%	1,253	593	47.3%
Grantown-On-Spey (R)	70	35	50.0%	74	42	56.8%	144	77	53.5%
Greenock (M)	837	442	52.8%	1,060	497	46.9%	1,897	939	49.5%
Haddington (O)	497	291	58.6%	554	324	58.5%	1,051	615	58.5%
Hamilton (M)	2,230	1,046	46.9%	2,614	1,047	40.1%	4,844	2,093	43.2%
Hawick (R)	123	81	65.9%	146	78	53.4%	269	159	59.1%
Huntly (R)	151	90	59.6%	160	78	48.8%	311	168	54.0%
Inveraray (R)	24	20	83.3%	40	24	60.0%	64	44	68.8%
Inverness (Cradlehall Business Park) (M)	1,083	554	51.2%	1,015	464	45.7%	2,098	1,018	48.5%
Inverness LGV (R)	2	2	100.0%	1	1	100.0%	3	3	100.0%
Inverurie (R	303	207	68.3%	354	208	58.8%	657	415	63.2%
Irvine (M)	1,713	888	51.8%	2,001	918	45.9%	3,714	1,806	48.6%
Islay Island (R)	27	20	74.1%	29	17	58.6%	56	37	66.1%
Isle of Mull (R)	13	8	61.5%	16	11	68.8%	29	19	65.5%
Isle of Skye (Broadford) (R)	24	17	70.8%	36	19	52.8%	60	36	60.0%
Isle of Skye (Portree) (R)	64	40	62.5%	55	36	65.5%	119	76	63.9%
Kelso (R)	148	113	76.4%	202	127	62.9%	350	240	68.6%
Kingussie (R)	54	30	55.6%	46	23	50.0%	100	53	53.0%
Kirkcaldy (M)	1,572	880	56.0%	1,896	939	49.5%	3,468	1,819	52.5%
Kyle of Lochalsh (R)	22	14	63.6%	20	14	70.0%	42	28	66.7%
Lairg (R)	33	20	60.6%	24	13	54.2%	57	33	57.9%
Lanark (O)	607	326	53.7%	814	379	46.6%	1,421	705	49.6%
Lerwick (R)	208	134	64.4%	215	135	62.8%	423	269	63.6%
Lochgilphead (R)	74	53	71.6%	82	56	68.3%	156	109	69.9%
Mallaig (R)	15	11	73.3%	22	11	50.0%	37	22	59.5%
Montrose (R)	250	153	61.2%	297	155	52.2%	547	308	56.3%
Newton Stewart (R)	104	68	65.4%	111	69	62.2%	215	137	63.7%
Oban (R)	179	100	55.9%	187	103	55.1%	366	203	55.5%
Orkney (R)	146	83	56.8%	199	107	53.8%	345	190	55.1%
Paisley (M)	2,388	1,095	45.9%	3,019	1,190	39.4%	5,407	2,285	42.3%
Peebles (R)	182	117	64.3%	194	118	60.8%	376	235	62.5%
Perth (M)	859	440	51.2%	928	382	41.2%	1,787	822	46.0%
Peterhead (M)	513	341	66.5%	525	274	52.2%	1,038	615	59.2%
Pitlochry (R)	45	28	62.2%	52	31	59.6%	97	59	60.8%
Rothesay (R)	53	39	73.6%	64	42	65.6%	117	81	69.2%
South Uist (R)	4	3	75.0%	-	-	0.0%	4	3	75.0%
Stirling (M)	1,513	694	45.9%	1,596	609	38.2%	3,109	1,303	41.9%
Stornoway (R)	170	97	57.1%	223	102	45.7%	393	199	50.6%
Stranraer (R)	100	73	73.0%	155	92	59.4%	255	165	64.7%
Thurso (R)	125	75	60.0%	162	83	51.2%	287	158	55.1%
Ullapool (R)	36	21	58.3%	52	26	50.0%	88	47	53.4%
Wick (M)	128	78	60.9%	159	67	42.1%	287	145	50.5%
ZFalkirk(Closed) (M)	869	432	49.7%	1,080	503	46.6%	1,949	935	48.0%
Scotland	53,239	26,926	50.6%	59,686	26,642	44.6%	112,925	53,568	47.4%

Source: Driving Standards Agency - Not National Statistics

(M) - Main Test Centre

(O) - Outstation

(R) - Remote Driving Test 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
2011/2012	*29*	*65*	*76*	*83*	*76*	*73*	*55*	*70*	*78*	*62*	2,778

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.

Table 1.16 People who hold a full driving licence [1], 2012

	Age group								All	
	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+	17 +	Sample size
					percentage of the relevant sub-group					*number*
All people:	28	58	75	80	79	73	59	37	68	*9,828*
by sex:										
Men	35	59	78	86	85	83	79	63	76	*4,377*
Women	19	57	71	74	75	65	43	22	62	*5,451*
by annual net household income:										
up to £ 10,000 p.a.	19	38	44	55	50	60	43	29	45	*1,385*
over £ 10,000, up to £ 15,000	13	37	54	54	64	63	50	33	50	*1,869*
over £ 15,000, up to £ 20,000	25	50	52	66	74	69	59	42	59	*1,528*
over £ 20,000, up to £ 25,000	15	63	75	72	80	76	75	61	70	*1,254*
over £ 25,000, up to £ 30,000	23	64	84	81	79	79	78	53	75	*897*
over £ 30,000, up to £ 40,000	41	79	85	92	87	87	87	51	84	*1,171*
over £40,000	47	81	93	95	95	97	93	63	90	*1,364*
by Scottish Index of Multiple Deprivation:										
1 - Most Deprived	12	47	56	52	57	49	29	22	47	*1,874*
2	29	55	74	72	69	61	50	30	61	*2,063*
3	17	58	77	84	78	78	62	36	70	*2,135*
4	36	68	87	90	92	85	71	46	80	*2,102*
5 - Least Deprived	46	71	85	96	96	90	78	47	84	*1,654*
by urban / rural classification:										
Large urban areas	26	55	68	72	75	65	52	34	62	*3,256*
Other urban areas	23	59	76	80	75	70	57	35	67	*2,961*
Accessible small towns	24	67	79	88	85	79	62	52	75	*889*
Remote small towns	44	51	80	74	73	77	72	33	67	*584*
Accessible rural areas	28	80	90	92	93	88	69	36	83	*1,046*
Remote rural areas	47	44	87	89	90	88	74	47	79	*1,092*
Sample size (age group)	*210*	*1,154*	*1,466*	*1,626*	*1,641*	*1,752*	*1,261*	*718*	*9,828*	

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], 2002-2012

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
All people											*percent of population*
Age group											
17-19	21	28	26	21	30	28	32	25	27	26	28
20-29	62	58	61	60	59	58	56	58	58	54	58
30-39	81	80	79	79	76	78	78	77	76	77	75
40-49	77	81	79	79	79	80	83	80	81	80	80
50-59	72	74	74	75	76	76	78	78	78	78	79
60-69	62	64	65	65	68	69	70	75	72	74	73
70-79	43	45	48	49	51	55	53	55	54	57	59
80+	24	27	28	27	29	35	31	37	37	35	37
All aged 17+	65	66	66	66	66	67	68	68	68	67	68
Sample size	*13,936*	*13,850*	*14,660*	*13,970*	*14,075*	*12,152*	*12,267*	*12,447*	*12,361*	*12,801*	*9,828*
Men											
Age group											
17-19	22	35	31	25	32	27	32	28	28	33	35
20-29	70	64	66	62	61	61	62	61	64	58	59
30-39	87	85	84	84	81	82	81	81	80	81	78
40-49	84	86	85	86	85	86	87	86	86	84	86
50-59	84	85	82	85	85	87	84	85	85	87	85
60-69	81	80	82	83	84	83	84	86	84	86	83
70-79	68	69	71	72	73	76	77	78	74	79	79
80+	46	49	52	47	56	61	55	60	59	60	63
All aged 17+	77	77	76	76	76	76	76	76	76	76	76
Sample size	*5,913*	*5,909*	*6,222*	*5,920*	*6,056*	*5,211*	*5,289*	*5,400*	*5,450*	*5,515*	*4,377*
Women											
Age group											
17-19	19	19	21	16	28	29	33	21	25	17	19
20-29	54	52	56	57	56	54	50	56	51	51	57
30-39	74	75	74	73	72	75	76	73	73	73	71
40-49	71	75	74	73	74	75	78	74	76	77	74
50-59	60	63	67	64	68	66	73	71	72	70	75
60-69	46	49	51	51	55	57	57	64	62	63	65
70-79	26	28	31	32	33	40	37	38	40	43	43
80+	11	16	15	16	14	21	16	22	21	19	22
All aged 17+	54	56	57	56	58	59	60	61	60	60	62
Sample size	*8,023*	*7,941*	*8,438*	*8,050*	*8,019*	*6,941*	*6,978*	*7,047*	*6,911*	*7,286*	*5,451*

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	2011/12
No car/van	38	34	31	31	30	30	29
One car/van	45	40	42	42	43	43	43
Two cars/vans	16	22	24	22	23	21	22
Three or more cars/vans	1	4	3	5	4	5	6
All households	100	100	100	100	100	100	100
Unweighted sample size (households)	*960*	*930*	*1,733*	*1,767*	*1,693*	*1,620*	*1,558*
1 or more	62	66	69	69	70	70	71
2 or more	18	26	27	27	28	27	27

Source: National Travel Survey

Table 1.19 Households with a car available for private use[1], 2002-2012

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Cars available for private use:											*percent of households*
None	34.8	32.7	33.7	31.7	32.0	30.3	30.2	30.7	30.3	30.1	31.0
1	44.4	44.5	43.0	44.5	43.6	44.3	43.9	43.7	44.0	44.5	43.0
2	18.2	19.8	19.9	20.5	20.5	21.4	21.8	21.5	21.6	21.0	21.3
3+	2.5	3.0	3.4	3.3	3.8	4.0	4.0	4.2	4.1	4.4	4.6
1+	65.2	67.3	66.3	68.3	68.0	69.7	69.8	69.3	69.7	69.9	69.0
2+	20.8	22.8	23.3	23.8	24.4	25.3	25.8	25.6	25.7	25.4	26.0
Sample size	*15,073*	*14,880*	*15,942*	*15,392*	*15,616*	*13,414*	*13,821*	*14,190*	*14,214*	*14,358*	*10,644*

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

Table 1.20 Households with a car available for private use[1], 2012

	Number of cars available for private use						Sample size
	None	1	2	3 +	1+	2 +	(=100%)
					percent of households		
All households:	31	43	21	5	69	26	*10,644*
by household type:							
Single adult	51	45	3	0	49	4	*1,883*
Small adult	20	43	33	4	80	37	*1,729*
Single parent	53	43	4	0	47	4	*610*
Small family	12	42	42	3	88	45	*1,242*
Large family	11	32	37	20	89	57	*1,570*
Large adult	17	57	23	2	83	25	*1,805*
Older smaller	61	38	1	0	39	1	*1,805*
Single pensioner							
by annual net household income:							
up to £10,000 p.a.	64	30	5	1	36	6	*1,456*
over £ 10,000, up to £ 15,000	51	40	8	1	49	9	*1,964*
over £ 15,000, up to £ 20,000	37	53	9	1	63	10	*1,621*
over £ 20,000, up to £ 25,000	21	57	19	3	79	22	*1,348*
over £ 25,000, up to £ 30,000	13	55	26	6	87	32	*993*
over £ 30,000, up to £ 40,000	7	47	38	8	93	46	*1,317*
over £40,000	2	29	54	14	98	69	*1,562*
by Scottish Index of Multiple Deprivation:							
1 - Most Deprived	53	36	9	1	47	11	*2,030*
2	39	44	15	2	61	18	*2,209*
3	27	45	22	5	73	27	*2,288*
4	17	47	28	8	83	36	*2,285*
5 - Least Deprived	15	44	33	8	85	41	*1,832*
by urban / rural classification:							
Large urban areas	41	41	16	2	59	18	*3,524*
Other urban areas	30	43	23	5	70	27	*3,232*
Accessible small towns	23	47	25	5	77	30	*956*
Remote small towns	31	49	17	3	69	20	*621*
Accessible rural areas	14	42	34	10	86	44	*1,147*
Remote rural areas	17	48	27	7	83	35	*1,164*

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

	Time series[2] (Totals) as at 31st March						Badges on issue as at 31st March 2013:		
Council	2008	2009	2010	2011	2012	2013	Organisat-ions	Individuals - Automatic[3]	Individuals - Discretionary[4]
Aberdeen City	8,949	8,564	8,313	8,044	8,032	7,887	70	3,293	4,524
Aberdeenshire[5]	11,579	9,240	15,601	16,288	13,358	12,166	132	7,382	4,652
Angus	1,911	5,738	5,991	5,969	5,581	4,892	105	2,104	2,683
Argyll & Bute	4,351	5,013	4,828	4,438	4,314	3,867	33	1,626	2,208
Clackmannanshire	2,652	2,430	2,439	2,511	2,518	2,377	15	1,279	1,083
Dumfries & Galloway	3,119	3,508	3,606	2,922	3,369	3,212	29	1,499	1,684
Dundee City	6,625	6,428	6,086	6,199	6,766	5,776	135	2,971	2,670
East Ayrshire	8,070	7,141	6,976	6,819	6,787	6,098	42	2,758	3,298
East Dunbartonshire	4,937	5,168	5,421	4,738	5,175	2,905	31	1,059	1,815
East Lothian	4,381	4,769	5,059	5,059	4,328	5,131	16	2,746	2,369
East Renfrewshire	4,196	4,182	4,269	4,318	5,756	4,375	40	1,529	2,806
Edinburgh, City of	18,509	20,895	22,093	22,921	23,470	27,309	372	10,888	16,049
Eilean Siar	820	825	813	969	918	961	1	221	739
Falkirk	8,830	8,583	9,156	9,821	8,108	8,256	65	3,835	4,356
Fife	22,077	22,388	22,045	21,574	21,021	19,750	144	9,891	9,715
Glasgow, City of [6]	23,917	28,668	29,522	24,761	27,317	23,692	230	14,208	9,254
Highland [7]	10,450	11,508	11,282	7,445	12,967	9,938	147	3,779	6,012
Inverclyde	4,640	4,851	5,123	5,312	5,183	5,099	122	2,171	2,806
Midlothian	4,455	4,642	4,677	4,654	4,673	3,164	40	1,416	1,708
Moray	4,448	4,647	4,628	4,849	4,485	4,033	15	1,660	2,358
North Ayrshire	7,501	7,818	8,263	8,531	7,379	6,040	19	2,670	3,351
North Lanarkshire	24,704	18,878	19,804	19,019	18,013	16,957	78	8,003	8,876
Orkney Islands [8]	2,144	1,299	1,216	1,143	1,281	1,108	26	358	724
Perth & Kinross	7,805	5,831	5,603	5,551	6,169	5,975	85	2,295	3,595
Renfrewshire	7,685	8,036	8,761	8,569	8,358	7,873	93	5,807	1,973
Scottish Borders [9]	…	…	…	…	6,987	6,456	72	2,622	3,762
Shetland Islands	299	328	340	383	381	800	22	311	467
South Ayrshire	6,051	5,752	5,857	5,958	6,356	5,212	38	2,147	3,027
South Lanarkshire	16,809	17,539	18,217	19,245	15,274	15,602	74	8,603	6,925
Stirling	5,525	5,265	5,034	4,649	4,273	4,374	64	1,649	2,661
West Dunbartonshire	4,268	4,544	4,781	4,730	4,625	4,221	15	2,414	1,792
West Lothian	9,094	9,424	9,506	9,691	9,823	9,529	80	5,654	3,795
Total [9]	**250,801**	**253,902**	**265,310**	**257,080**	**263,045**	**245,035**	**2,450**	**118,848**	**123,737**

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 totals

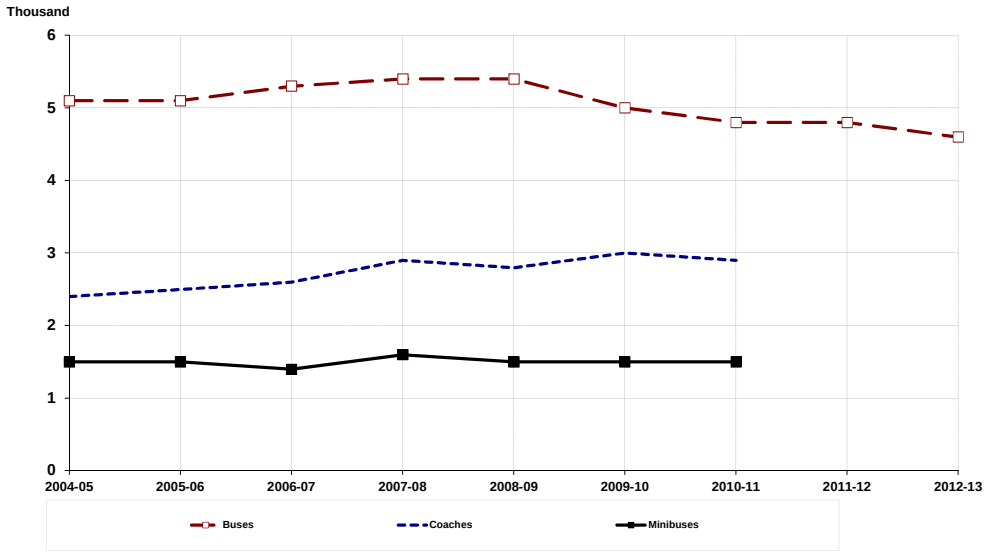
Table 1.22 Motor vehicle offences recorded by the police by type of offence

Type of offence	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13
Serious Driving Offences										
Dangerous driving	2,842	3,002	2,873	3,044	2,898	2,780	2,567	2,387	2,422	2,476
Careless driving	9,194	10,060	10,083	10,557	10,066	8,739	8,506	7,452	7,431	8,054
Drunk Driving of which:	11,571	11,061	11,257	11,704	10,697	9,800	8,504	7,563	7,445	6,433
Driving while unfit through drink/drugs	*828*	*769*	*809*	761	651	547	488	502	584	459
In charge while unfit through drink/drugs	*151*	*17*	*102*	111	107	88	78	59	63	52
Driving with excess blood alcohol	*7,837*	*7,465*	*7,337*	7,652	7,177	6,774	5,840	4,979	4,889	4,223
In charge with excess blood alcohol	*507*	*548*	*693*	754	640	566	471	484	433	445
Failing to provide breath specimen at the roadside	*915*	*941*	*946*	1,041	931	779	643	633	577	495
Failing to provide breath, blood or urine specimen at a police station	*1,333*	*1,321*	*1,370*	1,385	1,191	1,046	984	906	899	759
Failing to stop after accident	7,373	8,382	8,244	7,225	6,769	6,881	6,552	6,586	5,955	6,804
Driving while disqualified	4,907	4,002	3,853	3,676	3,075	2,659	2,048	1,640	1,466	1,311
Speeding Offences										
Speeding in restricted areas	120,949	123,926	93,495	70,758	65,420	52,146	50,788	50,890	53,068	62,188
Other speeding offences [1]	78,686	86,642	74,749	93,068	72,956	65,984	63,438	63,948	73,078	66,748
Signal and Direction Offences										
Traffic direction offences	23,362	24,399	24,396	22,911	24,477	26,995	31,281	34,195	31,786	34,404
Pedestrian crossing offences	6,071	5,542	4,511	3,767	3,120	3,499	4,137	3,944	4,317	4,537
Lighting, Construction & Use Offences										
Lighting offences	18,383	11,884	9,876	8,134	9,009	11,638	12,791	8,910	10,560	11,470
Construction & use regulations	18,811	15,138	14,056	13,036	13,319	13,965	13,875	13,011	13,534	12,819
Documentation Offences										
Vehicle excise licence offences	27,815	18,050	17,966	17,699	17,954	15,654	14,688	11,673	12,710	11,812
No test certificate	14,082	9,668	9,007	8,399	10,264	10,892	11,131	10,358	10,877	11,571
Driving licence offences	18,872	15,940	15,288	14,232	12,205	10,861	9,127	7,454	7,239	7,512
Third party insurance offences	30,314	25,202	25,140	25,228	24,093	23,266	20,868	18,124	17,706	17,561
Registration/identification offences	3,536	3,814	3,866	3,824	6,064	5,222	5,397	4,520	3,879	3,375
Other Offences										
Failure to provide information to identify driver	761	656	728	852	1,088	1,082	1,452	1,206	1,230	971
Tachograph etc offences	3,288	2,405	1,894	2,603	3,954	5,440	3,779	2,437	1,972	2,025
Seat belt offences	28,123	29,653	27,308	28,859	26,917	27,053	30,280	30,779	32,721	33,709
Parking offences [2]	547	485	389	382	328	298	332	171	177	158
Other offences	5,386	14,325	21,388	23,136	21,216	26,447	29,197	31,120	32,341	34,409
Total offences [2]	**434,873**	**424,236**	**380,367**	**373,094**	**345,889**	**331,301**	**330,738**	**318,368**	**331,914**	**340,347**

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

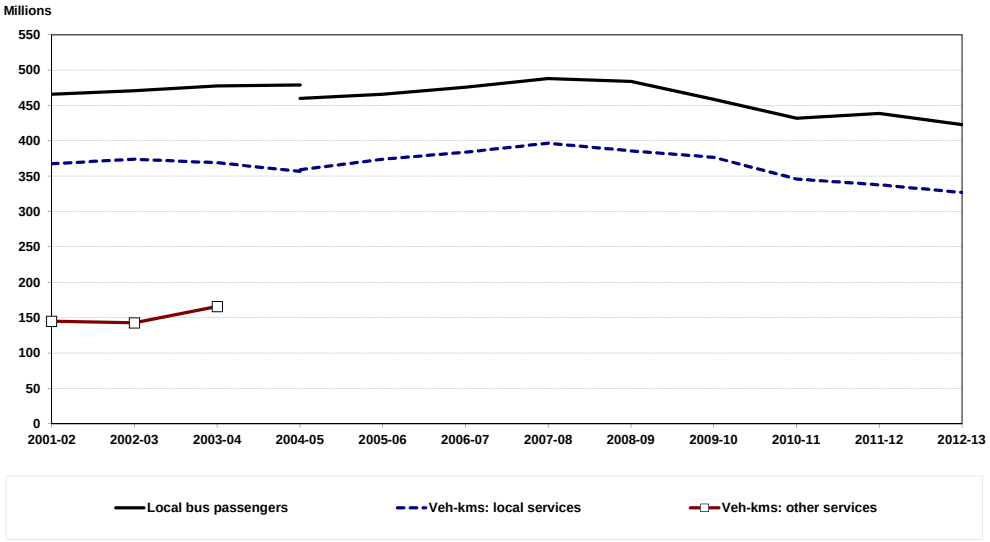
2. The figures for parking offences, for each of the years 2003-04 to 2011-12, have been revised following the submission of amended data from Grampian Police

Figure 2.1 Vehicle stock by type of vehicle



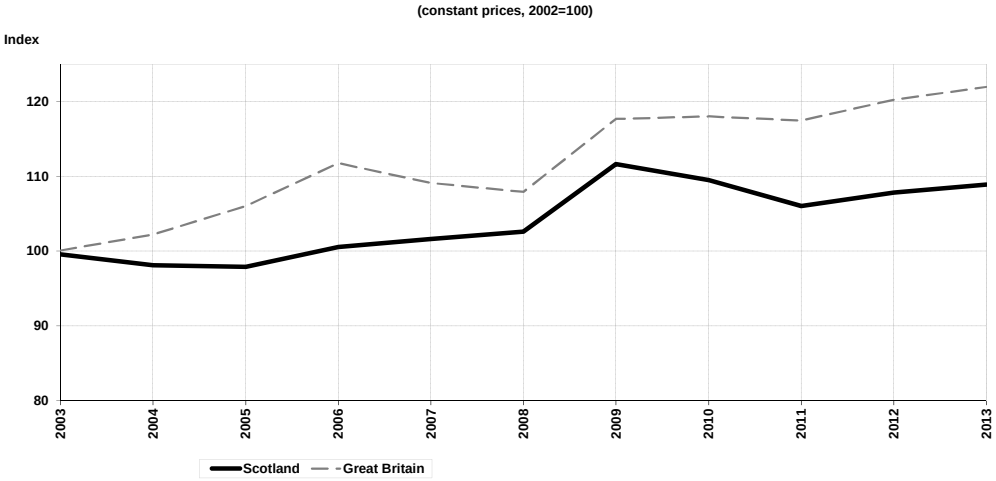
Note: Comparable data prior to 2004/05 is not available due to changes in methodology

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.

Figure 2.3 Local bus fare indices



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.

Key points

- **423 million journeys are made by bus each year. A third of these are made under the National Concessionary Travel Scheme.**
- **There are 1.2 million people with National Concessionary Travel cards in Scotland.**
- **The bus industry receives around £300 million in funding from Local or Central Government each year. Passenger revenue totals around £340 million.**

2. Main Points

Vehicles & Passengers

2.1 Around 423 million passenger journeys were made by bus in Scotland in 2012-13. This is a fall of 4 per cent on 2011-12 and 13 per cent from a peak in 2007-08. Journeys under the National Concessionary Travel Scheme make up just over a third of this figure (35%). *(Table 2.2a)*

2.2 Similarly, vehicle kilometres have fallen by 18 per cent over the past five years, with the distance covered falling in each of the last five years. The fall has been higher in subsidised services, though these saw a small increase in 2012-13. *(Table 2.3a)*

2.3 There is further evidence of contraction in the industry with the number of buses in operators' fleets falling by 15 per cent over the past five years, with a 10 per cent fall in the number of staff employed in the industry. *(Table 2.1a and 2.4)*

2.4 There is a slightly contrasting picture for Great Britain as a whole, which has seen passenger journeys remain relatively stable over the past five years and where, although vehicle kilometres have fallen, they have done so at a slower rate than in Scotland. (A 6% fall compared to an 18% fall). *(Table 2.3a)*

2.5 The picture of bus use in Scotland also contrasts with train travel in Scotland, which accounts for only a fifth of the passenger journeys made by bus, but has seen steady increases in passenger numbers over the past few years. *(Table SGB1)*

2.6 There are regional variations in bus travel with the Southwest and Strathclyde and South East (corresponding to the Regional Transport Partnership areas of SPT, Swestrans (Dumfries and Galloway) and SESTRANS) accounting for 82 per cent of bus journeys in Scotland. *(Table 2.2b)*

2.7 Bus use is higher in urban areas and lower in rural areas. The Scottish Household Survey travel diary shows 61 per cent of those who used the bus the previous day lived in large urban areas compared to less than three per cent of users living in remote rural areas. (This compares to population estimates of 39% living in large urban areas and 6% living in remote rural areas.) These figures are supported by the results of the more general question on bus use included in the Transport and Travel in Scotland publication which shows 55 per cent of respondents in large urban areas had used the bus in the last month compared to 20 per cent of those in remote rural areas. *(Table 2.10)*

Operator revenue

2.8 Bus operators in Scotland received around £650 million in revenue in 2012-13, an increase of 2 per cent on the previous year and a 9 per cent increase over the last 5 years. Adjusting for the effects of inflation total passenger revenue decreased 1 per cent over the last 5 years. *(Table 2.8)*

2.9 Almost half (£299 million, 46%) of operator revenue came from Local or Central Government: whether through concessionary travel reimbursement, Bus Service Operators Grant (BSOG) or supported services. Passenger revenue (ie ticket sales to non-concessionary passengers) accounted for around 54 per cent of operators' revenue (£351 million). Additional non-revenue support is excluded from these figures, specifically the Scottish Green Bus Fund and the Bus Investment Fund. *(Table 2.8)*

2.10 In real terms (Adjusting for the effects ofinflation), funding from Local and National Government is now 2 per cent higher than five years ago, passenger revenue is 3 per cent lower than 5 years ago. However, revenue has been higher at points in the intervening five years. When looking at these figures it is necessary to consider the passenger number figures in Table 2.2a and the fares data in table 2.5. The fall in passenger revenue over the last five years is the result of a 13 per cent decrease in passengers as fares have increased by 6 per cent above general inflation over the same period. *(Table 2.8, 2.2a and 2.5)*

2.11 Data for Government support for England for 2012-13 is being corrected and will be republished later in the year, so comparisons with Great Britain are not made here.

Fares

2.12 Bus fares in Scotland have risen by 6 per cent in real terms (Adjusting for the effects of inflation) over the past five years. In current prices, i.e. viewing fare increases in the way that a consumer would, fares have risen by a quarter over the past five years. These increases are lower than in Great Britain as a whole which

has seen an increase of 13 per cent over the last five years in current prices. *(Table 2.5)*

Operator costs

2.13 Operating costs for bus operators have risen consistently over time. Over the past five years operating costs per vehicle km have increased by over 27 per cent in real terms. Operating costs per journey have risen by 21 per cent from £1.15 per passenger journey to £1.39. Although these increases are much higher than those seen in the rest of GB (excluding London), operating costs per vehicle km remain higher in GB (£1.81 in Scotland, compared to £1.84 for GB excluding London). See also 'Other sources of data' below as more detailed costs data is available from the Confederation of Passenger Transport. *(Table 2.6 and 2.7)*

Passenger Satisfaction

2.14 People were satisfied with most aspects of bus services that the Scottish Household Survey asked them about. *(Table 2.11)*

2.15 At least 75 per cent of respondents were satisfied with the extent to which buses ran to timetable, the cleanliness of buses; the ease of changing to other forms of transport; the ease of finding out route and timetable information; and the simplicity of deciding which ticket they need.

2.16 Respondents gave lower satisfaction scores for the extent to which buses were environmentally friendly (56%) and whether the fares were good value (55%).

2.17 Additionally there was a noticeable difference in those who felt safe on the bus during the day and in the evening. Ninety-three per cent of respondents agreed that they felt safe using the bus during the day compared to 62 per cent in the evening.

Concessionary Travel

2.18 The National Concessionary Travel Scheme for older and disabled people was rolled out across Scotland in April 2006. The scheme enables individuals aged 60+ or those with a disability (who meet certain criteria) to travel free on buses across Scotland. In some local authorities the card can be used on trains and ferries. There is also a scheme for young people, The Young Scot Card. Those aged 16 - 18, or full-time volunteers aged under 26 can use the card to get a third of adult single fares on bus services in Scotland, a third off rail travel and two free journeys to the mainland for islanders. Just over 130,000 young people were eligible to access the travel concessions available through their Young Scot card in *2013.* The young persons scheme is excluded from the analysis in paragraph 2.19 and 2.20 but is included in table 11.29. *(Table 9.13)*

2.19 Twenty-seven per cent of all adults (16+) had a concessionary fare pass under the Scheme in 2012, and 88 per cent of those aged 60 or over had a pass. These proportions have changed little over the period since the introduction of the

national scheme, though there has been a steady increase in pass holder numbers over the period. *(Table 2.12 and 2.13)*

2.20 The majority of pass holders (89%) in the older and disabled persons scheme hold a pass on the basis of age. Of those who have a pass for the disabled or visually impaired, two thirds (67%) have a companion card which allows someone to travel with them on the bus. Card holder numbers by Local Authority are shown in Table 2.14. *(Table 2.13)*

2.21 Details of trips made on buses under the National Concessionary Travel Scheme are included in table 2.2a. Further details of journeys made on all modes of transport under the National Schemes and current and previous Local schemes are shown in table 11.29. Bus journeys account for almost all (96%) of journeys made under the concessionary travel scheme. See the notes in chapter 11 for more detail around what is included in this table.

Other sources of data (not National Statistics)

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

2.23 The Confederation of Passenger Transport (CPT) publish a Cost Index on their website. This shows that wages, staffing and labour accounted for around 60% of operating costs and that these costs have been rising above inflation over the last few years.

2.24 The Office of the Traffic Commissioner are responsible for the licensing of the operators of buses and coaches and the registration of local bus services (routes). Statistics are published in the Traffic Commissioners' Annual Reports. There was a fall of less than one per cent in the number of local bus routes registered between 2011-12 and 2012-13. Over the last five years the proportion has fallen by 13 per cent. The report also shows details of enforcement. There were 34 cases of action taken at public inquiry for non-compliance (under the Public Passenger Vehicles Act 1981) in Scotland in 2012-13, one more than in 2011-12.

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 or scaling factors applied to ticket machine data by the operator. Figures from 2004-05 include any adjustments applied by operators to allow for driver under-counting, but where this is not done no adjustment is made by DfT.

3.4 ***Vehicle kilometres:*** estimates are for 'live' (in service) mileage and exclude empty running of buses (e.g. between garage and terminus), driver instruction and vehicle testing.

3.5 ***Local bus fare indices:*** Information about the size of each fares change is supplied by a representative sample of around 100 operators. Indices are obtained by averaging the reported changes using weights based on receipts from passengers (excluding concessionary fare reimbursement from local authorities). In theory, therefore, the index measures the change in the average charge to the fare-paying passenger. The implementation of free concessionary fares is, though, included once, in the quarter within which it was introduced.

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.

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) in England and Wales or in accordance with the duty of best value in Scotland.

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

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. Until 2010-11, the sample included both local and other operators, but from 2011-12 only local operators have been surveyed. Local operators are identified from the list of operators who receive BSOG and other sources. Sampling is stratified and based upon the size of the operator's fleet (in terms of the number of licence discs), though some operators are selected with certainty where this is necessary to ensure sufficient coverage in each geographical area.

4.1.3 Proxy data are generated for all local operators, and imputation is used for data which are missing either because the operator was not sampled or did not respond. Imputation is based either on previous returns from the operator or using other methods such as using other data the operator has supplied.

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

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 2012, the DfT revised passenger numbers, vehicle kms and passenger revenue relating to 2004-05 onwards. Although previous figures are presented these are not strictly comparable with the later years. The methodology used by DfT means that figures back to 2004-05 are subject to minor revisions each year (for example as new data is used to improve imputation of previous year's figures) though the broad trends shown are rarely affected.

4.2 Scottish Government and Transport Scotland finance data

4.2.1 This data is taken from Local Authority Finance returns and Transport Scotland finance records relating to grant payments and the administration of the National Concessionary Travel scheme.

4.2.2 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.

4.3 Transport Scotland National Concessionary Travel scheme data

4.3.1 Transport Scotland is responsible for reimbursing bus operators for carrying passengers under the National Concessionary Travel scheme. The application process for an NCT pass is managed by a third party contractor but summary numbers are provided to Transport Scotland which have been used to populated the card holder numbers used in this chapter.

4.4 Scottish Household Survey

4.4.1 The Scottish Household Survey is a large household level survey run in Scotland. Data is collected on a range of topics including transport and travel. The survey also includes a Travel Diary component. This data is used to analyse travel patterns and choices. More details can be found in Chapter 11 of this publication (personal and cross modal travel).

5. Further Information

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

5.2 Enquiries regarding the statistics in Tables 2.1 to 2.8 should be made to Matthew Tranter, Department for Transport, Tel: 0207 944 3076 bus.statistics@dft.gsi.gov.uk

5.3 Enquiries relating to the Government Support table (2.9) and concessionary travel pass number (2.13 and 2.14) should be made to Andrew Knight of the Transport Scotland Statistics branch (tel: 0131 244 7256).

5.4 Further information on the Scottish Household Survey figures can be found in Chapter 11. Enquires on the SHS- based Tables 2.10 and 2.12 should be made to Andrew Knight of the Transport Scotland Statistics branch (tel: 0131 244 7256).

6. Other data sources

Within Scottish Transport Statistics:
Chapter 1 - Road vehicles,
Chapter 5 – Road Traffic (including congestion)

Chapter 6 - Road casualties
Chapter 11 - Personal Travel chapter (including travel to work)

Other Transport Scotland Publications:

Transport and Travel in Scotland – includes more detailed analysis of SHS data, in particular:

- Table 4 – satisfaction with public transport
- Table 5 – concessionary pass possession
- Table 21 – Park and ride
- Table 28 – Frequency of bus and train use
- Tables 29 and 30 – Views on local buses and trains
- Tables 31 and 32 – Concessionary pass use

Scottish Household Survey Travel Diary – includes detailed tables using the Travel Diary dataset, in particular:

- Table 2 – journeys by mode of transport
- Table 2a – journey distance by mode of transport
- Table 2b – stages by mode of transport
- Table 4a – mode of transport by journey distance
- Table 5a – distance summary statistics by mode of transport

SHS Local Authority Results – provides breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

- Table 1 - Travel to work by mode of transport
- Table 2 - Travel to school by mode of transport
- Table 11 - Frequency of bus and train use
- Table 12 – Convenience of public transport
- Table 13 – Satisfaction with public transport
- Table 14a – Views on bus services
- Table 15 – Concessionary pass use
- Table 16 – journeys by mode of transport

Department for Transport produce a number of related publications, including:

Traffic estimates
Vehicle registrations
Bus and Coach statistics

Non Official Statistics sources

Office of the Traffic Commissioner – Traffic Commissioners' Annual report.
Confederation of Passenger Transport – Cost Index

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

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	% change over 1 year	% change over 5 years
Number of buses used as Public Service Vehicles									*thousands*		
Scotland	5.1	5.1	5.3	5.4	5.4	5	4.8	4.8	4.6	*-4*	*-15*
Great Britain	41.8	42.2	42.8	42.6	42.8	42.7	42.4	42.4	41.9	*-1*	*-2*
Average age of the bus fleet											
Scotland	…	8.7	8.5	8.3	8.3	7.8	7.9	8.5	8.3	*-2*	*0*
Great Britain	…	7.9	7.8	7.8	7.8	7.6	7.8	7.8	7.7	*-1*	*-1*
Percentage of buses with CCTV								%			
Scotland	…	24	35	39	47	53	59	63	69	*10*	*77*
Great Britain	…	41	49	54	60	67	70	72	77	*7*	*43*
Percentage of bus fleet with automatic vehicle location (AVL) device								%			
Scotland	…	…	22	35	45	44	57	76	81	*7*	*131*
Great Britain	…	…	34	45	52	56	66	73	86	*18*	*91*
Percentage of buses with live ITSO Smart-card readers							%				
Scotland	…	…	…	…	…	…	86	88	89	*1*	…
Great Britain (outwith London) [2]	…	…	…	…	…	…	37	60	81	*35*	…

[1] This table covers all operators who run local bus services, including those who also do non-local work (e.g. private hire, school contracts).
In previous years this table has also included operators who do solely non-local work. However, the Department for Transport no longer collects figures for these 'non-local' operators.
In previous years non-local operators have accounted for around 8% of the Public Service Vehicles in use. Figures presented here will be lower than those previously published by a corresponding margin.
[2] London buses (on local services) are equipped with non-ITSO (Oyster) smartcard readers.

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

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	% change over 1 year	% change over 5 years
Buses with accessibility certificate [2]											
Number (thousands)	0.8	1.1	1.5	1.9	2.2	2.6	2.8	3.0	3.3	*10*	*73*
Percentage of all buses	*15*	*22*	*29*	*35*	*41*	*51*	*59*	*62*	*71*		
Buses with low floor access [3]											
Number (thousands)	0.9	1.2	1.4	1.1	1.6	1.4	1.1	1.1	0.7	*-30*	*-35*
Percentage of all buses	*17*	*23*	*26*	*21*	*29*	*27*	*23*	*22*	*16*		
Total accessible or low-floor buses											
Number (thousands)	1.7	2.3	2.9	3.1	3.8	3.9	3.9	4.0	4.0	*-2*	*29*
Percentage of all buses	*33*	*45*	*55*	*57*	*70*	*78*	*82*	*84*	*86*		

[1] This table covers all operators who run local bus services, including those who also do non-local work (e.g. private hire, school contracts).
In previous years this table has also included operators who do solely non-local work. However, the Department for Transport no longer collects figures for these 'non-local' operators.
In previous years non-local operators have accounted for around 8% of the Public Service Vehicles in use. Figures presented here will be lower than those previously published by a corresponding margin.

[2] Buses which have an Accessibility certificate issued under the Disability Discrimination Act PSV Accessibility Regulations 2000 (DDA PSVAR 2000 Certificate)
[3] Buses which do not have a DDA PSVAR 2000 Certificate but which have low floor designs, suitable for wheelchair access

Table 2.2a: Passenger journeys on local bus services[1,2]

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	% change over 1 year	% change over 5 years
											million		
Scotland	471	478	460	466	476	488	484	459	432	439	423	*-4*	*-13*
Great Britain	4,550	4,681	4,632	4,722	4,914	5,164	5,271	5,213	5,191	5,219	5,130	*-2*	*-1*
Of which concessionary passengers													
Scotland [3,4]					156	154	156	154	148	151	148	*-2*	*-4*
Great Britain [5]					…	1,644	1,741	1,775	1,780	1,809	1,771	*-2*	*8*
Percentage Concessionary passengers													
Scotland					33%	32%	32%	34%	34%	34%	35%		
Great Britain						32%	33%	34%	34%	35%	35%		
Annual growth rates													
Scotland	*1%*	*1%*	*-4%*	*1%*	*2%*	*3%*	*-1%*	*-5%*	*-6%*	*2%*	*-4%*		
Great Britain	*2%*	*3%*	*-1%*	*2%*	*4%*	*5%*	*2%*	*-1%*	*0%*	*1%*	*-2%*		
Concessionary passengers													
Scotland						*-1%*	*1%*	*-1%*	*-4%*	*2%*	*-2%*		
Great Britain						…	*6%*	*2%*	*0%*	*2%*	*-2%*		

[1] There is a break in the series in 2004/05 due to changes in the estimation methodology.

[2] This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the *Sources* sheet.

[3] Figures include a degree of estimation (e.g. allowances for claims not yet been processed) and may incur some small revisions to previously published data.

[4] Administrative data collected by Transport Scotland in relation to the older and disabled persons scheme and the young persons scheme bus journeys. This is around 2-5% different from Scotland level estimates calculated from DfT survey data.

[5] Estimated from DfT survey data; this will not be directly comparable with administrative data for Scotland.

Table 2.2b: Passenger journeys by region for local bus services[1,2]

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	% change over 1 year	% change over 5 years
									million passenger journeys		
North East, Tayside and Central	65	68	65	68	66	64	62	64	62	*-3%*	*-9%*
Highlands, Islands and Shetland	12	11	15	14	14	14	14	13	14	*8%*	*0%*
South East	159	162	174	174	170	162	162	167	163	*-2%*	*-6%*
South West and Strathclyde	223	225	223	232	234	219	193	195	184	*-6%*	*-21%*
Scotland	460	466	476	488	484	459	432	439	423	*-4%*	*-13%*

[1] Regional groupings have been dictated by commercial sensitivities around the disclosure of bus operators' financial information.

[2] This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

Table 2.3a: Vehicle kilometres on local bus services by type of service[1,2]

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	% change over 1 year	% change over 5 years
											million vehicle kilometres		
Scotland[3]	374	369	359	374	384	397	386	377	346	338	327	*-3*	*-18*
Commercial	311	302	300	308	307	316	311	303	280	279	264	*-5*	*-16*
Subsidised	63	67	59	66	77	81	74	74	66	59	63	*7*	*-22*
Subsidised % of tot	*16.9%*	*18.2%*	*16.4%*	*17.6%*	*20.1%*	*20.4%*	*19.2%*	*19.6%*	*19.1%*	*17.5%*	*19.3%*		
Annual growth rate	*2%*	*-1%*		*4%*	*3%*	*3%*	*-3%*	*-2%*	*-8%*	*-2%*	*-3%*		
GB outwith London	2,217	2,147	2,142	2,162	2,166	2,185	2,178	2,141	2,111	2,072	2,044	*-1*	*-6*
Commercial	1,790	1,719	1,684	1,691	1,672	1,683	1,669	1,628	1,612	1,628	1,628	*0*	*-3*
Subsidised	427	428	458	471	494	502	509	513	499	444	416	*-6*	*-17*
Subsidised % of tot	*19.3%*	*19.9%*	*21.4%*	*21.8%*	*22.8%*	*23.0%*	*23.4%*	*24.0%*	*23.6%*	*21.4%*	*20.4%*		
Great Britain	2,619	2,590	2,612	2,623	2,630	2,650	2,652	2,620	2,592	2,557	2,531	*-1*	*-4*

[1] There is a break in the series in 2004/05 due to changes in the estimation methodology.

[2] This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

[3] Commercial and subsidised totals may not match Scotland totals due to rounding.

Table 2.3b: Vehicle kilometres on local bus services per head of population[1,2]

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	% change over 1 year	% change over 5 years
Population											*thousands*		
Scotland	5,055	5,057	5,078	5,095	5,117	5,144	5,169	5,194	5,222	5,255	5,314	*1*	*3*
Great Britain	57,622	57,850	58,132	58,511	58,843	59,227	59,263	60,003	60,462	61,426	61,881	*1*	*4*
Vehicle kilometres per head of population										*vehicle km per head*			
Scotland	73.9	73.0	70.7	73.4	75.0	77.2	74.7	72.6	66.3	64.3	61.5	*-4*	*-20*
Great Britain	45.5	44.8	44.9	44.8	44.7	44.7	44.7	43.7	42.9	41.6	40.9	*-2*	*-9*
Ratio Scotland/GB	1.63	1.63	1.57	1.64	1.68	1.72	1.67	1.66	1.55	1.55	1.50	*-3*	*-13*

[1] There is a break in the series in 2004/05 due to changes in the estimation methodology.

[2] This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

Table 2.3c: Vehicle kilometres by region for local bus services[1,2]

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	% change over 1 year	% change over 5 years
									million vehicle kilometres		
North East, Tayside and Central	55	56	56	51	55	58	55	56	55	*-2%*	*7%*
Highlands, Islands and Shetland	38	39	39	32	27	38	37	33	33	*-1%*	*3%*
South East	103	109	111	117	118	106	103	101	99	*-2%*	*-16%*
South West and Strathclyde	163	171	178	189	186	175	151	148	139	*-6%*	*-26%*
Scotland	359	374	384	389	386	377	346	338	327	*-3%*	*-16%*

[1] Regional groupings have been dictated by commercial sensitivities around the disclosure of bus operators' financial information.

[2] This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

Table 2.4 Staff employed [1, 2]

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	% change over 1 year	% change over 5 years
											thousand		
Platform staff [3]	13.4	13.6	10.3	10.6	10.9	11.5	11.4	11.1	10.8	10.8	10.3	*-4*	*-11*
Maintenance and other staff [3]													
Maintenance	2.6	2.8	2.0	2.1	2.2	2.4	2.2	2.3	2.2	2.3	2.2	*-4*	*-10*
Other	1.9	2.1	1.4	1.4	1.5	1.6	1.6	1.1	1.1	1.4	1.4	*-2*	*-10*
Total	4.4	4.9	3.4	3.5	3.7	4.0	3.8	3.5	3.3	3.7	3.6	*-3*	*-10*
All staff	**17.8**	**18.5**	**13.7**	**14.1**	**14.6**	**15.5**	**15.2**	**14.6**	**14.1**	**14.5**	**13.9**	*-4*	*-10*

1. Figures relate to the financial year end.
2. Figures for local operators only (including those doing some non-local work)
3. Staff are classified according to their main occupation as some may have more than one function.
4. Break in the series due to changes in the estimation methodology from 2004/05

Table 2.5 Local bus fare indices[1]

2002 = 100

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	% change over 1 year	% change over 5 years
At current prices													
Scotland	102.8	103.9	107.0	112.4	119.1	124.8	135.3	138.6	141.4	148.8	155.2	*4*	*24*
Great Britain	103.2	108.1	115.7	124.9	127.8	131.3	142.5	149.3	156.5	165.9	173.8	*5*	*32*
At constant prices [2]													
Scotland	99.6	98.1	97.9	100.6	101.7	102.6	111.7	109.5	106.1	107.8	108.9	*1*	*6*
Great Britain	100.1	102.2	106.0	111.8	109.1	108.0	117.7	118.0	117.5	120.3	122.0	*1*	*13*

1. Fares at March of each year
2. Adjusted for general inflation, using the Retail Prices Index.

Obtain indices from Dft publication

2005 = 100

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
At current prices											
Scotland	96.1	97.1	100.0	105.1	111.4	116.7	126.5	129.5	132.2	139.1	145.1
Great Britain	89.2	93.4	100.0	107.9	110.4	113.4	123.1	129.0	135.2	143.4	150.1
At constant prices [2]											
Scotland	101.7	100.2	100.0	102.7	103.8	104.8	114.0	111.8	108.3	110.1	111.2
Great Britain	94.4	96.4	100.0	105.4	102.9	101.8	111.0	111.3	110.8	113.4	115.0

Table 2.6: Operating costs per vehicle kilometre for local bus services[1,2]

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	% change over 1 year	% change over 5 years
At 2012-13 Prices (including depreciation)						*Pence per Vehicle Kilometre*				
Scotland	132	143	142	157	159	163	180	181	*1*	*27*
GB outwith London[3]	153	166	170	176	179	177	182	184	*1*	*8*

[1] Adjusted for general inflation using the GDP market price deflator.

[2] This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

[3]Buses in London operate under a different regulatory model to the rest of the country, and comparisons on an operating costs basis between London and the rest of the country would have little meaning. London figures are therefore excluded from this table.

Table 2.7: Operating costs per passenger journey for local bus services[1,2]

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	% change over 1 year	% change over 5 years
At 2012-13 Prices (including depreciation)						*Pence per passenger journey*				
Scotland	104	114	115	125	130	131	138	139	*1*	*21*
GB outwith London[3]	116	123	123	126	129	128	131	134	*2*	*9*

[1] Adjusted for general inflation using the GDP market price deflator.

[2] This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

[3]Buses in London operate under a different regulatory model to the rest of the country, and comparisons on an operating costs basis between London and the rest of the country would have little meaning. London figures are therefore excluded from this table.

Table 2.8: Passenger revenue[1] on local bus services[2]

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	% change over 1 year	% change over 5 years
Current prices											£ Million		
Passenger revenue													
Scotland[3]	354	358	275	297	298	320	337	331	329	340	351	3	10
Great Britain[5]			2,656	2,827	2,843	2,967	3,079	3,158	3,302	3,435	-		
Government support[4]													
Scotland			184	197	262	276	296	312	295	299	299	0	8
Total passenger revenue[4]													
Scotland			458	494	559	597	633	643	624	640	650	2	9
2012-13 Prices (Adjusted for general inflation using the GDP market price deflator.)													
Passenger revenue													
Scotland	449	446	333	354	345	362	370	353	343	346	351	2	-3
Great Britain			3218	3364	3289	3348	3380	3373	3437	3496	-		
Government support[4]													
Scotland			109	113	179	184	198	200	182	184	188	2	2
Total passenger revenue[4]													
Scotland			442	467	524	546	567	553	525	530	539	2	-1

1. Passenger fare receipts only include fare receipts retained by bus operators. On some tendered or supported services, fare receipts are passed to the local authority.

2. This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

3. 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.

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. DfT have yet to publish this figure for 2012-13 due to delays in Department for Communities and Local Government publishing Government Support figures for 2012-13. This will be updated in the online version of these tables.

Table 2.9: Government support on local bus services by type of support[1]

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	% change over 1 year	% change over 5 years
Current Prices											
									£ Million		
Local Authority bus support[2]											
Scotland	38	45	48	53	53	61	57	58	60	3	13
Great Britain [8]	995	1,089	1,160	1,217	1,341	1,318	1,145	1,079	-		
GB outwith London [8]	446	494	544	556	618	628	581	561	-		
Concessionary fares											
Scotland (bus)[3]	…	…	155	163	180	187	175	181	188	4	16
Scotland (all modes)	90	95	166	173	193	202	183	188	190	1	10
Great Britain (bus)[5,6,8]	…	…	931	1,027	1,172	1,224	1,246	1,248	-		
GB outwith London (bus)[5,6,8]	…	…	769	851	991	1,041	1,055	1,038	-		
Great Britain (all modes)[5,6,8]	616	624	942	1,037	1,185	1,239	1,254	1,255	-		
GB outwith London (all modes)[5,6,8]	478	473	780	861	1,004	1,056	1,063	1,045	-		
Bus Service Operators Grant[7]											
Scotland	56	57	59	60	63	64	63	60	51	-16	-16
Great Britain	419	435	441	472	504	515	505	512	414	-19	-12
GB outwith London	328	340	344	369	391	403	397	401	327	-18	-11
All government support [9]											
Scotland (bus)	…	…	262	276	296	312	295	299	299	0	8
Scotland (all modes)	184	197	273	286	309	327	303	306	301	-2	5
Great Britain (bus)[6,8]	…	…	2,531	2,716	3,017	3,056	2,896	2,839	-		
GB outwith London (bus)[6,8]	…	…	1,655	1,775	1,998	2,069	2,033	2,000	-		
Great Britain (all modes)[6,8]	2,027	2,148	2,542	2,726	3,030	3,071	2,904	2,846	-		
GB outwith London (all modes)[6,8]	1,242	1,306	1,666	1,785	2,011	2,084	2,041	2,007	-		
2012-13 Prices (Adjusted for general inflation using the GDP market price deflator)											
Local Authority bus support[2]											
Scotland	46	54	56	60	58	65	59	59	60	2	0
Great Britain [8]	1,206	1,296	1,341	1,374	1,472	1,408	1,192	1,098	-		
GB outwith London [8]	540	588	629	628	679	671	605	571	-		
Concessionary fares											
Scotland (bus)[3]	…	…	179	184	198	200	182	184	188	2	2
Scotland (all modes)[4]	109	113	192	195	212	216	191	191	190	-1	-3
Great Britain (bus)[5,6,8]	…	…	1,077	1,159	1,287	1,308	1,297	1,270	-		
GB outwith London (bus)[5,6,8]	…	…	890	960	1,088	1,112	1,098	1,056	-		
Great Britain (all modes)[5,6,8]	747	743	1,090	1,170	1,301	1,324	1,306	1,277	-		
GB outwith London (all modes)[5,6,8]	579	563	902	972	1,102	1,128	1,107	1,063	-		
Bus Service Operators Grant[7]											
Scotland	68	68	68	68	69	68	65	61	51	-17	-25
Great Britain	507	518	510	533	554	550	526	521	414	-20	-22
GB outwith London	397	405	398	417	429	431	413	408	327	-20	-21
All government support [9]											
Scotland (bus)	…	…	303	312	325	333	307	304	299	-2	-4
Scotland (all modes)	223	235	316	323	339	349	315	312	301	-4	-7
Great Britain (bus)[6,8]	…	…	2,928	3,065	3,312	3,265	3,015	2,889	-		
GB outwith London (bus)[6,8]	…	…	1,915	2,003	2,193	2,210	2,116	2,035	-		
Great Britain (all modes)[6,8]	2,457	2,556	2,941	3,076	3,326	3,281	3,023	2,896	-		
GB outwith London (all modes)[6,8]	1,505	1,554	1,927	2,014	2,208	2,226	2,124	2,042	-		

[1] This table includes some figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

[2] Total of all local authorities' gross costs incurred in support of bus services, either directly or by subsidies to operators or individuals.

[3] Figures refer to Transport Scotland spending on elderly, disabled and youth schemes. Prior to the centralisation of funding in 2006/07 it is not possible split out spending on bus schemes alone.

[4] Includes Local Authority spending.

[5] GB figures cover the total of all local authorities' net costs of concessionary bus travel and include funding for taxi tokens as well as administation costs.

[6] There is no information on concessionary spending for 'other' modes in England and Wales. Therefore, the only difference between the GB (bus) and GB (all modes) figures will be a result of the differences in the Scotland concessionary fares figures

[7] Bus Service Operators Grant (BSOG) is a subsidy provided by Central Government to operatros of local bus services.

[8] Statistics for Concessionary Fare spend and Local Authority support for bus for England are published by Department for Communities and Local Government. Data for 2012-13 was published but is being revised in February so correct figures are not avaialble

Table 2.10: Bus use the previous day (adults) by characteristic[1,2]

	2002	2003	2004	2005	2006	2007[2,3]	2008	2009	2010	2011	2012
by gender:										*column percentages*	
Male	36	37	36	37	41	39	41	43	38	41	40
Female	64	63	65	63	59	61	59	57	62	59	60
by age:											
16-19	9	9	10	11	10	10	13	9	13	11	13
20-29	17	16	16	19	20	24	20	23	18	21	20
30-39	14	13	12	14	16	15	9	15	13	14	14
40-49	15	14	13	12	11	12	13	12	14	12	13
50-59	15	13	14	11	13	11	14	13	12	12	13
60-69	15	17	15	16	14	14	13	13	14	13	16
70-79	11	14	15	13	12	9	13	10	13	11	10
80 and over	3	4	5	4	4	5	5	5	3	6	3
by current status:											
Self employed	1	1	1	2	1	2	1	1	1	2	2
Employed full time	30	32	31	32	29	34	34	34	29	34	29
Employed part time	13	10	10	10	12	10	10	11	10	10	15
Looking after the home or family	7	7	6	5	6	7	5	5	4	3	3
Permanently retired from work	25	31	31	28	27	24	27	24	27	26	25
Unemployed and seeking work	4	4	5	4	5	3	6	6	7	4	6
At school	2	2	2	2	3	3	2	2	4	2	5
In further/higher education	10	8	9	10	9	10	8	9	14	12	8
Gov't work or training scheme	0	0	0	0	1	0	0	1	0	0	1
Permanently sick or disabled	7	5	5	5	7	6	4	6	4	6	5
Unable to work because of short-term illness or injury	0	1	1	1	1	2	2	1	1	0	1
by journey purpose[3]:											
Commuting	28	27	26	28	28	29	28	29	28	27	30
Education	6	4	6	6	6	8	7	6	8	11	7
Shopping	32	31	30	28	26	29	29	26	28	21	25
Visit hospital or other health	3	4	6	3	5	4	5	4	4	3	4
On other personal business	4	6	6	6	9	6	5	8	4	7	4
Visiting friends or relatives	10	13	9	10	9	8	11	9	8	12	11
Sport/Entertainment	3	3	4	3	4	3	5	6	8	6	2
Go home	…	…	…	…	…	4	3	4	2	4	9
Other purpose	13	13	13	15	13	10	8	9	9	10	9
by annual net household income:											
up to £10,000 p.a.	31	31	31	27	27	21	21	20	19	22	14
£10,000 - £15,000	25	25	25	25	25	24	24	24	22	23	23
£15,000 - £20,000	14	15	13	15	16	17	15	12	18	17	16
£20,000 - £25,000	11	10	12	10	8	14	12	10	13	13	14
£25,000 - £30,000	7	5	7	6	7	7	7	11	5	7	11
£30,000 - £40,000	6	8	7	10	10	9	11	12	8	8	10
over £40,000 p.a.	3	4	2	4	4	6	7	6	12	7	8
by urban/rural classification:											
Large urban areas	64	62	61	58	59	60	62	61	58	62	61
Other urban	22	23	24	25	24	25	24	23	26	23	23
Small accessible towns	7	7	7	8	7	6	6	6	6	6	5
Small remote towns	0	0	1	1	2	1	2	2	1	2	2
Accessible rural	5	5	6	6	7	7	5	7	8	7	6
Remote rural	1	2	2	2	2	1	1	2	2	1	3
by frequency of driving:											
Every day	6	6	6	5	6	7	5	7	6	7	8
At least three times a week	5	6	5	6	5	6	7	5	5	5	7
Once or twice a week	5	4	5	3	4	4	6	5	6	6	5
Less often	6	4	4	4	4	6	4	5	4	5	3
Never, but holds full driving licence	6	10	7	7	8	9	7	10	7	9	10
Does not hold a full driving licence	73	70	73	75	73	68	70	69	72	67	67
by whether or not respondent has concessionary travel pass[4]:											
Yes	…	30	37	37	36	29	33	33	34	35	33
No	…	70	63	63	64	71	67	67	66	65	67
Sample size (=100%)	***2,698***	***2,697***	***2,840***	***2,639***	***2,889***	***1,854***	***1,893***	***1,615***	***1,438***	***1,565***	***1,536***

[1] These results use an improved weighting system which better accounts for non-response bias and figures may differ to those previously published.

[2] Prior to 2007 only journeys over 1/4 mile were recorded. Since 2007 all journeys are recorded. This creates a discontinuity in the time series between 2006 and 2007.

[3] From 2007 onwards, two new categories, 'Go home' and 'Just go for a walk', were added. 'Go home' has been separated out in this table but 'Just go for a walk' has not as these are largely going to be walking (only) journeys.

[4] Sample size in 2003 was *2,004* as this data was not collected in quarter 1; sample size in 2006 was *2,181* as a new concessionary scheme was introduced in April 2006.

TABLE 2.11: Users views on local bus services[1,3]

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

[1] SHS data. Question asked of adults (16+), who have used the bus in the previous month

[2] prior to 2012, question asked 'buses are on time'

[3] Changes to the questionnaire have been made between years so some response options are removed and new ones added

[4] The question about feeling safe and secure on the bus was split in 2009 to ask about during the day and in the evening.

Table 2.12: Possession of concessionary fare pass[1] for all adults aged 16+, 2012

	2003*	2004	2005	2006**	2007	2008	2009	2010	2011	2012
All adults aged 16+	25	26	26	27	28	25	26	27	27	27
All adults aged 60+	77	79	81	84	82	84	87	87	87	88
Age band										
16 - 39					1	1	2	1	2	2
40 - 49					2	2	4	3	3	3
50 - 59					5	4	6	6	5	5
60 - 64					75	75	78	79	80	81
65 - 69					83	88	89	90	88	91
70 - 74					85	89	92	91	93	92
75 - 79					86	89	92	93	91	94
80 +					81	85	87	87	90	88

[1] The question started thus: "do you have a concessionary travel pass which allows you to travel free of charge …" The remainer of the question depended upon the national minimum concessionary fare arrangements that applied at the time

- From April 2003 to March 2006, the question concluded: "…. on off-peak local bus services"
- From April 2006, the question concluded: "… on scheduled bus services"

* Figures for 2003 relate to the period from April to December, as the "concessionary pass" question was asked with effect from April 2003

** Figures for 2006 relate to the period from April to December, as new concessionary fare arrangements were introduced in April 2006

Table 2.13: Concessionary fare passes issued to older and disabled people, 2006-2013[1,2,3]

	2006	2007 [2]	2008 [2]	2009 [1]	2010	2011	2012	2013 [4]
Card type								
60+	820,863	896,913	952,177	957,852	1,018,941	1,049,490	1,074,616	1,141,214
Disabled	54,347	58,081	59,606	55,737	59,470	60,866	61,660	40,923
Disabled + companion	76,464	84,563	92,996	93,005	100,613	105,325	109,680	83,937
Visually impaired	5,800	5,141	4,967	4,980	4,782	4,790	4,751	3,964
Visually impaired + companion	9,830	10,776	11,943	11,272	11,269	11,373	11,554	9,775
All cards	**967,304**	**1,055,474**	**1,121,689**	**1,122,846**	**1,195,075**	**1,231,844**	**1,262,261**	**1,279,813**
Young persons scheme (16-18)								131,210

[1]As at October in each year, with the exception of 2009 where the figure is as at February

[2]Figures for 2007 and 2008 should be interpreted with caution, due to possible double-counting in one Local Authority

[3]This table displays changes over time at a national level. For the most up to date figures at national and Local Authority level consult table 23

[4] The new supplier of the National Entitlement Card programme is able to provide a more detailed split of card holder eligibility than Transport Scotland received previously. As well as being able to better identify eligibility, the new reports also identify duplicate cards ie where a customer has a card due to expire at the end of the month and a replacement has been issued, so these can now be excluded from the totals. These changes mean that data for 2013 onwards is not directly comparable with earlier years.

Table 2.14: Concessionary fare passes issued to older and disabled people. As at October 2013[1]

	Disabled	Disabled + companion	Visually impaired	Visually impaired + companion	60+	*All card holders*
All Scotland	40923	83937	3964	9775	1141214	*1,279,813*
Aberdeen City	1995	2316	215	283	43396	*48,205*
Aberdeenshire	1169	1612	185	330	55576	*58,872*
Angus	637	913	84	137	28798	*30,569*
Argyll and Bute	623	1187	81	248	24993	*27,132*
Clackmannanshire	447	609	26	64	10580	*11,726*
Dumfries and Galloway	774	1495	128	251	37331	*39,979*
Dundee City	930	2743	225	351	31491	*35,740*
East Ayrshire	1132	2310	71	262	27238	*31,013*
East Dunbartonshire	454	1074	91	171	26329	*28,119*
East Lothian	674	1139	57	150	23224	*25,244*
East Renfrewshire	453	903	52	118	20442	*21,968*
Edinburgh	3610	6725	279	752	97148	*108,514*
Eilean Siar	129	146	8	12	7671	*7,966*
Falkirk	1434	1576	112	231	32287	*35,640*
Fife	2743	8778	240	788	82738	*95,287*
Glasgow	7556	17124	488	1444	100036	*126,648*
Highland	1353	2301	52	415	53980	*58,101*
Inverclyde	787	2025	97	203	18401	*21,513*
Midlothian	628	1318	37	132	19136	*21,251*
Moray	497	683	63	129	22727	*24,099*
North Ayrshire	1215	2661	164	389	34107	*38,536*
North Lanarkshire	2646	6143	187	595	62695	*72,266*
Orkney Islands	137	300	3	29	5412	*5,881*
Perth and Kinross	682	1232	180	258	36249	*38,601*
Renfrewshire	1438	3087	173	415	37990	*43,103*
Scottish Borders	840	854	64	160	29757	*31,675*
Shetland Islands	98	253	3	16	5409	*5,779*
South Ayrshire	919	1978	99	249	30310	*33,555*
South Lanarkshire	2157	5236	265	643	66222	*74,523*
Stirling	585	845	78	145	18386	*20,039*
West Dunbartonshire	920	2028	70	211	18895	*22,124*
West Lothian	1261	2343	87	194	32260	*36,145*

[1]This table provides the most up to date figure for the number of concessionary passes on issue at Local Authority and national level. Table 2 displays changes over time at a national level.

Chapter 3 FREIGHT

1. Introduction

1.1 This chapter provides an overview of freight carried by road, rail, water and air, such as the weight of goods lifted by origin and destination. Comparisons between modes have been included, as well as specific tables relating to road freight. Rail, water and air freight tables are referenced in their subsequent chapters.

1.2 Road freight information covers 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. 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.

Key Points

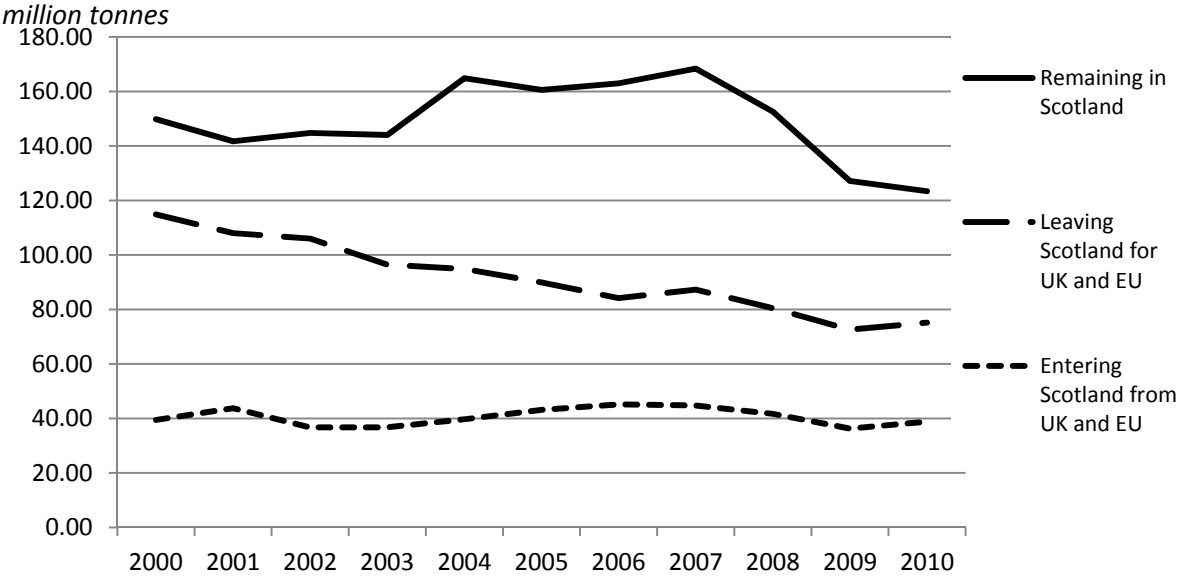
- **198.6 tonnes of freight were lifted in Scotland by road, rail and water in 2010. Two thirds of this was carried by road and 14% by pipelines.**
- **In 2010, 38.8 tonnes of freight entered Scotland from elsewhere in the UK and EU.**
- **When measured in million tonne-kilometres (weight by distance travelled), only 37% of freight moved in Scotland was by road, and 39% by coastwise shipping.**

2. Main Points

2.1 Freight Movement between Scotland, the UK and EU

Figure 3.1 Freight movement in Scotland - total of road, rail and water freight

million tonnes



Source: Tables S4, 3.1, 7.12, 7.13

2.1.1 The chart above shows total freight, in millions of tonnes, remaining in, entering and leaving Scotland. It includes freight carried by road, rail and water but excludes air as this breakdown was not available. Statistics for road freight lifted in 2011 were not available so this year has been excluded from this analysis.

2.1.2 In 2010, the tonnage of freight leaving Scotland for the UK rose marginally on 2009 to 75.2 million tonnes. This was only the second increase in ten years, although the figure remains 35% lower than in 2000. The weight of goods entering Scotland from elsewhere in the UK and EU increased by 6.9% on the previous year to 38.8 million tonnes but remained around 14% lower than the ten-year high of 45.2 million tonnes in 2006. Volume of goods remaining in Scotland continued to fall in 2010 to 123.4 million tonnes. However, this was only 3% down on 2009, compared to the previous year–on-year drop of 16.7%. (Table S4)

Table 3.0: Tonnage of freight leaving Scotland for elsewhere in UK or EU for every tonne of freight entering Scotland from the UK or EU

	2006	2007	2008	2009	2010	2011
Total these modes: UK	1.48	1.38	1.50	1.51	1.38	-
EU	2.42	3.05	2.56	2.77	2.95	-
Road: UK	0.75	0.75	0.69	0.79	0.83	-
EU	2.00	2.00	1.67	2.50	2.00	-
Rail[1]: UK	3.46	2.26	1.91	2.56	1.92	2.07
EU	1.17	1.23	0.79	0.85	0.87	0.90
Water: UK	3.18	3.57	4.15	3.61	3.02	3.37
EU	2.46	3.12	2.63	2.83	3.03	2.35

Source: Table S4 Summary of cross-border transport

1. Financial years e.g. 2006-07

2.1.3 Table 3.0 shows the ratio of goods leaving Scotland to those entering, in terms of weight. Where the ratio is greater than 1, this means that more freight left Scotland for a destination than entered Scotland from that destination. This situation is reversed when the ratio is below 1. When all freight is combined, there was a greater tonnage of freight leaving Scotland for both elsewhere in the UK and the EU than arriving from these places. For example, in 2010 2.95 tonnes of freight left Scotland for the EU for every 1 tonne that entered from the EU. Similarly, for every tonne of freight arriving from elsewhere in the UK, 1.38 tonnes were delivered.

2.1.4 In 2010 twice the volume of road freight was moved to the EU than arrived from the EU. However, less freight left Scotland than entered Scotland from the rest of the UK. In both cases this has been the scenario for the last five years.

2.1.5 In terms of rail freight, in 2011 just over two tonnes left Scotland for the rest of the UK for every one tonne entering – an increase on 2009. However, only 0.9 tonnes of rail freight left Scotland for the EU for every tonne that arrived. This ratio has continued to rise since the 2008 low of 0.79 to 1, but remains below that of 2007 when there was more rail freight (in tonnes) leaving than entering from the UK.

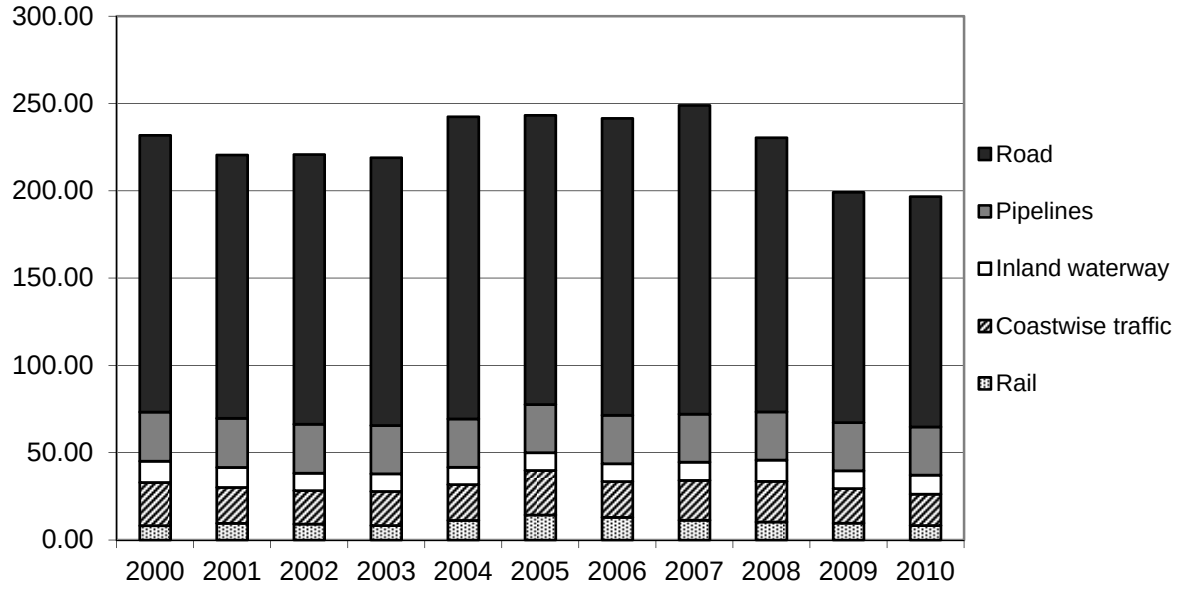
2.1.6 In 2012, a higher tonnage of water freight was moved from Scotland to both the UK and EU than entered. The ratio of UK freight leaving rose on 2009 to 3.37 tonnes for every tonne arriving. However, the ratio for EU freight fell to 2.35 to 1, when it was over 3 to 1 in the previous year.

2.2 Freight in Scotland

2.2.1 The following charts show total freight lifted in Scotland, including that remaining in Scotland. (Table H2 a)

Figure 3.2: Freight Lifted by Mode in Scotland

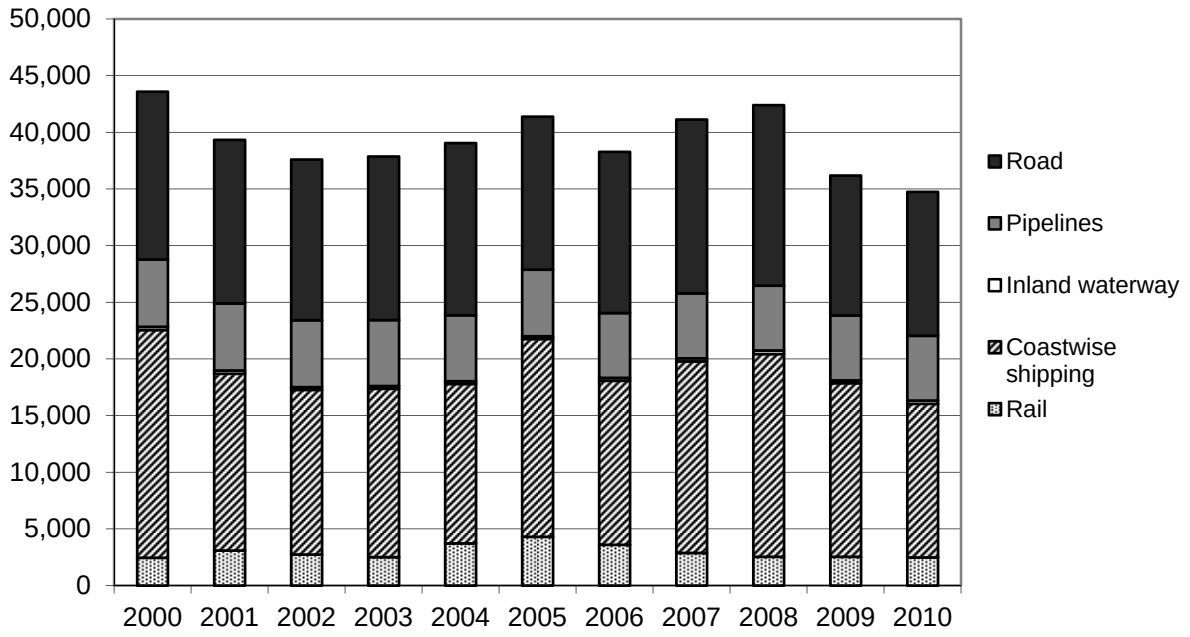
million tonnes



Note: figures for 2004 onwards are not compatible with those for earlier years due to changes in methodology
Excludes one-port traffic. Rail figures are for financial years e.g. 2000-01

2.2.2 In 2010, total freight lifted in Scotland dropped to a 10 year low of 198.6 million tonnes, 21% down on the ten-year high of 250.8 million tonnes in 2007. Road freight remained unchanged on 2009, but was 44.9 million tonnes less than in 2007. Rail freight tonnage has been falling year on year since 2005, having almost halved during this period. Coastwise traffic has also fallen from a high of 25.5 million tonnes in 2005 to 16.3 million tonnes in 2010, down 9% on 2009.

Figure 3.3: Freight Moved by Mode in Scotland
million tonne kilometres

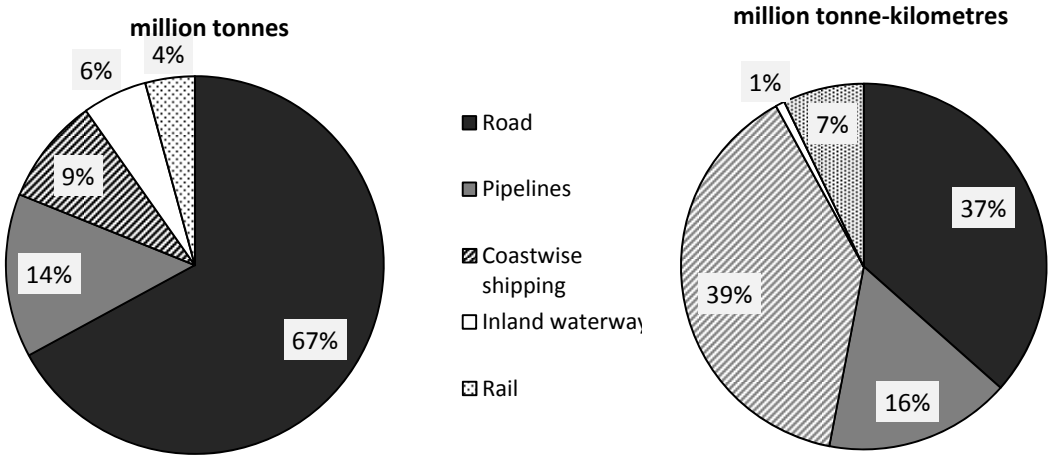


Note: figures for 2004 onwards are not compatible with those for earlier years due to changes in methodology
Excludes one-port traffic. Rail figures are for financial years e.g. 2000-01

2.2.3 Freight moved can also be measured in terms of millions of tonne-kilometres which takes into account the distance that freight travels as well as the weight. Using this measure, total freight moved dropped to a 10 year low in 2010 of 34,743 million tonne-kilometres, despite a small increase in the road freight category. The main change was in coastwise shipping which fell by 11.5% on 2009 to 13,557 million tonne-kilometres. (Table H2 b)

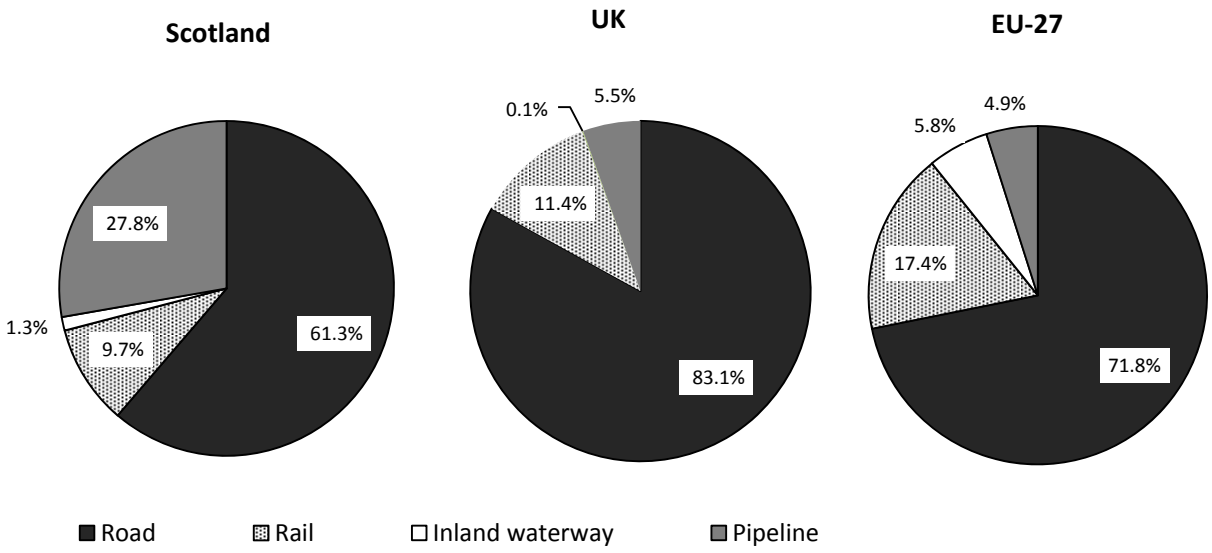
2.2.4 The following pie-charts show the modal split of freight moved in Scotland in 2010 when measured in tonnes and in tonne-kilometres. (Table H2 a & b)

Figure 3.4: Freight moved in Scotland in 2010 by mode



2.2.5 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. 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.

Figure 3.5: Freight transport: modal shares (% of total tonne-kms)



2.2.6 Table 12.1 in Chapter 12 includes a comparison of freight transport modal shares with other EU countries, using tonne-kilometres. This excludes coastwise shipping so the proportions differ from the charts in Figure 3.4. A comparison of modal shares in Scotland, Great Britain and EU-27 can be found in Figure 3.5. The

data shows that road has a low-modal share in Scotland (61.3%) compared with the overall EU-27 figure of 71.8%, and that of the United Kingdom as a whole (83.1%). This is due to the high modal share of pipelines (27.8%, higher than in any EU country) in Scotland. The modal shares of rail and inland waterways in Scotland are both below the overall figures for the EU-27.

2.3 Road Freight Main Points

2.3.1 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 in 2010, 2.2 million tonnes more than in 2009. Around 17.9 million tonnes were brought into Scotland from elsewhere in the UK, an increase of 1.9 million tonnes on 2009. In comparison, the tonnage of international road freight travelling into and out of Scotland from/to the EU is very small: less than 1 million tonnes in total in 2010. (Table 3.1)

2.3.2 Most road freight journeys are 50 kilometres or less in length: 31% of freight lifted by road in Scotland in 2010 was 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)

2.3.3 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. (Table 3.3)

2.3.4 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 (17.9 million tonnes) but the proportions going to and coming from different areas are similar. (Table 3.4)

2.3.5 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)

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

2.3.7 The number of HGV’s licensed in 2012 fell by 500 on 2011 to 28,900. This is a 12% fall from the ten year high of 33,000 in 2006. 70% of goods vehicle operators have only one or two vehicles registered on their license, with only 1% of operators having more than 50 vehicles registered. (Chapter 1 - Tables 1.8 and 1.10)

2.4 Rail Freight Main Points

2.4.1 In 2011-12, 7.6 million tonnes of freight was lifted in Scotland by rail, 9% less than the previous year, and half the level of the 2005-06 peak. Of all rail freight lifted in Scotland, two-thirds was delivered within Scotland and 29% was delivered elsewhere in the UK. In 2005-06 these proportions were reversed with only one third remaining in Scotland and 63% going elsewhere in the UK. Only around 5% of total rail freight was delivered out-with the UK in 2011-12, similar to the percentage in previous years. (Chapter 7 - Table 7.12)

2.4.2 In 2011-12, coal and other minerals accounted for 4.2 million tonnes (55%) of the freight lifted in Scotland. This has more than halved since the 2005-06 level of 10.8 million tonnes which made up 75% of all rail freight. Dividing the number of tonne-kilometres by the number of tonnes gives an average length of haul of 199 kilometres for traffic remaining in Scotland, 332 kilometres for traffic to other parts of the UK, and 716 kilometres for traffic destined for out- with the UK. (Chapter 7 - Table 7.12)

2.5 Water Freight Main Points

2.5.1 In 2011, a total of 52.1 million tonnes of freight was recorded as being lifted by water transport in Scotland: 16.3 million tonnes of coastwise traffic, 2.4 million tonnes of one port traffic, and 33.4 million tonnes of exports from the major Scottish ports. Only 10.7 million tonnes of waterborne freight was carried for part of its journey on inland waterways in 2011. Compared with 2010, there was a 9% decrease in coastwise traffic and the tonnage of port exports fell by 16%. (Chapter 9 - Table 9.1)

2.5.2 There has been a downward trend in the tonnage of foreign exports over the past decade, falling by over 50% since 2002 to 32.1 million tonnes. Outward domestic freight traffic continued to fall in 2012, dropping 18% on the previous year's low to 15.1 million tonnes, and by nearly 60% since the ten year high in 2005. In 2012, foreign imports were at the highest level since 2006, increasing by 14% on 2011 to 16.3 million tonnes. Inward domestic freight traffic increased by 18% in 2012 to 9.4 million tonnes but remained almost half of that recorded 10 years earlier. (Chapter 9 – Table 9.2)

2.5.3 Traffic through East Coast ports exhibited a downwards trend between 2000 and 2012, falling by 57% from 110.0 million to 47.4 million tonnes. This was mainly due to large falls in traffic at Orkney, Sullom Voe and Forth, which fell by 92%, 70% and 38% respectively across the period. However, traffic through West Coast ports increased by 50% across the same period from 16.9 million to 25.4 million tonnes, mainly due to traffic through Clyde more than doubling to 15.4 million tonnes in 2012. (Chapter 9 – Table 9.5)

2.5.4 Crude oil made up 63% of foreign exports in 2012, as well as 36% and 37% of domestic inwards and outwards traffic respectively. Coal was the main foreign import, comprising 40% of all import traffic. (Chapter 9 - Table 9.7)

2.6 Air Freight Main Points

2.6.1 Air freight carried in 2012 increased by 16% on the previous year to 52,200 tonnes. Freight through Glasgow Prestwick fell by 13% to 10,314 tonnes. Glasgow traffic on the other hand almost quadrupled, rising from 2,430 in 2011 to 9,497 tonnes in 2012, moving it above Aberdeen to become the third busiest airport in terms of air freight lifted behind Edinburgh and Prestwick. (Chapter 8 – Table 8.13)

3. Notes and Definitions

3.1 The following notes and definitions refer to the road freight tables included in this chapter, although most are relevant to other forms of freight. For notes and definitions specific to rail (Chapter 7), air (Chapter 8), or water (Chapter 9) freight, see the relevant chapter.

3.2 ***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).

3.3 ***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.

3.4 ***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).

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

3.6 ***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.

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

3.8 ***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’.

3.9 ***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*.

4.6 Sources for data on rail, air and water freight can be found in the relevant chapter in this publication. Rail (Chapter 7), air (Chapter 8), water (Chapter 9), and international comparisons (Chapter 12)

5. Further Information

5.1 Further information on GB road freight statistics can be found in the DfT publication *Road Freight Statistics: 2010*. *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

5.4 Further information on rail, air and water freight can be found in the relevant chapter in this publication. Rail (Chapter 7), air (Chapter 8), water (Chapter 9), and international comparisons (Chapter 12).

6. Other Data Sources

Department for Transport produce a number of related publications, including:
- Maritime and shipping statistics
- Port freight statistics
- Waterborne freight in the UK

Civil Aviation Authority
- UK Airlines – Annual Operating and Traffic Statistics

Office of Rail Regulation
- Freight Rail Usage

Eurostat and the EC Directorate General for Energy and Transport
- EU Energy and Transport in Figures

Other Transport Scotland Publications:
- Freight in Scotland Report 2014

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

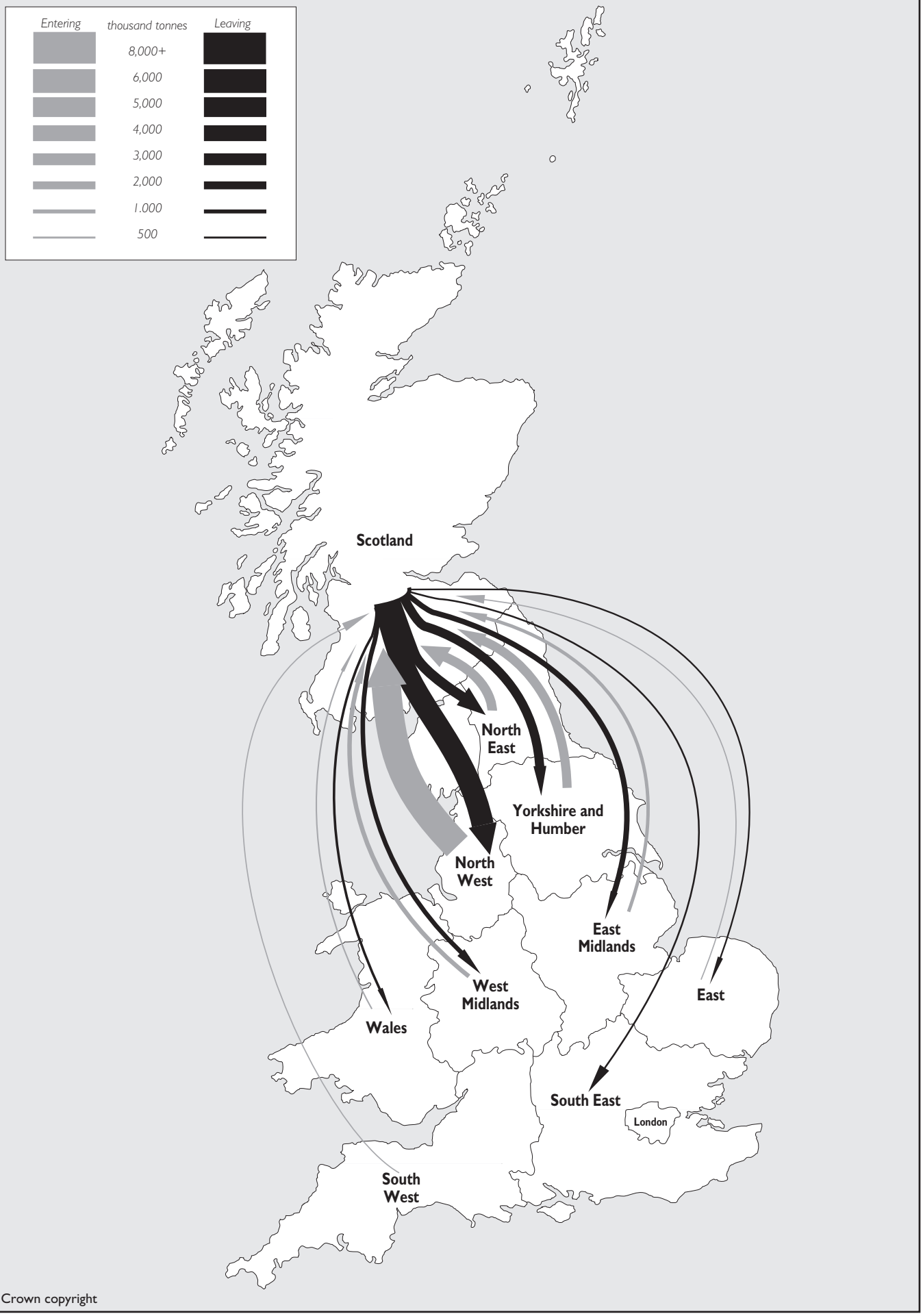


Table 3.1 Goods lifted by UK HGVs by origin and destination of journey[2]

	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

	Goods entering Scotland	Goods leaving Scotland	Goods entering Scotland	Goods leaving Scotland
	thousand tonnes		*million tonne kms*	
Origin / destination of journey				
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, road class, type and speed limit. It also includes statistics on the amount of trunk road constructed/re-surfaced and information on the residual life of the trunk road network.

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

Key Points

- **Scotland has 55,906 kms of road network**
- **Six per cent is trunk road (1% is motorway)**
- **Scotland has 10.5 kms of road per 1,000 people compared to 6.4 kms in GB.**

2. Main Points

Road length

2.1 There were 55,906 kilometres of public road in Scotland at 1 April 2012. 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 The motorway network increased by 6% between April 2011 and April 2012. This increase is a result of the opening of the M74 extension in the South of Glasgow in June 2011 and the M80 Stepps Haggs motorway upgrade opening in August 2011. *(Table 4.1)*

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

Road Maintenance

2.4 Overall there was a small decrease (2%) in the amount of trunk road that was newly constructed, reconstructed, strengthened or surface dressed in 2012-13 compared to the previous year. *(Table 4.3)*

2.5 There were no new trunk roads constructed in 2012-13. *(Table 4.3)*

2.6 In 2012-13, 28.0% of the motorway network and 9.9% of the dual carriageway trunk road network required close monitoring of the state of the road surface. *(Table 4.5 (b))*

2.7 In 2012-13 the National Road Condition Indicator (RCI) showed 29% 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 37% 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_Spec_2011_Volume_1.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 Graeme Ferguson, Project Manager (gferguson@pkc.gov.uk) or at www.scotsnet.org.uk .

6. Other data sources

Within Scottish Transport Statistics:
Chapter 5 – Road Traffic
Chapter 12 – international Comparisons.

Department for Transport produce a range of statistics on the GB network as referred to above and Eurostat compile road length statistics for EU countries, including a split by road type. See chapter 12 for more detail.

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

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Trunk roads [3, 6]											
Motorways											
Excluding slip roads	371	371	371	377	392	392	392	390	389	397	422
Including slip roads	519	519	519	525	546	547	547	546	544	557	599
A roads											
Dual carriageway	504	503	505	524	531	521	521	523	523	524	517
Single carriageway	2,366	2,363	2,357	2,351	2,330	2,323	2,323	2,332	2,327	2,324	2,319
Other inc slips/roundabout	100	100	101	105	111	114	114	119	123	125	126
Total	2,969	2,966	2,963	2,980	2,972	2,958	2,958	2,974	2,974	2,973	2,962
by speed limit:											
up to 40 mph	236	236	236	238	232	229	229	226	233	234	231
over 40 mph	2,734	2,730	2,727	2,742	2,740	2,730	2,730	2,748	2,740	2,738	2,730
All trunk roads [3,4]	**3,488**	**3,485**	**3,482**	**3,505**	**3,518**	**3,505**	**3,505**	**3,520**	**3,518**	**3,530**	**3,561**
Local Authority major roads											
Motorways											
Excluding slip roads	-	-	-	-	-	-	-	-	-	-	-
Including slip roads	-	-	-	-	-	-	-	-	-	-	-
A roads											
Dual carriageway [5]	233	228	228	245	242	242	243	243	229	232	268
Single carriageway [5]	7,184	7,190	7,190	7,188	7,182	7,139	7,178	7,178	7,185	7,235	7,204
Total	7,417	7,418	7,418	7,433	7,424	7,381	7,421	7,421	7,414	7,467	7,473
by speed limit:											
up to 40 mph	1,437	1,440	1,440	1,453	1,485	1,491	1,515	1,508	1,509	1,559	1,567
over 40 mph	5,980	5,977	5,977	5,980	5,939	5,889	5,906	5,913	5,905	5,907	5,906
All LA major roads [4]	**7,417**	**7,418**	**7,418**	**7,433**	**7,424**	**7,381**	**7,421**	**7,421**	**7,414**	**7,467**	**7,473**
Local Authority minor roads											
B roads											
limit up to 40 mph	1,090	1,092	1,092	1,096	1,141	1,152	1,174	1,176	1,170	1,189	1,194
limit over 40 mph	6,329	6,346	6,346	6,361	6,318	6,349	6,292	6,318	6,311	6,310	6,309
Total	7,419	7,438	7,438	7,458	7,459	7,501	7,466	7,493	7,481	7,499	7,504
C roads											
limit up to 40 mph	1,242	1,274	1,274	1,276	1,353	1,266	1,576	1,556	1,555	1,582	1,586
limit over 40 mph	9,079	9,052	9,052	9,059	9,065	9,104	9,091	9,102	9,098	9,105	9,104
Total	10,321	10,325	10,325	10,336	10,419	10,371	10,667	10,658	10,653	10,687	10,690
Unclassified roads											
limit up to 40 mph	14,225	14,176	14,210	14,399	14,465	14,768	14,573	14,714	14,828	14,856	14,948
limit over 40 mph	11,720	11,717	11,717	11,716	11,683	11,661	11,712	11,726	11,732	11,727	11,732
Total	25,944	25,893	25,927	26,115	26,148	26,429	26,285	26,440	26,560	26,583	26,680
All LA minor roads	**43,684**	**43,657**	**43,691**	**43,909**	**44,026**	**44,300**	**44,418**	**44,591**	**44,694**	**44,769**	**44,873**
All roads (trunk and LA) [3]											
Motorways											
Excluding slip roads	371	371	371	377	392	392	392	390	389	397	422
Including slip roads	519	519	519	525	546	547	547	546	544	557	599
A, B and C roads											
Dual carriageway [5]	737	731	733	769	773	763	764	766	752	756	785
Single carriageway [5]	27,290	27,317	27,311	27,332	27,390	27,333	27,634	27,661	27,646	27,744	27,717
Total	**28,126**	**28,147**	**28,144**	**28,206**	**28,274**	**28,210**	**28,512**	**28,546**	**28,522**	**28,625**	**28,628**
by speed limit:											
up to 40 mph	4,004	4,042	4,042	4,064	4,212	4,138	4,494	4,465	4,467	4,564	4,578
over 40 mph	24,123	24,105	24,102	24,143	24,062	24,073	24,019	24,081	24,054	24,060	24,049
Unclassified roads											
limit up to 40 mph	14,225	14,176	14,210	14,399	14,465	14,768	14,573	14,714	14,828	14,856	14,948
limit over 40 mph	11,720	11,717	11,717	11,716	11,683	11,661	11,712	11,726	11,732	11,727	11,732
Total	**25,944**	**25,893**	**25,927**	**26,115**	**26,148**	**26,429**	**26,285**	**26,440**	**26,560**	**26,583**	**26,680**
All roads [3,4]	**54,589**	**54,559**	**54,590**	**54,847**	**54,968**	**55,186**	**55,344**	**55,532**	**55,626**	**55,765**	**55,906**

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 ch 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.
6. As at 10 October 2013.

Table 4.2 Public road lengths (as at 1 April) by council area and class, 2012

Council	Trunk [3]				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	1,537	2,436	5,461	5,648
Angus	-	-	45	45	193	255	488	864	1,800	1,845
Argyll & Bute	-	-	259	259	557	614	434	725	2,330	2,589
Clackmannanshire	-	-	2	2	49	34	28	176	288	290
Dumfries & Galloway	61	15	277	352	494	733	1,175	1,749	4,151	4,503
Dundee City	-	-	18	18	36	17	96	414	563	580
East Ayrshire	9	4	56	69	124	193	211	619	1,147	1,216
East Dunbartonshire	-	-	0	0	54	47	34	369	504	504
East Lothian	-	-	64	64	95	169	223	444	931	995
East Renfrewshire	9	3	7	19	31	50	83	309	473	492
Edinburgh, City of	16	11	34	62	136	51	119	1,098	1,404	1,465
Eilean Siar			-	-	340	177	189	486	1,191	1,191
Falkirk	38	13	3	54	114	96	118	636	964	1,018
Fife	16	6	98	119	323	325	352	1,388	2,388	2,508
Glasgow, City of	49	42	2	93	132	64	209	1,373	1,778	1,871
Highland	-	-	964	964	1,388	979	1,438	2,946	6,752	7,716
Inverclyde	-	-	28	28	24	23	54	266	366	395
Midlothian	-	-	33	33	93	100	101	372	666	699
Moray	-	-	96	96	157	296	363	733	1,549	1,645
North Ayrshire	-	-	69	69	101	155	207	569	1,031	1,100
North Lanarkshire [4]	49	22	25	96	147	143	246	1,030	1,567	1,663
Orkney Islands			-	-	161	205	160	455	980	980
Perth & Kinross	39	13	204	256	435	367	638	1,037	2,476	2,732
Renfrewshire	18	14	25	57	65	62	140	551	818	875
Scottish Borders	-	-	164	164	458	599	769	1,138	2,965	3,129
Shetland Islands			-	-	225	167	199	464	1,054	1,054
South Ayrshire	-	-	94	94	107	206	232	615	1,161	1,255
South Lanarkshire	63	19	58	140	280	248	440	1,323	2,290	2,430
Stirling	23	6	106	134	212	161	170	468	1,011	1,145
West Dunbartonshire	-	-	20	20	46	8	27	269	350	370
West Lothian	32	12	-	44	152	117	116	638	1,023	1,067
Total	422	177	2,962	3,561	7,473	7,504	10,690	26,680	52,346	55,906
										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	1.3	2.6	3.4	4.6	3.2	3.4	3.3
Argyll & Bute	-	-	8.7	7.3	7.5	8.2	4.1	2.7	4.5	4.6
Clackmannanshire	-	-	-	0.1	0.7	0.5	0.3	0.7	0.5	0.5
Dumfries & Galloway	14.4	8.2	9.3	9.9	6.6	9.8	11.0	6.6	7.9	8.1
Dundee City	-	-	0.6	0.5	0.5	0.2	0.9	1.6	1.1	1.0
East Ayrshire	2.2	2.1	1.9	1.9	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	-	-	2.2	1.8	1.3	2.3	2.1	1.7	1.8	1.8
East Renfrewshire	2.1	1.6	0.2	0.5	0.4	0.7	0.8	1.2	0.9	0.9
Edinburgh, City of	3.7	6.4	1.2	1.7	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	9.1	7.0	0.1	1.5	1.5	1.3	1.1	2.4	1.8	1.8
Fife	3.7	3.3	3.3	3.4	4.3	4.3	3.3	5.2	4.6	4.5
Glasgow, City of	11.6	23.6	0.1	2.6	1.8	0.8	2.0	5.1	3.4	3.3
Highland	-	-	32.6	27.1	18.6	13.1	13.5	11.0	12.9	13.8
Inverclyde	-	-	1.0	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	1.3
Moray	-	-	3.3	2.7	2.1	3.9	3.4	2.7	3.0	2.9
North Ayrshire	-	-	2.3	1.9	1.4	2.1	1.9	2.1	2.0	2.0
North Lanarkshire	11.6	12.5	0.9	2.7	2.0	1.9	2.3	3.9	3.0	3.0
Orkney Islands	-	-	-	0.0	2.1	2.7	1.5	1.7	1.9	1.8
Perth & Kinross	9.2	7.2	6.9	7.2	5.8	4.9	6.0	3.9	4.7	4.9
Renfrewshire	4.4	7.6	0.9	1.6	0.9	0.8	1.3	2.1	1.6	1.6
Scottish Borders	-	-	5.5	4.6	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	2.6	1.4	2.7	2.2	2.3	2.2	2.2
South Lanarkshire	15.0	10.5	1.9	3.9	3.7	3.3	4.1	5.0	4.4	4.3
Stirling	5.4	3.3	3.6	3.8	2.8	2.1	1.6	1.8	1.9	2.0
West Dunbartonshire	-	-	0.7	0.6	0.6	0.1	0.3	1.0	0.7	0.7
West Lothian	7.6	6.8	-	1.2	2.0	1.6	1.1	2.4	2.0	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.
3. As at 10 October 2013.
4. The drop in the length of trunk A roads from last year is probably due to the detrunking of A80 with the opening of the M80.

Table 4.3 Trunk road constructed/re-surfaced etc

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13 (*prov*)
Equivalent road lane length											*lane-kilometres (estimated)*
New roads constructed/opened	9	24	89	108	7	-	58	-	52	132	-
Reconstructed	58	86	105	142	114	80	56	51	27	57	1
Strengthened	304	319	256	280	324	170	194	213	239	168	338
Surface dressed	178	34	121	66	88	79	123	30	35	10	20
Total	549	463	571	596	533	329	431	294	353	367	359
Percentages of total										*percentages*	
New roads constructed/opened	2	5	16	18	1	-	13	-	15	36	-
Reconstructed [1]	11	19	18	24	21	24	13	17	8	16	0
Strengthened	55	69	45	47	61	52	45	72	68	46	94
Surface dressed	32	7	21	11	17	24	29	10	10	3	6
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, 2011-12

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	51	6	16	3	76
SE	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

Source: Transport Scotland - Not National Statistics

Table 4.4 (b) Trunk road constructed/re-surfaced etc, by unit, 2012-13 (provisional) [1]

Unit	New road constructed for traffic	Reconstructed	Strengthened	Surface Dressed	Total
Equivalent road lane length					*lane-kilometres (estimated)*
NW	-	-	111	16	127
NE	-	0	62	1	63
SW [1]	-	1	86	1	88
SE [1]	-	0	79	2	81
Total	-	1	338	20	359
Percentages of total					*percentages*
NW	-	-	33	80	35
NE	-	-	18	5	18
SW	-	100	25	5	25
SE	-	-	23	10	23
Total	-	100	100	100	100

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
2012-13	16	9	11	9	11	44

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
2012-13[3]	28.0	9.9	13.6

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

3. These figures are provisional.

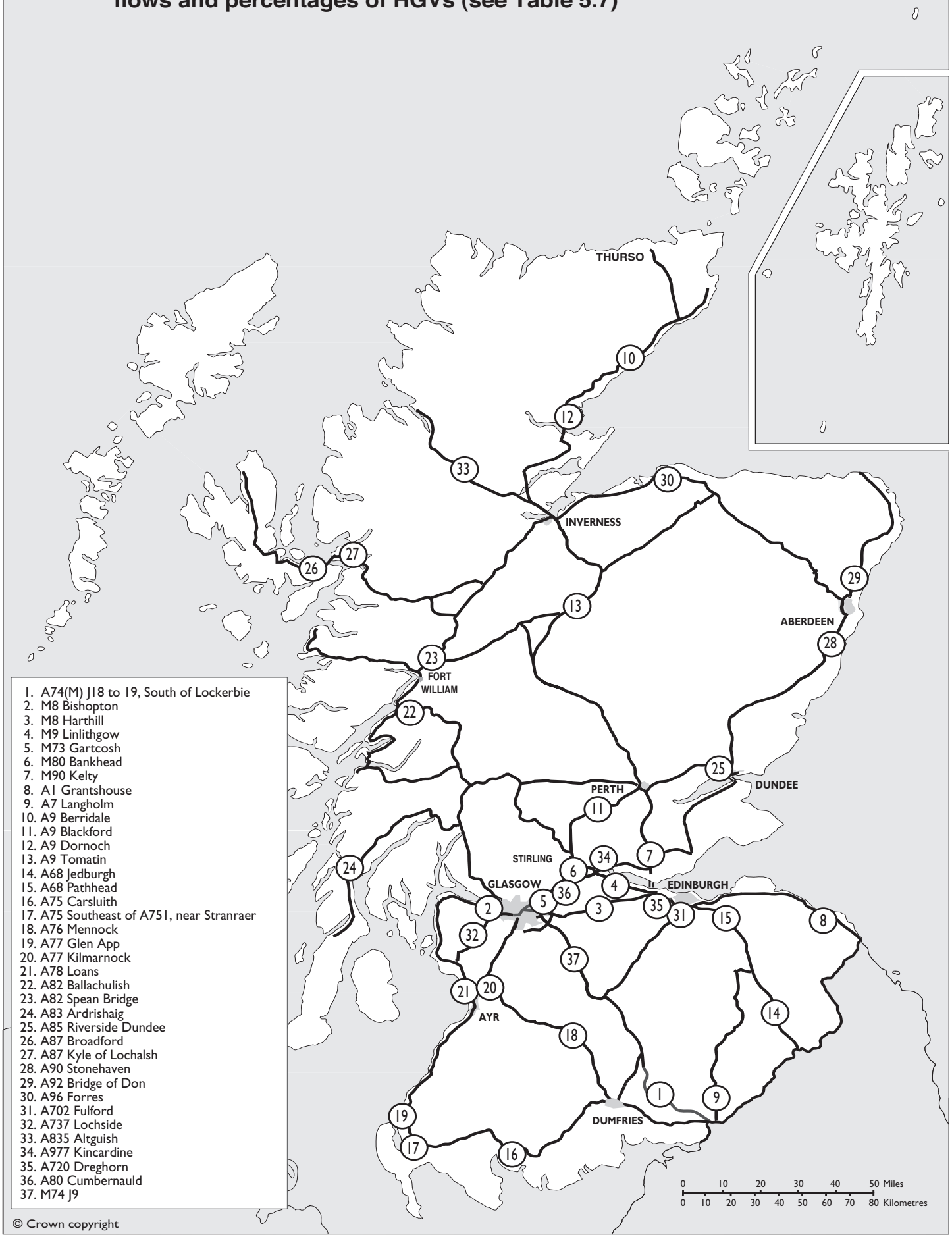
Table 4.6 Local authority road network condition [1, 2]

	A roads		B roads		C roads		Unclassified		All roads	
	Condition		Condition		Condition		Condition		Condition	
	Red	Amber	Red	Amber	Red	Amber	Red	Amber	Red	Amber
(a) ***in each Council area: 2012-13***										*percentage*
Aberdeen City	2	17	3	20	3	20	5	24	4	23
Aberdeenshire	3	20	2	20	4	19	7	24	5	21
Angus	2	17	6	30	8	24	7	24	6	24
Argyll & Bute	11	34	25	40	23	40	22	37	20	37
Clackmannanshire	4	26	6	33	7	32	15	40	9	35
Dumfries & Galloway	4	23	2	22	5	29	7	33	6	29
Dundee City	6	29	6	29	13	35	22	38	15	34
East Ayrshire	2	16	1	16	2	15	6	26	5	23
East Dunbartonshire	4	22	7	30	13	34	11	34	10	32
East Lothian	6	28	4	25	5	29	11	35	9	33
East Renfrewshire	3	25	4	30	3	26	4	26	4	26
Edinburgh, City of	3	19	4	24	8	29	12	39	10	34
Eilean Siar	4	24	3	21	6	26	7	29	6	28
Falkirk	3	22	6	32	9	30	5	29	6	28
Fife	6	26	5	28	4	25	5	29	5	28
Glasgow, City of	5	23	4	23	3	22	7	29	6	27
Highland	3	22	8	28	12	30	10	28	8	27
Inverclyde	8	30	7	37	11	38	14	37	13	37
Midlothian	3	19	3	25	3	26	6	29	5	26
Moray	1	18	1	15	3	19	6	26	4	22
North Ayrshire	9	26	7	33	14	37	8	31	9	32
North Lanarkshire	2	20	3	24	4	25	6	29	5	27
Orkney Islands	2	15	3	18	1	11	4	20	3	17
Perth & Kinross	7	31	5	30	6	27	8	28	7	29
Renfrewshire	3	23	5	24	12	28	9	32	9	30
Scottish Borders	7	34	11	39	14	34	13	34	12	35
Shetland Islands	3	20	3	22	7	33	9	30	7	28
South Ayrshire	2	19	8	30	7	31	16	38	10	31
South Lanarkshire	4	24	7	32	10	32	16	34	11	31
Stirling	3	22	4	25	14	29	7	30	7	29
West Dunbartonshire	1	15	3	23	6	33	3	22	3	22
West Lothian	9	33	12	32	9	45	9	39	9	37
Scotland	5	24	7	28	8	28	9	30	8	29
(b) ***for Scotland as a whole: 2005-06 to 2012-13 (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
2012-13	5	24	7	28	8	28	9	30	8	29
(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 RCI.
   More detailed information on the changes can be found at the following web link
   http://scots.sharepoint.apptix.net/srmcs/General%20Publications/SCANNER_Spec_2011_Volume_1.pdf
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)



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 and information about petrol and diesel consumption.

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

Key Points

- **43.5 billion vehicle kms were driven in 2012**
- **39% of distance travelled is on Trunk roads, which account for only 6% of the road network.**
- **10% of driver journeys were delayed by congestion in 2012.**

2 Main Points

Major & Minor Roads

2.1 The estimated volume of traffic on Scotland's roads in 2012 was around 43.5 billion (thousand million) vehicle kms: 0.4% more than 2011, 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 2012 was estimated to be 28.9 billion vehicle-kms. Traffic on Motorways accounted for 7.1 billion vehicle kms (16% of all traffic). This was less than the estimated 9.7 billion vehicle kms on trunk A roads (22% of the total), and the 12.1 billion on non-trunk A roads (28%). Three quarters of A road traffic was in rural areas: 16.3 billion out of the A roads total of 21.7 billion vehicle kms. *(Table 5.1)*

2.3 Minor roads (B, C and unclassified roads) accounted for the remaining 34% of traffic in 2012: an estimated 14.7 billion vehicle kms, most of which was on unclassified roads (8.3 billion). Most (55%) minor road traffic (8 billion vehicle-kms in 2012) is on roads in urban areas. *(Table 5.1)*

2.5 The total volume of traffic on major roads (Motorways and A roads) in 2012 was 1% higher than in the previous year (Motorways increased by 9%, which will in part due to a 6% increase in the motorway network, see Chapter 5). Minor road traffic was about 0.9% lower than in 2011. Traffic levels are around 2 per cent higher than in 2002. *(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, 6 per cent higher than they had been in 2002. Traffic volumes then fell back slightly but after increases in the last couple of years are now at similar levels to 2007. Motorway traffic saw a 17 per

cent rise between 2002 and 2008, fell slightly over the next two years and has started to rise again over the last two years. *(Table 5.1)*

2.7 Traffic on minor roads is estimated to have risen by 10% between 2002 and 2007, falling by 6% since and the total volume of traffic on all roads in Scotland in 2012 was also estimated to have risen by 8% between 2002 and 2007, falling 3% since. *(Table 5.1)*

2.8 Cars account for over three quarters (78%) 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 five years, with traffic volumes increasing by 29%, though pedal cycles still account for less than one percent of estimated traffic volume. *(Table 5.2)*

2.9 In 2012, the volume of car traffic was 2 per cent higher than in 2002 but 2 per cent below the 2007 peak, light goods vehicle traffic 27 per cent higher, and heavy goods vehicle traffic 2% higher. *(Table 5.3)*

Local Area volumes

2.10 A fifth of motorway traffic was within the City of Glasgow, whereas Highland had the highest volume (16%) of trunk A road traffic. The five local authorities with the highest traffic volumes (Glasgow, North Lanarkshire, Edinburgh, Fife and Aberdeenshire) account for 35% of all traffic on Scotland's 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 76,000 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 June averaged 10,000 vehicles per day – compared to 6,000 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 from this sample, with an annual average of 75,697 vehicles per day in 2012. Its Monday-Friday average was 81,989 vehicles per day, and its Monday-Friday peak hourly flows were 6,883 vehicles in the morning and 7,197 vehicles in the evening. At the opposite end of the scale, the A835 Aultguish averaged 1,749 vehicles per day over the year as a whole and its Monday-Friday peak hourly flows were around 177. The A75 Carsluith had the highest percentage of heavy goods vehicle traffic in 2012 at 28% for the week, followed by the A7 Langholm (27%). *(Table 5.7)*

Delays and Congestion

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

2.14 The Scottish Household Survey provides estimates of delays attributed to congestion experienced by drivers (on the previous day). In 2012, 10% 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 2004 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 1% 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 (19-21% and 20-21% respectively). Fewer delays (3%) were experienced by people residing in remote small towns than those in accessible small towns (9%). (*Tables 5.8 and 5.9)*

2.15 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

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

Fuel Consumption

2.17 DECC estimates suggest that the traffic on Scotland's roads consumed almost 3 million tonnes of petrol and diesel in 2011. 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.

2.18 Petrol and diesel consumption has been falling since 2007. There has been a steady fall in petrol consumption in cars over the period and an increase in diesel cars, reflecting trends in vehicle propulsion shown in Chapter 1 i.e. increases in the proportion of diesel powered vehicles on the roads and reductions in petrol powered vehicles. *(Table 5.10)*

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. Table 5.8 in previous editions of STS provided estimates of the time lost by traffic on particular routes. Due to a number of reasons including major changes to the network which would have required a substantial rework to the methodology, this table is no longer being updated.

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.

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 Table 5.8 in previous editions of STS provided estimates of the time lost by traffic on particular routes. Due to a number of reasons including major changes to the network which would have required a substantial rework to the methodology, this table is no longer being updated.

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 5.10.

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 Anna Heyworth 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 Stuart Hay, Transport Scotland Trunk Road and Bus Operations, Operations Services (0131-244-0458).

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

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

6. Other data sources

Within Scottish Transport Statistics:

Chapter 1 - Road vehicles,
Chapter 4 – Road Network
Chapter 6 - Road casualties
Chapter 11 - Personal Travel chapter (including travel to work)
Chapter 13 – Environment and Emissions

Other Transport Scotland Publications:

Transport and Travel in Scotland – includes more detailed analysis of SHS data, in particular:

- Table 8 – Effects of traffic congestion
- Table 5 – concessionary pass possession
- Table 21 – Park and ride
- Table 28 – Frequency of bus and train use
- Tables 29 and 30 – Views on local buses and trains
- Tables 31 and 32 – Concessionary pass use

Scottish Household Survey Travel Diary – includes detailed tables using the Travel Diary dataset, in particular:

- Table 2 – journeys by mode of transport
- Table 2a – journey distance by mode of transport
- Table 4a – mode of transport by journey distance
- Table 5a – distance summary statistics by mode of transport

SHS Local Authority Results – provides breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

- Table 6 – Congestion delays
- Table 16 – Proportion of journeys by mode of transport
- Table 18 – Travel day
- Table 19 and 20 – Distance travelled

Department for Transport produce a number of related publications, including:

Traffic estimates
Vehicle registrations

Fig 5.2


TRANSPORT SCOTLAND
Trunk Roads: Network Management
Trunk Road Units
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
An Agency of
The Scottish Government
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
RR Donnelley B51800 02/2008 © Crown Copyright
ORKNEY
WESTERN ISLES
HIGHLAND
MORAY
ABERDEENSHIRE
ANGUS
PERTH AND KINROSS
ARGYLL AND BUTE
STIRLING
FIFE
NORTH AYRSHIRE
SOUTH LANARKSHIRE
EAST AYRSHIRE
SOUTH AYRSHIRE
DUMFRIES AND GALLOWAY
EAST LOTHIAN
MIDLOTHIAN
WEST LOTHIAN
SCOTTISH BORDERS
INVERNESS
PETERHEAD
ABERDEEN
ABERDEEN CITY
MONTROSE
ARBROATH
DUNDEE
DUNDEE CITY
PERTH
STIRLING
KIRKCALDY
FALKIRK
CITY OF EDINBURGH
EDINBURGH
GREENOCK
GLASGOW
IRVINE
KILMARNOCK
AYR
GALASHIELS
BERWICK-UPON-TWEED
DUMFRIES

Table 5.1 Traffic by road class and type

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											million vehicle kilometres
Major roads (M and A)											
Motorways	5,730	5,856	6,094	6,151	6,433	6,577	6,683	6,633	6,503	6,570	7,140
Trunk A roads											
Urban *	892	916	938	922	966	928	942	952	945	951	973
Rural *	8,714	8,827	8,944	8,834	8,976	9,042	8,878	8,960	8,773	8,793	8,678
Total	9,605	9,743	9,882	9,756	9,942	9,970	9,820	9,913	9,719	9,744	9,651
Non-trunk A roads											
Urban *	4,541	4,499	4,604	4,551	4,595	4,505	4,493	4,530	4,522	4,471	4,395
Rural *	7,387	7,583	7,629	7,598	7,928	7,933	7,813	7,885	7,752	7,781	7,666
Total	11,927	12,083	12,233	12,149	12,523	12,438	12,307	12,415	12,273	12,252	12,061
All A roads											
Urban *	5,433	5,416	5,541	5,473	5,561	5,433	5,435	5,482	5,467	5,422	5,368
Rural *	16,100	16,410	16,573	16,431	16,904	16,975	16,692	16,845	16,525	16,574	16,345
Total	21,533	21,826	22,114	21,904	22,465	22,408	22,127	22,327	21,992	21,996	21,713
All major roads	**27,262**	**27,682**	**28,209**	**28,055**	**28,898**	**28,986**	**28,810**	**28,961**	**28,495**	**28,565**	**28,853**
Minor roads (B, C and unclassified)											
B roads											
Urban *	1,321	1,332	1,334	1,336	1,312	1,335	1,315	1,283	1,246	1,250	1,254
Rural *	2,489	2,490	2,549	2,589	2,647	2,734	2,748	2,661	2,660	2,577	2,502
Total	3,809	3,822	3,883	3,925	3,959	4,069	4,063	3,944	3,906	3,827	3,756
C roads											
Urban *	783	790	791	798	810	832	825	1,036	1,001	1,006	1,011
Rural *	1,534	1,536	1,570	1,589	1,630	1,717	1,725	1,681	1,676	1,626	1,591
Total	2,317	2,326	2,361	2,387	2,440	2,549	2,550	2,718	2,677	2,632	2,603
Unclassified roads											
Urban *	5,931	5,989	5,987	6,034	6,147	6,301	6,254	5,906	5,731	5,761	5,802
Rural *	2,215	2,219	2,266	2,317	2,676	2,762	2,792	2,690	2,678	2,606	2,536
Total	8,146	8,208	8,253	8,351	8,823	9,062	9,046	8,596	8,409	8,366	8,338
All minor roads											
Urban *	8,034	8,111	8,111	8,168	8,269	8,468	8,394	8,225	7,978	8,016	8,067
Rural *	6,238	6,245	6,385	6,495	6,952	7,212	7,266	7,033	7,014	6,809	6,630
All minor roads	**14,272**	**14,356**	**14,496**	**14,663**	**15,221**	**15,680**	**15,659**	**15,258**	**14,992**	**14,825**	**14,696**
All roads											
Motorways	5,730	5,856	6,094	6,151	6,433	6,577	6,683	6,633	6,503	6,570	7,140
Urban *	13,467	13,527	13,653	13,641	13,830	13,901	13,829	13,708	13,445	13,438	13,434
Rural *	22,338	22,655	22,958	22,926	23,857	24,187	23,957	23,878	23,539	23,383	22,974
All roads	**41,535**	**42,038**	**42,705**	**42,718**	**44,119**	**44,666**	**44,470**	**44,219**	**43,488**	**43,390**	**43,549**

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, 2012

	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]	5,285	27	65	954	809	7,140	0	**7,140**	*16.4*
Trunk A roads - urban [2]	754	4	8	140	65	972	1	**973**	*2.2*
Trunk A roads - rural [2]	6,549	63	89	1,202	769	8,674	5	**8,678**	*19.9*
Non-trunk A roads - urban [2]	3,613	18	96	512	134	4,372	23	**4,395**	*10.1*
Non-trunk A roads - rural [2]	5,970	58	104	1,098	420	7,649	17	**7,666**	*17.6*
All major roads	**22,170**	**171**	**363**	**3,906**	**2,198**	**28,807**	**45**	**28,853**	**66.3**
Minor roads (B, C and unclassified)									
Urban roads [2]	6,551	56	172	1,054	106	7,939	128	**8,067**	*18.5*
Rural roads [2]	5,056	63	50	1,161	163	6,493	136	**6,630**	*15.2*
All minor roads	**11,606**	**120**	**222**	**2,216**	**268**	**14,432**	**264**	**14,696**	**33.7**
All roads									
Motorways	5,285	27	65	954	809	7,140	0	**7,140**	*16.4*
Urban roads [2]	10,918	78	276	1,706	305	13,283	152	**13,434**	*30.8*
Rural roads [2]	17,575	184	244	3,462	1,351	22,816	158	**22,974**	*52.8*
All roads	**33,777**	**290**	**585**	**6,121**	**2,466**	**43,239**	**310**	**43,549**	**100.0**
Percentage of all vehicles	*77.6*	*0.7*	*1.3*	*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

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
									million vehicle kilometres		
Major roads (M and A)											
Cars	21,760	21,922	22,308	22,060	22,610	22,392	22,221	22,496	21,998	21,986	22,170
Two wheeled motor vehicles	175	204	194	181	176	187	190	196	181	181	171
Buses	340	331	284	285	299	308	320	329	353	352	363
Light goods vehicles	2,928	3,079	3,168	3,261	3,459	3,689	3,690	3,684	3,701	3,816	3,906
Heavy goods vehicles	2,014	2,105	2,218	2,234	2,315	2,378	2,349	2,210	2,217	2,184	2,198
All motor vehicle traffic	27,217	27,641	28,172	28,021	28,859	28,953	28,770	28,916	28,449	28,518	28,807
Pedal cycles	45	41	37	34	39	32	40	45	46	47	45
All traffic on major roads	**27,262**	**27,682**	**28,209**	**28,055**	**28,898**	**28,986**	**28,810**	**28,961**	**28,495**	**28,565**	**28,853**
Minor roads (B, C and unclassified)											
Cars	11,367	11,307	11,366	11,418	11,857	12,153	12,136	11,895	11,593	11,592	11,606
Two wheeled motor vehicles	117	124	115	132	126	139	125	125	109	114	120
Buses	289	315	309	300	310	342	310	306	298	257	222
Light goods vehicles	1,901	1,997	2,115	2,200	2,303	2,436	2,455	2,343	2,406	2,306	2,216
Heavy goods vehicles	394	406	397	404	406	403	402	347	333	298	268
All motor vehicle traffic	14,067	14,148	14,301	14,453	15,000	15,473	15,427	15,016	14,740	14,567	14,432
Pedal cycles	205	208	195	210	221	207	232	243	253	258	264
All traffic on minor roads	**14,272**	**14,356**	**14,496**	**14,663**	**15,221**	**15,680**	**15,659**	**15,258**	**14,992**	**14,825**	**14,696**
All roads											
Cars	33,127	33,228	33,674	33,478	34,466	34,545	34,357	34,391	33,591	33,578	33,777
Two wheeled motor vehicles	292	327	309	313	302	326	315	322	290	295	290
Buses	630	646	593	586	609	650	630	635	650	609	585
Light goods vehicles	4,828	5,076	5,283	5,460	5,761	6,125	6,145	6,027	6,107	6,122	6,121
Heavy goods vehicles	2,408	2,511	2,615	2,637	2,721	2,781	2,751	2,557	2,550	2,482	2,466
All motor vehicle traffic	41,285	41,789	42,474	42,475	43,859	44,426	44,197	43,932	43,189	43,085	43,239
Pedal cycles	250	249	232	243	260	240	273	287	298	305	310
All traffic on all roads	**41,535**	**42,038**	**42,705**	**42,718**	**44,119**	**44,666**	**44,470**	**44,219**	**43,488**	**43,390**	**43,549**

Source: Department for Transport - Not National Statistics

Table 5.4 Traffic on major roads (by class / type) and on minor roads, by Council, 2012[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	-	156	108	254	85	602	701	1,303
Aberdeenshire	-	5	856	29	702	1,592	1,093	2,686
Angus	10	-	343	83	294	730	346	1,075
Argyll & Bute	-	-	351	28	304	683	183	866
Clackmannanshire	-	-	-	32	140	172	151	323
Dumfries & Galloway	650	11	591	52	310	1,613	314	1,927
Dundee City	-	181	4	166	8	360	511	871
East Ayrshire	119	-	236	33	267	655	345	999
East Dunbartonshire	-	-	-	106	91	197	332	529
East Lothian	-	-	349	30	185	563	269	833
East Renfrewshire	205	-	-	97	88	390	354	744
Edinburgh, City of	316	-	384	619	310	1,629	1,249	2,879
Eilean Siar*	-	-	-	-	144	144	59	203
Falkirk	528	-	49	229	170	976	545	1,521
Fife	239	49	532	268	684	1,771	1,029	2,800
Glasgow, City of	1,452	-	-	727	30	2,209	1,266	3,475
Highland	-	73	1,455	8	500	2,036	516	2,552
Inverclyde	-	18	54	130	56	256	252	509
Midlothian	-	7	132	46	200	385	259	644
Moray	-	28	237	27	157	449	262	711
North Ayrshire	-	14	295	88	110	507	237	744
North Lanarkshire	842	287	284	360	246	2,019	1,216	3,235
Orkney Islands	-	-	-	-	77	77	54	131
Perth & Kinross	378	-	918	72	478	1,846	368	2,215
Renfrewshire	404	-	203	152	107	866	483	1,349
Scottish Borders	-	17	369	27	431	843	322	1,165
Shetland Islands	-	-	-	-	138	138	62	200
South Ayrshire	-	-	379	103	124	605	346	951
South Lanarkshire	1,085	114	130	243	455	2,026	560	2,586
Stirling	241	-	229	100	344	913	262	1,175
West Dunbartonshire	-	15	191	139	56	401	239	639
West Lothian	671	-	-	150	376	1,197	512	1,709
Scotland	**7,140**	**973**	**8,678**	**4,395**	**7,666**	**28,853**	**14,696**	**43,549**

*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]

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											million vehicle kilometres
Trunk roads [2]											
Aberdeen City	268	281	286	275	286	265	264	253	255	258	263
Aberdeenshire	825	852	847	844	866	840	820	829	822	824	861
Angus	298	293	300	292	341	319	339	334	346	344	353
Argyll & Bute	349	344	353	344	360	358	356	359	352	353	351
Dumfries & Galloway	1,260	1,230	1,236	1,258	1,241	1,299	1,302	1,290	1,274	1,270	1,252
Dundee City	171	173	186	184	187	187	179	182	180	178	186
East Ayrshire	339	357	363	312	361	372	357	364	355	354	354
East Lothian	324	344	361	378	390	409	372	359	354	355	349
East Renfrewshire	116	118	124	116	154	177	175	181	172	208	205
Edinburgh, City of	651	670	683	688	682	714	686	725	677	712	700
Falkirk	503	503	542	534	560	571	567	550	531	537	577
Fife	824	837	866	822	870	889	868	879	848	839	820
Glasgow, City of	1,214	1,206	1,277	1,300	1,330	1,349	1,391	1,385	1,370	1,397	1,452
Highland	1,465	1,476	1,464	1,468	1,503	1,525	1,519	1,556	1,530	1,535	1,528
Inverclyde	74	76	80	78	80	78	76	75	72	72	71
Midlothian	142	142	141	141	142	142	140	141	135	136	140
Moray	281	278	280	283	270	277	272	269	263	264	265
North Ayrshire	248	256	272	276	319	326	330	326	318	317	309
North Lanarkshire	1,096	1,100	1,134	1,133	1,114	1,143	1,166	1,154	1,161	1,129	1,414
Perth & Kinross	1,339	1,296	1,336	1,345	1,381	1,379	1,345	1,332	1,299	1,324	1,296
Renfrewshire	551	590	611	616	627	620	639	628	611	616	607
Scottish Borders	379	386	389	392	400	400	383	390	382	388	386
South Ayrshire	376	401	398	385	387	393	379	381	384	384	379
South Lanarkshire	977	1,088	1,121	1,095	1,142	1,130	1,169	1,197	1,162	1,163	1,329
Stirling	442	457	459	466	501	513	505	499	481	478	470
West Dunbartonshire	191	188	191	195	199	189	191	209	204	205	206
West Lothian	632	658	675	687	682	688	711	700	682	675	671
Total trunk roads	**15,335**	**15,599**	**15,976**	**15,906**	**16,375**	**16,548**	**16,504**	**16,546**	**16,222**	**16,313**	**16,791**
Local authority roads											
Aberdeen City	1,064	1,072	1,081	1,081	1,141	1,126	1,115	1,075	1,053	1,039	1,040
Aberdeenshire	1,809	1,836	1,836	1,852	1,964	1,993	1,994	1,933	1,894	1,859	1,825
Angus	680	690	695	704	734	747	758	752	740	731	722
Argyll & Bute	515	527	526	515	551	552	548	541	532	526	516
Clackmannanshire	291	290	294	297	307	313	317	331	328	327	323
Dumfries & Galloway	660	672	685	686	711	723	719	708	700	693	676
Dundee City	680	678	679	685	698	719	722	703	687	688	685
East Ayrshire	623	625	633	639	702	686	682	672	665	660	645
East Dunbartonshire	532	536	540	537	545	556	547	547	534	533	529
East Lothian	463	464	473	478	499	509	508	503	501	498	484
East Renfrewshire	494	494	500	497	565	571	577	568	558	549	539
Edinburgh, City of	2,250	2,260	2,289	2,285	2,306	2,326	2,271	2,253	2,207	2,190	2,179
Eilean Siar*	179	186	186	176	208	209	205	206	203	202	203
Falkirk	877	887	897	902	931	953	950	955	949	952	944
Fife	1,887	1,906	1,939	1,949	1,987	2,022	2,023	2,015	2,000	2,000	1,980
Glasgow, City of	2,078	2,091	2,107	2,117	2,130	2,159	2,135	2,100	2,053	2,039	2,022
Highland	985	1,001	1,012	1,022	1,053	1,070	1,078	1,067	1,055	1,044	1,024
Inverclyde	442	444	455	452	460	468	465	458	447	443	438
Midlothian	469	476	482	486	498	507	509	520	517	517	504
Moray	422	428	434	438	457	466	467	460	451	444	446
North Ayrshire	451	453	461	445	463	466	462	456	452	450	435
North Lanarkshire	1,807	1,812	1,833	1,831	1,869	1,906	1,894	1,871	1,840	1,829	1,822
Orkney Islands	129	128	128	128	136	137	137	137	135	133	131
Perth & Kinross	896	927	931	928	960	972	958	960	945	933	918
Renfrewshire	718	727	734	741	755	769	769	755	748	745	742
Scottish Borders	752	768	777	776	801	812	813	808	798	792	779
Shetland Islands	190	194	195	198	205	206	206	203	202	202	200
South Ayrshire	565	567	573	576	595	600	607	602	595	590	572
South Lanarkshire	1,223	1,206	1,223	1,240	1,311	1,333	1,298	1,294	1,282	1,273	1,258
Stirling	679	693	699	709	736	749	743	735	732	720	705
West Dunbartonshire	411	415	418	425	436	439	439	438	429	431	434
West Lothian	976	989	1,013	1,015	1,031	1,055	1,051	1,046	1,034	1,042	1,038
Total LA roads	**26,200**	**26,439**	**26,729**	**26,811**	**27,745**	**28,118**	**27,966**	**27,673**	**27,266**	**27,077**	**26,757**

*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]

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											million vehicle kilometres
All roads											
Aberdeen City	1,333	1,353	1,367	1,357	1,427	1,391	1,379	1,329	1,308	1,297	1,303
Aberdeenshire	2,634	2,688	2,683	2,697	2,830	2,834	2,814	2,762	2,716	2,683	2,686
Angus	978	983	995	996	1,076	1,066	1,097	1,086	1,086	1,076	1,075
Argyll & Bute	864	871	879	858	911	910	904	900	884	879	866
Clackmannanshire	291	290	294	297	307	313	317	331	328	327	323
Dumfries & Galloway	1,920	1,902	1,920	1,944	1,952	2,021	2,021	1,998	1,974	1,963	1,927
Dundee City	852	850	866	869	885	906	902	885	867	865	871
East Ayrshire	962	982	997	951	1,062	1,057	1,039	1,037	1,020	1,014	999
East Dunbartonshire	532	536	540	537	545	556	547	547	534	533	529
East Lothian	787	808	834	856	889	918	880	862	855	852	833
East Renfrewshire	610	612	624	613	719	747	752	749	730	757	744
Edinburgh, City of	2,901	2,929	2,972	2,973	2,988	3,040	2,957	2,978	2,885	2,902	2,879
Eilean Siar*	179	186	186	176	208	209	205	206	203	202	203
Falkirk	1,380	1,390	1,439	1,436	1,492	1,524	1,517	1,505	1,479	1,489	1,521
Fife	2,712	2,743	2,805	2,770	2,856	2,911	2,891	2,894	2,848	2,839	2,800
Glasgow, City of	3,293	3,296	3,384	3,417	3,460	3,508	3,527	3,485	3,423	3,435	3,475
Highland	2,449	2,477	2,477	2,490	2,556	2,595	2,597	2,623	2,586	2,580	2,552
Inverclyde	516	520	535	530	539	545	541	533	519	515	509
Midlothian	611	618	624	627	640	649	649	661	652	653	644
Moray	703	706	715	722	727	743	739	729	714	708	711
North Ayrshire	699	709	733	720	781	792	792	782	770	766	744
North Lanarkshire	2,903	2,911	2,968	2,964	2,983	3,049	3,060	3,025	3,001	2,959	3,235
Orkney Islands	129	128	128	128	136	137	137	137	135	133	131
Perth & Kinross	2,235	2,223	2,267	2,273	2,340	2,351	2,303	2,292	2,244	2,257	2,215
Renfrewshire	1,269	1,316	1,345	1,357	1,382	1,389	1,408	1,382	1,359	1,362	1,349
Scottish Borders	1,131	1,154	1,166	1,168	1,201	1,212	1,196	1,198	1,180	1,180	1,165
Shetland Islands	190	194	195	198	205	206	206	203	202	202	200
South Ayrshire	941	968	971	962	981	992	987	983	979	974	951
South Lanarkshire	2,200	2,294	2,343	2,335	2,453	2,462	2,468	2,491	2,444	2,436	2,586
Stirling	1,121	1,149	1,158	1,175	1,237	1,262	1,248	1,234	1,213	1,198	1,175
West Dunbartonshire	601	604	608	620	635	629	630	646	634	637	639
West Lothian	1,608	1,647	1,688	1,702	1,713	1,742	1,761	1,747	1,716	1,717	1,709
Total all roads	**41,535**	**42,038**	**42,705**	**42,718**	**44,119**	**44,666**	**44,470**	**44,219**	**43,488**	**43,390**	**43,549**

*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, 2012

Description	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
A74(M) J18 to 19	24,000	26,851	28,500	31,290	30,988	34,558	35,907	36,637	33,127	33,103	29,247	26,104
M8 Bishopton	21,461	23,777	24,650	23,423	25,284	24,450	23,909	26,114	24,196	24,790	24,714	21,938
M8 Harthill	47,505	50,988	51,541	50,391	53,085	52,659	51,784	55,496	48,335			35,047
M9 Linlithgow	24,706	28,147	29,032	27,997	30,156	28,830	27,822	30,172	28,885	29,300	29,260	24,118
M73 Gartcosh	35,629	40,955	42,071	41,466	43,405	42,455	41,623	45,195	43,781	44,911	43,189	36,853
M74 J9	27,497	27,652	29,620					32,741	27,883	32,462	31,834	28,133
M80 Bankhead		31,807	31,175	32,405	34,430	34,576	34,808	37,136	35,736	35,023	33,555	27,712
M90 Kelty				28,971	30,821	32,192	32,397	34,233	32,367	31,657	30,827	27,232
A1 Grantshouse	6,434	7,254	7,653	8,516	8,425	9,310	9,772	9,867	8,783	8,512	7,635	7,101
A7 Langholm	2,920	3,189	3,392	3,349	3,522	3,627	3,620	3,720	3,626	3,572	3,459	3,113
A9 Berridale	1,372	1,591	1,754	1,904	2,078	2,313	2,213					1,463
A9 Blackford	19,949	22,829	23,944	25,034	25,774	25,814	26,430	27,872	26,704	26,160	24,406	21,138
A9 Dornoch	4,419	5,008	5,526	5,775	6,343	6,681	6,843	7,166	6,331	5,901	5,469	4,784
A9 Tomatin	6,302	7,378	7,819	8,808	9,301	10,048	9,965		9,482	9,222	7,886	7,192
A68 Jedburgh			5,600	5,816	6,102	6,310	6,252	6,641	6,093	5,766	5,482	4,709
A68 Pathhead	7,994	8,602	9,090	9,223	9,790	10,258	9,796	10,741	9,910	9,788	9,291	7,854
A75 Carsluith	3,652	3,974	4,353	4,847	4,816	5,068	5,289	5,557	4,990	4,697	4,194	3,722
A75 Southeast of A751		6,004	6,342	6,530	6,799	6,906	7,010	7,137	6,720	6,223		
A76 Mennock	2,433	2,711	2,804	3,016	3,106	3,099	3,083	3,365	3,077	2,905	2,730	2,410
A77 Glen App	2,758	3,044	3,413	3,661	3,629	3,682	3,921	4,061	3,681	3,662	3,227	2,979
A77 Kilmarnock	22,064	24,338	26,021	26,394	28,079	26,986	26,964	29,215	26,592	26,223	25,190	22,648
A78 Loans	13,539	13,874	14,700	14,084	14,624	14,033	13,653	14,239	13,919	14,398	12,960	11,621
A80 Cumbernauld	58,715	64,985	68,770	67,075	69,798	69,345	68,979	73,485	70,636	71,453	68,924	59,530
A82 Ballachulish	2,726	3,306	3,568	4,615	5,337	6,274	5,852	6,370	5,180	4,256	3,204	2,818
A82 Spean Bridge	1,836	2,000	2,557	3,704	4,101	5,319			3,641	3,246	2,409	1,945
A83 Ardrishaig	2,079	2,333	2,523	2,734	2,928	3,045	3,016	3,157	2,756	2,604	2,412	2,068
A85 Riverside Dundee	9,752	15,861	16,505	15,386	15,701	15,519	15,367	16,939	16,811	16,080	16,417	14,565
A87 Broadford	1,919	2,264	2,598	3,215	3,693	4,110	4,206	4,637	3,657	2,957	2,432	2,060
A87 Kyle of Lochalsh	1,966	2,366	2,680	3,266	3,819	4,292	4,285	4,790	3,650			2,093
A90 Stonehaven	15,551	17,604	17,934	27,284	28,479	28,487	28,374	29,931	28,951	29,531	28,708	25,907
A90 Bridge of Don	12,459	16,663	17,492	16,936	17,378	17,285	16,922	18,282	17,420	17,440	17,621	15,590
A96 Forres	9,134	10,486	10,947	10,994	11,500	11,670	11,762	12,306	11,488	11,272	11,246	9,845
A702 Fulford	9,849	10,879	11,170	10,948	11,710	11,478	11,128	12,429	11,369	11,591	11,329	9,873
A720 Dreghorn	67,375	74,358	77,203	75,699	78,186	78,105	76,137	82,667	79,057	78,897	77,074	67,141
A737 Lochside	18,615	21,350	21,126	19,681	22,434	21,401	21,402	22,617	21,001	21,397	20,117	14,665
A835 Aultguish	804		1,359	1,602	1,919	2,096	2,211	2,334	1,830	1,523	1,245	1,061
A977 Kincardine	4,060	4,505	4,668	4,437	4,708	4,741	4,384	4,817	4,691	4,613	4,794	4,024

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: 2012 [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	30,902	36,637	32,955	37,899			2,270	2,321	2,615	2,669
M8 Bishopton	2	24,059	26,114	26,165	27,949	16%	17%	2,100	2,398	2,204	2,384
M8 Harthill	3	50,170	55,496	55,630	60,442	11%	12%	4,271	4,862	4,123	4,550
M9 Linlithgow	4	28,190	30,172	31,694	33,131	9%	9%	2,718	3,209	2,666	3,052
M73 Gartcosh	5	41,685	45,195	47,261	50,297	13%	15%	3,701	4,333	4,006	4,601
M80 Bankhead	6	33,758	37,136	35,751	38,670	-	-	2,685	2,769	2,952	3,068
M90 Kelty	7	31,286	34,233	32,404	34,761	9%	11%	2,403	2,394	2,733	2,805
A1 Grantshouse	8	8,284	9,867	8,547	9,922	15%	19%	654	638	719	716
A7 Langholm	9	3,426	3,720	3,672	3,898	27%	29%	310	330	316	333
A9 Berridale	10	1,806		1,931		12%	14%	156	163	163	170
A9 Blackford	11	24,672	27,872	25,932	28,673			1,888	1,895	2,121	2,161
A9 Dornoch	12	5,863	7,166	6,228	7,405	10%	12%	478	497	541	563
A9 Tomatin	13	8,453		8,853		11%	13%	678	688	737	751
A68 Jedburgh	14	5,882	6,641	6,102	6,786	5%	6%	464	454	524	530
A68 Pathhead	15	9,362	10,741	9,929	11,175	9%	10%	761	772	837	872
A75 Carsluith	16	4,598	5,557	4,896	5,710	28%	31%	374	386	397	410
A75 Southeast of A751	17	6,712	7,137	7,224	7,573			502	536	596	618
A76 Mennock	18	2,891	3,365	3,132	3,470			237	250	262	277
A77 Glen App	19	3,483	4,061	3,590	4,102	18%	20%	292	303	343	339
A77 Kilmarnock	20	25,876	29,215	27,195	30,195	8%	9%	2,082	2,210	2,334	2,438
A78 Loans	21	13,873	14,239	15,066	15,041	3%	4%	1,265	1,440	1,356	1,464
A82 Ballachulish	22	4,461	6,370	4,314	6,003	16%	18%	383	358	426	399
A82 Spean Bridge	23	3,084		3,167				272	270	299	297
A83 Ardrishaig	24	2,638	3,157	2,855	3,288	-	-	234	252	252	267
A85 Riverside Dundee	25	15,430	16,939	16,604	18,047	4%	4%	1,404	1,563	1,435	1,532
A87 Broadford	26	3,148	4,637	3,334	4,716			278	289	298	309
A87 Kyle of Lochalsh	27	3,307	4,790	3,474	4,845	5%	6%	299	307	316	328
A90 Stonehaven	28	25,796	29,931	28,289	32,137			2,403	2,750	2,245	2,459
A90 Bridge of Don	29	17,143	18,282	18,299	19,512	8%	9%	1,392	1,536	1,514	1,612
A96 Forres	30	11,097	12,306	11,873	12,964			921	978	1,019	1,068
A702 Fulford	31	11,146	12,429	12,043	13,179	4%	5%	1,029	1,155	1,047	1,135
A737 Lochside	32	20,512	22,617	21,643	23,621	6%	7%	1,651	1,794	1,866	1,966
A835 Aultguish	33	1,749	2,334	1,783	2,281	9%	11%	178	177	176	177
A977 Kincardine	34	4,536	4,817	4,860	5,079	8%	10%	357	379	431	458
A720 Dreghorn	35	75,697	82,667	81,989	87,977	11%	13%	6,313	6,883	6,752	7,197
A80 Cumbernauld	36	67,416	73,485	73,621	78,933	-	-	5,838	6,509	6,238	6,786
M74 J9	37	29,454	32,741	31,670	33,850			2,142	2,191	2,300	2,364

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	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
A74(M) J18 to J19	1	31,462	31,831	31,793	32,156	33,066	31,870	31,910	31,047	31,164	30,902
M8 Bishopton	2	22,505	25,091	24,684	24,845	27,800	25,357	24,838	24,563	24,186	24,059
M8 Harthill	3	51,105	51,557	52,566	51,567	51,628	54,463	55,589	55,911	53,629	50,170
M9 Linlithgow	4	39,595	39,238	41,064	41,117	..	30,324	26,070	28,706	..	28,190
M73 Gartcosh	5	36,044	36,417	30,347	39,480	41,711	39,042	38,597	35,666	36,786	41,685
M80 Bankhead	6	15,656	..	..	..	..	..	..	..	..	33,758
M90 Kelty	7	29,749	29,585	30,703	26,511	..	30,787	32,832	32,304	29,572	31,286
A1 Grantshouse	8	7,756	7,994	8,255	8,554	8,989	8,659	8,845	8,616	8,446	8,284
A7 Langholm	9	3,542	3,577	3,576	3,604	3,573	3,456	3,336	3,434	3,434	3,426
A9 Berridale	10	1,838	2,044	1,950	1,967	2,193	1,947	2,089	1,938	1,603	1,806
A9 Blackford	11	25,356	27,494	25,356	25,870	26,888	25,901	24,690	23,671	24,098	24,672
A9 Dornoch	12	5,113	5,648	5,461	5,499	5,766	5,633	5,743	5,721	5,922	5,863
A9 Tomatin	13	7,917	7,287	7,840	8,717	9,110	9,043	8,987	8,850	8,725	8,453
A68 Jedburgh	14	6,977	7,202	6,900	6,929	7,139	5,845	5,860	5,530	5,668	5,882
A68 Pathhead	15	10,864	11,772	11,732	10,932	11,927	8,888	8,919	8,354	9,204	9,362
A75 Carsluith	16	4,560	4,745	4,820	4,827	4,924	4,771	4,849	4,724	4,658	4,598
A75 Southeast of A751	17	6,212	6,618	6,256	6,620	6,904	6,830	6,770	6,792	6,830	6,712
A76 Mennock	18	3,074	3,255	3,136	3,108	3,166	3,324	3,147	3,054	2,947	2,891
A77 Glen App	19	2,968	3,017	3,170	3,076	3,579	3,027	2,805	3,520	3,423	3,483
A77 Kilmarnock	20	24,904	24,656	24,690	27,470	27,984	27,520	27,069	26,763	26,172	25,876
A78 Loans	21	15,473	16,532	16,566	15,682	16,093	15,767	15,295	15,074	14,542	13,873
A82 Ballachulish	22	4,800	6,093	4,879	4,581	4,696	4,609	4,772	4,625	4,504	4,461
A82 Spean Bridge	23	3,456	3,564	3,493	3,436	3,524	3,185	3,629	3,351	3,289	3,084
A83 Ardrishaig	24	2,772	2,833	2,805	2,779	2,792	..	..	..	..	2,638
A85 Riverside Dundee	25	18,052	19,335	18,904	18,921	18,854	18,299	17,581	16,129	16,992	15,430
A87 Broadford	26	2,311	2,525	3,088	3,066	1,610	2,188	3,417	3,227	3,235	3,148
A87 Kyle of Lochalsh	27	3,100	4,106	3,383	3,396	3,678	3,437	3,577	3,367	3,088	3,307
A90 Stonehaven	28	24,088	24,904	24,743	24,921	26,045	26,427	26,778	26,907	26,704	25,796
A90 Bridge of Don	29	17,246	16,964	16,750	17,291	17,686	17,339	17,308	17,860	16,875	17,143
A96 Forres	30	10,541	11,342	11,047	11,276	11,317	11,277	11,309	11,416	11,075	11,097
A702 Fulford	31	9,781	10,495	9,901	10,479	10,939	11,875	11,295	10,334	..	11,146
A737 Lochside	32	22,276	23,189	22,638	20,469	21,439	21,764	21,755	21,528	21,199	20,512
A835 Aultguish	33	1,515	1,689	1,610	1,596	1,623	1,545	1,628	1,246	1,788	1,749
A977 Kincardine	34	14,973	15,163	15,184	15,870	15,264	13,723	4,583	4,370	4,436	4,536
A720 Dreghorn	35	..	76,551	76,308	78,386	80,448	78,179	79,936	77,735	74,858	75,697
A80 Cumbernauld	36	..	60,897	61,936	64,599	65,409	64,885	63,830	..	..	67,416
M74 J9	37	..	33,402	33,977	33,490	35,065	33,716	28,620	34,060	33,020	29,454

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 Car drivers' journeys[1] - whether delayed by traffic congestion[2] and, if so, how much time was lost [3]: 2012

	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	90.1	0.7	3.5	2.4	1.4	0.8	0.7	0.2	9.8	*9,836*
by purpose of journey:										
Commuting	82.4	0.6	5.5	4.8	3.3	1.5	1.5	0.3	17.5	*2,550*
Business	84.3	-	5.4	3.2	2.0	3.7	1.1	0.3	15.7	*242*
Education	90.5	1.1	3.5	3.1	0.1	1.4	0.2	-	9.4	*389*
Shopping	95.1	0.7	2.1	1.2	0.6	0.1	0.1	-	4.8	*1,929*
Visit hospital or other health	90.2	1.0	1.6	0.9	2.1	2.4	0.9	0.8	9.8	*193*
Other personal business	95.5	0.3	3.4	-	-	-	0.7	0.1	4.5	*409*
Visit friends or relatives	93.0	0.2	3.2	1.5	1.1	0.3	0.3	0.3	6.8	*1,138*
Eating / drinking	97.6	0.0	-	1.3	-	1.1	-	-	2.4	*124*
Sport / entertainment	92.5	0.6	3.4	1.7	0.5	0.8	0.4	-	7.5	*471*
Holiday/day trip [4]	…	…	…	…	…	…	…	…	…	*89*
Other	93.1	2.6	1.7	0.7	0.7	0.4	0.3	0.5	6.9	*492*
Escort	91.9	-	2.9	2.4	-	1.5	1.3	-	8.1	*153*
Go home	92.8	0.8	3.0	1.5	0.6	0.4	0.4	0.5	7.2	*1,518*
Just go for a walk	96.1	2.2	1.2	-	0.5	-	-	-	3.9	*139*
by day of the week:										
Monday	89.4	0.4	3.8	2.6	2.1	0.6	0.7	0.4	10.5	*1,715*
Tuesday	89.5	0.7	3.1	2.9	1.6	0.7	1.3	0.3	10.5	*1,722*
Wednesday	87.5	0.7	3.4	3.3	1.9	1.4	1.1	0.6	12.4	*1,764*
Thursday	89.4	0.7	4.5	2.0	1.3	1.4	0.6	0.1	10.6	*1,371*
Friday	88.0	1.0	4.6	3.1	1.6	0.8	0.6	0.3	11.9	*1,203*
Saturday	93.5	1.2	3.0	0.8	0.7	0.5	0.1	-	6.3	*736*
Sunday	96.3	0.2	1.3	1.5	0.3	0.2	0.1	-	3.7	*1,325*
Weekday journeys - by start time:										
midnight to 6:59 a.m.	94.9	-	1.0	1.2	0.8	0.2	1.0	1.1	5.1	*259*
7:00 to 7:59 a.m.	80.6	1.9	3.8	5.5	2.7	2.4	2.5	0.6	19.4	*507*
8:00 to 8:59 a.m.	79.0	0.4	7.9	6.2	3.3	2.5	0.5	-	20.9	*668*
9:00 to 9:59 a.m.	90.8	0.4	3.9	1.8	1.7	0.7	0.2	0.5	9.1	*418*
10:00 to 10:59 a.m.	93.6	0.9	2.3	1.8	0.7	0.3	0.2	-	6.1	*460*
11:00 to 11:59 a.m.	97.6	-	1.6	0.5	0.4	-	-	-	2.4	*480*
noon to 12:59 p.m.	93.7	0.2	2.7	1.3	0.6	1.1	0.4	-	6.3	*511*
1:00 to 1:59 p.m.	95.5	1.0	1.6	1.5	0.1	0.2	-	-	4.4	*437*
2:00 to 2:59 p.m.	93.6	1.2	2.4	1.0	1.2	0.2	0.4	-	6.4	*587*
3:00 to 3:59 p.m.	92.1	0.8	3.8	1.1	0.6	0.3	0.8	0.4	7.9	*619*
4:00 to 4:59 p.m.	78.9	1.8	6.7	5.1	2.4	1.8	2.4	0.8	20.9	*744*
5:00 to 5:59 p.m.	80.0	0.5	7.0	5.7	3.3	1.3	1.8	0.4	19.9	*760*
6:00 to 6:59 p.m.	87.8	0.2	4.4	1.8	3.4	1.4	0.5	0.4	12.2	*462*
7:00 to 7:59 p.m.	97.4	-	1.0	0.5	-	-	0.7	0.4	2.6	*289*
8:00 to 8:59 p.m.	99.2	-	0.8	-	-	-	-	-	0.8	*228*
9:00 to 9:59 p.m.	99.5	-	-	-	0.5	-	-	-	0.5	*177*
10:00 to 11:59 p.m.	95.8	-	1.5	1.1	1.2	-	-	0.4	4.2	*169*
Weekend journeys - by start time:										
Before 7am[4]	…	…	…	…	…	…	…	…	…	*31*
7am to 9:30am	90.6	3.0	6.5	-	-	-	-	-	9.5	*180*
After 9:30am to before 12noon	96.9	0.4	1.6	0.6	-	0.4	-	-	3.1	*390*
12noon to 2 pm	94.4	-	2.4	1.7	0.1	0.7	0.2	-	5.2	*527*
After 2pm to before 4:30pm	95.1	1.8	1.0	1.0	0.9	0.3	-	-	4.9	*384*
4:30pm to before 6:30pm	92.1	0.3	3.2	2.6	1.3	0.2	0.4	-	7.9	*279*
6:30pm onwards	98.2	-	0.3	0.5	1.0	-	-	-	1.9	*270*
by type of area in which driver lives:										
Large urban areas	87.2	1.0	4.2	3.2	2.2	1.0	0.9	0.1	12.7	*2,561*
Other urban areas	90.4	0.7	4.1	1.9	1.2	0.9	0.5	0.2	9.5	*2,941*
"Accessible" small towns	91.4	0.5	2.7	2.7	0.8	0.6	0.8	0.3	8.5	*1,036*
"Remote" small towns	97.4	-	2.1	0.1	-	-	-	0.4	2.6	*652*
"Accessible" rural areas	91.2	0.3	2.7	2.4	1.4	0.7	1.0	0.2	8.8	*1,314*
"Remote" rural areas	94.1	0.6	1.5	1.7	0.5	0.4	0.3	0.9	5.9	*1,323*

1 This information is obtained from the Scottish Household Survey Travel Diary questions about the (stages of) journey 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 5.9a: Percentage of car/van stages delayed by traffic congestion 2004-2012

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Driver congestion	11.9	11.6	12.7	14.3	13.1	11.0	10.5	11.2	9.9
Sample size (=100%)	*14,463*	*13,780*	*14,011*	*9,264*	*9,324*	*8,679*	7580	*8,314*	*9,836*

Table 5.9b Percentage of bus stages where passenger experienced delay 2004-2012

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Service Bus	8.9	9.5	8.9	12.5	14.4	9.9	12.3	10.5	11.1
Sample size (=100%)	*2,752*	*2,548*	*2,726*	*1,674*	*1,724*	*1,456*	1311	*1,439*	*1,541*

Table 5.10 Petrol and diesel consumption of road vehicles

	2004	2005 [2]	2006 [2]	2007 [2]	2008 [2]	2009 [2]	2010 [2]	2011 [2]
								thousands of tonnes
by type of vehicle								
Buses	146.7	160.5	161.9	176.2	176.2	177.8	180.4	168.0
Diesel cars	356.6	474.2	518.4	553.3	605.8	616.5	613.5	631.5
Petrol cars	1,651.1	1,359.1	1,323.0	1,259.1	1,171.4	1,127.7	1,054.0	994.3
Motorcycles	9.3	11.1	10.6	11.4	11.0	11.3	10.1	10.2
Heavy Goods Vehicles	693.5	650.6	682.2	707.3	730.9	683.3	688.3	668.8
Diesel Light Goods Vehicles	456.8	365.3	380.2	403.4	407.6	401.0	407.5	411.4
Petrol Light Goods Vehicles	48.9	32.7	32.9	30.3	27.1	24.6	22.5	20.8
Total	**3,363.0**	**3,053.6**	**3,109.2**	**3,141.1**	**3,129.9**	**3,042.1**	**2,976.2**	**2,904.9**
by Council area [1]								
Aberdeen City	73.5	89.9	94.2	92.1	91.8	86.9	85.0	82.5
Aberdeenshire	201.0	180.8	189.8	190.2	188.5	182.0	177.8	171.9
Angus	72.3	69.8	74.6	74.5	74.9	72.7	72.4	70.1
Argyll & Bute	85.7	59.2	59.9	59.8	59.3	57.5	56.3	55.0
Clackmannanshire	13.3	18.8	19.3	19.7	19.9	19.6	19.4	18.7
Dumfries & Galloway	222.4	167.1	168.8	175.7	175.6	166.9	165.4	162.4
Dundee City	42.7	60.1	60.9	62.0	62.1	60.1	58.5	57.1
East Ayrshire	74.8	77.8	75.8	75.4	74.5	73.2	71.2	69.4
East Dunbartonshire	39.3	36.9	37.3	38.0	37.8	37.2	36.0	35.0
East Lothian	62.0	60.7	61.5	63.0	61.2	58.3	57.1	55.7
East Renfrewshire	43.2	54.7	49.2	49.8	50.8	49.8	48.7	47.4
Edinburgh, City of	178.6	213.1	213.5	216.0	214.0	211.6	205.0	199.4
Eilean Siar*	19.8	11.9	13.3	13.3	12.9	13.1	13.2	13.0
Falkirk	107.4	105.6	109.9	112.1	111.6	108.2	105.4	103.7
Fife	188.7	179.3	184.2	187.1	185.9	180.8	176.1	171.7
Glasgow, City of	273.9	241.8	243.3	243.9	244.9	236.7	231.7	227.8
Highland	241.5	167.7	172.6	174.4	173.6	173.2	170.4	167.4
Inverclyde	29.1	35.1	35.5	35.4	35.2	34.0	32.7	31.5
Midlothian	50.7	43.4	44.4	44.9	44.8	43.7	42.5	41.8
Moray	56.4	47.1	48.3	49.2	49.1	48.2	47.1	45.8
North Ayrshire	56.7	51.3	52.2	51.8	51.9	50.2	49.1	47.9
North Lanarkshire	230.6	218.8	221.9	223.9	224.5	217.8	214.2	205.9
Orkney Islands	16.7	8.5	9.0	9.1	9.1	8.9	8.9	8.6
Perth & Kinross	204.3	173.0	175.7	178.2	174.8	169.8	165.0	164.1
Renfrewshire	110.2	95.6	97.2	97.2	98.2	94.4	91.9	89.9
Scottish Borders	103.8	78.1	80.0	80.5	80.2	78.4	76.8	75.1
Shetland Islands	18.6	12.4	12.7	12.8	12.8	12.3	12.1	11.7
South Ayrshire	71.3	65.4	66.6	67.4	67.1	65.7	64.8	63.0
South Lanarkshire	236.1	195.7	199.8	202.5	201.9	196.7	192.3	187.9
Stirling	83.1	79.9	82.5	84.2	83.1	80.1	78.4	75.7
West Dunbartonshire	36.1	40.3	40.9	40.5	40.5	40.3	39.3	38.6
West Lothian	119.1	113.6	114.5	116.7	117.5	114.0	111.8	109.1
Total	**3,363.0**	**3,053.6**	**3,109.2**	**3,141.1**	**3,129.9**	**3,042.1**	**2,976.2**	**2,904.9**

*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

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.

Key points

- **There were 174 people killed in road accidents in 2012, 11 (6%) less than the previous year and the lowest since current records began more than 50 years ago.**
- **There were 1,974 people recorded as seriously injured in road accidents in 2012, 97 (5%) more than in 2011.**
- **Three quarters of casualties in 2012 were car users or pedestrians. Sixty per cent of casualties were car users and 16 per cent were pedestrians. Motorcycles and pedal cycles accounted for 7 per cent each.**

2. Main Points

Accidents

2.1 There were 9,747 injury road accidents reported in 2012, 231 (2%) fewer than 2011. The number of reported accidents has been falling over the past ten years, and in 2012 was 32% lower than in 2002 and the lowest figure since current records began in 1970. There were 160 fatal accidents in 2012: 15 (9%) less than in 2011. The reported number of accidents in which someone was seriously injured, but no-one died rose by 3% to 1,730 and the number of reported slight accidents (7,857) was 273 (3%) fewer than the previous year. *(Table 6.1)*

2.2 In 2012, over one third of all reported injury road accidents (3,604: 37%) 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 (97: 61%), partly because speeds tend to be higher on non-built up roads than on built up roads. There was a small decrease in accidents on non-built up roads (down by less than 1%) between 2011 and 2012 compared to a reduction in accidents on built up roads of 3%. *(Table 6.1)*

2.3 The long term trends in the number of injury road accidents reported between 2002 and 2012 varied between the Police Force divisions across Scotland, ranging from a 5% fall (Aberdeen City) to a 43% fall (Fife). 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 16,485 vehicles involved in reported injury road accidents in 2012. Three-quarters of them were cars (12,182: 74%); pedal cycles were the next vehicle type most often involved in accidents (930: 6%), though motorcycles and light goods vehicles are a similar proportion. *(Table 6.3)* Up until 2010, the number of motorcycles involved was higher than the number of pedal cycles but since then there has been a fall in motorcycle traffic and an increase in pedal cycle traffic. *The number of vehicles involved in accidents should always be considered alongside the traffic estimates in Chapter 5. For example there was an increase of 21 per cent in the numbers of pedal cycles involved in injury accidents between 2008 and 2012, however, over the same*

period it was estimated that the distance cycled increased by 14 per cent (see chapter 5 table 5.3).

Casualties

2.5 174 people were killed in road accidents in 2012, 11 (6%) less than the previous year and the lowest since current records began more than 50 years ago. This was 40% less than the 2004-08 average, the time period used as the baseline for Scotland's Road Safety Framework. *(Table 6.4)* Further analysis of progress against the Road Safety Framework Targets can be found in Reported Road Casualties Scotland.

2.6 There were 1,974 people recorded as seriously injured in road accidents in 2012, 97 (5%) more than in 2011, but 24% less than the 2004-08 average and the third lowest figure since records of the numbers of serious injuries began in 1950. 10,528 people were recorded as slightly injured in 2012, 187 (2%) fewer than in 2011, and the lowest number since 1950. There were a total of 12,676 casualties in 2012, 101 (1%) lower than in 2011. (*Table 6.4*)

2.7 In the context of the total volume of traffic on the roads in Scotland, the 12,676 total casualties recorded represented 29.11 casualties per 100 million vehicle kilometres. The Road Safety Framework also monitors the numbers of slight injuries per 100 million vehicle kilometres. The 10,528 people who were recorded as slightly injured in 2012 represented 24.18 casualties per 100 million vehicle-kilometres. This was 26% below the overall slight casualty rate for the 2004-08 baseline period for Scotland's Road Safety Framework. *(Table 6.4)*

Child casualties

2.8 There were 1,164 reported child casualties in 2012, representing 9% of the total number of casualties of all ages. There were 2 child fatalities, 194 children were seriously injured (40% less than the 2004-08 average), and 968 were classified as slightly injured. Due to the relatively small number of child fatalities, these are monitored using a three year average to remove the effect of year on year fluctuations. In the three years to 2012, there was an average of 4 child fatalities. The number of child serious casualties fell by 9 (4%) between 2011 and 2012. Slight casualties were down by 138 or 12%. *(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 2.39 casualties per thousand population in 2012. The casualty rate for children (0-15 years) was 1.27 per thousand population. However, the child and young adult pedestrian casualty rates (0.57 per thousand population) was almost double the pedestrian casualty rate for adults (0.29). The young persons' (16-24 years) casualty rate in 2012 was 4.56 per thousand population, just under twice the rate for all ages. The young persons' casualty rate in cars (3.19 per thousand population) was almost double the rate for adults aged 25-59 (which was 1.62 per thousand population). The 16-24 age group also had higher pedestrian and motor cycle casualty rates than older people. Further information about the mid-year population estimates used to calculate these rates can be found at the General Register Office for Scotland here http://www.gro-scotland.gov.uk/statistics/theme/population/estimates/mid-year/2012/list-of-tables.html *(Table 6.5)*

2.10 The cost of all road accidents (including damage only non-injury accidents) in 2012 is estimated at £1,160 million at 2012 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 launched in June 2009. It set out the vision for road safety in Scotland, the main priorities 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 assessed 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 monitored 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 Casualties Scotland* 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 Analysis of alternative data sources for road casualties statistics in Scotland were included in an Article 3 of Reported Road Casualties 2011. An article on undercounting of road casualties was also included.

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

6. Other data sources

Within Scottish Transport Statistics:

Chapter 2 – Road transport vehicles
Chapter 4 – Road network
Chapter 5 – Road traffic

Other Transport Scotland statistics publications:

Reported Road Casualties Scotland provides more detailed tables and analysis of the 2012 data.

Key Reported Road Casualties Scotland will be published in June 2014 providing provisional headline figures for 2013.

Department for Transport produce Reported Road Casualties Great Britain as well as estimates of accident costs and drink drive.

Non Official Statistics sources

Transport Scotland

Scotland's Road Safety Framework sets out the policy for road safety in Scotland.

Eurostat compile data for road safety from EU countries, see chapter 12 for more details.

World Health Organisation produce road safety figures for a number of countries world wide.

Table 6.1 Reported accidents by type of road and severity

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Built up roads											
Fatal	71	85	90	76	83	71	82	56	56	61	63
Serious	1,528	1,389	1,232	1,224	1,264	1,136	1,277	1,033	925	952	982
Fatal and Serious	1,599	1,474	1,322	1,300	1,347	1,207	1,359	1,089	981	1,013	1,045
Slight	7,586	7,271	7,386	7,087	6,850	6,575	6,105	5,902	5,360	5,341	5,098
All severities	9,185	8,745	8,708	8,387	8,197	7,782	7,464	6,991	6,341	6,354	6,143
Non-built up roads											
Fatal	203	216	193	188	210	184	163	140	133	114	97
Serious	1,156	1,106	1,099	1,028	993	913	965	966	788	721	748
Fatal and Serious	1,359	1,322	1,292	1,216	1,203	1,097	1,128	1,106	921	835	845
Slight	3,799	3,850	3,919	3,835	3,710	3,628	3,567	3,460	3,033	2,789	2,759
All severities	5,158	5,172	5,211	5,051	4,913	4,725	4,695	4,566	3,954	3,624	3,604
All roads											
Fatal	274	301	283	264	293	255	245	196	189	175	160
Serious	2,684	2,495	2,331	2,252	2,257	2,049	2,242	1,999	1,713	1,673	1,730
Fatal and Serious	2,958	2,796	2,614	2,516	2,550	2,304	2,487	2,195	1,902	1,848	1,890
Slight	11,385	11,121	11,305	10,922	10,560	10,203	9,672	9,362	8,393	8,130	7,857
All severities	14,343	13,917	13,919	13,438	13,110	12,507	12,159	11,557	10,295	9,978	9,747

Table 6.2 Reported accidents by police force division and local authority area

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Aberdeen City	**398**	**366**	**369**	**431**	**393**	**408**	**514**	**445**	**350**	**364**	**378**
Aberdeenshire & Moray	**757**	**734**	**735**	**772**	**715**	**807**	**886**	**885**	**740**	**655**	**656**
Aberdeenshire	585	556	558	606	552	632	692	687	599	518	530
Moray	172	178	177	166	163	175	194	198	141	137	126
Tayside	**1,168**	**1,047**	**1,072**	**977**	**1,021**	**927**	**931**	**909**	**741**	**750**	**741**
Angus	363	271	315	306	280	284	286	232	192	220	202
Dundee City	359	316	326	270	332	253	270	281	219	237	226
Perth & Kinross	446	460	431	401	409	390	375	396	330	293	313
Argyll & West Dunbartonshire	**533**	**545**	**545**	**550**	**535**	**469**	**436**	**455**	**436**	**376**	**344**
Argyll & Bute	290	316	299	323	310	268	288	282	275	231	211
West Dunbartonshire	243	229	246	227	225	201	148	173	161	145	133
Forth Valley	**746**	**759**	**683**	**657**	**701**	**675**	**680**	**634**	**538**	**545**	**567**
Clackmannanshire	97	106	86	83	102	88	85	77	69	64	84
Falkirk	344	349	308	310	285	297	310	303	240	261	269
Stirling	305	304	289	264	314	290	285	254	229	220	214
Dumfries & Galloway	**425**	**447**	**440**	**497**	**443**	**475**	**419**	**388**	**360**	**319**	**318**
Ayrshire	**943**	**891**	**934**	**853**	**807**	**766**	**698**	**706**	**576**	**653**	**579**
East Ayrshire	313	272	308	261	256	240	230	215	201	204	173
North Ayrshire	330	319	353	308	280	264	248	225	177	230	205
South Ayrshire	300	300	273	284	271	262	220	266	198	219	201
Greater Glasgow	**2,491**	**2,435**	**2,430**	**2,271**	**2,197**	**2,052**	**1,901**	**1,761**	**1,581**	**1,537**	**1,521**
East Dunbartonshire	222	184	192	190	186	149	141	147	141	140	114
East Renfrewshire	132	171	152	127	138	119	109	103	104	116	97
Glasgow City	2,137	2,080	2,086	1,954	1,873	1,784	1,651	1,511	1,336	1,281	1,310
Lothians & Scottish Borders	**1,395**	**1,365**	**1,368**	**1,370**	**1,304**	**1,180**	**1,257**	**1,152**	**1,083**	**993**	**1,027**
East Lothian	224	204	215	206	217	210	193	174	199	159	169
Midlothian	230	243	231	233	236	210	221	207	193	177	215
Scottish Borders	450	442	456	448	371	336	383	363	307	274	263
West Lothian	491	476	466	483	480	424	460	408	384	383	380
Edinburgh	**1,656**	**1,465**	**1,548**	**1,405**	**1,445**	**1,330**	**1,285**	**1,192**	**1,179**	**1,180**	**1,163**
Highlands & Islands	**744**	**800**	**799**	**784**	**747**	**738**	**702**	**724**	**574**	**567**	**593**
Eilean Siar	48	59	49	41	41	44	60	39	42	34	28
Highland	628	678	680	657	621	626	586	616	475	488	513
Orkney Islands	40	32	34	40	40	27	36	27	27	13	22
Shetland Islands	28	31	36	46	45	41	20	42	30	32	30
Fife	**740**	**719**	**754**	**701**	**677**	**606**	**576**	**588**	**556**	**448**	**421**
Renfrewshire & Inverclyde	**676**	**752**	**681**	**640**	**654**	**631**	**565**	**458**	**485**	**509**	**473**
Inverclyde	198	224	196	172	199	206	195	146	165	155	136
Renfrewshire	478	528	485	468	455	425	370	312	320	354	337
Lanarkshire	**1,671**	**1,592**	**1,561**	**1,530**	**1,471**	**1,443**	**1,309**	**1,260**	**1,096**	**1,082**	**966**
North Lanarkshire	804	796	777	791	750	754	639	664	585	569	512
South Lanarkshire	867	796	784	739	721	689	670	596	511	513	454
Scotland	**14,343**	**13,917**	**13,919**	**13,438**	**13,110**	**12,507**	**12,159**	**11,557**	**10,295**	**9,978**	**9,747**

Note: Detailed figures for casualties by local authority area can be found in Reported Road Casualties Scotland table B

Table 6.3 Reported vehicles involved by type of vehicle

	2002	2003	2004	2006	2007	2008	2009	2010	2011	2012
Pedal cycle	852	840	794	801	740	768	821	810	855	930
Motor cycle[1]	1,200	1,153	1,033	1,091	1,109	1,050	1,038	859	828	888
Car	18,194	17,726	17,718	16,398	15,585	15,061	14,580	12,804	12,394	12,182
Taxi	504	487	477	474	413	367	391	355	387	333
Minibus	114	111	109	87	74	65	79	57	52	54
Bus/coach	1,059	1,069	1,131	979	836	796	697	611	616	517
Light goods	858	795	976	923	924	918	760	752	783	803
Heavy goods	999	929	800	697	643	654	554	546	464	453
Other	374	348	365	509	480	541	469	447	365	325
Total	24,154	23,458	23,403	21,959	20,804	20,220	19,389	17,241	16,744	16,485

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
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	13,573	16,239	30.39
2008	20	279	299	1,390	1,689	270	2,575	2,845	12,747	15,592	28.66
2009	5	253	258	1,215	1,473	216	2,288	2,504	12,540	15,044	28.36
2010	4	223	227	1,150	1,377	208	1,969	2,177	11,161	13,338	25.66
2011	7	203	210	1,106	1,316	185	1,877	2,062	10,715	12,777	24.69
2012	2	194	196	968	1,164	174	1,974	2,148	10,528	12,676	24.18
Per cent change: 2012 on 2004-08 average	-87	-40	-42	-42	-42	-40	-24	-26	-26	-26	-26

1. Including those casualties whose age was not known.

Table 6.5 Reported casualties by mode of transport and age group, 2012

	Numbers						Rates per 1,000 population				
	age not known	Children 0-15	Young Persons 16-24	Adults 25-59	Older Adults 60+	Total	Children 0-15	Young Persons 16-24	Adults 25-59	Older Adults 60+	Total
Pedestrian	2	519	357	728	363	1,969	.57	.57	.29	.29	.37
Pedal cycle	1	121	123	602	54	901	.13	.20	.24	.04	.17
Motorcycle	0	8	200	608	49	865	.01	.32	.24	.04	.16
Car	2	450	2,008	4,083	1,104	7,647	.49	3.19	1.62	.88	1.44
Taxi	0	4	28	101	32	165	.00	.04	.04	.03	.03
Minibus	0	0	9	39	21	69	.00	.01	.02	.02	.01
Bus/Coach	0	43	40	191	165	439	.05	.06	.08	.13	.08
Light goods	0	9	66	257	20	352	.01	.10	.10	.02	.07
Heavy goods	0	4	9	115	12	140	.00	.01	.05	.01	.03
Other[1]	0	6	29	82	12	129	.01	.05	.03	.01	.02
Total	5	1,164	2,869	6,806	1,832	12,676	1.27	4.56	2.70	1.47	2.39

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 2012 prices
2002	68.2	752.4	619.3	1,439.8	416.7	1,856.5
2003	49.2	781.0	606.6	1,436.7	402.4	1,839.2
2004	39.4	729.6	582.2	1,351.1	402.0	1,753.1
2005	44.3	688.0	552.3	1,284.6	387.9	1,672.5
2006	38.5	719.7	558.7	1,316.8	378.5	1,695.4
2007	41.9	651.2	504.6	1,197.8	360.7	1,558.5
2008	42.1	621.0	539.4	1,202.5	349.4	1,551.9
2009	44.0	555.8	448.5	1,048.2	331.0	1,379.2
2010	28.8	509.3	408.9	947.0	296.1	1,243.1
2011	35.7	424.8	420.9	881.4	289.4	1,170.8
2012	28.8	420.3	428.5	877.6	281.9	1,159.5

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.

Key Points

- **There were 83 million passenger journeys on Scotrail services in 2012-13**
- **Scotland has 2,763kms of rail network and 349 stations.**
- **28% of respondents to the Scottish Household Survey had used the train in the last month in 2012.**

2. Main Points

Journeys & Trends

2.1 Passenger journeys on ScotRail services increased by 2.7% to 83.3 million in the 2012-13 financial year, an increase of 30% since 2004-05 *(Table 7.1)*.

2.2 Office of Rail Regulation (ORR) data has been revised since the publication of STS 2012. The revised data show there were 83.3 million rail passenger journeys originating in Scotland in the 2011-12 financial year. This was around 3.9 million (5%) more than the previous year. Following a fall in the early 1990's, passenger numbers increased in every year after 1994-95, to 64.9 million in 1999-2000. However, they fell by 0.1 million in 2000-01 due to the effects on rail services of the speed restrictions, imposed following the accident at Hatfield in October 2000 (e.g. the Edinburgh/Glasgow daytime frequency was halved for about two months, and some sleeper services did not run for about five months). There were falls of 0.2 million in 2001-02 and 0.6 million in 2002-03 due to the effects on services of the ScotRail drivers' pay dispute, including some one day strikes and a special timetable (involving a reduction of about a quarter in weekday services) from January to May 2002. Subsequently, patronage recovered, with increases from 2004-05 onwards. (*Table H1*). *(Table 7.2)*

2.3 ORR data also shows 3.8 million cross-border passenger journeys originating outwith Scotland in 2011-12, 0.1 million more than in 2010-11. Cross-border passenger journeys originating outwith Scotland had been increasing since 1994-95 (2.1 million),. However, they fell slightly in 2000-01 and 2002-03 due to the reasons referred to above. *(Table 7.3)*

2.4 Passenger revenue from journeys originating *in* Scotland was £393 million in 2011-12 of which cross-border journeys originating in Scotland accounted for £136 million *(Table 7.2).* A similar amount (£136m) of passenger revenue was generated from passenger journeys originating *outwith* Scotland and ending in Scotland. *(Table 7.3)*

Journey Stages & Distances

2.5 *Tables 7.4 to 7.8* show ORR passenger journeys. In 2011-12, 91% of the 87 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 2009-10 51% of passenger journeys to Aberdeen involved travelling distances of 100+ kms, 37% of journeys to Edinburgh were between 50 kms and 100 kms, and 29% of journeys to Glasgow were between 5 kms and 10 kms. Updates to this dataset are not currently available. *(Table 7.5)*

2.7 In 2011-12, there were 79.5 million passenger journeys, wholly within Scotland. Forty per cent of start and end points were in Glasgow and 12 per cent were in Edinburgh. There were 7.6 million cross border journeys starting or 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)*

2.8 Table 7.6c shows travel between Local Authorities in 2011-12 and previous years (replacing those published in previous versions of STS as the methodology has been revised). Of the journeys wholly within Scotland, 12 million (15%) start and finish in Glasgow. Over 6 million are made between Glasgow and North and South Lanarkshire. *(Table 7.6c)*

Stations

2.9 In 2011-12, Glasgow Central was the busiest national rail station in Scotland, with 27 million passenger journeys. Edinburgh Waverley was used by 23 million passengers, Glasgow Queen Street by 21 million, Paisley Gilmour Street by 3.6 million, Aberdeen by 3.2 million, Partick by 2.5 million, Stirling by 2.3 million, Haymarket by 2.1 million, Charing Cross by 2 million Dundee by 1.7 million and Ayr by 1.5 million. Including those already listed, there were 72 stations for which more than half a million passenger journeys each were recorded in the national ticketing system. *(Table 7.7)*

2.10 Of the stations in Scotland which have opened (or re-opened) since 1970 Exhibition Centre (1,318,000), Argyle Street (1,197,000), Bathgate (871,000), Livingston North (826,000), Dyce (678,000), Anderston (647,000), Edinburgh Park (646,000), South Gyle (514,000) and Bridgeton (489,000), had the largest passenger volumes in 2011-12. *(Table 7.8)*

Punctuality & Service

2.11 In 2012-13 93.0% of ScotRail services and 83.6% of Virgin trains arrived on time. 86.8% of Cross Country and 83.9% of East Coast were on time. For all GB long-distance operators it was 87.1% and for all GB regional operators it was 91.6%. *(Table 7.9)*

2.12 In 2012-13, 97.3% of ScotRail trains arrived within 10 minutes of the scheduled arrival time, 1.0% arrived 20 or more minutes late, and 1.4% were cancelled. *(Table 7.10)*

2.13 In 2012, 89% of ScotRail passengers were either *satisfied* or said *good* when asked their opinion of their overall journey. The equivalent figure was 87% for non-ScotRail passengers whose journeys started in Scotland and 86% for all GB regional operators and 88% for all GB long-distance operators. The table shows ScotRail passengers' ratings of 14 aspects of service: in 2012, there were 12 for which at least 75% of those surveyed were satisfied, or said good. *(Table 7.11)*

2.14 The Scottish Household Survey also collects data from Scottish households on satisfaction with rail services. In 2012, 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: 77%). 'Fares are good value' had the lowest agreement rate for trains with 51% of respondents doing so. *(Table 7.20)*

Rail Freight

2.15 In 2011-12, 7.6 million tonnes of freight was lifted in Scotland by rail, 9% less than the previous year, and half the level of the 2005-06 peak. Of all freight lifted in Scotland, 29% 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).

2.16 The amount of freight lifted in Scotland with a destination in Scotland increased by 50% between 2001-02 and a peak in 2007-08 and are currently 20 per cent below this level. In 2011-12, coal and other minerals accounted for 4.2 million tonnes (55%) of the freight lifted in Scotland. Dividing the number of tonne-kilometres by the number of tonnes gives an average length of haul of 199 kilometres for traffic remaining in Scotland, 332 kilometres for traffic to other parts of the UK, and 716 kilometres for traffic destined for outwith the UK. *(Table 7.12)*

2.17 A total of 1.07 million tonnes of freight lifted elsewhere in the UK was delivered in Scotland in 2011-12, along with 0.41 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 6%, from 6.90 million tonnes in 2010-11 to 6.51 million tonnes in 2011-12, the reduction is a result of a fall in freight lifted in the UK. *(Table 7.13)*

Railway Network

2.18 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)*

2.19 The number of passenger stations has increased from 336 in 2001-02 to 351 in 2011-12. *(Table 7.15)*

2.20 The local authorities which had the largest numbers of stations located in their areas in 2010 were Glasgow (61) and Highland (59). Two mainland councils did not have any stations in their areas: Midlothian and Scottish Borders. *(Table 7.16)*

Subway

2.21 On the Glasgow Subway, the number of passenger journeys has fallen 2 per cent between 2011-12 and 2012-13 and 13 per cent from a 2007-2008 peak. Passenger receipts (excluding other revenue) were £12.6 million in 2012-13, 11% less in cash terms, and 14% less in real terms, than in the previous year. *(Table 7.17)*

Accidents

2.22 The number of train accidents fell from 47 to 35 in 2012. Collisions with level crossings and other obstructions fell from 31 in 2011 to 29 in 2012. There were no deaths or injuries due to train accidents. There were 125 injuries occurring on railway premises which was half the number in 2002-03. (Table 7.18)

2.23 The total number of fatalities was 33, of which 27 were suicides and 6 were trespassers. (Table 7.19)

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 by local authority:*** Table 7.6a and Table 7.6b are taken from the ORR National Rail Statistics Regional Usage Chapter. Table 7.6c is calculated on a similar basis and replaces versions of the table included in earlier versions of STS as the new methodology corrects the allocation of multi-trip tickets between Edinburgh and Glasgow.

3.13 ***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).

Rail punctuality - Public Performance Measure

3.14 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).

3.15 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.

3.16 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

3.17 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.

3.18 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).

3.19 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

3.20 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.

3.21 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.

3.22 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.

3.23 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

3.24 *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.

3.25 ***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

3.26 ***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, to about 700 stations across GB, which are selected to be representative of the entire network, including about 50 stations in Scotland. A few shifts are also conducted on train. The questionnaires are distributed at different times of the day and across different days of the week. There are two survey periods per year: Spring and Autumn. The overall response rate is about 33%. The data are weighted to represent the passengers using each operator's services. Data is weighted by journey purpose, station size

and by weekend/weekday. 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: 0300 123 0837).

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).

6. Other data sources

Within Scottish Transport Statistics:
Chapter 11 - Personal Travel chapter (including travel to work)

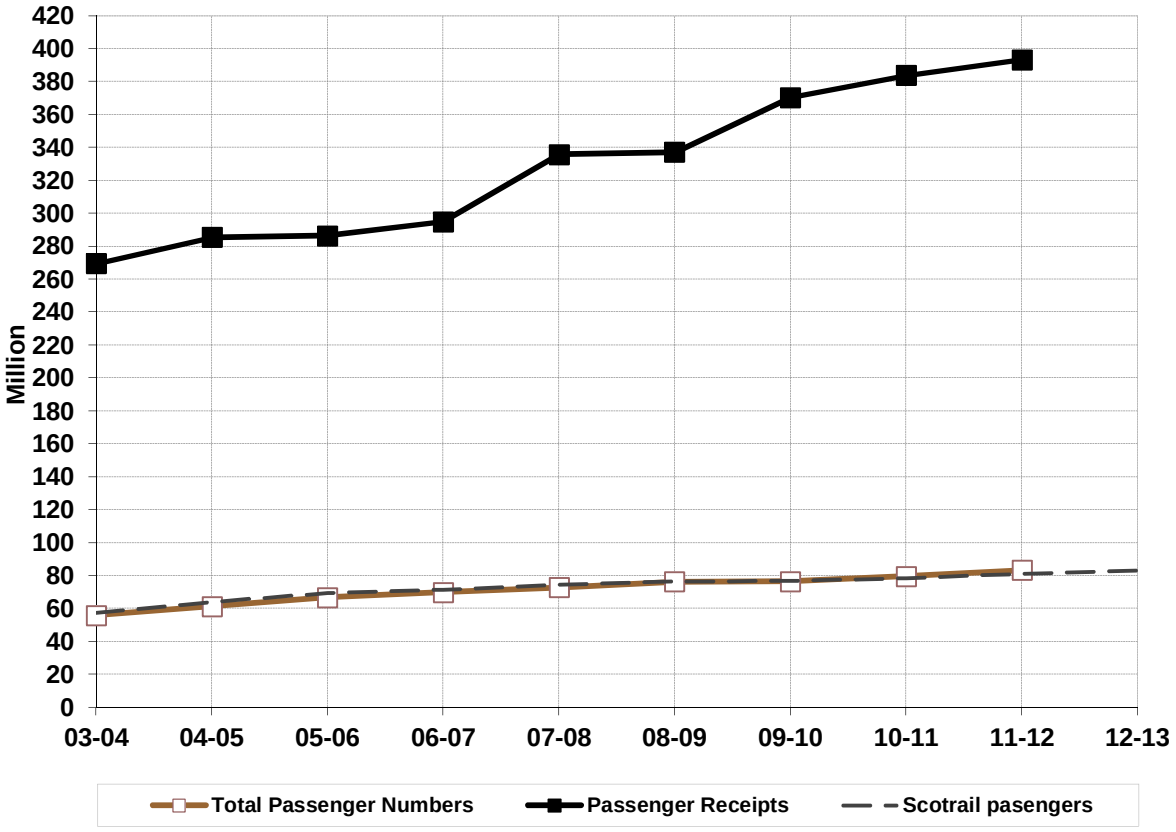
Other Transport Scotland Publications:
Transport and Travel in Scotland – includes more detailed analysis of SHS data, in particular:
Table 28 – Frequency of bus and train use
Tables 29 and 30 – Views on local buses and trains
Scottish Household Survey Travel Diary – includes detailed tables using the Travel Diary dataset, in particular:
Table 2 – journeys by mode of transport
Table 2a – journey distance by mode of transport
Table 4a – mode of transport by journey distance
Table 5a – distance summary statistics by mode of transport
SHS Local Authority Results – provides breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:
Table 16 – Proportion of journeys by mode of transport

Department for Transport publish the results of the National Rail Travel Survey which covers passenger journeys in Great Britain.

Office of Rail Regulation publish a range of statistics for GB including National Rail Trends, which includes a section on regional usage providing data at Scotland level (some of which is replicated in this chapter). There is also a Data Portal available through the ORR website.

Non Official Statistics sources include rail service providers.

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 Scotlanc

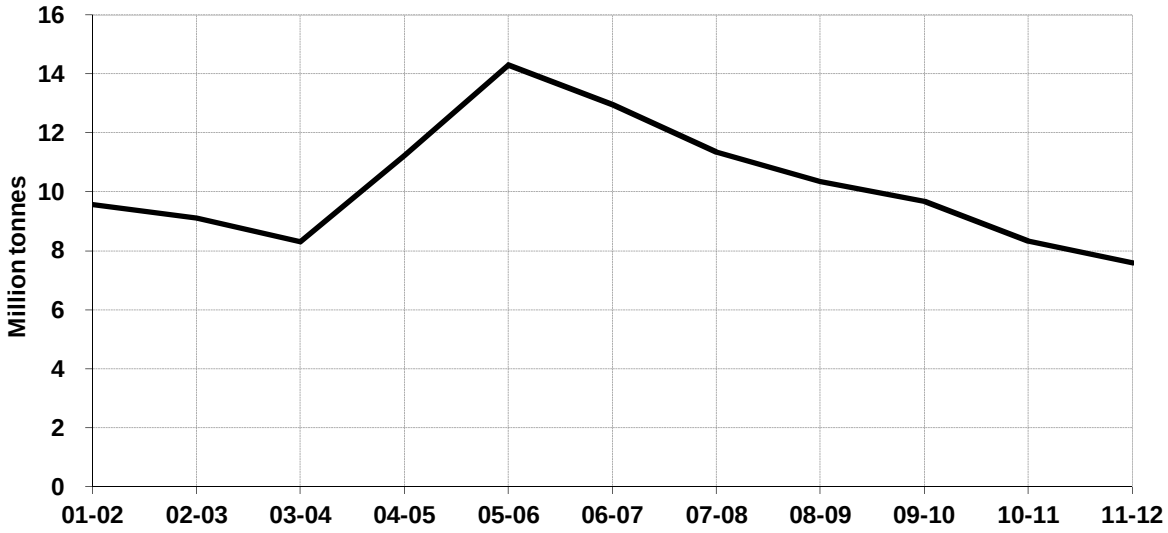


Table 7.1 ScotRail passenger services

			2002-03[2]	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
													million
Passenger journeys[1]	63.16	60.75	57.38	57.45	64.02	69.43	71.59	74.47	76.43	76.93	78.29	81.10	83.25
Passenger kilometres	1,939	1,969	1,944	2,020	2,162	2,283	2,338	2,426	2,516	2,533	2,642	2,682	2,713
Scheduled train kilometres[3]	36.40	37.76	37.12	37.11	36.90	37.64	38.55	38.70	39.17	40.70	41.87	43.80	44.40
Route kilometres operated	3,016	3,016	3,025	3,025	3,025	3,032	3,032	3,032	3,042	3,043	3,066	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 previously reported data to provide a more meaningful year on year comparison. Note that this has no impact on actual journeys undertaken. Passenger kms have also been adjusted to reflect this.
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	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02[3]	2002-03[3]	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
Passenger journeys																	*million*
Internal (journeys wholly within Scotland)																	
Full fare	17.6	17.3	18.1	18.0	18.1	18.3	17.8	17.2	18.4	19.7	21.1	22.3	23.8	24.1	24.0	24.7	25.5
Reduced fare	13.0	13.9	15.0	15.8	17.1	16.9	16.5	17.2	18.0	20.6	22.4	22.7	23.5	24.7	25.8	26.8	28.8
Season ticket	23.8	24.1	25.3	26.1	26.9	27.1	16.0	15.6	17.0	18.5	20.6	22.0	22.5	24.4	23.3	24.2	25.3
Total	**54.4**	**55.2**	**58.4**	**59.9**	**62.1**	**62.3**	**50.4**	**49.9**	**53.4**	**58.8**	**64.1**	**67.0**	**69.8**	**73.2**	**73.2**	**75.8**	**79.5**
Cross-border originating in Scotlan																	
Full fare	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2
Reduced fare	2.1	2.0	2.1	2.3	2.4	2.2	2.3	2.2	2.2	2.1	2.3	2.4	2.6	2.8	3.1	3.5	3.6
Season ticket	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	**2.3**	**2.3**	**2.4**	**2.6**	**2.7**	**2.5**	**2.6**	**2.4**	**2.5**	**2.5**	**2.6**	**2.8**	**2.9**	**3.1**	**3.3**	**3.7**	**3.8**
Total passenger traffic originating in Scotland																	
Full fare	17.8	17.5	18.3	18.3	18.4	18.6	18.1	17.4	18.7	20.0	21.4	22.6	24.1	24.3	24.2	24.9	25.7
Reduced fare	15.1	15.9	17.1	18.1	19.5	19.1	18.9	19.4	20.2	22.7	24.7	25.1	26.1	27.6	29.0	30.3	32.3
Season ticket	23.8	24.1	25.3	26.1	27.0	27.1	16.0	15.6	17.0	18.5	20.6	22.0	22.5	24.4	23.3	24.3	25.3
Total[5]	**56.7**	**57.5**	**60.7**	**62.5**	**64.9**	**64.8**	**53.0**	**52.4**	**55.9**	**61.3**	**66.7**	**69.8**	**72.7**	**76.3**	**76.5**	**79.4**	**83.3**
Passenger revenue																*£ million*	
Internal journeys	92.7	96.9	105.8	111.9	119.9	123.8	127.8	131.4	143.9	161.7	164.9	171.0	210.1	213.1	230.4	236.0	257.6
Cross-border journeys	50.7	50.8	55.4	60.6	63.8	59.4	64.5	60.5	63.8	64.9	68.9	77.5	84.9	94.8	106.1	128.8	135.8
Total	**143.4**	**147.7**	**161.2**	**172.5**	**183.7**	**183.3**	**192.3**	**191.8**	**207.7**	**226.6**	**233.8**	**248.4**	**295.0**	**307.9**	**336.5**	**364.9**	**393.4**
Total at constant prices[4]	226.2	227.5	240.8	249.1	261.2	253.1	261.0	256.0	269.5	285.5	286.4	295.0	335.8	337.1	370.4	383.8	393.4

Source: ORR - Not National Statistics

1. There is a series break between 2007-08 and 2008-09 due to a change in the methodology. From 2008-09 estimates of PTE travel (zone cards) are included.
2. Figures are lower than those for First ScotRail passenger journeys as changes of train are not taken into account in this series.
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	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
Passenger journeys											*million*
Full fare	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2
Reduced fare	2.3	2.2	2.2	2.1	2.3	2.4	2.5	2.8	3.1	3.5	3.6
Season ticket	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	**2.6**	**2.4**	**2.5**	**2.4**	**2.6**	**2.8**	**2.9**	**3.1**	**3.3**	**3.7**	**3.8**
Passenger revenue											*£ million*
Total	63.9	60.1	63.6	64.5	68.9	77.5	85.7	94.8	106.1	128.8	135.8
Total at constant prices [2]	86.8	80.2	82.5	81.3	84.4	92.0	97.6	103.8	116.8	135.5	135.8

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, 2011-12**

			Passenger journeys made using national rail tickets	Change since 1995-96
			thousands	*percentage*
All such passenger journeys to, from or within Scotland [2]			87,096	100.0%	77.9%
of which:					
within	Scotland [2]		79,515	91.3%	79.2%
to / from	England and Wales		7,580	8.7%	65.9%
of which:					
	to / from	London	2,046	2.3%	66.1%
	to / from	North West England	1,941	2.2%	132.1%
	to / from	North East England	1,576	1.8%	117.1%
	to / from	Yorkshire and the Humber	893	1.0%	66.5%
	to / from	West Midlands	279	0.3%	24.1%
	to / from	East England	277	0.3%	-1.9%
	to / from	South East	241	0.3%	-25.1%
	to / from	East Midlands	191	0.2%	30.1%
	to / from	South West	90	0.1%	-51.6%
	to / from	Wales	48	0.1%	-36.4%

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	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	% change 2011-12 on 2010-11
Aberdeen City	245	252	239	256	280	279	289	301	355	338	-4.7
Aberdeenshire	14	15	14	15	15	16	19	22	27	25	-7.1
Angus	41	39	39	38	38	42	43	44	50	46	-7.8
Argyll And Bute	19	22	22	22	29	31	29	32	33	33	0.0
Clackmannan	-	-	-	-	-	-	3	3	4	4	18.9
Dumfries And Galloway	280	296	321	341	330	339	337	347	372	392	5.6
Dundee City	151	150	146	145	148	158	163	170	194	192	-0.6
East Ayrshire	22	22	22	22	21	20	20	22	28	28	2.4
East Dunbartonshire	2	2	3	3	4	4	5	7	9	11	18.6
East Lothian	31	33	33	33	37	44	48	47	53	56	5.1
East Renfrewshire	2	2	2	2	2	2	3	4	5	5	6.2
Edinburgh, City Of	2,152	2,252	2,193	2,394	2,555	2,689	2,873	3,116	3,377	3,494	3.5
Falkirk	23	25	25	25	50	53	57	58	66	69	4.3
Fife	196	199	208	208	217	229	240	246	287	287	0.0
Glasgow City	61	65	59	52	1,288	1,336	1,421	1,624	1,873	1,928	2.9
Highland	145	143	136	143	139	147	146	148	166	151	-9.3
Inverclyde	19	21	21	21	21	20	19	20	24	22	-7.6
Moray	25	25	23	22	21	19	21	20	25	22	-10.4
North Ayrshire	24	25	26	25	26	25	26	29	34	32	-4.4
North Lanarkshire	93	93	87	89	95	96	101	96	107	106	-1.8
Perth And Kinross	57	60	59	59	63	67	72	79	87	86	-2.0
Renfrewshire	14	16	16	16	16	16	17	19	23	22	-4.4
South Ayrshire	33	32	35	35	36	35	34	37	41	41	-0.5
South Lanarkshire	10	11	12	11	12	14	15	18	24	24	1.0
Stirling	62	66	67	72	75	82	82	83	97	96	-0.6
West Dunbartonshire	5	6	6	6	7	7	7	8	9	10	7.5
West Lothian	25	26	27	30	32	35	38	40	50	59	18.2
Scotland Other[1]	1,110	1,115	1,044	1,129	0	0	0	0	0	0	-
Scotland Total	**4,862**	**5,015**	**4,887**	**5,216**	**5,558**	**5,807**	**6,129**	**6,641**	**7,419**	**7,580**	2.2

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://orr.gov.uk/__data/assets/pdf_file/0014/1940/regional-usage-profiles-odm-august-2013.pdf

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

Start/End points (thousands) on journeys within Scotland

To/From/Within	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	% change 2011-12 on 2010-11
Aberdeen City	1,755	1,870	1,963	2,187	2,401	2,646	2,770	2,873	3,191	3,510	10.0
Aberdeenshire	520	574	620	688	740	810	859	954	1,070	1,174	9.7
Angus	563	614	710	774	778	904	828	799	826	843	2.1
Argyll And Bute	841	953	991	1,070	1,405	1,417	1,769	1,716	1,763	1,788	1.4
Clackmannan	-	-	-	-	-	-	333	387	391	397	1.6
Dumfries And Galloway	264	296	320	342	330	332	364	375	399	404	1.3
Dundee City	1,058	1,173	1,296	1,375	1,348	1,448	1,480	1,500	1,532	1,539	0.5
East Ayrshire	746	750	824	820	803	773	808	842	1,043	1,166	11.8
East Dunbartonshire	2,335	2,533	2,902	3,223	3,354	3,472	3,858	3,788	3,920	4,101	4.6
East Lothian	1,061	1,130	1,185	1,300	1,367	1,609	1,788	1,801	1,781	1,884	5.8
East Renfrewshire	2,334	2,410	2,461	2,637	2,762	2,780	3,082	3,009	3,119	3,298	5.8
Edinburgh, City Of	12,259	13,204	14,945	15,426	15,899	16,723	18,195	19,781	20,291	18,526	-8.7
Falkirk	1,437	1,591	1,902	2,022	2,694	2,814	2,833	2,856	2,922	2,965	1.5
Fife	3,578	3,820	4,494	4,639	4,862	5,027	5,044	4,902	4,899	5,044	3.0
Glasgow City	16,054	19,154	21,021	23,574	49,819	51,843	58,953	61,182	63,527	64,204	1.1
Highland	1,219	1,371	1,391	1,468	1,558	1,672	1,815	1,918	2,009	2,164	7.7
Inverclyde	1,871	1,992	2,141	2,308	2,322	2,371	2,710	2,669	2,728	2,753	0.9
Moray	301	332	364	393	384	396	417	433	474	493	4.1
North Ayrshire	2,902	2,910	3,106	3,353	3,462	3,436	3,795	3,758	3,884	3,924	1.0
North Lanarkshire	4,794	5,210	5,759	6,423	6,833	6,965	7,724	7,598	7,910	8,528	7.8
Perth And Kinross	617	686	732	793	788	852	927	978	1,019	1,054	3.5
Renfrewshire	4,215	4,432	4,726	5,190	5,405	5,500	6,115	5,982	6,153	6,144	-0.2
South Ayrshire	2,144	2,149	2,364	2,554	2,651	3,081	3,340	3,162	3,214	3,153	-1.9
South Lanarkshire	4,084	4,444	5,025	5,835	6,419	6,799	7,583	7,556	7,973	8,508	6.7
Stirling	1,833	1,974	2,185	2,469	2,521	2,701	2,809	2,823	2,921	2,928	0.2
West Dunbartonshire	3,592	3,692	3,838	4,367	4,309	4,392	4,825	4,666	4,751	4,775	0.5
West Lothian	2,555	2,700	2,916	2,999	3,029	3,060	3,066	2,981	3,214	3,760	17.0
Scotland Other[2]	24,946	24,796	27,423	29,999	5,755	5,833	0	0	0	0	-
Scotland Total	**99,876**	**106,759**	**117,605**	**128,229**	**133,996**	**139,656**	**148,091**	**151,288**	**156,924**	**159,031**	1.3

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://orr.gov.uk/__data/assets/pdf_file/0014/1940/regional-usage-profiles-odm-august-2013.pdf

Table 7.6c Rail passenger journeys wholly within Scotland, using national rail tickets [1], by local authority areas [2, 3] of origin and destination, 2011-12 [4]

	Destination													
Origin	Aberdeen City	Aberdeen-shire	Angus	Argyll & Bute	Clackmannanshire	Dumfries & Galloway	Dundee City	East Ayrshire	East Dunbarton-shire	East Lothian	East Renfrew-shire	Edinburgh, City of	Falkirk	Fife
														thousands
Aberdeen City	418	459	116	1	0	1	77	1	2	2	0	200	7	39
Aberdeenshire	459	24	13	0	0	0	15	0	0	0	0	26	0	5
Angus	116	13	39	0	0	0	159	0	0	0	0	32	1	10
Argyll & Bute	1	0	0	125	0	0	1	1	5	0	1	20	1	1
Clackmannanshire	0	0	0	0		0	1	0	2	0	0	22	7	0
Dumfries & Galloway	1	0	0	0	0	60	1	10	0	0	1	38	0	1
Dundee City	77	15	159	1	1	1	2	0	1	2	0	168	5	96
East Ayrshire	1	0	0	1	0	10	0	93	2	0	18	9	1	0
East Dunbartonshire	2	0	0	5	2	0	1	2	62	1	5	70	7	1
East Lothian	2	0	0	0	0	0	2	0	1	30	0	842	5	11
East Renfrewshire	0	0	0	1	0	1	0	18	5	0	243	19	1	0
Edinburgh, City of	200	26	32	20	22	38	168	9	70	842	19	1,096	613	1,753
Falkirk	7	0	1	1	7	0	5	1	7	5	1	613	58	6
Fife	39	5	10	1	0	1	96	0	1	11	0	1,753	6	482
Glasgow, City of	171	15	18	546	76	70	82	401	1,714	28	1,253	1,862	532	60
Highland	105	12	2	5	0	1	9	0	2	1	0	102	3	9
Inverclyde	1	0	0	3	0	1	0	2	5	0	5	14	2	1
Moray	102	9	1	0	0	0	3	0	0	0	0	13	0	2
North Ayrshire	3	0	0	2	0	1	1	1	5	0	5	25	2	1
North Lanarkshire	3	0	0	9	1	1	1	3	34	2	11	343	21	4
Perth & Kinross	20	3	18	1	1	0	116	0	2	1	0	91	4	22
Renfrewshire	2	0	0	5	1	2	1	11	21	1	21	28	6	1
South Ayrshire	3	0	1	2	0	11	2	22	5	1	5	34	3	2
South Lanarkshire	1	0	0	6	1	1	1	4	30	1	50	55	3	1
Stirling	16	2	8	5	81	1	22	1	17	2	3	368	160	4
West Dunbartonshire	1	0	0	152	1	0	0	3	54	0	7	23	4	1
West Lothian	4	0	0	2	1	0	4	0	2	10	1	1,398	28	9
Scotland	**1,755**	**587**	**422**	**894**	**198**	**202**	**770**	**583**	**2,051**	**942**	**1,649**	**9,263**	**1,482**	**2,522**

	Destination													
	Glasgow, City of	Highland	Inverclyde	Moray	North Ayrshire	North Lanark-shire	Perth & Kinross	Renfrew-shire	South Ayrshire	South Lanark-shire	Stirling	West Dunbarton-shire	West Lothian	Scotland
														thousands
Aberdeen City	171	105	1	102	3	3	20	2	3	1	16	1	4	1,755
Aberdeenshire	15	12	0	9	0	0	3	0	0	0	2	0	0	587
Angus	18	2	0	1	0	0	18	0	1	0	8	0	0	422
Argyll & Bute	546	5	3	0	2	9	1	5	2	6	5	152	2	894
Clackmannanshire	76	0	0	0	0	1	1	1	0	1	81	1	1	198
Dumfries & Galloway	70	1	1	0	1	1	0	2	11	1	1	0	0	202
Dundee City	82	9	0	3	1	1	116	1	2	1	22	0	4	770
East Ayrshire	401	0	2	0	1	3	0	11	22	4	1	3	0	583
East Dunbartonshire	1,714	2	5	0	5	34	2	21	5	30	17	54	2	2,051
East Lothian	28	1	0	0	0	2	1	1	1	1	2	0	10	942
East Renfrewshire	1,253	0	5	0	5	11	0	21	5	50	3	7	1	1,649
Edinburgh, City of	1,862	102	14	13	25	343	91	28	34	55	368	23	1,398	9,263
Falkirk	532	3	2	0	2	21	4	6	3	3	160	4	28	1,482
Fife	60	9	1	2	1	4	22	1	2	1	4	1	9	2,522
Glasgow, City of	11,968	101	733	12	1,037	3,201	140	1,909	610	3,390	452	1,405	318	32,102
Highland	101	606	1	65	1	1	35	1	2	1	14	2	2	1,082
Inverclyde	733	1	272	0	13	10	0	275	10	17	2	7	1	1,376
Moray	12	65	0	33	0	0	2	0	0	0	1	0	0	247
North Ayrshire	1,037	1	13	0	357	11	1	228	236	19	3	9	1	1,962
North Lanarkshire	3,201	1	10	0	11	312	2	42	14	148	18	40	30	4,264
Perth & Kinross	140	35	0	2	1	2	24	1	2	1	37	1	1	527
Renfrewshire	1,909	1	275	0	228	42	1	266	156	62	8	23	2	3,072
South Ayrshire	610	2	10	0	236	14	2	156	428	16	5	6	2	1,577
South Lanarkshire	3,390	1	17	0	19	148	1	62	16	389	5	46	5	4,254
Stirling	452	14	2	1	3	18	37	8	5	5	206	4	17	1,464
West Dunbartonshire	1,405	2	7	0	9	40	1	23	6	46	4	596	3	2,388
West Lothian	318	2	1	0	1	30	1	2	2	5	17	3	38	1,880
Scotland	**32,102**	**1,082**	**1,376**	**247**	**1,962**	**4,264**	**527**	**3,072**	**1,577**	**4,254**	**1,464**	**2,388**	**1,880**	**79,515**

Source: ORR - Not National Statistics

1. Based on ticket sales from central ticketing system (therefore excludes journeys made using zonecards)
2. In this table a journey between two local authorities is only counted once.
3. The table does not show the local authority areas which do not contain any stations
4. Total passenger figures have not been adjusted to reflect ScotRail's revised methdology and are therefore not comparable with ScotRail passenger figures.

Note: Previous versions of this table for the years 2008-09 to 2010-11 can be found in the STS no 32 Excel datasets here
http://www.transportscotland.gov.uk/analysis/statistics/publications/scottish-transport-statistics-previous-editions

Table 7.7 Passenger journeys to and from the main stations in Scotland: 2011-12[1, 2, 3, 4]

Rank		*thousands*	Rank		*thousands*
1	Glasgow Central	26,639	51	Edinburgh Park	646
2	Edinburgh	22,585	52	Troon	644
3	Glasgow Queen Street	20,930	53	Coatbridge Sunnyside	643
4	Paisley Gilmour Street	3,641	54	Singer	630
5	Aberdeen	3,170	55	Dunfermline	608
6	Partick	2,494	56	Kilmarnock	588
7	Stirling	2,261	57	Blairhill	568
8	Haymarket	2,072	58	Garrowhill	553
9	Charing Cross (Glasgow)	2,047	59	Balloch	553
10	Dundee	1,723	60	Clarkston	551
11	Ayr	1,523	61	Queen's Park (Glasgow)	546
12	Hyndland	1,475	62	Greenock West	544
13	Exhibition Centre Glasgow	1,318	63	Hairmyres	542
14	Motherwell	1,301	64	Bearsden	534
15	Johnstone	1,262	65	Crossmyloof	531
16	Helensburgh Central	1,210	66	Blantyre	527
17	Argyle Street	1,196	67	Cathcart	527
18	Inverness	1,180	68	Newton	516
19	Croy	1,179	69	South Gyle	514
20	Airdrie	1,159	70	Bellgrove	504
21	Inverkeithing	1,124	71	Stonehaven	503
22	Linlithgow	1,122	72	Falkirk Grahamston	502
23	Anniesland	1,103	73	Dunblane	495
24	Mount Florida	1,062	74	Bridgeton	489
25	Kilwinning	1,012	75	High Street	484
26	Falkirk High	992	76	Leuchars	481
27	Kirkcaldy	988	77	Bishopton	479
28	East Kilbride	985	78	Largs	472
29	Perth	959	79	North Berwick	470
30	Irvine	914	80	Gourock	463
31	Milngavie	905	81	Port Glasgow	456
32	Rutherglen	894	82	Neilston	451
33	Hamilton Central	873	83	Easterhouse	447
34	Bathgate	871	84	Scotstounhill	403
35	Hamilton West	845	85	Patterton	402
36	Livingston North	826	86	Alloa	401
37	Lenzie	823	87	Arbroath	399
38	Bishopbriggs	806	88	Clydebank	396
39	Dalmuir	802	89	Greenock Central	391
40	Uddingston	770	90	Jordanhill	391
41	Cambuslang	758	91	Drumchapel	387
42	Larbert	748	92	Musselburgh	387
43	Dumbarton Central	736	93	Montrose	387
44	Westerton	735	94	Saltcoats	384
45	Polmont	688	95	Dumfries	374
46	Shettleston	683	96	Dumbarton East	362
47	Dyce	678	97	Dalmeny	356
48	Bellshill	673	98	Alexandria	348
49	Barrhead	649	99	Prestwick Internat'nl Airport 5	337
50	Anderston	647	100	Crosshill	298

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

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
											thousands
Dunrobin Castle (1985)	0.2	0.2	0.2	0.3	0.4	0.4	0.4	0.6	0.5	0.6	0.6
Alness (1973)	2.5	3.7	5.5	7.0	7.6	9.8	11.6	13.7	14.3	17.7	25.5
Duncraig (1971)	0.4	0.3	0.2	0.5	0.4	0.3	0.5	0.4	0.4	0.6	0.7
Muir of Ord (1976)	16.8	22.1	24.6	24.4	24.7	32.6	39.2	51.1	57.4	62.4	74.5
Beauly (2002)		21.3	26.0	26.6	28.4	35.9	41.9	52.4	51.1	49.8	54.5
Loch Eil Outward Bound * (1985)	1.1	0.6	0.7	0.5	0.5	0.6	0.9	0.9	0.5	0.8	0.7
Falls of Cruachan (1988)	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.3
Loch Awe (1985)	1.6	2.1	2.5	2.4	2.8	2.2	2.3	2.5	2.9	3.1	2.5
Laurenckirk (May 2009)									56.5	73.1	86.1
Dyce (1984)	285.8	239.0	239.2	269.3	334.7	401.0	453.6	488.0	515.5	542.5	677.9
Portlethen (1985)	9.6	7.1	9.5	10.7	14.9	21.1	22.1	19.9	15.2	18.3	19.1
Glenrothes with Thornton (1992)	41.4	40.3	40.1	46.9	47.6	54.5	53.7	52.2	52.6	49.6	57.5
Dunfermline Queen Margaret (2000)	126.4	131.1	158.9	195.5	206.4	211.1	202.5	214.7	205.3	195.5	210.5
Dalgety Bay (1998)	202.1	186.4	200.8	239.3	246.9	262.3	270.9	272.7	247.8	244.3	264.2
South Gyle (1985)	408.5	365.7	355.7	405.3	424.3	410.3	464.0	496.9	475.8	473.7	513.8
Musselburgh (1988)	158.3	160.8	167.5	170.9	193.4	202.9	306.2	385.3	389.2	362.9	386.7
Wallyford (1994)	82.9	90.3	103.2	110.7	126.7	135.8	159.9	209.3	227.9	220.9	240.8
Brunstane (2002)		66.6	81.7	89.8	119.9	121.8	109.5	135.1	134.3	128.2	132.8
Newcraighall (2002)		79.7	125.8	137.4	159.8	176.9	190.0	182.9	194.2	182.0	191.0
Edinburgh Park (2003)			68.1	295.0	353.3	367.6	382.6	434.2	451.8	499.4	646.0
Uphall (1986)	209.1	214.9	225.6	227.7	248.7	250.7	255.2	254.1	226.7	220.9	325.1
Livingston North (1986)	516.7	542.8	567.8	584.2	621.6	624.2	602.4	566.0	552.7	631.0	825.5
Bathgate (1986)	581.1	599.1	585.3	627.1	645.4	650.6	650.0	645.8	607.3	694.9	871.0
Kingsknowe (1971)	19.0	14.1	15.8	18.4	18.5	19.9	19.3	20.3	19.7	15.8	17.5
Wester Hailes (1987)	17.5	15.1	17.5	19.3	20.9	18.9	18.9	20.4	22.7	23.1	29.8
Curriehill (1987)	30.8	28.3	38.2	40.1	43.6	41.0	43.3	47.1	46.9	48.5	52.9
Livingston South (1984)	167.8	163.8	191.5	217.9	227.4	225.6	231.4	245.6	250.2	295.8	285.4
Bridge of Allan (1985)	115.1	106.7	120.5	130.9	167.1	191.8	224.1	224.6	235.2	227.3	243.5
Camelon (1994)	61.5	61.0	73.0	83.0	90.0	90.5	96.6	97.3	92.1	97.7	104.5
Alloa (May 2008)								336.0	390.0	390.7	401.1
Stepps (1989)	128.6	127.8	169.2	202.3	228.2	263.4	277.3	343.0	301.2	291.0	302.2
Gartcosh (2005)						99.6	111.0	124.3	131.7	134.3	143.8
Greenfaulds (1989)	50.4	43.2	62.3	72.8	83.0	93.7	107.0	121.4	131.3	136.1	132.6
Drumgelloch (1989)	133.9	112.9	103.9	130.9	172.9	165.2	168.4	193.0	170.9	58.5	269.2
Ashfield (1993)	39.8	29.5	33.3	39.9	38.7	42.5	43.8	57.9	58.0	54.7	69.7
Possilpark & Parkhouse (1993)	32.3	21.2	25.7	32.8	38.2	60.2	79.2	106.7	93.8	90.3	112.0
Gilshochill * (1993)	26.9	20.4	24.0	27.9	33.1	74.0	82.4	103.0	96.0	84.8	89.5
Summerston (1993)	47.5	34.1	49.4	59.4	68.5	83.5	90.5	118.2	119.7	116.5	140.5
Maryhill (1993)	38.4	26.6	37.4	45.3	49.3	53.3	55.6	77.4	69.1	65.3	80.3
Kelvindale (2005)					17.4	95.0	107.7	109.5	109.7	90.4	94.4
Exhibition Centre * (1979)	373.0	371.8	396.2	499.2	632.9	762.8	866.5	1153.1	1054.2	1170.0	1317.8
Anderston (1979)	184.7	163.9	192.3	240.5	340.7	381.9	428.6	651.3	551.9	576.8	647.2
Argyle Street (1979)	414.3	363.2	409.2	467.3	574.3	616.7	606.4	911.8	734.8	783.6	1196.5
Bridgeton * (1979)	171.4	139.6	173.2	206.7	240.0	286.2	308.7	466.9	394.0	409.1	489.3
Dalmarnock (1979)	54.5	42.2	45.2	48.6	58.1	61.1	61.2	79.8	77.3	76.8	79.6
Carmyle (1993)	58.2	56.6	64.5	80.0	100.0	102.2	106.2	131.6	124.3	127.0	135.3
Mount Vernon (1993)	26.0	22.9	28.9	30.5	34.9	36.8	41.1	58.2	51.4	55.7	56.7

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

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
											thousands
Baillieston (1993)	44.9	38.8	44.4	48.1	50.3	57.4	66.4	90.8	89.1	97.0	109.2
Bargeddie (1993)	36.8	37.0	47.9	58.7	66.8	74.4	78.1	97.4	85.8	89.8	99.4
Kirkwood (1993)	99.2	87.5	92.8	107.4	114.3	114.8	120.8	158.9	140.6	138.9	150.0
Whifflet (1992)	168.0	161.1	176.8	186.2	203.8	219.0	229.6	282.3	246.6	246.7	254.5
Airbles (1989)	38.0	41.2	51.2	62.0	78.6	89.2	94.2	114.9	104.5	107.8	110.1
Shieldmuir (1990)	10.9	8.5	7.4	6.6	8.2	10.6	23.0	44.8	48.9	57.3	56.8
											0.0
Charterherault (2005)					3.5	17.3	23.5	41.0	49.8	57.1	59.5
Merryton (2005)					20.0	81.1	97.6	99.5	104.0	102.6	106.3
Larkhall (2005)					83.2	268.7	307.9	334.4	323.1	316.8	327.1
IBM (1978)	105.9	94.5	104.9	128.8	117.3	94.0	93.5	205.7	145.7	136.4	127.8
Drumfrochar (1998)	38.5	38.9	40.5	42.3	49.0	45.7	43.3	58.5	59.1	61.3	55.2
Whinhill (1990)	26.3	29.7	31.0	33.5	36.7	32.8	32.2	37.9	35.2	37.7	40.0
Drumbreck (1990)	67.3	59.3	71.7	89.1	97.3	97.6	92.5	124.0	111.5	109.5	114.1
Corkerhill (1990)	116.6	96.3	106.6	126.2	147.2	153.1	154.7	212.8	192.4	211.9	236.6
Mosspark (1990)	58.2	55.4	65.9	79.3	91.9	93.1	100.3	125.7	111.0	111.2	117.4
Crookston (1990)	57.7	59.7	68.5	81.2	99.8	113.2	114.7	132.6	115.1	120.0	126.4
Hawkhead (1991)	60.3	61.1	71.3	80.9	100.5	109.5	117.0	157.1	137.7	139.5	145.5
Paisley Canal (1990)	132.2	127.5	137.5	158.3	176.2	187.5	189.9	231.7	215.2	219.1	232.8
Milliken Park (1989)	77.9	75.0	82.1	92.1	110.2	118.0	124.2	154.9	137.4	142.3	151.2
Howwood (2001)	21.3	23.9	26.8	29.4	32.7	50.3	48.3	42.9	41.5	41.3	47.9
Ardrossan Town (1987)	7.9	7.1	9.3	13.5	16.5	16.5	15.2	22.9	18.6	18.7	20.6
Prestwick Airport (1994)	70.1	69.1	79.1	87.3	95.3	113.7	569.7[2]	766.8	532.3	315.3	337.0
Priesthill & Darnley (1990)	20.3	17.2	22.1	27.5	51.4	69.9	78.6	94.5	86.0	105.1	115.9
Kilmaurs (1984)	65.5	68.0	65.5	68.3	69.4	72.5	73.4	84.4	81.0	95.5	102.1
Auchinleck (1984)	29.5	28.9	31.0	35.9	37.8	39.0	35.7	38.5	37.8	43.3	55.7
New Cumnock (1991)	14.9	15.8	17.1	21.3	23.1	21.8	19.9	23.0	22.1	26.2	28.0
Sanquhar (1994)	20.8	22.1	21.9	24.1	25.8	25.4	23.4	24.3	23.9	22.4	28.4
Gretna Green (1993)	21.3	22.8	23.3	29.7	32.2	27.0	28.8	28.2	31.3	13.9	36.6

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

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
											percentage of trains arriving on time
GNER [1]	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	83.9
ScotRail [2]	82.1	85.5	83.1	85.8	88.8	90.6	90.6	90.7	90.1	90.7	93.0
Virgin CrossCountry [1]	61.7	72.2	77.8	80.9	83.9	-	-	-	-	-	-
CrossCountry [1, 4]	-	-	-	-	-	88.2	90.1	90.1	88.2	89.6	86.8
Virgin Trains [1]	73.5	74.8	72.1	83.5	86.0	86.2	80.0	84.6	86.6	85.9	83.6
GB long-distance operators [1]	70.6	73.4	79.1	82.2	84.9	86.2	87.3	88.9	87.9	89.2	87.1
GB regional operators [2]	80.5	82.8	82.6	85.0	87.6	89.6	90.6	92.0	91.1	92.0	91.6

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]

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
											percentages
Total within 5 minutes	82.1	85.5	83.1	85.8	88.8	90.6	90.6	90.7	90.1	90.7	93.0
Total within 10 minutes	91.8	94.3	93.0	94.4	95.2	95.9	96.1	95.8	95.3	95.7	97.3
Total within 20 minutes	95.7	97.5	96.8	97.4	97.3	97.5	97.7	97.3	97.0	97.1	98.4
20 minutes and over [2]	2.7	1.7	2.1	1.5	1.5	1.4	1.4	1.7	1.6	1.4	1.0
Cancelled [3]	1.7	0.8	1.1	1.1	1.2	1.1	0.9	1.0	1.4	1.5	0.7
											thousands
Number of trains due to be run [4]	599	662	667	691	693	706	697	715	715	719	726

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

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
ScotRail passengers											*percentage who were satisfied or said good* [1]
Overall opinion of journey	80	82	85	85	87	84	89	89	88	88	89
How deals with delays	23	32	35	40	46	33	40	41	42	34	39
Value for money	56	55	58	57	56	57	59	57	59	57	52
How station staff handle requests	79	84	87	83	83	82	88	86	81	89	90
Overall station environment	59	63	65	64	67	71	74	78	77	76	76
Ticket buying facilities	77	74	72	71	74	78	85	83	81	80	82
Info. re. times, platforms	70	72	76	78	79	78	83	85	85	85	88
Punctuality / reliability	73	75	80	79	86	83	89	88	87	84	87
Length of journey time	83	85	87	87	89	88	89	90	88	90	91
Ease of getting on/off	83	82	84	84	84	83	85	88	86	87	88
Amount of seats / standing space	70	70	72	72	71	71	72	77	75	73	78
Frequency	70	78	81	83	82	80	82	84	82	83	82
Train Cleanliness	71	75	74	77	79	79	79	81	77	80	83
Comfort of seats	74	76	76	80	80	78	76	79	76	80	81
Sample size	*2,024*	*2,416*	*2,042*	*2,114*	*2,015*	*2,029*	*2,091*	*2,067*	*2,113*	2,568	2,539
Others whose journeys started in Scotland [2]											*percentage who were satisfied or said good* [1]
Overall opinion of journey	87	87	84	80	89	87	85	90	92	91	87
How deals with delays	52	68	56	52	69	58	54	56	62	54	55
Value for money	64	66	68	64	70	70	65	65	69	62	65
How station staff handle requests	81	91	88	94	87	82	90	87	90	86	91
Overall station environment	72	75	81	78	79	79	80	83	82	78	63
Ticket buying facilities	83	87	90	85	78	82	78	90	86	89	81
Info. re. times, platforms	77	85	80	89	86	87	86	91	91	87	86
Punctuality / reliability	76	78	82	73	87	86	87	90	88	87	89
Length of journey time	82	79	81	78	86	84	82	87	88	88	87
Ease of getting on/off	78	82	76	77	78	83	81	83	85	85	86
Amount of seats / standing space	80	80	70	73	71	77	72	80	79	77	79
Frequency	81	76	72	73	83	78	72	84	82	80	79
Train Cleanliness	79	77	81	83	84	89	84	86	86	81	86
Comfort of seats	70	72	71	80	78	77	74	78	80	77	81
Sample size	*464*	*457*	*382*	*420*	*480*	*323*	*391*	*481*	*562*	*672*	706
All GB regional operators											*percentage who were satisfied or said good* [1]
Overall opinion of journey	78	80	82	83	85	82	86	86	87	86	86
Punctuality / reliability	72	73	76	79	82	82	84	86	86	84	84
All GB long-distance operators											
Overall opinion of journey	80	80	81	83	88	86	84	86	87	86	88
Punctuality / reliability	71	68	75	78	86	84	81	86	86	85	87

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

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
Freight lifted *(weight)*											
by destination											*million tonnes*
within Scotland	4.03	4.27	3.75	4.36	4.80	5.30	6.30	6.13	6.08	4.86	5.03
elsewhere in the UK	4.90	4.36	4.13	6.38	8.97	7.13	4.55	3.84	3.25	3.11	2.21
outwith the UK [1]	0.64	0.49	0.43	0.51	0.54	0.53	0.50	0.39	0.36	0.36	0.37
Total	9.57	9.12	8.32	11.25	14.31	12.96	11.35	10.36	9.69	8.33	7.61
by commodity											*million tonnes*
minerals/ coal, coke	7.58	7.18	6.24	8.73	10.80	9.87	7.29	6.09	5.77	5.26	4.17
other	1.99	1.94	2.08	2.52	3.52	3.09	4.06	4.27	3.91	3.07	3.43
Total	9.57	9.12	8.32	11.25	14.32	12.96	11.35	10.36	9.68	8.33	7.60
Freight moved *(weight x distance)*											
by destination											*million tonne-kilometres*
within Scotland	572	632	576	632	623	692	1,143	1,230	1,329	1,380	1,002
elsewhere in the UK	2,083	1,752	1,634	2,734	3,296	2,530	1,388	1,047	971	848	734
outwith the UK [1]	444	353	308	368	385	375	352	266	249	258	265
Total	3,099	2,737	2,519	3,734	4,304	3,597	2,883	2,543	2,549	2,486	2,001
by commodity											*million tonne-kilometres*
minerals/ coal, coke	2,293	2,017	1,734	2,797	3,479	2,846	1,749	1,443	1,324	1,180	1,039
other	806	720	783	939	825	751	1,134	1,100	1,225	1,305	961
Total	3,099	2,737	2,517	3,736	4,304	3,597	2,883	2,543	2,549	2,485	2,000

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 under *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

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
Freight lifted *(weight)*											
by origin											*million tonnes*
lifted within Scotland	4.03	4.27	3.75	4.36	4.80	5.30	6.30	6.13	6.08	4.86	5.03
elsewhere in the UK	1.15	1.08	1.04	0.91	2.08	2.06	2.01	2.01	1.27	1.62	1.07
outwith the UK [1]	0.59	0.64	0.52	0.54	0.48	0.45	0.41	0.50	0.42	0.42	0.41
Total	5.77	5.99	5.31	5.81	7.35	7.82	8.72	8.64	7.77	6.90	6.51
by commodity											*million tonnes*
minerals/ coal, coke	4.04	4.28	3.76	4.21	4.45	5.07	4.91	4.53	3.97	3.77	3.03
other	1.73	1.71	1.55	1.61	2.91	2.74	3.80	4.10	3.80	3.12	3.49
Total	5.77	5.99	5.31	5.82	7.36	7.81	8.71	8.63	7.77	6.89	6.52
Freight moved *(weight x distance)*											
by origin											*million tonne-kilometres*
lifted within Scotland	572	632	576	632	623	692	1,143	1,230	1,329	1,380	1,002
elsewhere in the UK	588	569	556	487	479	1,012	1,089	1,062	625	890	980
outwith the UK [1]	412	438	376	390	343	327	287	339	302	302	305
Total	1,572	1,638	1,507	1,509	1,445	2,031	2,519	2,631	2,256	2,572	2,287
by commodity											*million tonne-kilometres*
minerals/ coal, coke	589	639	584	607	626	632	591	626	530	502	520
other	983	999	923	902	819	1,399	1,928	2,005	1,726	2,070	1,766
Total	1,572	1,638	1,507	1,509	1,445	2,031	2,519	2,631	2,256	2,572	2,286

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 Scotland (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

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
											kilometres
Routes											
Electrified	634	634	634	634	639	639	639	639	672	676	676
Non electrified	2,095	2,095	2,095	2,095	2,097	2,097	2,097	2,106	2,087	2,087	2,087
Total	2,729	2,729	2,729	2,729	2,736	2,736	2,736	2,745	2,759	2,763	2,763

Source: Network Rail - Not National Statistics

Table 7.15 Number of stations[1,2]

	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12
Passenger and parcel	336	340	340	340	344	344	345	346	351	351	351
Freight only	116	117	118	118	118	115	118	118	118	118	119
Total	452	457	458	458	462	459	463	464	469	469	470

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 2005-06 financial year. All are owned by Network Rail with the exception of Prestwick Airport.

Table 7.16 Number of passenger stations by local authority, 2011-12 [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	61	Shetland Islands	0
Dumfries & Galloway	7	Highland	59	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	12
East Renfrewshire	9	North Lanarkshire	24	**Scotland**	**351**

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]

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
Vehicles[2]	41	41	41	41	41	41	41	41	41	41	41
											thousands
Loaded train kilometres	1,123	1,143	1,141	1,159	1,196	1,210	1,225	1,196	1,128	1,339	1,338
Passenger journeys	13,360	13,339	13,310	13,164	13,160	14,449	14,103	13,055	13,009	12,888	12,604
											£ thousands
Revenue [3]	10,727	10,937	11,514	11,786	12,963	13,965	14,690	13,296	14,835	15,147	13,503
Revenue at constant prices [4]	14,775	14,641	14,968	14,898	15,881	16,405	16,598	15,100	16,102	15,630	13,503
Passenger receipts [5]	10,167	10,337	10,939	11,190	12,396	13,119	14,015	12,661	13,775	14,166	12,602
Pass. rec. at constant prices [4]	14,004	13,838	14,220	14,145	15,187	15,411	15,835	14,379	14,952	14,618	12,602
											numbers
Operational staff	351	375	382	364	361	354	361	351	331	284	170

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

	2002-03	2003[1]	2004	2005	2006	2007	2008	2009	2010	2011	2012
Railway accidents											
Collisions	1	2	1	0	0	2	4	1	1	2	0
Derailments	9	2	3	6	5	7	3	1	4	6	2
Running into level crossing gates and other obstructions [2]	36	23	23	27	30	32	28	44	44	31	29
Fires	28	15	16	7	8	11	4	5	5	6	4
Missiles through driver's cab	9	8	6	1	3	1	8	3	2	2	0
Miscellaneous	0	0	0	0	0	0	0	0	0	0	0
All accidents	83	50	49	41	46	53	47	54	56	47	35
Casualties											
Train accidents - deaths	0	1	1	0	0	3	0	3	0	0	0
- injuries	2	2	3	15	0	4	3	0	1	0	0
Accidents through movements of railway vehicle - deaths	0	0	0	2	0	0	1	1	0	0	0
- injuries	59	60	42	53	66	59	37	49	37	36	29
Accidents on railway premises -deaths	2	0	0	1	1	1	0	0	3	0	0
- injuries	250	229	240	242	171	202	163	216	170	172	125
Trespassers and suicides (All accidents) - deaths	15	26	18	18	27	17	20	24	20	22	33
- injuries	15	12	8	6	11	9	7	8	18	4	6
Total deaths	17	27	19	21	28	21	21	28	23	22	33
Total injuries	326	303	293	316	248	274	210	273	226	212	160

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, 2012

	Trespasser	Suicide	Level Crossing User	Railway Staff	Pass-enger	Other Member of Public	Total
Argyll & Bute	-	1	-	-	-	-	1
Stirlingshire	-	2	-	-	-	-	2
North Ayrshire	-	2	-	-	-	-	2
Aberdeen	-	1	-	-	-	-	1
Edinburgh, City of	-	4	-	-	-	-	4
Glasgow, City of	2	2	-	-	-	-	4
Highland	-	2	-	-	-	-	2
North Lanarkshire	2	1	-	-	-	-	3
South Lanarkshire	-	2	-	-	-	-	2
East Dunbartonshire	-	-	-	-	-	-	0
West Dunbartonshire	1	1	-	-	-	-	2
Dumfries and Galloway	1	1	-	-	-	-	2
Angus	-	1	-	-	-	-	1
East Renfrewshire	-	2	-	-	-	-	2
Fife	-	2	-	-	-	-	2
South Ayrshire	-	1	-	-	-	-	1
East Lothian	-	2	-	-	-	-	2
Scotland	**6**	**27**	-	-	-	-	33

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: 2012 [1]

	Agree			No view		Disagree			*Sample*
	strongly	tend to	**All**	neither … nor	no opinion	**All**	strongly	tend to	**All**	*size (=100%)*
								row percentages		
Trains run to timetable	42	50	**92**	3	1	**4**	3	1	**4**	2437
Train service is stable and not regularly changing	41	48	**89**	5	3	**8**	2	1	**3**	2437
Trains are clean	38	51	**89**	5	1	**6**	3	1	**4**	2437
Feel safe/secure on trains during the day	56	41	**97**	2	1	**3**	0	0	**0**	2437
It is simple decide what type of ticket I need	44	43	**87**	4	2	**6**	5	3	**8**	2437
Finding out about routes and times is easy	46	45	**91**	4	1	**5**	3	1	**4**	2437
Easy to change from trains to other forms of transport	36	46	**82**	8	6	**14**	4	1	**5**	2437
Train fares are good value	17	34	**51**	11	2	**13**	21	16	**37**	2437
Feel safe/secure on trains during the evening	37	40	**77**	8	7	**15**	6	2	**8**	2437

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.

Key Points

- **There were 22.2 million air passengers at Scottish airports in 2012**
- **Three quarters travel to or from Edinburgh or Glasgow.**
- **52 thousand tonnes of freight are carried by air each year.**

2. Main Points

Passengers & Airports

2.1 There were 22.2 million air terminal passengers in 2012, 0.1 million (0.6%) 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 since when, they have risen 6 per cent. *(Table 8.1)*

2.2 Edinburgh airport had 9.2 million terminal passengers in 2012 (2% decrease) and Glasgow airport had 7.2 million, 4% more than the previous year. Aberdeen had 3.3 million, (up 8%) and Glasgow Prestwick had 1.1 million (18% 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 Edinburgh which saw a levelling off in numbers after 2007 rather than a fall. *(Table 8.1)*

2.3 In 2012, London Heathrow accounted for 35% of passengers on selected domestic routes to and from Aberdeen, 28% for Edinburgh and 23% for Glasgow. There are no longer any flights between Glasgow Prestwick and Stansted. Therefore, the only domestic flights from Glasgow Prestwick go to the City of Derry. London Gatwick had 41% 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 2012, 17% of all passengers on direct flights abroad. Other popular origins/destinations were the Netherlands (1.2 million passengers) and the Irish Republic and France (around 0.8 million passengers). The trends for many destinations are increasing numbers of passengers, either as a result of more people travelling or more routes becoming available. *(Table 8.3a and Table 8.3b)*

2.5 Some countries e.g. Turkey and Greece are mostly served by charter flights (80% and 68%), 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 2012) were

Amsterdam with 1.2 million passengers and Dublin with 0.7 million passengers. *(Table 8.5)*

2.7 In 2012, 6% of all terminal passenger traffic was within Scotland, 45% was to/from other parts of the UK, and 38% was between Scotland and mainland Europe. *(Table 8.6)*

Delays & Movements

2.8 In 2012, the overall average delay was 9 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 2012 was 478,300. Aberdeen had the highest number of aircraft movements with 115,000, (95% of which were commercial movements), followed by Edinburgh (110,000) and Glasgow (80,000). *(Table 8.9)*

Air freight

2.10 Air freight carried in 2012 increased by 7,038 tonnes (16%) over the previous year to 52,200 tonnes. This increase is mostly a result of freight at Glasgow airport almost quadrupling from 2,430 tonnes to 9,497 tonnes and is predominantly due to Emirates increasing their summer service to Dubai to twice daily from 1st June 2012. *(Table 8.13)*

Other statistics

2.11 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 8.14)*

2.12 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 8.15)*

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 to and from Scotland from places outside the UK, Isle of Man and Channel Islands.

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 replacement route development scheme within the constraints imposed by the European Commission. However, the Scottish Government continues to work with airlines and airport operators on the development of new international air routes which improve business connectivity, encourage inward investment and make Scotland more accessible for inbound tourism. As Table 8.16 that was included in previous publications can no longer be updated it has been removed. Versions of the table and information about the RDF can be found in previous editions including STS 2011.

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.

4.6 Survey of passengers

4.6.1 Tables 8.14 to 8.16 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

6. Other data sources

Within Scottish Transport Statistics:
Chapter 3 – Freight includes comparison across freight modes.
Chapter 11 - Personal Travel chapter includes data on visits abroad

Department for Transport produce a number of related publications but most come from the Civil Aviation Authority, see section 5.

Table 8.1 Summary of air transport

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Passengers											*thousand*
Terminal	19,783	21,084	22,555	23,795	24,437	25,132	24,348	22,496	20,907	22,065	22,207
Transit	107	71	102	91	86	109	85	43	50	46	29
Total	19,890	21,155	22,657	23,886	24,523	25,242	24,433	22,539	20,957	22,111	22,236
Terminal passengers[1] by airport											
											thousand
Aberdeen	2,549	2,508	2,634	2,852	3,163	3,411	3,290	2,984	2,763	3,083	3,329
Barra	8	8	9	9	10	10	11	10	10	10	11
Benbecula	32	32	30	31	33	35	34	33	30	34	31
Campbeltown	8	8	8	9	9	9	9	9	9	9	9
Dundee	45	52	51	49	51	65	61	72	70	62	55
Edinburgh	6,911	7,476	7,992	8,449	8,607	9,037	8,992	9,043	8,594	9,384	9,194
Glasgow	7,769	8,115	8,557	8,775	8,820	8,726	8,135	7,213	6,522	6,858	7,150
Glasgow Prestwick	1,486	1,854	2,159	2,405	2,395	2,421	2,414	1,817	1,660	1,296	1,067
Inverness	363	435	520	589	671	697	671	583	528	579	602
Islay	21	21	21	22	26	28	29	26	25	26	21
Kirkwall	98	103	102	104	117	132	138	138	129	134	132
Lerwick (Tingwall)	2	2	2	4	4	5	5	5	5	5	5
Scatsta	246	230	229	239	255	253	243	270	279	288	304
Stornoway	93	106	111	115	120	126	131	122	112	122	116
Sumburgh	127	110	108	121	128	147	154	139	139	143	149
Tiree	5	5	6	7	7	8	8	8	8	8	7
Unst	0	0	0	0	0	0	0	0	0	0	0
Wick John O'Groats	18	17	16	16	20	21	23	21	22	24	25
Terminal passengers by airport group[2]											
BAA airports	17,229	18,100	19,183	20,076	20,590	21,174	20,418	19,240	17,879	19,325	19,673
HIAL airports	774	846	930	1,023	1,141	1,214	1,208	1,089	1,012	1,089	1,103
other airports	1,780	2,138	2,441	2,697	2,706	2,744	2,723	2,185	2,036	1,675	1,456
HIAL 'lifeline' airports[3]	411	411	410	434	470	516	537	506	484	510	501
											tonnes
Freight	77,012	80,788	80,956	79,417	83,260	66,103	50,228	50,886	47,532	45,162	52,200
Aircraft movements [4]											
Air transport											*thousand*
Domestic [5]	222	229	241	255	256	254	247	225	206	206	204
International [5,6]	114	113	119	128	138	144	139	129	124	135	138
Air taxi [5]	26	26	26	26	26	30	31	28	24	26	29
Other movements [7]	111	135	129	135	133	131	126	108	102	100	107
Total	473	503	514	544	554	560	543	490	457	467	478

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]

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											thousands
Aberdeen											
Edinburgh	0.1	0.0	0.1	0.0	-	-	-	-	-	-	-
Glasgow	3.9	5.2	4.1	1.1	-	-	0.1	-	-	0.2	0.1
Kirkwall	40.3	40.5	38.8	39.1	42.2	42.8	44.4	39.5	38.6	41.5	47.2
Sumburgh	75.7	63.0	61.2	64.3	68.8	73.3	74.9	63.8	63.5	69.1	75.2
Other Scottish	146.9	132.8	132.7	139.9	156.5	158.7	154.5	166.0	172.4	174.9	188.3
Heathrow	514.7	507.3	623.6	664.0	673.2	659.0	656.0	641.3	617.7	652.5	663.8
Gatwick	241.1	254.7	240.0	217.3	216.7	214.9	148.0	135.5	129.9	177.8	233.9
London City	0.1	0.0	-	0.0	-	-	-	-	-	-	15.8
Luton	163.7	159.1	156.0	156.7	148.7	149.9	139.4	126.9	129.0	147.7	120
Stansted	0.0	-	-	-	-	-	-	-	-	-	-
Belfast[2]	8.6	4.1	4.4	26.7	29.9	25.7	25.4	24.2	19.0	18.9	21.5
Birmingham	52.3	62.3	58.2	60.5	77.9	151.5	146.5	111.1	89.9	83.0	87.3
Bristol	24.8	0.4	2.3	19.5	28.7	26.7	26.9	23.2	22.7	32.8	32.9
Cardiff Wales	3.4	0.1	3.5	13.7	1.4	0.0	-	6.9	0.5	10.5	14.1
Durham Tees valley	18.9	19.6	20.5	24.3	33.7	33.4	33.2	31.9	29.9	31.3	33.4
East Midlands	14.2	14.4	20.9	21.2	22.5	18.8	20.8	19.5	18.1	18.9	19.8
Exeter	-	-	-	-	3.3	24.6	17.6	28.1	30.1	22.4	4.8
Humberside	28.9	28.0	26.7	29.9	29.6	32.5	33.7	32.0	27.1	30.2	32.2
Leeds/Bradford	12.8	12.3	15.9	16.6	20.9	26.7	21.6	15.5	8.1	0.5	0.6
Manchester	150.7	125.3	119.2	119.4	134.7	121.6	132.3	104.6	93.1	144.5	180.7
Newcastle	46.3	19.6	19.9	21.2	26.7	21.8	22.4	18.5	26.4	24.8	24.9
Norwich	52.2	60.7	59.1	57.6	68.7	65.6	65.8	60.9	60.0	61.7	64.6
Plymouth	1.2	0.0	-	-	-	-	-	-	-	-	-
Southampton	10.0	18.8	20.6	30.0	33.2	40.3	55.5	45.2	27.9	22.6	16.3
Total these routes	**1,610.9**	**1,528.0**	**1,627.8**	**1,723.0**	**1,817.4**	**1,887.9**	**1,819.0**	**1,694.6**	**1,603.9**	**1,765.8**	**1,877.4**
Channel Islands	1.8	1.8	1.6	1.6	1.5	1.5	2.4	2.0	2.2	2.1	2.3
Edinburgh											
Aberdeen	0.1	0.0	0.1	0.0	-	-	-	-	-	-	-
Glasgow	0.7	0.3	-	-	-	-	-	-	-	-	0.2
Inverness	8.1	12.7	17.1	17.1	15.3	10.5	7.5	0.9	1.0	-	-
Kirkwall	28.0	20.4	20.7	20.4	23.2	29.2	35.7	39.1	35.6	36.5	40.0
Sumburgh	16.7	15.2	15.8	21.9	23.3	26.7	30.8	32.9	32.4	35.6	36.9
Other Scottish	13.4	30.1	37.2	34.7	31.9	31.3	35.6	39.4	29.7	30.8	29.6
Heathrow	1,603.4	1,661.8	1,696.3	1,660.3	1,495.0	1,436.6	1,319.0	1,306.1	1,244.8	1,271.5	1,255.0
Gatwick	679.4	771.1	739.1	753.8	754.1	748.3	704.9	647.9	604.1	669.1	696.8
London City	137.0	117.7	192.3	236.6	313.9	353.9	371.5	326.6	334.8	344.9	322.7
Luton	502.1	485.2	453.2	475.9	444.0	429.1	359.5	315.6	242.0	259.4	269.8
Stansted	513.4	499.9	499.7	520.6	470.2	448.7	401.9	373.7	329.9	390.4	346.4
Belfast[2]	379.8	327.7	407.1	439.2	423.3	401.8	363.4	351.5	331.2	351.9	361.5
Birmingham	334.9	373.4	384.3	471.1	495.3	435.3	401.1	336.2	288.0	289.0	285.9
Bournemouth	0.1	0.1	-	-	-	-	19.3	88.4	17.7	-	0.2
Bristol	298.4	326.7	326.1	329.7	318.2	260.6	249.8	235.2	227.0	286.6	295.5
Cardiff Wales	29.1	132.3	151.7	159.5	156.3	158.1	162.6	161.0	111.5	83.6	77.7
East Midlands	188.2	314.6	330.2	240.4	175.8	169.8	164.1	130.2	108.7	109.8	72.7
Exeter	-	-	35.9	70.9	82.9	67.7	68.0	61.1	53.8	51.4	40.2
Humberside	2.8	-	-	-	-	-	-	-	-	-	-
Leeds/Bradford	49.7	55.1	57.4	51.8	50.8	51.3	36.5	19.0	13.0	9.8	2.2
Manchester	190.3	209.2	222.0	285.9	257.6	237.8	228.6	158.3	126.7	119.6	108.3
Manston (Kent Int)	-	-	-	-	-	-	-	-	17.6	26.5	3.4
Newcastle	0.0	0.0	-	0.0	-	-	0.1	-	-	-	-
Newquay	-	-	-	-	5.4	20.4	17.9	12.2	13.1	13.7	9.9
Norwich	22.2	19.5	21.8	52.7	64.0	57.3	58.6	50.4	47.8	46.4	39.7
Plymouth	1.8	-	-	-	-	-	-	-	-	0.1	-
Southampton	68.3	98.4	198.4	221.4	237.5	208.1	205.1	191.5	194.0	203.6	204.5
Total these routes	**5,068.0**	**5,471.2**	**5,806.4**	**6,064.0**	**5,838.1**	**5,582.7**	**5,241.5**	**4,877.2**	**4,404.4**	**4,630.2**	**4,499.1**
Channel Islands	13.6	20.1	13.1	9.2	26.5	31.1	28.7	23.2	18.3	14.6	11.1
Isle of Man	3.8	12.7	12.7	-	6.0	11.9	13.0	11.5	11.4	11.6	10.8

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 8.2(continued) Passengers on selected domestic routes, to/from certain Scottish airports[1]

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											thousands
Glasgow											
Aberdeen	3.9	5.2	4.1	1.1	-	-	0.1	-	-	0.2	0.1
Edinburgh	0.7	0.3	-	-	-	-	-	-	-	-	0.2
Inverness	27.7	21.4	6.2	5.6	1.9	0.1	0.1	-	-	-	1.0
Kirkwall	5.4	5.8	6.9	6.9	11.6	15.5	15.1	15.4	14.9	15.3	15.1
Sumburgh	12.4	15.4	14.4	15.2	15.1	16.5	17.2	17.4	16.8	17.9	18.0
Other Scottish	107.3	107.4	102.9	102.8	122.8	131.3	138.7	129.9	122.2	128.6	125.9
Heathrow	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	828.5
Gatwick	338.5	387.8	396.5	372.3	433.0	570.7	521.9	514.7	488.8	565.8	607.4
London City	1.1	28.2	0.0	-	0.0	78.1	112.7	114.9	111.1	149.4	158.2
Luton	509.8	475.0	466.5	451.7	413.9	407.7	352.4	326.0	247.7	274.6	276.5
Stansted	334.5	377.9	396.7	436.4	461.6	448.0	358.6	305.1	301.8	342.8	331.6
Belfast[2]	428.7	377.0	421.3	457.9	426.1	392.8	324.2	323.9	308.2	352.8	367.0
Birmingham	316.0	361.4	345.1	324.3	326.5	347.0	337.1	269.4	212.6	211.9	208.1
Bournemouth	-	-	-	-	-	-	-	0.1	-	-	-
Bristol	265.9	293.4	308.8	299.3	279.9	243.1	220.2	212.3	201.2	222.2	239.7
Cardiff Wales	19.0	53.9	0.1	0.1	82.5	76.9	84.0	56.4	52.4	47.2	39.8
City of Derry	14.7	15.5	14.2	14.3	15.9	11.9	9.4	-	-	-	-
East Midlands	177.3	266.2	209.7	170.1	184.0	172.6	150.9	115.0	99.7	103.4	70.7
Exeter	-	-	33.8	42.0	53.1	56.3	39.4	33.4	26.5	24.4	25.6
Leeds/Bradford	39.2	42.2	44.2	42.8	41.0	38.7	30.4	19.9	14.6	13.2	11.9
Liverpool	-	0.6	-	12.4	-	-	0.1	-	-	0.1	-
Manchester	143.7	169.2	182.7	169.9	171.2	167.2	151.8	100.4	68.3	49.4	50.0
Newcastle	-	-	-	-	-	-	-	0.2	-	-	-
Newquay	-	-	-	-	-	-	-	0.3	0.2	0.9	3.6
Plymouth	0.7	0.3	-	-	-	-	17.2	24.4	23.3	13.6	-
Southampton	66.2	77.3	117.3	192.6	202.6	166.5	161.6	156.3	143.4	139.6	173.6
Total these routes	**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**	**3,552.5**
Channel Islands	13.7	13.2	9.1	10.3	7.4	6.3	5.6	5.4	9.2	17.0	28.3
Isle of Man	24.0	18.1	29.4	29.7	21.8	18.5	16.7	13.8	11.0	11.0	11.1
Glasgow Prestwick											
Stansted	694.2	721.1	590.7	504.8	469.6	427.1	402.7	278.3	224.6	88.5	-
Belfast City	-	-	-	-	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	72.8
Total these routes	**694.2**	**842.4**	**742.0**	**635.2**	**570.6**	**591.6**	**682.0**	**455.6**	**340.8**	**159.1**	**72.8**
Channel Islands	1.3	-	-	-	-	-	-	-	1.4	-	-
Isle of Man	-	8.1	0.3	-	-	-	-	-	-	-	-
Inverness											
Edinburgh	8.1	12.7	17.1	17.1	15.3	10.5	7.5	0.9	1.0	-	-
Glasgow	27.7	21.4	6.2	5.6	1.9	0.1	0.1	-	-	-	1.0
Kirkwall	14.2	16.0	16.4	18.5	22.0	25.9	25.1	24.8	23.1	21.7	16.8
Sumburgh	1.0	0.1	0.2	0.1	0.2	0.1	0.2	-	-	1.5	4.2
Other Scottish	26.3	28.4	31.5	33.2	33.5	37.8	35.7	33.1	29.8	36.4	36.3
Heathrow	-	-	46.9	65.7	51.0	53.5	7.9	-	-	-	-
Gatwick	158.9	224.5	247.8	235.0	240.8	221.6	243.2	224.9	206.8	222.7	230.4
London City	0.0	-	-	-	-	-	-	-	-	-	-
Luton	111.8	112.3	115.0	102.4	100.5	102.3	102.5	86.6	90.3	99.6	88.8
Stansted	2.3	-	0.2	-	-	0.3	-	-	-	0.2	0.1
Belfast[2]	-	-	-	29.2	40.7	24.4	22.6	19.3	16.8	21.5	23.6
Birmingham	-	1.6	12.7	15.3	18.2	15.1	24.9	30.3	30.4	30.3	33.0
Bristol	-	-	-	41.3	82.5	82.1	74.0	73.3	69.2	75.4	78.1
East Midlands Int	-	-	-	-	-	34.1	40.2	20.4	-	-	-
Exeter	-	-	-	-	-	-	5.8	-	-	-	-
Leeds/Bradford	-	-	-	-	4.7	2.4	0.8	-	-	-	0.1
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	51.0
Southhampton	-	-	-	-	-	3.3	14.9	3.9	2.4	2.1	1.8
Total these routes	**352.3**	**431.4**	**509.3**	**581.6**	**646.3**	**673.8**	**648.3**	**568.0**	**516.2**	**560.6**	**565.2**
Channel Islands	-	-	-	-	-	-	0.9	1.2	1.3	1.8	1.6

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.

Fig. 8.1 Terminal air passenger traffic, 2002 and 2012

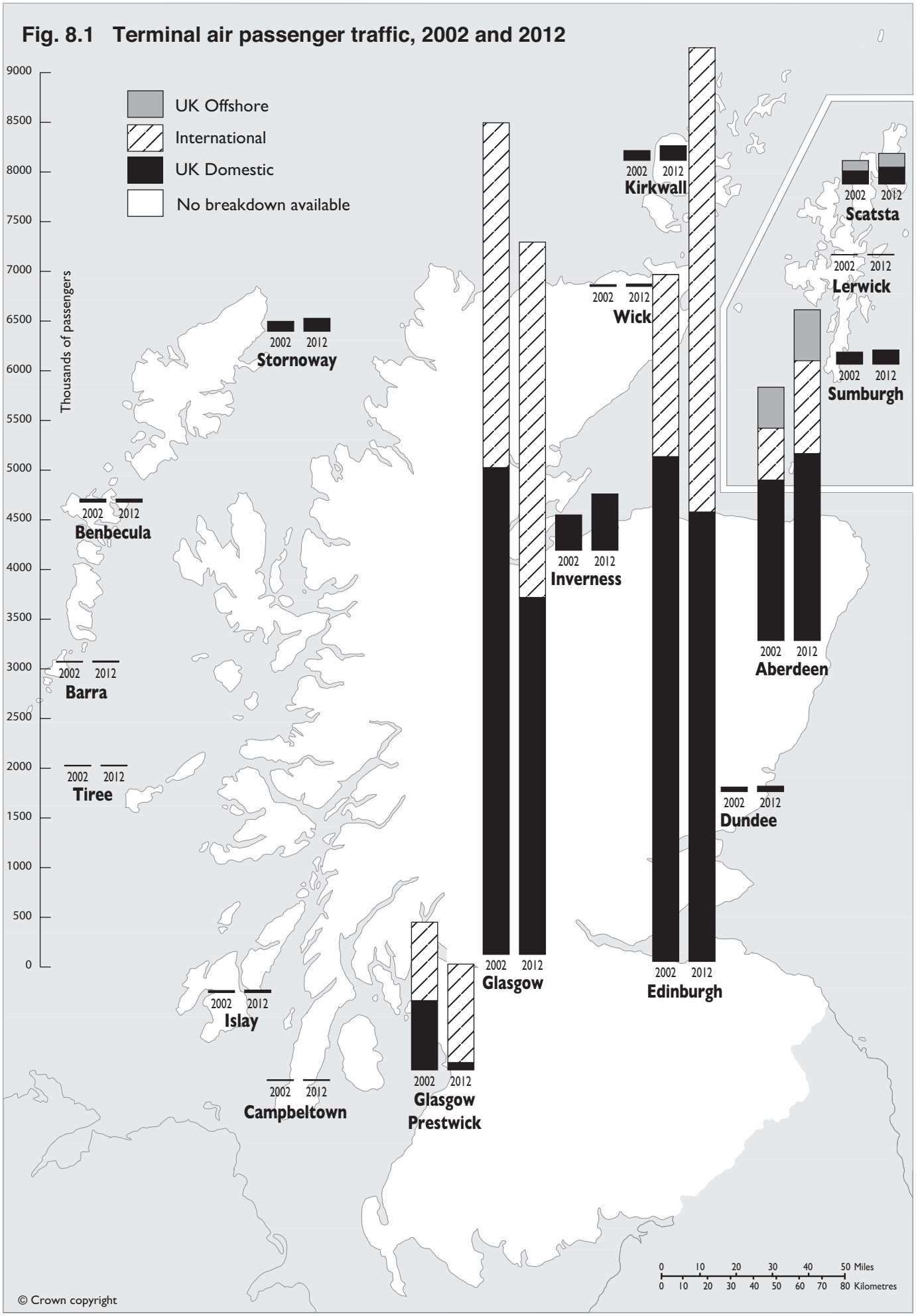


Table 8.3 (a) International air passenger traffic to and from the main Scottish international airports [1]

REGIONAL AREA / COUNTR	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
EU 27 countries											*thousand*
Austria	14.0	13.1	21.9	28.4	23.3	21.9	21.7	28.9	24.9	28.2	28.3
Belgium	162.3	139.7	149.2	161.8	140.1	121.0	121.0	113.3	134.0	110.6	115.6
Bulgaria	24.8	34.7	60.4	71.7	65.4	60.1	63.1	48.4	45.2	45.6	46.8
Cyprus	164.5	145.7	126.6	153.6	151.2	139.4	152.8	139.4	95.9	148.7	152.9
Czech Republic	0.3	32.0	119.8	207.0	142.5	70.0	63.4	47.5	44.6	47.9	48.0
Denmark	86.6	75.6	71.2	102.8	135.8	129.6	147.2	178.1	175.8	178.2	188.6
Estonia	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.1	0.0
Finland	-	-	5.5	6.2	22.0	16.6	5.7	3.5	34.6	37.4	32.1
France	368.3	435.2	474.2	525.6	569.4	690.0	859.4	862.1	790.7	787.5	808.3
Germany	258.5	344.8	319.7	493.1	484.4	566.4	641.7	663.7	660.3	682.0	698.7
Greece	254.6	276.0	272.8	248.6	235.2	209.8	161.6	158.9	153.8	163.7	212.9
Hungary	-	-	0.5	0.1	0.1	6.9	33.1	30.2	19.6	24.4	36.5
Irish Republic	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	816.6
Italy	54.6	86.0	246.3	365.0	331.0	380.3	348.1	401.8	359.2	342.3	384.3
Latvia	-	-	-	-	7.3	49.5	31.5	36.5	47.2	46.5	20.2
Lithuania	-	-	0.2	-	0.8	4.2	6.0	-	28.3	32.3	29.0
Luxembourg	-	-	-	-	-	-	-	-	-	-	0.2
Malta	42.6	40.3	49.2	45.9	35.7	40.9	37.9	45.6	52.7	71.2	57.5
Netherlands	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	1223.3
Poland	-	-	1.0	15.1	227.4	341.3	384.3	374.2	328.0	326.9	341.3
Portugal (excl Madeira)	153.4	174.8	190.5	214.2	252.5	261.0	266.0	207.5	212.4	280.0	273.9
Portugal (Madeira)	24.3	25.7	30.4	22.2	20.0	25.7	36.1	34.4	21.7	23.1	22.8
Romania	-	-	-	-	-	-	-	3.0	-	-	-
Slovenia	-	-	-	0.8	0.1	-	0.1	0.1	0.2	0.9	0.0
Slovak Republic	-	-	-	-	-	-	6.6	50.3	49.9	44.2	33.6
Spain (excl Canary Isles)	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	1746.8
Spain (Canary Islands)	722.1	778.0	734.0	766.9	773.2	771.2	795.6	666.0	658.1	838.3	816.6
Sweden	-	88.0	209.6	192.8	143.9	152.5	149.5	159.3	131.9	137.4	128.2
Total EU27 countries	**5,662.7**	**6,207.9**	**6,769.7**	**7,434.1**	**7,896.0**	**8,428.9**	**8,505.9**	**7,935.5**	**7,409.1**	**8,141.2**	**8,262.9**
Total EU15 countries [2]	*5,430.5*	*5,955.3*	*6,412.0*	*6,940.0*	*7,265.7*	*7,716.5*	*7,727.1*	*7,160.3*	*6,697.4*	*7,323.5*	*7,497.1*
Other identified countries											
Azerbaijan	-	-	-	-	-	-	-	-	-	4.1	5.8
Barbados	-	-	-	-	-	3.5	7.1	8.0	8.4	7.6	6.0
Canada	142.5	135.1	210.3	216.7	189.5	207.7	160	107.5	103.3	112.4	117.8
Cape Verde Islands	-	-	-	-	-	-	-	-	-	13.4	22.0
Croatia	-	0.2	1.9	5.7	11.7	15.6	12.9	24.3	11.6	7.1	12.9
Cuba	-	-	-	-	-	-	-	-	0.8	1.3	0.8
Dominican Republic	-	-	10.7	23.7	13.5	14.0	22.8	25.5	23.1	16.8	0.7
Egypt	-	-	-	25.5	64.0	55.8	67.5	97.9	97.8	72.9	66.3
Faroe Islands	6.9	8.8	5.6	5.0	3.8	3.8	0.7	0.5	1.1	0.9	0.6
Greenland	-	-	-	-	-	-	-	-	4.1	8.7	-
Iceland	67.6	52.8	58.9	62.3	55.4	46.5	30.8	9.7	25.0	33.2	42.6
Jamaica	-	-	-	-	-	-	-	2.3	0.5	0.9	0.0
Mexico	15.1	15.4	15.1	21.6	19.8	27.9	22.1	22.9	28.6	35.3	33.2
Morocco	-	-	-	-	-	-	-	-	19.7	25.2	0.2
Norway	188.0	208.7	246.3	271.4	285.9	307.2	305.2	302.1	281.2	309.4	337.4
Pakistan	-	-	-	2.5	27.9	9.3	18.4	25.5	26.3	1.9	-
Russia	..	..	1.2	0.7	0.4	0.7	-	0.8	0.7	-	0.7
Switzerland	27.8	29.7	41.4	52.8	118.4	149.8	155.5	148.2	154.9	215.4	236.5
Tunisia	15.3	13.7	35.5	28.8	35.6	35.7	34	38.9	66.3	21.6	32.7
Turkey	99.7	98.3	135.0	176.0	165.9	216.3	260.4	268.6	329.3	328.0	316.0
United Arab Emirates	..	..	98.6	167.6	192.9	231.1	240.7	244.7	268.5	275.0	314.7
United States of America	268.7	256.1	382.4	438.5	559.9	569.5	483.5	459.7	366.1	411.3	367.7
Total these countries	**831.7**	**818.8**	**1,242.8**	**1,498.7**	**1,744.7**	**1,894.5**	**1,821.6**	**1,787.1**	**1,817.1**	**1,902.3**	**1,914.4**
All identified countries for these airports	**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**	**10,177.3**

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. The EU15 was the number of member countries in the European Union prior to the accession of ten candidate countries on 1 May 2004.The EU15 comprised the following 15 countries: Austria, Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Luxembourg, Netherlands, Portugal, Spain, Sweden, United Kingdom.

Table 8.3(b) Scheduled international passenger traffic to/from the main Scottish international airports [1]

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Foreign airports served [2]	40	54	66	71	83	93	95	103	100	101	107
Routes [3]	53	82	95	97	122	142	150	168	145	146	154
											thousand
Passengers on scheduled services	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	8,396.7

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, 2012

	Scheduled	Charter	Total
Austria	6,212	22,064	28,276
Azerbaijan	5,819	-	5,819
Barbados	-	6,044	6,044
Belgium	114,983	574	115,557
Bulgaria	-	46,753	46,753
Canada	117,753	-	117,753
Cape Verde Islands	22,025	-	22,025
Croatia	11,426	1,435	12,861
Cuba	-	837	837
Cyprus	58,691	94,236	152,927
Czech Republic	48,001	-	48,001
Denmark	187,943	616	188,559
Dominican Republic	-	650	650
Egypt	-	66,266	66,266
Faroe Islands	-	612	612
Finland	26,619	5,486	32,105
France	779,131	29,165	808,296
Germany	697,844	875	698,719
Greece	67,349	145,533	212,882
Hungary	36,397	112	36,509
Iceland	42,617	14	42,631
Irish Republic	814,657	1,895	816,552
Italy	334,935	49,347	384,282
Latvia	20,159	-	20,159
Lithuania	29,049	-	29,049
Malta	43,196	14,270	57,466
Mexico	-	33,157	33,157
Netherlands	1,222,765	542	1,223,307
Norway	334,706	2,728	337,434
Pakistan	-	-	-
Poland	340,213	1,060	341,273
Portugal (other than Madeira)	244,813	29,074	273,887
Portugal (Madeira)	-	22,802	22,802
Slovak Republic	33,642	-	33,642
Spain (other than Canary Islands)	1,337,300	409,518	1,746,818
Spain (Canary Islands)	380,537	436,110	816,647
Sweden	125,923	2,287	128,210
Switzerland	221,657	14,801	236,458
Tunisia	-	32,665	32,665
Turkey	61,836	254,193	316,029
United Arab Emirates	314,692	-	314,692
United States of America	313,794	53,865	367,659
Total passenger traffic counted for these countries for Scotland's main airports[2]	8,396,684	1,779,586	10,176,270
Other international traffic at main Scottish airports[2]	..	..	1,648
All international traffic for Scotland's main airports	..	..	10,177,918
International traffic at other Scottish airports	..	..	35,740
Total International traffic at all Scottish airports	..	..	10,213,658

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], 2012

	Scheduled	Charter	Total
Amsterdam	1,219,643	401	1,220,044
Dublin	697,821	1,440	699,261
Paris (Charles De Gaulle)	514,723	4,367	519,090
Tenerife (Surreina Sofia)	206,660	220,448	427,108
Palma De Mallorca	232,240	170,049	402,289
Alicante	334,672	61,929	396,601
Malaga	327,364	28,311	355,675
Dubai	314,692	-	314,692
Frankfurt Main	280,554	296	280,850
Faro	219,958	25,822	245,780

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, 2012

	Other Scottish Airports	Other UK Airports [1]	UK offshore	Eire	Europe	North America	Rest of world	Total
Aberdeen	310,883	1,568,847	512,839	37,287	897,993	-	462	3,328,311
Barra	11,414	-	-	-	-	-	-	11,414
Benbecula	31,830	-	-	-	-	-	-	31,830
Campbeltown	8,689	-	-	-	-	-	-	8,689
Dundee	81	54,600	-	-	60	-	-	54,741
Eday	539	-	-	-	-	-	-	539
Edinburgh	106,724	4,414,241	-	484,914	4,039,995	145,295	3,213	9,194,382
Fair Isle	3,163	-	-	-	-	-	-	3,163
Foula	1,446	-	-	-	-	-	-	1,446
Glasgow	159,220	3,431,695	-	169,455	2,593,902	340,117	473,174	7,167,563
Inverness	57,472	508,744	175	30	33,571	-	-	599,992
Islay	25,299	-	-	-	-	-	-	25,299
Kirkwall	145,342	-	54	-	-	-	-	145,396
Lerwick (Tingwall)	4,933	-	107	-	-	-	-	5,040
North Ronaldsay	5,640	-	-	-	-	-	-	5,640
Out Skerries	366	-	-	-	-	-	-	366
Papa Stour	60	-	-	-	-	-	-	60
Papa Westray	3,891	-	-	-	-	-	-	3,891
Glasgow Prestwick	-	72,752	-	124,896	867,215	-	-	1,064,863
Sanday	2,428	-	-	-	-	-	-	2,428
Scatsta	168,251	62	139,617	-	-	-	-	307,930
Stornoway	126,983	254	-	-	-	-	-	127,237
Stronsay	2,808	-	-	-	-	-	-	2,808
Sumburgh	142,428	-	4,172	-	1,925	-	-	148,525
Tiree	7,864	-	-	-	-	-	-	7,864
Westray	2,979	-	-	-	-	-	-	2,979
Wick John O'Groats	24,283	-	1,462	-	154	-	-	25,899
Total	1,355,016	10,051,195	658,426	816,582	8,434,815	485,412	476,849	22,278,295

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, 2012

Airport	International/UK Offshore			Domestic			Total
	Scheduled	Charter	Total	Scheduled	Charter	Total	
Aberdeen	852,729	595,729	1,448,458	1,699,048	181,027	1,880,075	3,328,533
Barra	-	-	-	11,414	-	11,414	11,414
Benbecula	-	-	-	30,849	-	30,849	30,849
Campbeltown	-	-	-	8,689	-	8,689	8,689
Dundee	-	72	72	53,027	1,543	54,570	54,642
Edinburgh	4,415,946	257,512	4,673,458	4,519,873	1,003	4,520,876	9,194,334
Glasgow	2,135,729	1,441,090	3,576,819	3,571,420	1,856	3,573,276	7,150,095
Glasgow Prestwick	992,312	890	993,202	73,680	35	73,715	1,066,917
Inverness	27,814	5,953	33,767	567,074	709	567,783	601,550
Islay	-	-	-	21,230	-	21,230	21,230
Kirkwall	-	69	69	131,956	210	132,166	132,235
Lerwick (Tingwall)	-	107	107	4,930	4	4,934	5,041
Scatsta	-	139,617	139,617	-	164,809	164,809	304,426
Stornoway	-	-	-	115,601	259	115,860	115,860
Sumburgh	1,476	4,649	6,125	135,094	7,642	142,736	148,861
Tiree	-	-	-	7,317	-	7,317	7,317
Wick	-	1,616	1,616	22,233	1,071	23,304	24,920
Total	8,426,006	2,447,304	10,873,310	10,973,435	360,168	11,333,603	22,206,913

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

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Edinburgh											
Flights to/from UK origins / destinations											*numbers*
Matched	72,104	70,112	76,096	82,233	79,818	75,021	72,499	64,086	58,282	58,404	56,926
Unmatched - actual [1]	438	271	767	318	278	308	366	193	268	106	82
Unmatched - planned [2]	1,149	657	718	1,326	932	816	517	365	1,083	274	257
Percentage of flights late [3]											*percentages*
early to 15 mins late	76	75	75	74	74	73	79	84	79	84	84
16 to 30 mins late	12	12	13	13	13	13	10	8	9	8	8
31 to 60 mins late	7	7	8	8	8	8	7	5	6	5	5
1 hr 1 min to 3 hrs late	4	4	4	4	5	5	4	3	5	3	3
3hrs 1 min to 6 hrs late	0	0	0	0	0	0	0	0	1	0	0
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
											minutes
Average delay [4]	13	14	13	14	15	15	12	10	13	9	9
All flights (UK and international)											*numbers*
Matched	96,257	96,141	102,667	108,802	109,307	109,402	107,172	100,408	94,863	99,823	97645
Unmatched - actual [1]	618	526	1,051	526	508	613	518	387	492	276	188
Unmatched - planned [2]	1,450	934	837	1,536	1,107	1,074	769	575	2,061	552	312
Percentage of flights late [3]											*percentages*
early to 15 mins late	74	75	74	74	74	73	77	82	77	83	84
16 to 30 mins late	13	12	13	13	13	13	11	9	10	9	8
31 to 60 mins late	8	7	8	8	8	8	7	5	7	5	5
1 hr 1 min to 3 hrs late	5	4	4	4	5	5	4	3	5	3	3
3hr 1 min to 6 hrs late	0	0	0	0	0	1	0	0	1	0	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	15	16	13	11	15	10	9
Glasgow											
Flights to/from UK origins / destinations											*numbers*
Matched	60,165	60,771	63,046	66,243	66,121	65,538	60,243	51,934	47,933	46,214	47,010
Unmatched - actual [1]	884	551	496	308	466	906	636	198	233	118	88
Unmatched - planned [2]	441	345	296	390	778	726	375	274	763	305	240
Percentage of flights late											*percentages*
early to 15 mins late	76	78	80	79	76	77	79	85	80	85	85
16 to 30 mins late	12	11	10	10	11	11	10	7	8	7	7
31 to 60 mins late	7	7	6	6	7	7	7	4	6	4	4
1 hr 1 min to 3 hrs late	4	4	4	4	4	5	4	3	5	3	3
3hrs 1 min to 6 hrs late	0	0	0	0	0	0	0	0	1	0	0
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
											minutes
Average delay [4]	13	12	12	12	13	13	12	10	12	9	9
All flights (UK and international)											*numbers*
Matched	86,004	86,500	90,093	95,198	95,383	91,886	85,274	73,262	68,291	69,507	71,636
Unmatched - actual [1]	1,119	834	916	522	730	1,146	814	294	482	176	160
Unmatched - planned [2]	637	559	763	568	966	908	526	330	1,175	393	297
Percentage of flights late											*percentages*
early to 15 mins late	76	77	78	78	75	74	75	82	77	83	83
16 to 30 mins late	12	11	10	11	12	11	11	8	9	8	8
31 to 60 mins late	7	7	7	7	8	8	8	5	7	5	5
1 hr 1 min to 3 hrs late	5	4	4	4	5	5	5	4	6	4	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]	15	14	14	14	15	17	16	12	16	11	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, 2012 [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	104,227	4,619	1	108,847	2,764	62	1,839	342	1	59	1,099	6,166	115,013
Barra	1,319	5	-	1,324	-	-	-	79	-	-	-	79	1,403
Benbecula	3,958	317	6	4,281	70	-	2	75	-	50	-	197	4,478
Campbeltown	1,105	89	-	1,194	-	-	18	94	-	221	-	333	1,527
Dundee	2,872	352	244	3,468	896	101	35,118	764	8	44	527	37,458	40,926
Edinburgh	106,958	1,758	-	108,716	47	44	509	117	9	216	630	1,572	110,288
Glasgow	74,615	1,869	2	76,486	100	57	2,663	198	3	128	837	3,986	80,472
Glasgow Prestwick	8,166	348	-	8,514	2,923	2	7,847	2,346	-	4,038	-	17,156	25,670
Inverness	14,814	1,471	13	16,298	1,167	154	11,972	1,519	-	43	611	15,466	31,764
Islay	1,817	190	2	2,009	1	-	-	593	-	348	18	960	2,969
Kirkwall	12,400	777	16	13,193	196	9	217	325	-	22	18	787	13,980
Lerwick (Tingwall)	1,783	59	28	1,870	22	2	8	22	-	-	-	54	1,924
Scatsta	13,915	1,003	-	14,918	640	29	-	-	-	-	-	669	15,587
Stornoway	9,367	383	261	10,011	1,095	1	4	330	-	117	6	1,553	11,564
Sumburgh	10,963	1,066	217	12,246	1,682	-	-	91	-	26	-	1,799	14,045
Tiree	1,121	5	-	1,126	-	-	-	98	-	-	-	98	1,224
Wick John O'Groats	2,660	989	-	3,649	678	1	4	1,078	-	34	30	1,825	5,474
Total	372,060	15,300	790	388,150	12,281	462	60,201	8,071	21	5,346	3,776	90,158	478,308

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, 2012 [2]

Airport	Scheduled			Charter			Air taxi [1] movements	Total
	UK Operators	Over seas Operators	Total	UK Operators	Over seas Operators	Total		
Aberdeen	40,572	14,191	54,763	43,832	188	44,020	5,444	104,227
Barra	1,254	-	1,254	-	-	-	65	1,319
Benbecula	2,420	-	2,420	-	-	-	1,538	3,958
Campbeltown	953	-	953	-	-	-	152	1,105
Dundee	1,328	1,339	2,667	35	4	39	166	2,872
Edinburgh	68,267	27,928	96,195	4,711	1,978	6,689	4,074	106,958
Glasgow	55,398	9,682	65,080	6,463	744	7,207	2,328	74,615
Glasgow Prestwick	14	8,067	8,081	10	61	71	14	8,166
Inverness	10,237	36	10,273	34	70	104	4,437	14,814
Islay	1,353	-	1,353	-	-	0	464	1,817
Kirkwall	9,663	-	9,663	63	2	65	2,672	12,400
Lerwick (Tingwall)	1,496	-	1,496	49	-	49	238	1,783
Scatsta	-	-	-	13,626	-	13,626	289	13,915
Stornoway	6,434	-	6,434	8	4	12	2,921	9,367
Sumburgh	6,167	-	6,167	852	53	905	3,891	10,963
Tiree	885	-	885	-	-	-	236	1,121
Wick John O'Groats	1,871	-	1,871	90	191	281	508	2,660
Total	208,312	61,243	269,555	69,773	3,295	73,068	29,437	372,060

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	2012
Aberdeen	88,656	84,313	81,488	85,302	94,382	102,989	108,453	106,366	99,419	92,287	99,452	104,227
Barra	1,304	1,226	1,282	1,227	1,232	1,265	1,209	1,262	1,199	1,178	1,183	1,319
Benbecula	3,600	3,489	3,527	3,702	3,911	4,052	4,320	4,145	4,292	3,965	3,912	3,958
Campbeltown	1,400	1,395	1,294	1,357	1,293	1,268	1,307	1,216	1,359	1,251	1,133	1,105
Dundee	2,686	2,875	2,884	2,513	2,536	2,523	3,513	3,910	4,159	3,838	3,033	2,872
Edinburgh	100,161	106,920	107,558	115,205	119,061	118,690	120,096	118,899	111,059	104,288	108,708	106,958
Glasgow	95,067	91,027	91,862	96,278	99,700	99,157	97,277	90,977	77,874	71,598	72,377	74,615
Glasgow Prestwick	13,480	15,280	19,423	19,189	20,554	19,464	20,454	20,427	15,496	13,135	10,017	8,166
Inverness	12,441	13,426	16,105	18,427	20,139	20,601	19,352	17,936	15,791	13,254	15,097	14,814
Islay	1,558	1,520	1,557	1,528	1,579	1,738	1,731	1,869	1,677	1,809	2,004	1,817
Kirkwall	10,042	11,065	11,771	11,714	11,954	13,226	14,008	14,121	13,849	12,945	12,599	12,400
Lerwick (Tingwall)	2,100	2,140	2,325	2,127	2,328	2,029	1,913	1,863	2,011	1,652	1,817	1,783
Scatsta	10,874	10,392	9,888	10,012	10,430	11,445	11,333	10,743	12,704	12,731	13,199	13,915
Stornoway	5,457	5,822	6,558	7,259	8,135	9,646	9,741	10,028	9,484	8,842	9,190	9,367
Sumburgh	7,874	8,042	6,137	6,157	7,562	8,453	9,861	9,812	8,435	8,237	9,156	10,963
Tiree	718	751	744	724	724	753	755	937	1,109	1,023	1,019	1,121
Unst	138	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats	3,023	2,908	2,933	2,905	3,280	3,253	2,860	2,571	2,776	2,394	2,416	2,660
Total	360,579	362,591	367,336	385,626	408,800	420,552	428,183	417,082	382,693	354,427	366,312	372,060

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	2012
Aberdeen	104,801	100,207	97,895	98,598	109,232	116,971	121,927	119,831	109,876	102,396	108,862	115,013
Barra	1,355	1,307	1,394	1,358	1,323	1,321	1,296	1,310	1,356	1,252	1,258	1,403
Benbecula	4,162	4,068	4,147	4,209	4,466	4,462	4,810	4,660	4,779	4,402	4,366	4,478
Campbeltown	2,081	1,957	1,828	1,913	2,500	3,837	3,674	1,921	2,418	2,334	1,993	1,527
Dundee	28,349	18,713	30,716	32,099	37,261	37,444	37,292	36,297	39,274	37,169	36,815	40,926
Edinburgh	112,361	118,416	118,943	125,317	127,122	126,914	128,172	125,550	115,969	108,997	113,357	110,288
Glasgow	110,408	104,393	105,597	107,885	110,581	110,034	108,305	100,087	85,281	77,755	78,111	80,472
Glasgow Prestwick	48,144	43,190	57,099	55,998	54,996	48,189	47,910	42,708	34,230	33,087	28,546	25,670
Inverness	27,298	26,959	31,171	33,477	37,879	40,826	39,139	40,538	30,290	28,155	30,755	31,764
Islay	2,326	2,178	2,576	2,306	2,334	2,558	2,650	2,625	2,603	2,775	3,003	2,969
Kirkwall	11,838	12,461	13,524	13,466	13,375	14,719	15,574	15,982	15,590	14,535	14,131	13,980
Lerwick (Tingwall)	2,441	2,240	2,361	2,214	2,416	2,131	2,050	2,085	2,157	1,859	1,926	1,924
Scatsta	11,223	10,997	10,728	10,958	11,257	12,335	12,961	12,951	14,364	13,841	14,475	15,587
Stornoway	7,943	8,092	8,841	9,508	10,665	12,363	12,716	13,072	11,627	10,952	11,255	11,564
Sumburgh	11,094	11,776	8,701	8,655	10,409	12,185	13,984	14,758	12,159	11,118	12,228	14,045
Tiree	868	901	849	868	858	858	868	1,071	1,316	1,210	1,111	1,224
Unst	138	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats	5,521	5,440	6,363	5,624	6,931	6,721	6,327	7,221	6,231	4,754	4,734	5,474
Total	492,351	473,295	502,733	514,453	543,605	553,868	559,655	542,667	489,520	456,591	466,926	478,308

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]

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											tonnes
Aberdeen	3,808	3,478	3,762	4,089	4,022	3,434	4,006	3,822	4,211	5,311	6,166
Barra [3]	83	87	87	86	56	37	34	34	29	29	27
Benbecula [3]	1,470	1,450	1,383	1,416	910	590	587	564	531	466	475
Campbeltown [3]	2	2	2	2	1	2	1	1	1	1	-
Dundee	-	-	-	-	-	-	-	-	-	-	-
Edinburgh [2]	21,232	24,761	27,376	29,595	36,389	19,292	12,418	23,791	20,357	19,332	19,115
Glasgow [2]	5,041	4,927	8,122	8,733	6,289	4,276	3,546	2,334	2,914	2,430	9,497
Glasgow Prestwick	39,500	39,975	34,102	29,199	28,537	31,517	22,966	13,385	12,163	11,846	10,314
Inverness [3]	1,667	1,724	1,645	1,722	2,170	2,347	2,104	2,443	2,800	1,833	2,601
Islay [3]	224	252	252	252	246	312	335	340	310	287	284
Kirkwall [3]	712	696	893	904	904	709	730	646	777	132	97
Lerwick (Tingwall)	-	44	0	1	-	-	-	-	-	-	-
Scatsta	676	655	695	725	730	765	723	752	765	808	873
Stornoway [3]	1,544	1,622	1,523	1,562	1,881	1,717	1,610	1,641	1,630	1,659	1,704
Sumburgh [3]	994	1,041	1,045	1,068	1,061	1,036	1,109	1,075	990	979	990
Tiree [3]	53	56	58	57	59	60	56	56	52	49	57
Unst	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats [3]	6	18	12	5	6	8	3	2	2	1	-
Total	77,012	80,788	80,956	79,417	83,260	66,103	50,228	50,886	47,532	45,162	52,200

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

Table 8.14 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 8.15 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 8.16 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 on ferry routes operating in Scotland and routes between Scotland and Northern Ireland and Europe as well as some statistics on HM Coastguard search and rescue operations.

1.2 The main change in this edition is the separation of the ferries tables within the chapter. Table 9.14 has been split to show operators of Scottish Government subsidised routes and Local Authority ferry services. Table 9.15 shows all subsidised services, some of which were previously included in 9.16.

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.

Key Points

- **There were 47 million tonnes of freight lifted by water transport in Scotland in 2012 (around a quarter of freight lifted in Scotland, including exports).**
- **There was a total of 7.9 million passengers and 2.6 million vehicles carried on ferry routes within Scotland in 2012.**
- **There were 1.8 million passengers and 0.4 million vehicles carried between Scotland and Northern Ireland and 17,000 vehicles carried between Scotland and Europe in 2012.**

2. Main Points

Freight

Tonnage

2.1 In 2012, a total of 47 million tonnes of freight was recorded as being lifted by water transport in Scotland: 12.5 million tonnes of coastwise traffic to other ports in the United Kingdom (including Scotland), 2.6 million tonnes of one port traffic to offshore installations, and 32.1 million tonnes of exports from the major Scottish ports. Only 10.8 million tonnes of waterborne freight was carried for part of its journey on inland waterways in 2012. Compared with 2011, there was a 23% decrease in coastwise traffic and the tonnage of port exports decreased 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 68 million tonnes in 2002 before steadily falling to 32 million tonnes in 2012 (there has been a 50% fall in the last ten years) - eight ports were counted

as major ports in 1997 and 1998, there were nine in 1999 and 11 from 2000 onwards. *(Table 9.1[a])*

2.3 In 2012, a total of 6.4 million tonnes of coastwise freight was discharged in Scotland: considerably less than lifted in Scotland. 2.9 million tonnes of one-port traffic (all from oil rigs) was discharged in Scotland. Imports totalled 16.3 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 2% in 2012 to 76.1 million tonnes. This was 38% less than in 2002, continuing a steady fall. In 2012, the eleven major ports accounted for 96% of the total traffic through Scottish ports. Exports accounted for 42% 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 34% of the total freight through Scottish ports. *(Table 9.2)*

Ports & Destinations

2.5 Forth (25 million tonnes), Clyde (15 million tonnes) and Sullom Voe (11 million tonnes) accounted for the highest freight traffic in 2012. Forth traffic is 9% lower than 2011, and is 40% below 2002. Clyde's freight traffic has fluctuated between 2002 and 2012, rising overall from 9.7 million tonnes to 15.4 million tonnes in 2012. 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 52 million tonnes (71%) of the total traffic through major Scottish ports in 2012. *(Table 9.4)*

2.7 Top exporting ports were: Forth (17 million tonnes); Sullom Voe (7 million tonnes); and Glensanda (4 million tonnes). Clyde (11.2 million tonnes) and Forth (3.7 million tonnes) together accounted for almost all the imports. Forth (4.1 million tonnes) and Clyde (2.2 million tonnes) had most outward domestic traffic; Sullom Voe (2.1 million tonnes) and Aberdeen (1.6 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 2012 were crude oil (32.6 million tonnes), oil products (9 million tonnes), coal (8 million tonnes), other dry bulk (7 million tonnes) and road goods vehicles (2.7 million tonnes). *(Table 9.7)*

2.9 In 2012 most exports were destined for Netherlands (10.7 million tonnes), Germany (8.0 million tonnes), Asia (2.6 million tonnes), Belgium (2.5 million tonnes) and France (1.6 million tonnes) while most imports arrived from Russia (2.4 million tonnes) and the USA (2.3 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 29% and 42% respectively between 2002 and 2012. *(Table 9.9)*

2.11 Inland waterway traffic mainly comprises those parts of coastwise and foreign traffic that are carried on inland waterways. About 10.8 million tonnes of freight were lifted in Scotland and carried on inland waterways in 2012, 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

Routes to Northern Ireland and Europe

2.12 In 2012, 1.8 million passengers were carried on ferry services between Scotland and Northern Ireland, the busiest Scottish port for this traffic being Cairnryan, which accounted for 91% of the total. 0.4 million vehicles were carried between Scotland and Northern Ireland in 2012, a 14 per cent decrease on 2011. The Rosyth to Zeebrugge freight route is the only ferry route between Scotland and Europe. This carried 17,300 vehicles in 2012, a 15 per cent decrease on 2011. *(Tables 9.13 (a) & (b))*

Routes within Scotland

2.13 This section covers all routes within Scotland for which data is available, for example data is not available for Pentland Ferries. These statistics include routes within Scotland that are subsidised by Scottish Government, Local Authority ferry services and privately run services. More detail is available in paragraph 3.11 in the background notes to this chapter.

2.14 There were 7.9 million passengers carried on routes within Scotland in 2012, a fall of 1 per cent compared to 2011 and 7 per cent below the recent peak in numbers in 2007. Caledonian MacBrayne carried 4.5 million of these passengers (57%) and Western Ferries carried a further 18 per cent on the Gourock-Dunoon route. *(Table 9.12)*

2.15 There were 2.6 million vehicles carried on routes within Scotland in 2012, a 3 per cent increase on 2011. Of these vehicles, 44 per cent were carried by Caledonian MacBrayne and a further 25 per cent by Western Ferries on the Gourock-Dunoon route. *(Table 9.12)*

Operators on subsidised routes within Scotland

2.16 Caledonian MacBrayne ferries carried 4.5 million passengers in 2012, 64,000 (1%) less than in 2011. There were one million cars carried, or 2 per cent less than in 2011, and 110,000 commercial vehicles and buses, 1 per cent less than in 2011. *(Table 9.14)*

2.17 Serco Northlink Ferries carried 298,000 passengers in 2012 (on routes that were operated by Northlink Ferries Ltd until 5 July 2012), a 2 per cent fall compared to 2011. There were 61,000 cars carried on these routes in 2012, a 3 per cent fall compared to 2011. *(Table 9.14)*

Local Authority ferry services

2.18 Shetland Islands Council services carried 811,000 passengers in 2012, 2 per cent more than 2011. There were 364,000 cars carried, a significant increase on 2011, as fares were reintroduced on the Gutcher-Belmont route so the number of vehicles on this route is now recorded.

2.19 Orkney Ferries services carried 336,000 passengers in 2012, one per cent less than in 2011. There were 87,000 vehicles carried on these routes, one per cent more than the previous year. *(Table 9.14)*

2.20 Ferries operated by Argyll and Bute Council carried 139,000 passengers in 2012. Highland Council only records passenger numbers for the Camusnagaul - Fort William service operated by Highland Ferries on behalf of Highland Council. Passenger numbers are not recorded on the Corran Ferry. *(Table 9.14 and 9.16)*

Ferry routes within and to/from Scotland

2.21 The busiest ferry route within Scotland in terms of passengers and vehicles carried is the service between Gourock and Dunoon, operated by Western Ferries, which carried 1,389,300 passengers in 2012.. There were 605,500 cars carried on this route and 40,000 commercial vehicles and buses in 2012.. *(Table 9.16 and Figure 9.4 and 9.5)*

2.22 The second busiest Scottish ferry route over recent years in terms of passenger numbers has been the Stranraer / Belfast route which now departs from Cairnryan. This route carried 1.1 million passengers in 2012. *(Table 9.13 and Figure 9.4)*

2.23 The busiest subsidised ferry routes are operated by Caledonian MacBrayne. The busiest route in terms of passengers in 2012 was Largs - Cumbrae, with 695,400 passengers. Wemyss Bay-Rothesay was the busiest subsidised route for car traffic in 2012 with 150,100 car crossings, a decrease of 2% over the previous year. (*Table 9.15)*

2.24 The third busiest route in terms of cars carried is the Corran Ferry from Ardgour to Nether Lochaber operated by Highland Council. This route carried 238.5 thousand vehicles in 2012, a similar number to those carried on the Cairnryan-Belfast route. *(Table 9.16 and Figure 9.5)*

2.25 The Road Equivalent Tariff (RET) scheme involves setting ferry fares on the basis of the cost of travelling an equivalent distance by road, more detail on RET can be found in paragraph 3.12 of the background notes to this chapter. The West Coast routes where Road Equivalent Tariff (RET) has been rolled out carried 788,000 passengers in 2012 and 251,000 cars. *(Table 9.15)*

Ferry Punctuality

2.26 The level of reliability (the number of timetabled sailings actually operated, see table footnote for more detail)for Caledonian MacBrayne lifeline ferry services was 99.9% in 2012-13 and the level of punctuality (against the published timetable) was 99.8%. For Northlink the level of lifeline ferry services that were both punctual and reliable was 99.8% for Aberdeen routes and 99.5% for the Pentland Firth in 2011-12. *(Table 9.17)*

Coastguard callouts

2.27 Due to 'Industrial action short of a strike' undertaken by Coastguard staff during 2012, the Maritime and Coastguard Agency is unable to provide a detailed breakdown of incident details for 2012. Overall there were 3,283 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 ***Ferry Routes within Scotland.*** The Scottish Government subsidises the principal operators of the Clyde and Hebrides ferry services (operated by CalMac Ferries Ltd), the Gourock – Dunoon passenger ferry service (operated by Argyll Ferries Ltd) and the Northern Isles (Orkney and Shetland) ferry services (operated by Serco NorthLink Ferries and Shetland Line 1984 Ltd). The companies providing most of the services, CalMac Ferries Ltd and Argyll Ferries Ltd, are part of the David MacBrayne Limited group. The following Local Authorities fund a number of ferry services: Orkney Islands Council, Shetland Islands Council, Highland Council and Argyll & Bute Council. Other services are privately operated.

3.12 ***Road Equivalent Tariff (RET)*:** The Road Equivalent Tariff (RET) scheme involves setting ferry fares on the basis of the cost of travelling an equivalent distance by road - Ministers have announced the Scottish Government's intention to:

- continue RET as a permanent feature on the Western Isles, Coll and Tiree for passengers and cars, including small commercial vehicles and coaches
- replace RET for larger commercial vehicles on the Western Isles, Coll and Tiree, with an enhanced pre-RET discount scheme
- roll out a further RET pilot for passenger and cars including small commercial vehicles and coaches to Colonsay, Islay and Gigha from October 2012
- roll out a further RET pilot for passenger and cars including small commercial vehicles and coaches to Arran from October 2014
- roll out RET to other West Coast and Clyde islands within the term of this Parliament.

RET was introduced in the following routes in 2008: Oban-Castlebay-Lochboisdale; Oban-Coll/Tiree; Oban-Coll/Tiree/Castlebay; Uig-Tarbert-Lochmaddy; and Ullapool-Stornaway. RET was introduced to the following routes in 2012: Kennacraig-Islay, Kennacraig- Islay/Colonsay/Oban; Oban-Colonsay; and Tayinloan-Gigha.

3.12 ***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)

6. Other data sources

Within Scottish Transport Statistics:
Chapter 3 - Freight,
Chapter 12 – International Comparisons (including water freight)

Other Transport Scotland Publications:
A relatively small number of ferry journeys compared to other modes means little data is available from the SHS.

Department for Transport produce a number of related publications, including:
Port statistics

Non Official Statistics sources
Transport Scotland – Scottish Ferry Services: Ferries Plan (2013-2022)
Ferry operators

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**

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Freight lifted *(weight)*											*million tonnes*
Coastwise traffic[1]											
Liquid bulks	12.29	12.34	13.68	16.95	12.54	15.07	15.79	13.59	11.49	11.12	7.22
Coal	1.14	1.26	1.06	2.15	1.59	1.28	1.40	1.02	1.23	0.67	0.76
Other	5.77	5.91	5.75	6.44	6.45	6.43	6.09	5.23	5.23	4.54	4.56
Total	19.20	19.50	20.49	25.53	20.58	22.79	23.28	19.84	17.95	16.33	12.54
One Port traffic[2]											
To rigs	1.81	1.54	1.34	1.76	1.48	1.83	1.75	3.59	1.88	2.42	2.57
Sea dumped	-	-	-	-	-	-	-	-	-	-	-
Total	1.81	1.54	1.34	1.76	1.48	1.83	1.75	3.59	1.88	2.42	2.57
Inland waterway traffic											
Internal	0.01	-	-	-	-	-	-	-	-	-	
Coastwise	3.96	4.05	3.92	4.77	4.19	4.10	3.99	3.43	3.04	2.74	2.18
One Port	0.03	0.02	0.02	0.02	0.11	0.03	0.02	0.04	0.05	0.01	0
Foreign	6.01	5.99	6.03	5.41	5.86	6.36	8.18	6.63	7.80	7.95	8.61
Total	10.01	10.06	9.97	10.19	10.16	10.50	12.19	10.10	10.89	10.70	10.79
All above traffic[3]	27.03	27.03	27.86	32.70	27.92	30.98	33.21	30.06	27.63	26.70	23.72
Port exports[4]	67.78	58.90	54.45	45.00	43.99	45.58	42.42	38.32	39.89	33.36	32.06
All freight lifted[5]	88.80	79.94	76.28	72.29	66.06	70.20	67.44	61.75	59.72	52.11	47.17
Freight moved *(weight x distance)*											*million tonne-kilometres*
Coastwise traffic[1]											
Liquid bulks	10,340	10,460	10,580	13,523	10,550	13,155	14,456	12,360	10,777	10,628	6,723
Coal	180	360	170	391	368	305	343	261	302	303	9
Other	4,020	4,030	3,310	3,543	3,573	3,449	3,090	2,700	2,478	2,080	2,012
Total	14,540	14,850	14,060	17,457	14,491	16,909	17,890	15,321	13,557	13,011	8,744
One Port traffic[2]											
To rigs	1,810	1,540	1,270	1,762	1,482	1,832	1,746	2,287	1,885	2,190	2,571
Sea dumped	-	-	-	-	-	-	-	-	-	..	..
Total	1,810	1,540	1,270	1,762	1,482	1,832	1,746	2,287	1,885	2,190	2,571
Inland waterway traffic											
Internal	-	-	-	-	-	-	-	-	-	-	-
Coastwise	100	90	90	115	101	101	101	83	80	80	60
One Port	-	-	-	-	-	-	-	-	-	-	-
Foreign	150	140	140	135	146	166	210	160	200	190	209
Total	240	240	240	251	249	268	312	244	280	270	269
All above traffic[6]	16,590	16,630	15,570	19,470	16,222	19,009	19,948	17,852	15,722	15,471	11,584
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 as the Coastwise component of Inland Waterway traffic relates to the distance travelled on inland waterways, and Coastwise traffic relates to the distance travelled at sea.
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

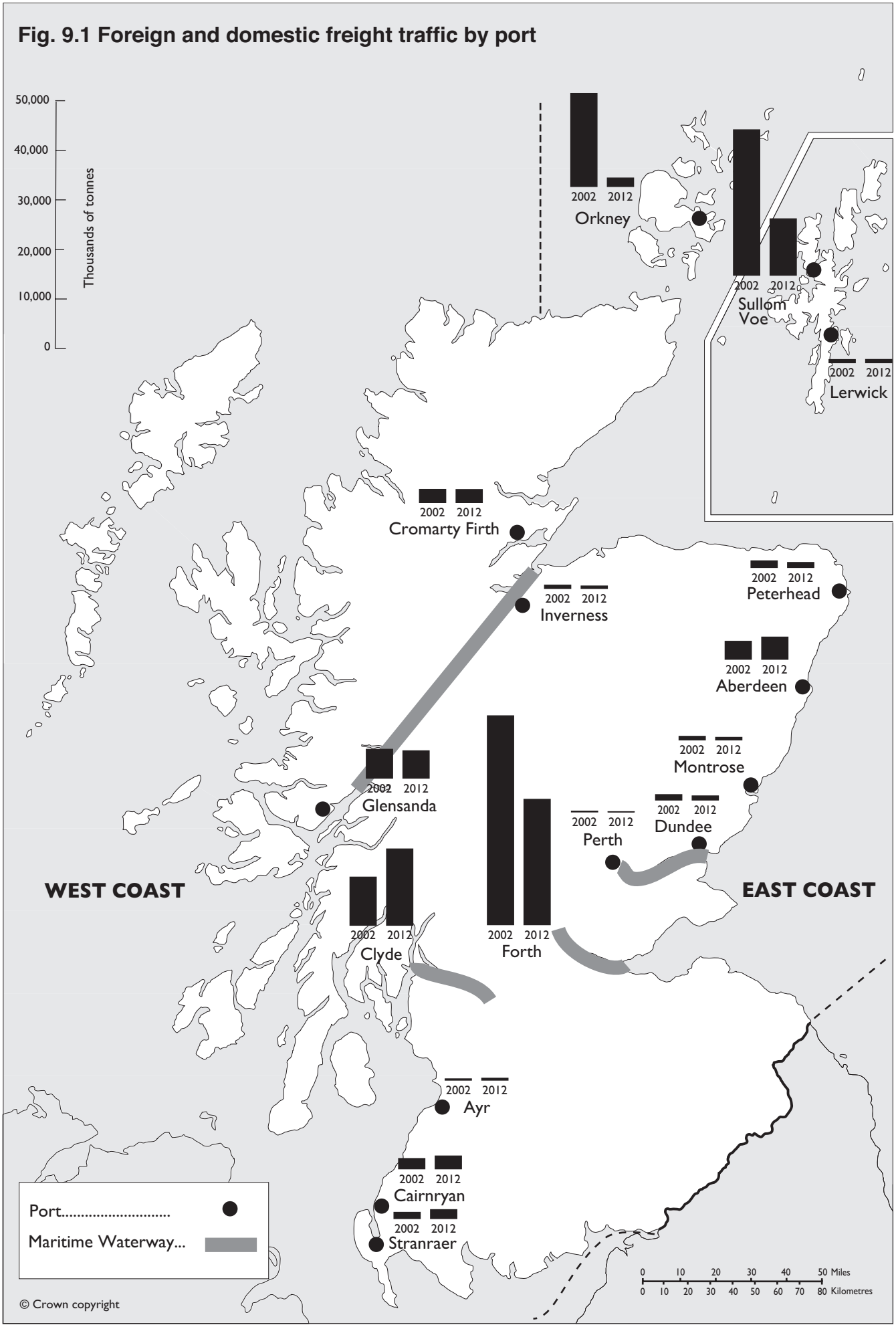


Table 9.1 (continued) Waterborne freight lifted, discharged and moved, by type of traffic

(b) **Waterborne freight *discharged* in Scotland, and moved, by type of traffic**

*Note: there is **no** information on inland waterway traffic* discharged *in Scotland*

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Freight discharged *(weight)*											*million tonnes*
Coastwise traffic[1]											
Liquid bulks	3.48	3.19	3.56	4.29	3.56	3.62	2.79	2.52	3.01	2.06	2.14
Coal	-	-	-	-	0.01	0.04	0.02	-	0.01	0.08	0.01
Other	3.49	3.62	3.34	4.17	4.22	4.13	4.20	3.77	4.25	3.83	4.28
Total	6.98	6.83	6.90	8.46	7.79	7.79	7.01	6.29	7.26	5.97	6.43
One Port traffic[2]											
From rigs	13.35	12.74	10.24	9.57	8.31	7.86	4.06	2.75	3.12	2.86	2.86
Sea dredged	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	-	-	-
Total	13.37	12.75	10.26	9.58	8.33	7.87	4.07	2.76	3.12	2.86	2.86
Inland waterway traffic[3]	..	..	..	..	..	..	..	..	..	..	..
Port imports[4]	11.43	9.50	15.00	17.02	17.91	14.61	16.11	13.53	13.17	14.22	16.25
Freight moved *(weight x distance)*											*million tonne-kilometres*
Coastwise traffic[1]											
Liquid bulks	1,770	1,610	2,060	2,120	1,811	1,907	1,444	1,445	2,070	1,459	1,529
Coal	-	-	-	-	-	39	12	-	12	61	9
Other	850	900	627.14	963	1,048	943	1,031	953	1,056	958	1,092
Total	2,620	2,510	2,687	3,083	2,859	2,890	2,487	2,398	3,138	2,478	2,626
One Port traffic[2]											
From rigs	13,380	12,780	10,270	9,580	8,325	7,870	4,067	2,762	3,146	2,885	3,898
Sea dredged	-	-	-	-	-	-	-	-	-	-	-
Total	13,380	12,780	10,270	9,580	8,325	7,870	4,067	2,762	3,146	2,885	3,898
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]

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											thousand tonnes
Foreign											
Imports	11,427	9,501	14,995	17,024	17,909	14,612	16,106	13,532	13,169	14,216	16,254
Exports	67,783	58,903	54,454	45,002	43,994	45,581	42,416	38,321	39,891	33,358	32,060
Total	79,208	68,404	69,447	62,025	61,903	60,193	58,521	51,853	53,060	47,573	48,313
Domestic											
Inwards	18,795	18,068	15,947	16,572	14,680	14,138	9,611	7,670	8,722	7,999	9,447
Outwards	20,088	19,998	21,023	26,395	21,039	23,482	23,975	22,558	18,745	18,378	15,072
Total	38,882	38,068	36,970	42,967	35,718	37,619	33,586	30,228	27,468	26,379	24,519
Total - major ports only	118,090	106,472	106,417	104,992	97,621	97,812	92,108	82,081	80,525	73,952	72,832
Total - all ports	122,156	110,535	110,444	108,890	101,587	101,952	96,346	85,547	84,817	77,414	76,139

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.

Table 9.3 Foreign and domestic traffic by port: inwards and outwards **WATER TRANSPORT**

Port	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											thousand tonnes
Stranraer											
Inwards	694	684	690	630	644	647	634	646	553	543	943
Outwards	579	590	587	535	578	584	556	531	465	442	872
Total traffic	1,273	1,274	1,277	1,165	1,222	1,231	1,190	1,177	1,017	986	1,815
Cairnryan											
Inwards	1,015	1,113	1,270	1,479	1,446	1,440	1,294	1,123	1,150	1,340	1,246
Outwards	1,085	1,214	1,579	1,795	1,699	1,723	1,633	1,448	1,484	1,592	1,364
Total traffic	2,099	2,328	2,849	3,274	3,145	3,163	2,928	2,572	2,634	2,932	2,610
Ayr											
Inwards	158	156	162	185	172	174	182	182	276	212	205
Outwards	83	134	239	233	247	379	375	153	282	190	99
Total traffic	241	291	401	418	419	553	557	335	558	402	304
Clyde											
Inwards	6,540	6,056	8,173	11,868	11,702	9,323	10,885	9,474	8,982	9,981	12,026
Outwards	3,193	3,158	3,334	3,870	3,279	2,740	3,453	3,078	3,301	3,450	3,394
Total traffic	9,733	9,214	11,507	15,737	14,981	12,063	14,338	12,552	12,283	13,431	15,421
Glensanda											
Inwards	4	3	1	-	-	-	-	-	-	-	-
Outwards	5,842	5,319	5,188	5,439	6,004	7,050	6,336	5,591	5,846	6,060	5,541
Total traffic	5,846	5,322	5,189	5,439	6,004	7,050	6,336	5,591	5,846	6,060	5,541
Other West Coast											
Inwards	463	445	375	371	408	448	489	368	649	347	337
Outwards	428	441	411	381	536	518	538	530	651	362	342
Total traffic	892	887	786	752	944	967	1,028	896	1,300	709	680
Orkneys											
Inwards	6,115	4,471	6,656	5,344	4,158	3,655	776	169	184	186	200
Outwards	12,697	9,951	11,278	9,190	7,091	6,937	4,014	3,073	3,059	2,158	1,529
Total traffic	18,812	14,422	17,934	14,534	11,249	10,592	4,789	3,241	3,244	2,344	1,729
Lerwick											
Inwards	343	312	299	342	311	352	372	309	323	344	407
Outwards	310	304	291	280	230	263	287	250	245	241	263
Total traffic	653	616	590	622	541	615	658	560	568	585	670
Sullom Voe											
Inwards	6,156	6,000	5,382	3,937	3,705	2,747	2,379	840	1,021	748	2,196
Outwards	23,219	20,360	18,557	16,603	15,743	13,826	12,160	10,377	10,250	9,405	9,202
Total traffic	29,376	26,360	23,939	20,541	19,447	16,573	14,539	11,217	11,270	10,153	11,398
Cromarty Firth											
Inwards	1,179	1,650	1,552	1,648	1,608	1,688	1,174	1,300	1,659	1,882	1,313
Outwards	1,479	1,851	1,656	1,677	1,598	1,814	1,078	1,565	2,004	2,138	1,314
Total traffic	2,658	3,501	3,208	3,325	3,206	3,502	2,252	2,864	3,663	4,020	2,628
Inverness											
Inwards	551	605	599	568	549	562	551	524	520	437	368
Outwards	134	122	127	97	122	123	146	127	151	162	154
Total traffic	686	727	726	665	671	684	697	651	671	599	521
Peterhead											
Inwards	845	600	390	606	647	468	524	482	538	541	584
Outwards	498	451	286	322	300	321	347	315	568	513	440
Total traffic	1,343	1,051	676	928	947	790	871	797	1,107	1,054	1,024
Aberdeen											
Inwards	1,980	1,794	2,095	2,401	2,407	2,541	2,407	2,227	2,035	1,966	2,084
Outwards	1,665	1,438	1,793	2,208	2,256	2,591	2,426	1,343	2,129	2,198	2,409
Total traffic	3,645	3,233	3,888	4,609	4,663	5,131	4,833	4,570	4,164	4,165	4,493
Montrose											
Inwards	486	578	585	466	397	366	413	283	395	359	336
Outwards	242	220	192	232	244	216	196	140	116	129	182
Total traffic	728	798	777	697	640	582	609	423	512	488	518
Dundee											
Inwards	827	753	766	905	918	809	788	632	754	721	666
Outwards	276	264	291	317	284	226	190	177	209	208	176
Total traffic	1,103	1,016	1,058	1,222	1,202	1,035	978	810	962	929	842
Perth											
Inwards	168	137	150	133	147	144	141	120	99	61	42
Outwards	8	7	9	7	1	-	1	6	4	13	19
Total traffic	176	144	159	139	148	144	141	125	103	74	62
Forth											
Inwards	4,865	4,446	3,966	4,778	5,353	5,431	4,856	4,309	5,015	4,307	4,442
Outwards	37,337	34,306	30,926	29,440	26,203	31,249	34,199	32,381	29,321	23,571	20,890
Total traffic	42,202	38,752	34,892	34,218	31,556	36,681	39,054	36,690	34,335	27,878	25,332
Other East Coast											
Inwards	328	252	280	254	263	272	281	284	291	302	289
Outwards	363	349	309	349	339	324	263	1,192	289	303	263
Total traffic	691	601	589	604	602	595	549	476	580	605	552
Scotland											
Inwards	32,717	30,056	33,394	35,915	34,835	31,067	28,147	23,272	24,444	24,277	27,684
Outwards	89,439	80,479	77,050	72,975	66,752	70,885	68,198	62,277	60,374	53,135	48,454
Total traffic	122,156	110,535	110,444	108,890	101,587	101,952	96,345	85,547	84,817	77,414	76,139

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 [1]

Port	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Stranraer											*thousand tonnes*
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	1,273	1,274	1,277	1,165	1,222	1,231	1,190	1,177	1,017	986	1,815
Cairnryan											
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	2,099	2,328	2,849	3,274	3,145	3,163	2,928	2,572	2,634	2,932	2,610
Ayr											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Clyde											
Bulk fuel	8,077	7,417	9,507	13,785	13,106	9,825	12,197	10,672	10,209	11,464	13,547
All other traffic	1,656	1,797	2,000	1,952	1,875	2,238	2,141	1,880	2,074	1,967	1,874
Glensanda											
Bulk fuel	4	3	1	-	-	-	-	-	-	-	-
All other traffic	5,842	5,319	5,188	5,439	6,004	7,050	6,336	5,591	5,846	6,060	5541
Other West Coast [2]											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	
All other traffic	..	..	..	..	..	..	..	..	..	..	
Orkney											
Bulk fuel	18,591	14,304	17,779	14,379	11,103	10,414	4,595	3,027	2,999	2,096	1,487
All other traffic	221	118	155	155	146	178	194	214	245	248	242
Lerwick											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Sullom Voe											
Bulk fuel	29,376	26,360	23,939	20,494	19,417	16,537	14,507	11,217	11,202	10,134	11,339
All other traffic	-	-	-	47	30	36	32	-	69	19	59
Cromarty Firth											
Bulk fuel	2,431	3,315	2,983	3,164	3,031	3,336	2,101	2,730	3,454	3,821	2,410
All other traffic	227	186	225	161	175	166	151	134	209	199	218
Inverness											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Peterhead											
Bulk fuel	347	436	249	451	369	143	230	309	365	260	282
All other traffic	996	615	427	477	578	647	641	488	742	794	742
Aberdeen											
Bulk fuel	1,092	1,068	1,357	1,396	1,517	1,487	1,468	1,044	1,022	1,018	1,073
All other traffic	2,553	2,165	2,531	3,213	3,146	3,644	3,365	3,526	3,142	3,147	3,420
Montrose											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Dundee											
Bulk fuel	512	477	494	664	595	528	493	448	486	560	457
All other traffic	591	539	564	558	607	507	485	362	476	369	385
Perth											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Forth											
Bulk fuel	38,211	34,720	30,855	29,586	27,455	32,738	34,863	32,438	30,405	23,208	21,028
All other traffic	3,991	4,032	4,037	4,632	4,101	3,943	4,191	4,252	3,930	4,670	4,304
Other East Coast [3]											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
Other	..	..	..	..	..	..	..	..	..	..	..
Major ports [4]											
Bulk fuel [1]	98,641	88,100	87,164	83,919	76,593	75,008	70,454	61,885	60,142	52,561	51,623
All other traffic	19,449	18,373	19,253	21,073	21,029	22,803	21,654	20,196	20,384	21,391	21,210
All traffic:											
Major ports only	118,090	106,473	106,417	104,992	97,622	97,811	92,108	82,081	80,526	73,952	72,833
All ports	122,156	110,535	110,444	108,890	101,587	101,952	96,345	85,547	84,817	77,414	76,139

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)

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
West Coast:											*thousand tonnes*
Stranraer*											
Liquid bulk	-	-	-	-	-	-	-	-	-	-	-
Dry bulk	-	-	-	-	-	-	-	-	-	-	-
Container & roll on traffic	1,273	1,274	1,277	1,165	1,222	1,231	1,190	1,177	1,017	986	1,815
Other general cargo	-	-	-	-	-	-	-	-	-	-	-
All traffic	1,273	1,274	1,277	1,165	1,222	1,231	1,190	1,177	1,017	986	1,815
Cairnryan*											
Liquid bulk	-	-	-	-	-	-	-	-	-	-	-
Dry bulk	-	-	-	-	-	-	-	-	-	-	-
Container & roll on traffic	2,099	2,328	2,849	3,274	3,145	3,163	2,928	2,572	2,632	2,932	2,610
Other general cargo	-	-	-	-	-	-	-	-	3	-	-
All traffic	2,099	2,328	2,849	3,274	3,145	3,163	2,928	2,572	2,634	2,632	2,610
Clyde											
Liquid bulk	3,191	3,112	3,494	3,473	3,626	3,568	5,149	4,685	4,853	5,124	5,945
Dry bulk	5,661	5,072	6,872	11,334	10,397	7,249	8,095	6,904	6,793	7,564	8,778
Container & roll on traffic	346	426	406	370	398	469	439	447	509	599	588
Other general cargo	534	604	736	560	560	777	654	516	128	144	109
All traffic	9,733	9,214	11,507	15,737	14,981	12,063	14,338	12,552	12,283	13,431	15,421
Glensanda											
Liquid bulk	4	3	1	-	-	-	-	-	-	-	-
Dry bulk	5,842	5,319	5,188	5,439	6,004	7,050	6,336	5,591	5,846	6,060	5,541
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargo	-	-	-	-	-	-	-	-	-	-	-
All traffic	5,846	5,322	5,189	5,439	6,004	7,050	6,336	5,591	5,846	6,060	5,541
East Coast:											
Orkney											
Liquid bulk	18,588	14,299	17,775	14,375	11,100	10,413	4,594	3,026	2,998	2,095	1,486
Dry bulk	55	18	20	15	12	10	6	12	20	25	15
Container & roll on traffic	131	70	116	115	115	153	161	181	213	211	215
Other general cargo	38	35	23	29	21	16	29	21	14	13	13
All traffic	18,812	14,422	17,934	14,534	11,249	10,592	4,789	3,241	3,244	2,344	1,729
Sullom Voe											
Liquid bulk	29,376	26,360	23,939	20,494	19,417	16,537	14,507	11,217	11,202	10,134	11,339
Dry bulk	-	-	-	-	-	-	-	-	69	12	57
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargo	-	-	-	47	30	36	32	-	-	7	2
All traffic	29,376	26,360	23,939	20,541	19,447	16,573	14,539	11,217	11,270	10,153	11,398
Cromarty Firth											
Liquid bulk	2,424	3,321	2,974	3,156	3,026	3,336	2,100	2,727	3,460	3,821	2,408
Dry bulk	168	110	116	86	79	70	70	73	125	159	144
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargo	67	70	118	84	101	97	81	64	78	41	76
All traffic	2,658	3,501	3,208	3,325	3,206	3,502	2,252	2,864	3,663	4,020	2,628
Peterhead*											
Liquid bulk	735	522	298	503	532	377	440	377	453	390	386
Dry bulk	179	196	145	140	102	73	101	88	144	158	100
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargo	429	333	233	286	313	340	331	331	510	506	538
All traffic	1,343	1,050	676	928	947	790	871	797	1,107	1,054	1,024
Aberdeen											
Liquid bulk	1,720	1,615	1,962	2,073	2,209	2,214	2,184	2,065	1,957	1,922	2,059
Dry bulk	295	269	330	394	373	371	308	331	549	606	439
Container & roll on traffic	262	272	309	354	317	334	355	345	365	405	468
Other general cargo	1,368	1,077	1,287	1,790	1,765	2,213	1,986	1,829	1,293	1,231	1,527
All traffic	3,645	3,233	3,888	4,609	4,663	5,131	4,833	4,570	4,164	4,165	4,493
Dundee*											
Liquid bulk	512	477	494	664	594	530	501	451	493	571	467
Dry bulk	358	315	352	335	317	333	373	300	412	277	294
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargo	233	225	212	223	291	172	104	59	57	81	82
All traffic	1,103	1,016	1,058	1,222	1,202	1,035	978	810	962	929	842
Forth											
Liquid bulk	38,240	34,297	30,756	29,090	26,220	31,578	33,941	31,913	29,432	23,353	20,739
Dry bulk	1,182	1,418	980	1,596	2,264	2,051	1,994	1,840	1,904	1,392	1,283
Container & roll on traffic	1,688	2,078	2,388	2,361	2,407	2,582	2,627	2,494	2,751	2,666	2,798
Other general cargo	1,091	958	769	1,171	663	470	492	442	249	466	512
All traffic	42,202	38,752	34,892	34,218	31,556	36,681	39,054	36,690	34,335	27,878	25,332

* 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, 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 9.6 (b) Foreign and domestic freight traffic at the major ports by type of traffic, 2012

	Foreign traffic			Domestic traffic			Total
	Imports	Exports	Total	Inwards	Outwards	Total	
							thousand tonnes
Stranraer	-	-	-	943	872	1,815	1,815
Cairnryan	-	-	-	1,246	1,364	2,610	2,610
Clyde	11,180	1,206	12,385	847	2,189	3,035	15,421
Glensanda	-	4,354	4,354	-	1,188	1,188	5,541
Orkney	14	1,115	1,129	185	414	599	1,729
Sullom Voe	116	7,089	7,205	2,081	2,113	4,194	11,398
Cromarty Firth	131	933	1,064	1,183	381	1,564	2,628
Peterhead	19	96	114	565	345	910	1,024
Aberdeen	464	333	797	1,620	2,077	3,697	4,493
Dundee	618	138	756	48	38	86	842
Forth	3,713	16,797	20,510	729	4,093	4,822	25,332
All Major Ports	**16,255**	**32,061**	**48,314**	**9,447**	**15,074**	**24,520**	**72,833**

Table 9.7 All traffic at the major ports by mode of appearance and commodity, 2012

	Foreign traffic		All foreign traffic	Domestic traffic		All domestic traffic	All foreign & domestic traffic
	Imports	Exports		Inwards	Outwards		
							thousand tonnes
Liquid bulk							
Liquefied gas	182	1,606	1,789	21	171	192	1,981
Crude oil	3,569	20,097	23,666	3,423	5,550	8,973	32,639
Oil products	2,911	2,979	5,890	1,723	1,352	3,075	8,965
Other liquid bulk products	335	-	335	117	793	910	1,245
All liquid bulk traffic	6,997	24,683	31,679	5,285	7,865	13,150	44,829
Dry bulk							
Ores	79	465	544	14	89	104	647
Coal	6,556	20	6,577	8	1,454	1,462	8,039
Agricultural products (eg grain, soya, tapioca)	650	97	747	128	50	178	925
Other dry bulk	444	4,517	4,961	750	1,330	2,079	7,040
All dry bulk traffic	7,730	5,099	12,828	899	2,923	3,822	16,651
Containers							
20' freight units	191	485	676	129	214	343	1,020
40' freight units	386	1,068	1,454	105	146	251	1,705
Freight units >20' & <40'	25	84	109	7	-	7	116
Freight units >40'	126	126	252	3	1	5	257
All container traffic	727	1,764	2,491	244	361	606	3,097
Roll-on/roll-off (self-propelled)							
Road goods vehicles with or without accompanying trailers	3	3	6	1,332	1,365	2,697	2,704
Import/Export motor vehicles	19	2	21	1	2	3	23
All ro-ro self-propelled traffi	22	5	27	1,333	1,367	2,700	2,727
Roll-on/roll-off (non self-propelled)							
Unaccompanied road goods trailers & semi-trailers	68	74	142	1,054	1,068	2,122	2,264
Unaccompanied caravans and other road, agricultural and industrial vehicles	0	-	0	0	1	1	1
Rail wagons, shipborne port to port trailers, and shipborne barges engaged in goods transport	244	132	376	17	12	29	405
Other mobile non self-propelled units	-	-	-	-	-	-	0
All ro-ro non self-propelled traffic	313	206	518	1,071	1,081	2,152	2,670
Other general cargo							
Forestry products	202	50	252	2	1	3	254
Iron and steel products	160	55	215	1	1	1	216
Other general cargo & containers <20'	103	199	303	612	1,474	2,085	2,388
All other general cargo traffic	465	304	770	614	1,475	2,089	2,858
All traffic	**16,254**	**32,060**	**48,313**	**9,447**	**15,072**	**24,519**	**72,832**

Table 9.8 Major ports traffic by cargo category and country of loading or unloading - 2012

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	162	1,096	1,258	42	297	339	25	11	37
Denmark	429	721	1,150	48	121	169	10	1	11
Estonia	11	-	11	8	-	8	-	-	0
European Union - small flows	-	-	0	-	-	0	-	0	0
Finland	8	72	80	58	15	73	32	19	51
France	94	1,144	1,238	195	477	672	33	0	33
Germany	80	5,971	6,051	102	1,851	1,952	38	20	58
Greece	-	-	0	9	-	9	9	-	9
Irish Republic	101	112	213	3	4	7	-	-	0
Italy	1	73	74	-	5	5	14	9	23
Latvia	-	15	15	132	0	132	25	1	26
Lithuania	-	0	0	4	0	4	3	1	4
Netherlands	598	8,940	9,538	181	1,161	1,342	77	6	84
Poland	5	164	168	22	756	778	0	1	1
Portugal	42	9	51	-	78	78	1	0	1
Romania	-	7	7	-	-	0	-	-	0
Spain	-	11	11	126	311	437	22	5	27
Sweden	1,042	557	1,598	36	4	40	39	16	55
All EU countries (as at 1 May 2007)	2,572	18,890	21,463	967	5,080	6,047	327	92	419
All other Europe & Mediterranean									
Algeria	759	81	840	0	0	0	1	3	5
Egypt	15	0	15	9	0	9	0	3	3
Iceland	4	41	44	2	1	3	0	0	0
Israel	0	0	0	0	0	0	0	2	2
Morocco	0	55	55	45	0	45	0	0	0
Norway	644	529	1,173	90	12	102	92	109	201
Other Europe & Mediterranean	-	81	81	-	-	0	-	0	0
Russia	-	-	0	2,391	4	2,395	-	13	13
Tunisia	-	-	0	-	-	0	-	-	0
Turkey	-	-	0	34	-	34	0	-	0
Ukraine	4	-	4	23	-	23	-	-	0
All other Europe & Med.	1,425	787	2,213	2,594	16	2,610	94	130	224
Africa (excluding Mediterranean countries)									
Africa - small flows	-	-	-	-	-	0	1	2	2
Angola	-	-	-	-	-	0	0	2	2
Cameroon	-	-	-	0	-	0	2	2	4
Congo	-	-	-	-	-	0	1	0	1
Gabon	-	-	-	-	-	0	0	1	1
Ghana	-	-	-	-	-	0	0	6	7
Nigeria	1,578	-	1,578	-	-	0	1	16	17
South Africa	-	-	-	-	-	0	4	19	23
All Africa (excl. Med.)	1,578	-	1,578	0	-	0	9	49	58
America									
Americas - small flows	-	121	121	-	-	0	1	1	2
Argentina	-	-	0	69	-	69	1	-	1
Brazil	-	-	0	53	-	53	0	1	1
Canada	11	367	378	-	-	0	-	-	0
Chile	-	145	145	-	-	0	-	-	0
Colombia	-	-	0	1,725	-	1,725	-	-	0
Dominica	-	-	0	-	-	0	-	-	0
Falkland Islands	-	-	0	-	-	0	-	-	0
Mexico	-	-	0	-	-	0	10	-	10
Peru	-	-	0	-	-	0	0	-	0
USA	1	1,457	1,458	2,287	0	2,287	4	1	5
Venezuela	199		199	-	-	0	-	-	0
All America	211	2,090	2,300	4,133	0	4,134	17	3	20
Asia and Australasia									
Asia - small flows	-	2,632	2,632	10	3	13	9	-	9
Australasia - small flows	-	6	6	-	-	0	-	2	2
China	-	-	0	-	-	0	1	-	1
Hong Kong	-	-	0	-	-	0	0	-	0
India	-	-	0	-	-	0	3	-	3
Japan	-	277	277	-	-	0	5	-	5
Malaysia	-	-	0	25	-	25	-	-	0
Singapore	-	-	0	-	-	0	0	-	0
All Asia and Australasia	0	2,915	2,915	35	3	38	19	2	21
Unspecified countries	1,211	-	1,211	-	-	0	0	29	29
All foreign countries	6,997	24,682	31,679	7,730	5,099	12,829	466	304	770
All domestic traffic	5,285	7,865	13,150	899	2,923	3,822	614	1,475	2,089
All foreign and domestic traffic	12,281	32,548	44,829	8,629	8,022	16,651	1,080	1,779	2,859

"-" 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 - 2012

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	113	882	994	327	205	533	669	2,491	3,160
Denmark	-	-	-	-	-	-	487	843	1,330
Estonia	-	-	-	-	-	-	20	0	20
European Union - small flows	0	-	0	-	-	-	0	0	0
Finland	0	-	0	-	-	-	98	106	204
France	0	-	0	-	-	-	322	1,621	1,943
Germany	5	132	137	-	-	-	224	7,974	8,198
Greece	1	-	1	-	-	-	18	0	18
Irish Republic	-	-	0	-	-	-	104	115	219
Italy	32	-	32	-	-	-	46	88	134
Latvia	-	-	0	-	-	-	157	15	173
Lithuania	0	-	0	-	-	-	7	1	8
Netherlands	326	614	939	-	-	-	1,181	10,721	11,902
Poland	0	-	0	-	-	-	27	920	947
Portugal	0	-	0	-	-	-	44	87	131
Romania		-	0	-	-	-	0	7	7
Spain	78	115	194	-	-	-	226	442	669
Sweden	-	-	-	-	-	-	1,117	576	1,693
All EU countries (as at 1 May 2007)	555	1,743	2,297	327	205	533	4,748	26,010	30,758
All other Europe & Mediterranean									
Algeria	-	-	-	-	-	-	760	84	845
Egypt	1	-	1	-	-	-	25	3	27
Iceland	-	-	0	-	-	-	5	42	47
Israel	8	-	8	-	-	-	8	2	9
Morocco	0	-	0	-	-	-	45	55	101
Norway	8	12	20	7	5	13	842	667	1,509
Other Europe & Mediterranean	1	-	1	-	-	-	1	81	82
Russia	16	-	16	-	-	-	2,407	17	2,424
Tunisia	0	-	0	-	-	-	0	-	0
Turkey	7	-	7	-	-	-	41	-	41
Ukraine	-	-	0	-	-	-	27	-	27
All other Europe & Med.	40	12	53	7	5	13	4,161	951	5,112
Africa (excluding Mediterranean countries)									
Africa - small flows	1	0	1	-	-	-	1	2	3
Angola	0	1	1	-	-	-	0	3	4
Cameroon	0	0	0	-	-	-	2	2	4
Congo	0	0	0	-	-	-	1	0	1
Gabon	0	0	0	-	-	-	0	1	2
Ghana	0	1	1	-	-	-	1	7	8
Nigeria	0	1	1	-	-	-	1,579	17	1,596
South Africa	3	6	9	-	-	-	7	25	32
All Africa (excl. Mediterranean)	5	9	14	-	-	-	1,592	57	1,649
America									
Americas - small flows	1	-	1	-	-	-	2	122	124
Argentina	0	-	0	-	-	-	71	0	71
Brazil	2	-	2	-	-	-	55	1	55
Canada	4	-	4	-	-	-	15	367	382
Chile	4	-	4	-	-	-	4	145	148
Colombia	0	-	-	-	-	-	1,725	0	1,725
Dominica	-	-	-	-	-	-	0	0	0
Falkland Islands	-	-	-	-	-	-	0	0	0
Mexico	0	-	0	-	-	-	10	0	10
Peru	0	-	0	-	-	-	0	0	0
USA	23	-	23	-	-	-	2,315	1,458	3,774
Venezuela	-	-	-	-	-	-	199	0	199
All America	35	-	35	-	-	-	4,395	2,093	6,488
Asia and Australasia									
Asia - small flows	10	-	10	-	-	-	30	2,635	2,665
Australasia - small flows	0	0	0	-	-	-	0	8	8
China	61	-	61	-	-	-	63	-	63
Hong Kong	3	-	3	-	-	-	3	-	3
India	6	-	6	-	-	-	9	-	9
Japan	0	-	0	-	-	-	5	277	282
Malaysia	8	-	8	-	-	-	33	0	33
Singapore	4	-	4	-	-	-	4	0	4
All Asia and Australasia	92	0	92	-	-	-	146	2,920	3,066
Unspecified countries	-	-	-	-	-	-	1,211	29	1,240
All foreign countries	727	1,764	2,491	335	211	545	16,254	32,060	48,314
All domestic traffic	244	361	606	2,404	2,448	4,852	9,447	15,072	24,519
All foreign and domestic traffic	972	2,125	3,096	2,739	2,659	5,397	25,701	47,132	72,833

"-" denotes either nil or less than half final digit shown.

Table 9.9 Foreign and coastwise container and roll-on traffic by type[1]

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Main Freight Units											*thousand*
Containers	179	205	209	223	232	250	252	251	242	269	286
Wheeled [2]	410	423	468	472	456	468	463	420	427	464	473
Total	590	628	676	695	689	718	715	672	670	733	759
Weight											*thousand tonnes*
Containers	2,059	2,285	2,587	2,590	2,714	3,033	3,115	2,894	2,794	2,928	3,190
Wheeled [2]	4,203	4,508	4,993	5,386	5,317	5,527	5,264	5,027	5,382	5,696	5,695
Total	6,262	6,793	7,580	7,976	8,030	8,560	8,378	7,920	8,177	8,624	8,886

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

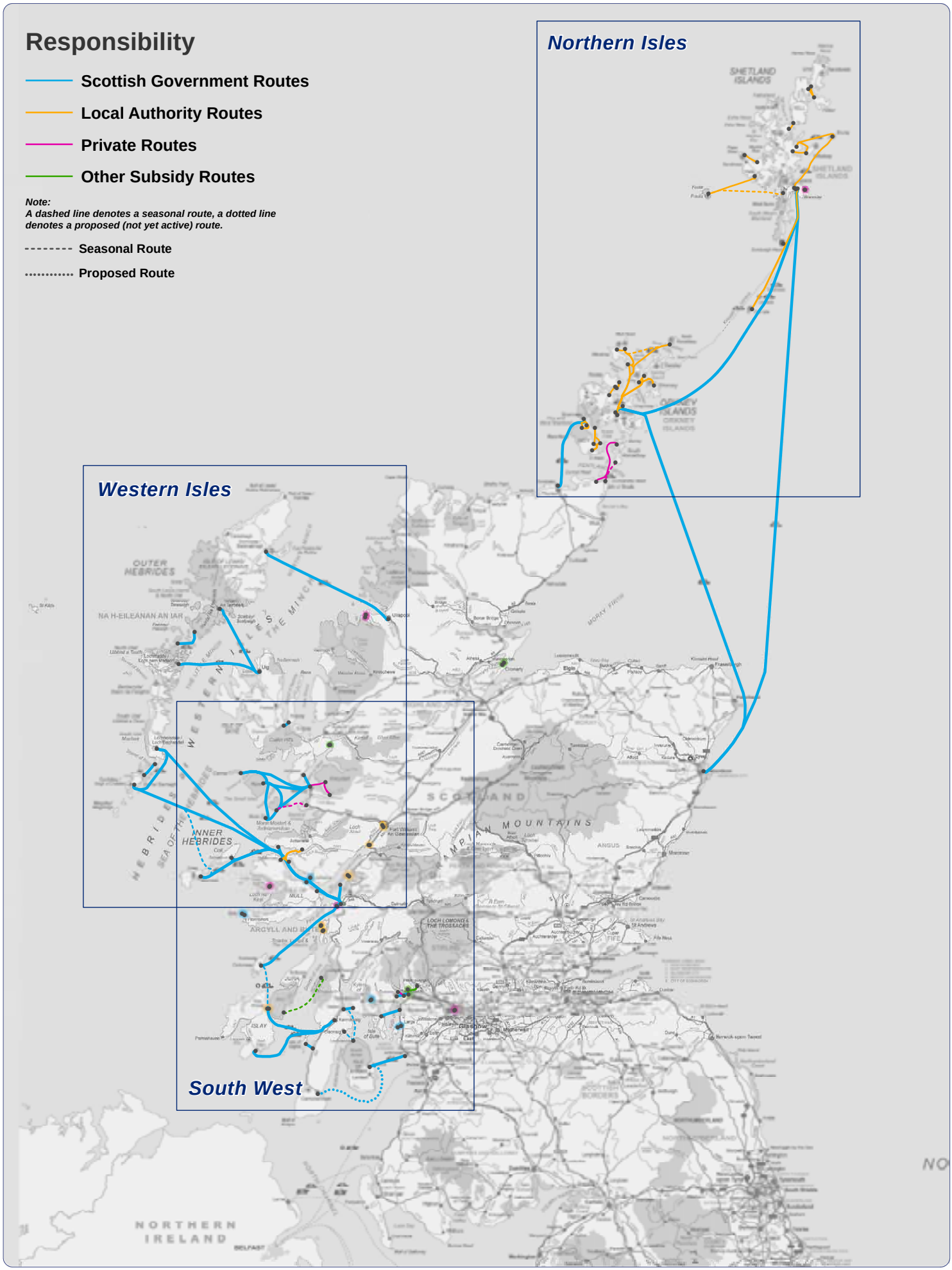
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Freight lifted in Scotland											*million tonnes*
River Clyde	1.29	1.34	1.29	1.59	1.53	2.08	2.53	1.46	2.34	2.56	2.25
River Forth	8.53	8.58	8.52	8.47	8.49	8.28	9.52	8.52	8.22	7.99	8.50
All waterways[1]	10.01	10.06	9.9722	10.19	10.16	10.50	12.19	10.10	10.89	10.70	10.79
Freight moved (weight x distance)											*million tonne-kilometres*
River Clyde	50	60	50	70	60	90	110	60	90	100	89
River Forth	180	180	180	180	180	170	200	180	170	170	178
All waterways[1]	240	240	240	250	250	268	320	250	280	270	269

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

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Freight lifted in Scotland											*million tonnes*
Bulk-liquid	7.10	7.01	6.70	6.61	6.49	6.73	7.48	6.57	6.55	6.18	6.97
Bulk-dry	0.91	0.83	1.04	1.38	1.40	1.43	1.51	1.02	2.05	2.15	1.39
Unitised forest products	0.20	0.12	0.23	0.17	0.21	0.20	0.24	0.16	0.14	0.11	0.03
Other semi-bulk	..	..	..	..	..	..	..	..	..	..	..
Break bulk	..	..	..	..	..	..	..	..	..	..	..
Other general cargo	0.43	0.52	0.10	0.14	0.23	0.17	0.60	0.10	0.10	0.17	0.14
Unit loads	1.36	1.57	1.89	1.89	1.83	1.97	2.37	2.26	2.05	2.10	2.27
Total	10.01	10.06	9.97	10.19	10.16	10.50	12.19	10.10	10.89	10.70	10.80
Freight moved (weight x distance)											*million tonne-kilometres*
Bulk-liquid	150	150	150	150	140	160	170	150	150	140	161
Bulk-dry	40	40	40	60	50	60	60	40	80	90	56
Unitised forest products	-	-	-	-	-	-	10	-	..	-	-
Other semi-bulk	..	..	..	..	..	..	..	..	..	..	..
Break bulk	..	..	..	..	..	..	..	..	..	..	..
Other general cargo	10	20	-	-	-	-	20	-	..	10	4
Unit loads	30	30	40	40	40	40	60	50	40	40	48
Total	240	240	240	250	250	268	320	250	280	280	269

Fig 9.2: Maps showing all routes



Scottish Ferry Routes

National Overview

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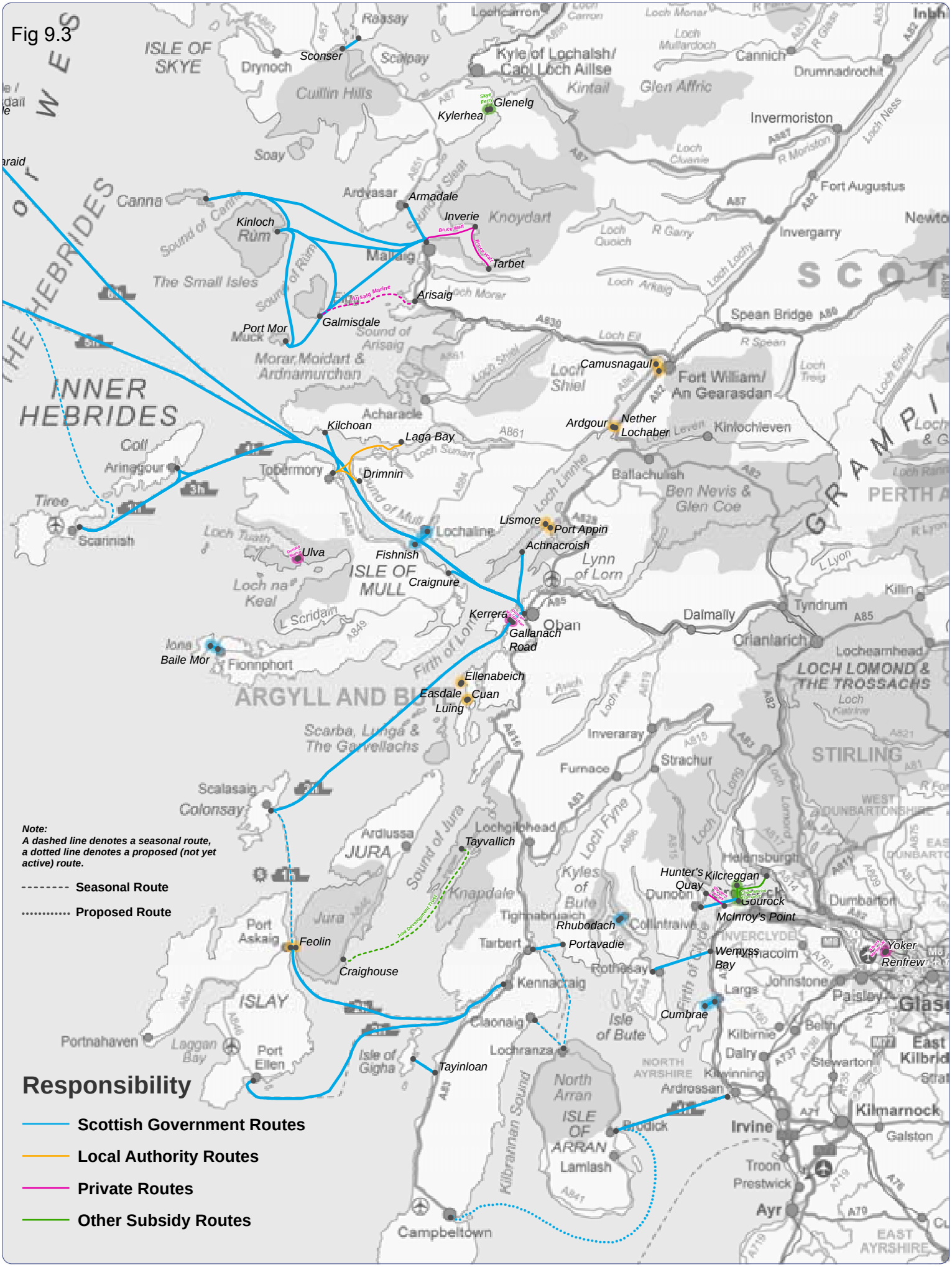
Table 9.12 Total passengers and vehicles carried by operator[1]

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											thousands
PASSENGERS											
Caledonian MacBrayne	4,873.7	5,163.0	5,311.1	5,358.2	4,774.6	4,781.6	4,533.2	4,762.3	4,736.6	4,575.1	4,510.7
Cowal Ferries [5]	..	..	..	..	615.2	607.2	550.8	533.5	499.2	..	..
Argyll Ferries Ltd [5]	..	..	..	..	..	..	..	..	..	409.2	341.3
P&O Scottish Ferries	165.5	..	..	..	..	..	..	..	..	..	..
Serco Northlink [2]	..	240.6	288.7	300.9	304.0	307.0	296.0	309.0	305.0	304.0	298.0
Orkney Ferries	290.6	310.3	321.7	312.6	317.9	316.4	319.0	329.5	330.7	337.8	335.6
Shetland Islands Council [6]	732.0	687.1	745.3	708.7	760.5	795.6	634.1	636.5	625.0	615.0	811.3
Argyll & Bute Council	121.9	144.6	152.2	140.2	138.4	138.6	141.6	138.0	135.3	133.8	139.6
Highland Council[4]	7.5	5.8	6.0	5.6	7.0	16.7	1.0	3.9	4.4	3.0	5.1
Strathclyde Partnership for Transport	205.1	207.7	198.6	217.9	224.7	220.8	211.4	219.4	63.5	57.7	52.6
Western Ferries	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	1,389.3
Bruce Watt Cruises	2.1	2.4	2.5	3.0	3.4	2.6	4.9	3.3	3.0	4.9	4.6
Cromarty Ferry Company	13.4	12.8	9.6	..	..	..	..	..	..	..	..
West Highland Seaways	..	..	2.7	..	..	..	..	..	..	..	..
Orkney Line (Previously Orcargo)[3]	..	..	..	..	..	..	..	..	..	..	..
Total within Scotland	**7,575.6**	**8,033.8**	**8,293.1**	**8,327.4**	**8,452.7**	**8,515.8**	**8,000.6**	**8,271.6**	**8,016.4**	**7,773.2**	**7,888.1**
Scotland and Northern Ireland	2,284.0	2,430.0	2,337.0	2,051.0	2,015.0	2,094.0	1,938.0	1,916.0	1,920.0	1,857.7	1,809.4
Scotland and Europe	111.9	207.6	207.0	194.3	121.0	111.0	75.0	31.0	54.0	..	..
Total	**9,971.4**	**10,671.4**	**10,837.1**	**10,572.8**	**10,588.7**	**10,720.8**	**10,013.6**	**10,218.6**	**9,990.4**	**9,631.0**	**9,697.6**
VEHICLES (cars, commercial vehicles and buses)											
Caledonian MacBrayne	997.4	1,056.8	1,100.2	1,123.3	1,136.6	1,179.0	1,151.8	1,215.8	1,186.8	1,173.3	1,156.0
Cowal Ferries [5]	..	..	..	..	83.8	85.7	75.7	74.5	64.9	27.3	..
Argyll Ferries Ltd [5]	..	..	..	..	..	..	..	..	..	..	..
P&O Scottish Ferries	56.1	..	..	..	..	..	..	..	..	..	..
Serco Northlink [2]	0.0	59.4	65.0	67.5	69.0	70.0	68.0	68.0	64.0	63.0	61.2
Orkney Ferries	74.9	79.8	82.6	82.9	83.0	81.2	81.2	87.4	88.7	86.6	87.4
Shetland Islands Council [6]	327.0	314.4	337.5	319.8	342.2	363.6	273.5	281.2	282.8	297.4	392.3
Argyll & Bute Council	34.9	39.0	35.0	45.0	39.9	36.6	36.5	36.5	33.8	33.4	32.8
Highland Council	244.2	256.6	266.2	257.9	244.2	262.2	262.1	266.3	235.8	254.4	252.8
Western Ferries	521.4	578.3	586.2	606.8	611.5	635.0	620.2	617.8	597.2	615.8	645.5
Cromarty Ferry Company	3.7	3.8	3.3	..	..	..	..	..	..	..	..
Orkney Line (Previously Orcargo)[3]	..	..	..	..	..	..	..	..	..	..	..
Total within Scotland	**2,259.6**	**2,388.0**	**2,476.0**	**2,503.3**	**2,610.2**	**2,713.3**	**2,569.0**	**2,647.5**	**2,554.0**	**2,551.4**	**2,628.1**
Scotland and Northern Ireland	487.0	490.0	513.0	435.0	440.0	479.0	452.0	460.0	457.0	479.0	411.8
Scotland and Europe	44.0	77.0	88.0	88.0	63.0	52.0	35.0	20.0	51.7	20.5	17.3
Total	**2,790.6**	**2,955.0**	**3,077.0**	**3,026.3**	**3,113.2**	**3,244.3**	**3,056.0**	**3,127.5**	**3,062.6**	**3,050.9**	**3,057.2**

1. No data is available for Pentland ferries
2. P & O Scottish Ferries stopped operating these services on 30 September 2002. NorthLink Orkney & Shetland Ferries Ltd operated from 1 October 2002 until 6 July 2006; NorthLink Ferries Ltd operated from 6 July 2006 until 5 July 2012; Serco NorthLink Ferries operated from 5 July 2012 to date.
3. This service ceased to operate from May 2001.
4. Passenger numbers on the Corran Ferry are not recorded
5. Cowal Ferries operated the Gourock-Dunoon route from October 2006 until June 2011 when Argyll Ferries took over operation and carry passengers only. It is not possible to split passenger figures for 2011 between the two operators.
6. Only includes main routes listed in Table 9.16



Scottish Ferry Routes

South Western Scotland

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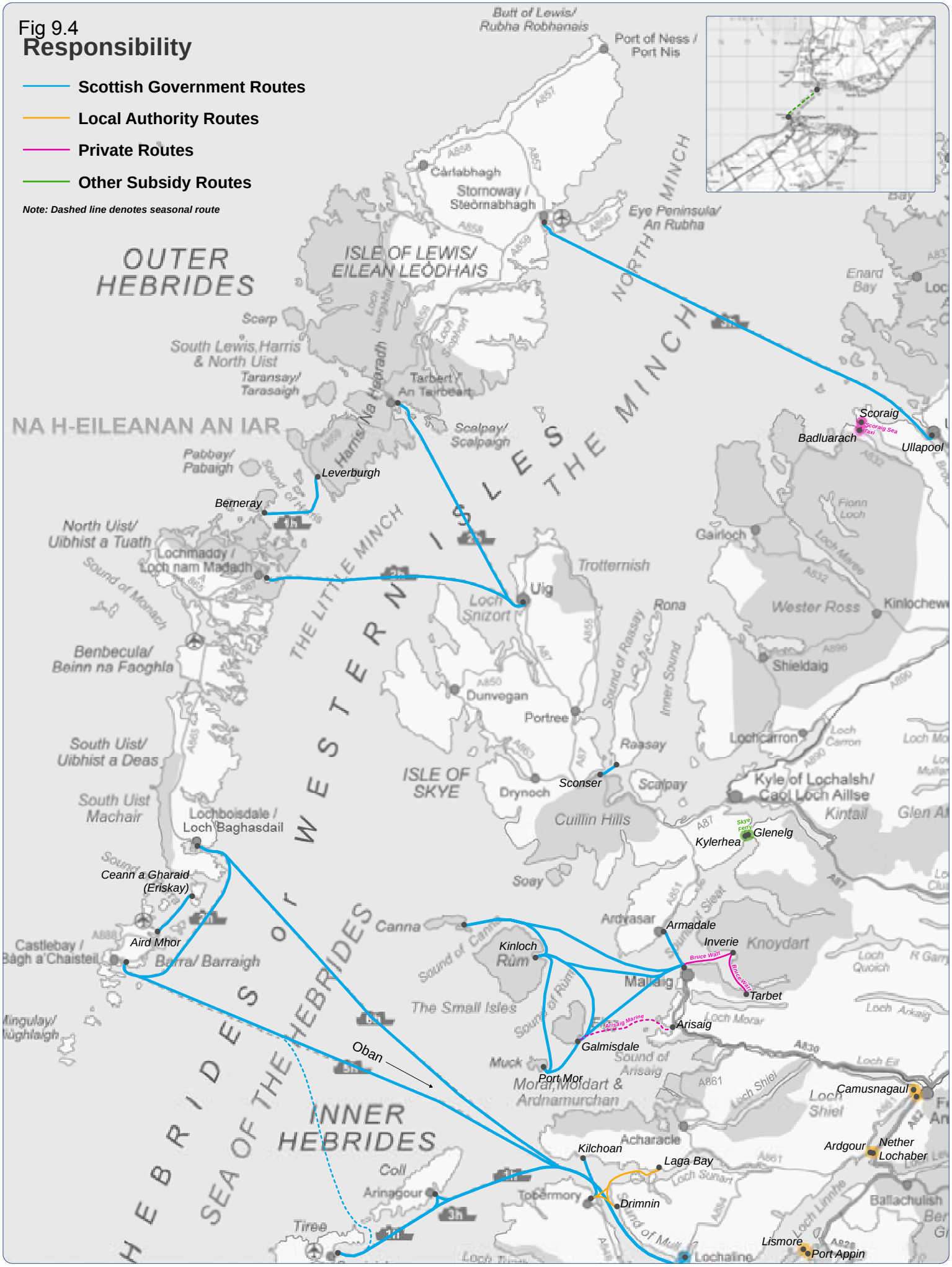
Fig 9.4



Scottish Ferry Routes

Western Isles

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Table 9.13(a) Vehicle and Passenger Traffic between Scotland and Northern Ireland

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											thousands
Cairnryan - Larne											
Numbers of cars	153	139	137	140	134	156	154	154	151	153	126
Numbers of passengers	651	599	595	602	595	646	628	602	611	631	524
Cairnryan - Belfast [1]											
Numbers of cars	..	..	..	..	..	..	..	..	..	49	239
Numbers of passengers	..	..	..	..	..	..	..	..	..	96	1,116
Stranraer - Belfast [1]											
Numbers of cars	257	239	275	239	250	257	239	244	244	217	..
Numbers of passengers	1,296	1,363	1,319	1,235	1,212	1,217	1,104	1,101	1,084	922	..
Troon - Belfast[2]											
Numbers of cars	76	87	74	..	..	..	..	..	..	..	..
Numbers of passengers	332	368	303	..	..	..	..	..	..	..	..
Troon - Larne											
Numbers of cars	1	25	27	56	56	66	59	62	62	60	47
Numbers of passengers	5	100	120	214	208	231	206	213	225	208	169
Total											
Numbers of cars	487	490	513	435	440	479	452	460	457	479	412
Numbers of passengers	2,284	2,430	2,337	2,051	2,015	2,094	1,938	1,916	1,920	1,858	1,809

1. The Stranraer - Belfast ferry service was replaced by the Cairnryan-Belfast route in November 2011.
2. The Troon - Belfast ferry service was withdrawn in December 2004.

Table 9.13 (b) Vehicle and Passenger Traffic between Scotland and Europe

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											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	0
Unaccompanied trailers	6	16	20	18	22	8	5	3	7	6	6
Import/export vehicles	2	2	3	6	7	7	5	7	17	14	11
Lerwick - Bergen [2]	4	5	7	5	4	..	..	..	..	..	..
Lerwick - Hanstholm [2]	..	1	1	1	..	..	..	..	..	..	..
Lerwick - Torshaven [2]	3	7	7	6	5	1	1	..	..	..	..
Total passengers	112	208	207	194	121	111	75	31	54	..	..
Total vehicles	44	77	88	88	63	52	35	20	52	21	17

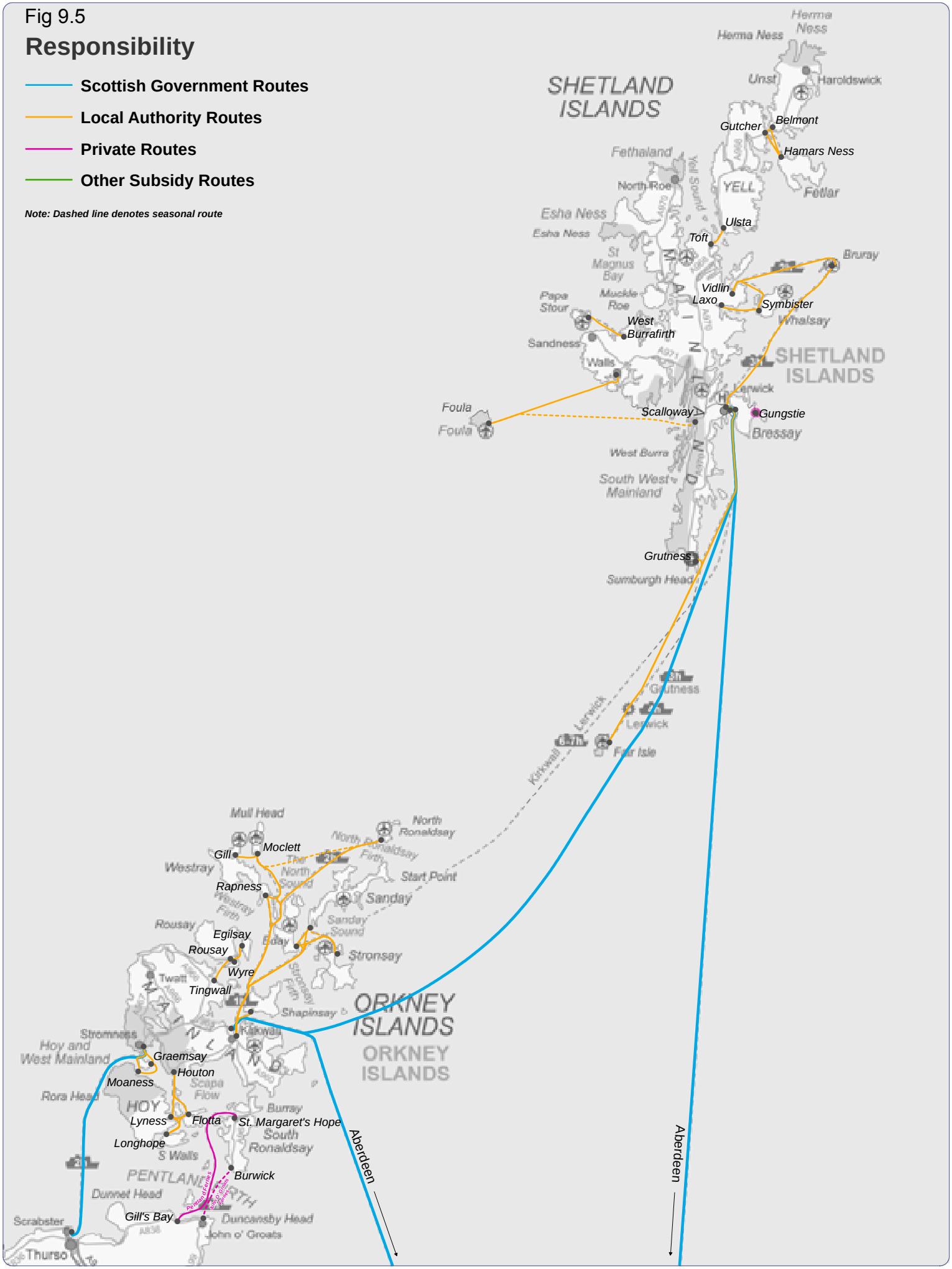
1. The service started in May 2002. The drop in passenger numbers in 2006 follows a reduction in the frequency of the service with effect from November 2005. There was no service in the fourth quarter of 2008
2. These are passenger numbers only as car and commercial vehicles are not recorded.

Fig 9.5

Responsibility

- Scottish Government Routes
- Local Authority Routes
- Private Routes
- Other Subsidy Routes

Note: Dashed line denotes seasonal route



Scottish Ferry Routes

Orkney & Shetland Isles

Scottish Government GI Science & Analysis Team
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Table 9.14a Shipping services (Operators on subsidised routes

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Caledonian MacBrayne[1,11]											*thousand*
Cars carried	898	960	1,001	1,019	1,031	1,070	1,042	1,112	1,079	1,062	1,046
Commercial vehicles and buses	100	97	99	104	105	109	110	104	108	111	110
Vehicles (Cowal ferries)					84	86	76	75	65	27	
Vehicles (Argyll ferries)											
Passengers	4,874	5,163	5,311	5,358	4,775	4,782	4,533	4,762	4,737	4,575	4,511
Passengers (Cowal ferries)					*615.2*	*607.2*	*550.8*	*533.5*	*499.2*		
Passengers (Argyll ferries)										*409.2*	*341.3*
											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]	43,844	45,829	49,861	51,687	55,205	59,204	57,950	55,856	57,535	58,667	62,118
Subsidy [3]	18,900	25,919	25,900	31,400	33,200	38,286	53,338	57,338	58,113	69,308	73,163
Cowal ferries (subsidy) [3]						*2,270*	*3,130*	*3,040*	*3,163*	*1,008*	
Argyll Ferries (subsidy) [3]										*1,309*	*1,616*
P&O Scottish Ferries [14]											*thousand*
Cars carried	40										
Commercial vehicles	16										
Passengers	166										
											£ thousand
Revenue from users [5]	12,195										
Subsidy [5]	11,206										
Northlink Orkney & Shetland Ferries / Northlink Ferries Ltd / Serco Northlink Ferries [6]											*thousand*
Cars carried		59	64	67	69	70	68	68	64	63	61
Commercial Vehicles [7,10]		1	1	1							
Passengers		241	289	301	304	307	296	309	305	304	298
											£ thousand
Revenue from users [8,9]				20,064	21,260	20,914	22,171	21,694	25,011	25,718	..
Subsidy[8]		18,524	28,121	22,450	29,177	30,173	29,207	34,444	36,064	37,172	..
Total for these Shipping Services											*thousand*
Vehicles carried	1,053	1,116	1,165	1,191	1,289	1,335	1,296	1,358	1,316	1,264	1,217
Passengers	5,039	5,404	5,600	5,659	5,694	5,696	5,380	5,605	5,541	5,288	5,150
											thousand tonnes
Loose freight [15]	4.5	4.4	4.5	5.1	5.1	5.0	5.0	5.7	5.3	4.8	4.9
											£ thousand
Revenue from users	57,698	..	..	73,610	78,404	82,171	82,384	79,830	84,975	86,935	64,940
Subsidy	34,009	49,003	58,961	59,404	68,634	76,936	92,593	102,357	103,620	114,335	79,865

Table 9.14b: Local Authority operators

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Orkney Ferries											*thousand*
Vehicles carried	75	80	83	83	83	81	81	87	89	87	87
Passengers	291	310	322	313	318	316	319	330	331	338	336
											thousand tonnes
Loose freight	1.5	1.4	1.5	2.1	2.1	2.0	2.0	2.7	2.3	1.8	1.9
											£ thousand
Revenue from users [3,4]	1,659	1,671	1,835	1,859	1,939	2,053	2,263	2,280	2,429	2,550	2,822
Subsidy [3,4]	3,903	4,560	4,940	5,554	6,257	6,207	6,918	7,535	6,280	6,847	6,702
Shetland Islands Council [12, 17]											*thousand*
Vehicles carried	327	314	338	320	342	364	273	281	283	297	392
Passengers	732	687	745	709	761	796	634	637	625	615	811
Highland Council											
Vehicles carried	244.235	256.6	266.248	257.9	244.2	262.2	262.1	266.3	235.8	254.449	252.8
Passengers[16]	7.5	5.8	6.0	5.6	7.0	16.7	1.0	3.9	4.4	3.0	5.1
Argyll and Bute Council											
Vehicles carried	34.9	38.991	35.021	45	39.9	36.56	36.5	36.45	33.8	33.4	32.8
Passengers	121.9	144.559	152.216	140.2	138.4	138.6	141.6	138	135.3	133.8	139.6
Total for Local Authority operators											*thousand*
Vehicles carried	681	690	721	706	709	744	653	671	641	672	765
Passengers	1,152	1,148	1,225	1,167	1,224	1,267	1,096	1,108	1,095	1,090	1,292

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. NorthLink Orkney & Shetland Ferries Ltd operated from 1 October 2002 until 6 July 2006; NorthLink Ferries Ltd operated from 6 July 2006 until 5 July 2012; Serco NorthLink Ferries operated from 5 July 2012 to date.
7. Only coaches and mini-buses are included under this heading for 2003.
8. 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.
9. The figures published previously for 2003 to 2005 were wrong. Corrected figures for 2003 and 2004 are not readily available.
10. The number of vehicles are no longer available due to a change in the method of collecting the data.
11. Includes Gourock-Dunoon which has been operated by Argyll Ferries Ltd since 30 June 2011, and Ballycastle-Rathlin which has been operated by Rathlin Ferries since April 2007
12. Since 2008, no fares have been charged on 2 routes, the previous figures are therefore not comparable. Data is for routes included in Table 9.16 only.
13. Shetland Council is excluded from these figures as data isn't available for passenger revenue or subsidy
14. P & O Scottish Ferries stopped operating its services on 30 September 2002.
15. In 2001 P & O's loose freight operations were taken over by a separate company called, Northwards, which did not provide the relevant information.
16. Passenger figures aren't recorded for the Corran Ferry.
17. These are the main routes, there will be other smaller ones that are not included.

Table 9.15 Traffic on Subsidised ferry services

Route	Operator	Passengers										
		2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Clyde												*thousand*
Ardrossan-Brodick	CalMac	660.3	702.0	716.6	742.6	735.9	749.0	707.4	715.7	731.1	692.4	688.7
Ballycastle-Rathlin[4]	Rathlin Ferries	39.2	47.0	45.6	48.2	49.8	50.0	..	..	..	..	..
Colintraive-Rhubodach	CalMac	269.8	272.9	268.4	279.9	264.6	257.5	256.3	260.6	264.3	228.0	217.1
Gourock-Dunoon[5, 6]	CalMac	593.7	565.6	619.8	624.7	..	..	..	..	..	..	..
Gourock-Dunoon[6]	Cowal Ferries	..	..	..	..	615.2	607.2	550.8	533.5	499.2	..	..
Gourock-Dunoon[6]	Argyll Ferries	..	..	..	..	..	..	..	..	..	409.2	341.3
Largs-Cumbrae	CalMac	659.5	710.0	682.9	698.6	722.6	750.4	710.8	720.4	727.3	697.7	695.4
Lochranza-Tarbet/Claonaig[1]	CalMac	51.7	54.0	54.0	54.0	52.4	54.5	50.2	54.4	52.1	46.9	43.7
Tarbert-Portavadie	CalMac	40.7	49.0	52.9	57.9	67.6	60.4	59.5	69.7	68.1	61.7	60.9
Wemyss Bay-Rothesay	CalMac	709.7	770.7	764.2	750.1	759.7	770.3	741.0	755.9	735.3	711.5	690.1
Total Clyde		**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**	**2,737.3**
West Coast - RET routes												
Kennacraig-Islay[b]	CalMac	126.0	140.0	148.0	150.9	152.5	157.4	159.3	171.4	169.3	174.1	178.4
Kennacraig to Islay/C'say/Oban[b]	CalMac	18.3	13.9	10.6	10.6	11.1	8.7	9.9	10.1	8.1	11.0	11.4
Oban-Castlebay- Lochboisdale[a]	CalMac	47.4	44.6	45.9	43.3	45.3	46.5	46.2	57.0	58.2	61.6	59.3
Oban-Coll/Tiree[a]	CalMac	39.5	42.8	44.6	45.7	44.1	46.4	46.5	53.0	52.2	50.3	51.4
Oban to Coll/Tiree/Castlebay[a]	CalMac	2.1	6.4	7.2	7.7	9.5	9.4	10.1	11.7	8.6	10.6	9.5
Oban to Colonsay[b]	CalMac	15.7	17.0	15.3	15.5	16.0	16.3	15.6	16.2	16.4	14.7	14.2
Tayinloan-Gigha[b]	CalMac	46.3	53.3	54.5	59.0	64.0	62.4	57.8	64.7	66.5	57.9	56.1
Uig-Tarbert-Lochmaddy[2,a]	CalMac	142.7	146.0	152.0	159.4	161.7	160.3	161.7	185.8	181.8	182.3	183.1
Ullapool-Stornoway[a]	CalMac	183.0	179.9	188.9	183.2	181.2	185.5	182.8	219.9	227.7	230.9	224.2
Total West Coast RET		**621.0**	**643.8**	**667.2**	**675.3**	**685.6**	**692.9**	**690.0**	**789.9**	**788.8**	**793.5**	**787.5**
West Coast - Non RET routes												
Ardmhor (Barra) to Eriskay	CalMac	-	27.2	38.7	37.1	37.3	38.7	39.7	48.8	46.1	48.4	46.1
Berneray-Leverburgh[3]	CalMac	44.7	48.0	51.8	52.2	51.4	53.8	53.9	58.2	58.0	58.1	52.8
Fishnish-Lochaline	CalMac	103.9	116.8	122.9	121.7	132.9	130.0	118.2	125.0	115.6	117.1	110.7
Fionnphort-Iona	CalMac	245.7	250.0	257.4	245.9	255.5	246.8	222.3	232.2	233.2	221.7	213.5
Mallaig-Armadale	CalMac	165.9	168.1	188.3	189.5	188.9	190.5	187.5	208.8	212.4	220.8	217.3
Mallaig to Eigg/Muck/Rum/Canna	CalMac	17.2	18.7	19.4	20.0	21.4	23.4	23.9	26.1	26.7	25.6	26.6
Oban-Craignure	CalMac	562.8	618.4	653.3	649.8	640.4	596.7	554.6	578.3	564.5	543.7	549.4
Oban to Lismore	CalMac	11.8	12.4	12.5	13.1	12.4	13.7	15.2	18.2	20.0	20.1	20.1
Otternish-Leverburgh[3]	CalMac	-	-	-	-	-	-	-	-	-	-	-
Raasay-Sconser	CalMac	47.8	51.7	51.6	56.5	55.5	62.7	64.5	61.6	58.0	53.6	56.5
Tobermory to Kilchoan	CalMac	28.3	36.6	43.5	41.2	40.6	40.3	38.1	38.3	35.0	34.3	34.2
Total West Coast Non RET		**1,228.1**	**1,348.0**	**1,439.5**	**1,427.0**	**1,436.5**	**1,396.6**	**1,318.0**	**1,395.6**	**1,369.5**	**1,343.4**	**1,327.2**
North[8]												
Aberdeen - Kirkwall[7,8,9]	Serco Northlink	-	22.8	33.7	38.2	37.3	36.5	34.2	37	36	36.6	35
Aberdeen - Lerwick[8,9]	Serco Northlink	65.6	75.4	95.1	101.4	102.6	102.4	101.6	105.9	112.4	113.1	108
Aberdeen - Stomness[7,8,9]	Serco Northlink	21.1	..	..	..	..	..	..	..	..	..	..
Lerwick - Kirkwall[8,9]	Serco Northlink	..	14.2	17.0	16.6	16.4	14.0	13.9	14.6	15.4	16.0	16
Scrabster - Stromness[8,9]	Serco Northlink	113.2	128.2	142.8	144.7	148.0	154.8	145.0	151.0	141.5	138.0	139
Total North		**199.9**	**240.6**	**288.7**	**300.9**	**304.3**	**307.7**	**294.7**	**308.5**	**305.3**	**303.7**	**298.0**
Total subsidised routes		**5,073.6**	**5,403.6**	**5,599.8**	**5,659.1**	**5,694.2**	**5,696.4**	**5,378.8**	**5,604.3**	**5,541.1**	**5,288.1**	**5,150.0**

Route	Operator	Cars										
		2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Clyde												*thousand*
Ardrossan-Brodick	CalMac	117.9	121.9	125.8	131.0	132.0	137.4	131.1	136.0	134.2	127.9	127.0
Colintraive-Rhubodach	CalMac	90.8	93.3	92.7	93.5	89.6	90.2	88.2	87.3	84.6	80.9	76.4
Gourock-Dunoon[5, 6]	CalMac	101.3	70.5	90.2	84.9	-	-	-	-	-	-	-
Gourock-Dunoon[6]	Cowal Ferries	-	-	-	-	77.8	80.1	71.8	70.7	61.4		
Gourock-Dunoon[6]	Argyll Ferries										25.8	-
Largs-Cumbrae	CalMac	125.9	132.3	132.4	135.9	139.4	151.3	143.1	139.8	138.7	136.0	134.1
Lochranza-Tarbet/Claonaig[1]	CalMac	15.9	16.8	16.8	17.7	17.3	17.9	16.7	17.6	16.6	14.7	14.0
Tarbert-Portavadie	CalMac	15.5	17.5	18.6	18.8	19.1	20.9	21.0	21.6	21.2	19.7	19.0
Wemyss Bay-Rothesay	CalMac	141.3	147.7	152.1	152.5	158.2	164.2	159.9	162.7	155.7	152.9	150.1
Other		2.6	2.8	2.6	2.6	2.6	2.6	-	-	-	-	-
Total Clyde		**611.2**	**602.8**	**631.3**	**636.7**	**636.0**	**664.6**	**631.7**	**635.9**	**612.4**	**557.9**	**520.7**
West Coast - RET routes												
Kennacraig-Islay[b]	CalMac	41.6	45.8	47.4	48.9	49.3	51.3	52.2	56.3	54.2	56.0	57.3
Kennacraig to Islay/C'say/Oban[b]	CalMac	4.9	3.4	2.7	2.9	3.0	2.4	2.8	2.8	2.3	3.2	3.1
Oban-Castlebay- Lochboisdale[a]	CalMac	13.2	12.2	13.1	12.6	13.2	13.7	13.6	18.3	18.0	19.3	18.6
Oban-Coll/Tiree[a]	CalMac	11.0	11.3	12.4	12.7	12.4	13.0	13.0	15.8	15.6	15.2	15.9
Oban to Coll/Tiree/Castlebay[a]	CalMac	0.5	1.5	1.9	1.9	2.3	2.2	2.3	2.8	2.3	2.5	2.6
Oban to Colonsay[b]	CalMac	3.1	4.2	4.1	4.2	4.5	4.7	4.5	4.4	4.6	4.3	4.3
Tayinloan-Gigha[b]	CalMac	10.2	11.2	12.5	12.5	13.2	14.2	13.7	14.5	14.2	12.7	12.7
Uig-Tarbert-Lochmaddy[2,a]	CalMac	44.7	47.1	49.5	53.0	54.0	55.3	57.0	69.8	67.9	67.6	69.8
Ullapool-Stornoway[a]	CalMac	42.2	44.3	48.5	46.9	46.9	49.0	48.8	66.7	67.6	67.8	67.2
Total West Coast - RET routes		**171.5**	**181.0**	**192.0**	**195.7**	**198.9**	**205.8**	**208.0**	**251.6**	**246.8**	**248.6**	**251.5**
West Coast - Non RET routes												
Ardmhor (Barra) to Eriskay	CalMac	-	9.9	13.8	13.7	13.2	14.4	13.9	17.0	16.0	17.0	16.7
Berneray-Leverburgh[3]	CalMac	14.6	16.6	18.9	19.2	20.8	21.5	21.5	24.7	23.7	23.4	21.7
Fishnish-Lochaline	CalMac	38.6	43.8	45.5	46.0	47.9	48.0	45.2	47.9	45.3	46.2	43.7
Fionnphort-Iona	CalMac	4.8	4.7	5.0	5.2	5.3	4.6	4.8	4.6	5.2	5.6	6.1
Mallaig-Armadale	CalMac	38.2	40.4	44.5	44.0	44.2	46.9	46.6	54.3	51.9	52.4	50.3
Mallaig to Eigg/Muck/Rum/Canna	CalMac	0.0	-	0.3	0.5	0.6	0.9	0.9	0.8	1.0	0.8	1.0
Oban-Craignure	CalMac	100.2	109.0	115.9	117.8	117.4	114.7	110.1	114.3	108.5	108.9	105.8
Oban to Lismore	CalMac	1.7	1.8	1.9	1.9	2.0	2.3	2.2	2.5	2.8	2.7	3.1
Otternish-Leverburgh[3]	CalMac	-	-	-	-	-	-	-	-	-	-	-
Raasay-Sconser	CalMac	13.9	14.7	16.1	17.2	16.7	20.2	22.9	22.9	21.2	19.0	19.8
Tobermory to Kilchoan	CalMac	4.3	5.7	6.0	5.8	6.2	5.9	5.4	6.1	5.6	5.3	5.2
Total West Coast - Non RET		**216.3**	**246.5**	**268.0**	**271.3**	**274.3**	**279.3**	**273.7**	**295.2**	**281.0**	**281.4**	**273.4**
North[8]												
Aberdeen - Kirkwall[7,8,9]	Serco Northlink	-	3.9	4.9	5.4	5.4	5.4	4.9	5.3	4.9	5.0	4.6
Aberdeen - Lerwick[8,9]	Serco Northlink	12.6	14.5	16.4	17.0	16.9	15.7	16.7	16.7	17.4	17.2	16.3
Aberdeen - Stomness[7,8,9]	Serco Northlink	3.6	-	-	-	-	-	-	-	-	-	-
Lerwick - Kirkwall[8,9]	Serco Northlink	-	2.4	2.6	2.7	2.8	2.4	2.3	2.3	2.4	2.4	2.3
Scrabster - Stromness[8,9]	Serco Northlink	33.6	38.1	40.5	41.9	44.0	46.2	43.9	43.5	39.4	38.0	38
Total North		**49.8**	**58.9**	**64.5**	**67.0**	**69.1**	**69.7**	**67.8**	**67.8**	**64.1**	**62.6**	**61.2**
Total subsidised routes		**1,048.8**	**1,089.2**	**1,155.8**	**1,170.8**	**1,178.3**	**1,219.4**	**1,181.2**	**1,250.4**	**1,204.2**	**1,150.5**	**1,106.7**

Table 9.15 (Continued) Traffic on subsidised ferry services

Route		Commercial Vehicles and Buses										
		2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Clyde												*thousand*
Ardrossan-Brodick	CalMac	10.2	10.4	10.9	12.2	11.4	13.5	12.5	11.6	13.2	11.4	12.0
Colintraive-Rhubodach	CalMac	13.1	13.1	12.7	15.3	16.5	17.4	17.5	15.7	14.9	15.0	14.1
Gourock-Dunoon [5, 6]	CalMac	8.2	4.9	6.1	6.0	-	-	-	-	-	-	-
Gourock-Dunoon[6]	Cowal Ferries	-	-	-	-	6.0	5.6	3.9	3.8	3.5	-	-
Gourock-Dunoon[6]	Argyll Ferries	-	-	-	-	-	-	-	-	-	1.5	-
Largs-Cumbrae	CalMac	4.8	6.0	5.2	5.3	6.5	7.4	6.6	5.3	5.0	5.4	5.6
Lochranza-Tarbet/Claonaig [1]	CalMac	0.4	0.4	0.4	0.4	0.4	0.6	0.5	0.5	0.5	0.5	0.5
Tarbert-Portavadie	CalMac	0.4	0.3	0.3	0.6	0.9	0.6	0.5	0.7	0.5	0.6	0.6
Wemyss Bay-Rothesay	CalMac	14.0	13.1	13.2	11.0	14.2	13.6	14.1	12.1	12.6	14.1	14.2
Other		0.2	0.3	0.3	0.3	0.4	0.4	-	-	-	-	-
Total Clyde		**51.3**	**48.5**	**49.1**	**51.2**	**56.2**	**59.1**	**55.6**	**49.7**	**50.3**	**48.5**	**47.1**
West Coast - RET routes												
Kennacraig-Islay [b]	CalMac	7.1	7.5	7.6	8.3	8.8	9.5	10.0	9.7	9.8	10.9	12.4
Kennacraig to Islay/C'say/Oban [b]	CalMac	0.7	0.6	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.6	0.6
Oban-Castlebay- Lochboisdale [a]	CalMac	2.0	1.4	1.1	1.0	1.1	1.0	1.1	1.2	1.3	1.3	1.3
Oban-Coll/Tiree [a]	CalMac	1.6	1.5	1.5	1.8	1.8	1.9	1.7	1.9	1.8	2.2	1.7
Oban to Coll/Tiree/Castlebay [a]	CalMac	0.1	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.3	0.3	0.2
Oban to Colonsay [b]	CalMac	0.3	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.4
Tayinloan-Gigha [b]	CalMac	1.8	1.9	2.0	2.2	2.0	2.0	1.4	1.6	1.6	1.4	1.4
Uig-Tarbert-Lochmaddy [2,a]	CalMac	6.1	6.1	6.3	7.6	7.4	6.9	7.2	6.9	7.7	8.0	6.7
Ullapool-Stornoway [a]	CalMac	12.5	12.2	12.4	12.5	12.3	12.5	12.7	13.6	14.1	15.9	13.2
Total West Coast - RET routes		**32.1**	**31.8**	**31.9**	**34.4**	**34.6**	**34.9**	**35.2**	**35.9**	**37.5**	**40.7**	**38.0**
West Coast - Non RET routes												
Ardmhor (Barra) to Eriskay	CalMac	-	0.5	1.0	1.2	1.4	1.3	1.3	1.5	1.5	1.3	1.4
Berneray-Leverburgh [3]	CalMac	1.7	1.7	1.5	1.6	1.7	2.3	2.1	2.2	1.9	2.2	2.0
Fishnish-Lochaline	CalMac	2.3	2.0	3.0	2.7	3.5	4.0	4.0	3.5	3.8	3.8	4.5
Fionnphort-Iona	CalMac	0.8	0.8	0.9	1.0	1.0	0.7	0.9	0.9	1.0	0.9	0.9
Mallaig-Armadale	CalMac	1.3	1.3	1.5	1.6	1.8	1.6	1.9	1.6	1.9	1.9	2.2
Mallaig to Eigg/Muck/Rum/Canna	CalMac	0.0	-	0.1	0.1	0.2	0.2	0.2	0.2	0.3	0.3	0.3
Oban-Craignure	CalMac	9.1	9.1	9.0	9.2	9.5	9.4	10.9	10.6	11.2	11.3	12.2
Oban to Lismore	CalMac	0.5	0.5	0.5	0.4	0.5	0.5	0.6	0.5	0.6	0.6	0.6
Otternish-Leverburgh [3]	CalMac	-	-	-	-	-	-	-	-	-	-	-
Raasay-Sconser	CalMac	0.6	0.7	0.5	0.8	0.8	1.0	1.5	1.2	1.5	1.1	1.3
Tobermory to Kilchoan	CalMac	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total West Coast - Non RET		**16.4**	**16.7**	**18.1**	**18.8**	**20.4**	**21.1**	**23.3**	**22.2**	**23.8**	**23.5**	**25.4**
North [8,10]												
Aberdeen - Kirkwall [7,8,9]	Serco Northlink	0.0	0.1	0.1	-	-	-	-	-	-	-	
Aberdeen - Lerwick [8,9]	Serco Northlink	0.2	0.2	0.2	-	-	-	-	-	-	-	
Aberdeen - Stomness [7,8,9]	Serco Northlink	-	-	-	-	-	-	-	-	-	-	
Lerwick - Kirkwall [8,9]	Serco Northlink	0.1	0.0	0.0	-	-	-	-	-	-	-	
Scrabster - Stromness [8,9]	Serco Northlink	0.2	0.3	0.2	-	-	-	-	-	-	-	
Total North		**0.5**	**0.5**	**0.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
Total subsidised routes		**100.3**	**97.5**	**99.6**	**104.4**	**111.2**	**115.1**	**114.1**	**107.8**	**111.6**	**112.8**	**110.5**

Source: Ferry operators - 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. Berneray-Leverburgh replaced the Otternish-Leverburgh service and started in 2002.
4. Ballycastle-Rathlin was operated by CalMac prior to April 2007
5. This route was out of service between March 2003 and June 2003.
6. Cowal Ferries took over operation of the Gourock-Dunoon route from October 2006 onwards.
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. P & O Scottish Ferries stopped operating these services on 30 September 2002. NorthLink Orkney & Shetland Ferries Ltd operated from 1 October 2002 until 6 July 2006; NorthLink Ferries Ltd operated from 6 July 2006 until 5 July 2012; Serco NorthLink Ferries operated from 5 July 2012 to date.
9. Figures for 2003 onwards are on an October-to-September year e.g. 2003 figures are for Oct 02 - Sept 03.
   Day charters and livestock specials are included in the figures for some routes.
10. Only coaches and mini-buses are included under this heading for 2003. The number of vehicles are no longer available due to a change in the method of collecting the data.

a. RET was introduced on these routes in October 2008

b. RET was introduced on these routes in October 2012

Table 9.16 Traffic on other major ferry routes

Route	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
						Passengers					*thousands*
Western Ferries [2]											
Gourock-Dunoon	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	1,389.3
Strathclyde Partnership for Transport											
Renfrew - Yoker [7]	132.6	128.8	129.1	145.1	149.9	149.5	141.4	147.8	-	-	-
Gourock - Kilcreggan [8]	72.5	78.9	69.5	72.8	74.9	71.3	70.0	71.6	63.5	57.7	52.6
Total	**205.1**	**207.7**	**198.6**	**217.9**	**224.7**	**220.8**	**211.4**	**219.4**	**63.5**	**57.7**	**52.6**
Argyll & Bute Council											
Appin-Lismore[9]	32.5	43.5	56.1	35.7	29.5	39.1	40.2	39.0	38.2	33.4	37.3
Islay - Jura	62.9	62.7	66.2	67.7	73.3	71.6	72.4	69.1	65.8	71.3	70.2
Cuan-Luing [3,9]	9.2	20.2	17.7	23.4	21.3	15.2	14.6	13.9	16.3	16.0	17.7
Seil-Easdale[9]	17.3	18.2	12.2	13.4	14.3	12.7	14.4	16.0	15.0	13.1	14.4
Total	**121.9**	**144.6**	**152.2**	**140.2**	**138.4**	**138.6**	**141.6**	**138.0**	**135.3**	**133.8**	**139.6**
Highland Council											
Ardgour-Nether Lochaber (Corran Ferry) [4]	-	-	-	-	-	-	-	-	-	-	-
Camusnagaul - Fort William [5]	7.5	5.8	6.0	5.6	7.0	16.7	1.0	3.9	4.4	3.0	5.1
Total	**7.5**	**5.8**	**6.0**	**5.6**	**7.0**	**16.7**	**1.0**	**3.9**	**4.4**	**3.0**	**5.1**
West Highland Seaways [12]											
Gairloch (Wester Ross) - Portree (Skye)	-	-	2.7	-	-	-	-	-	-	-	-
Bruce Watt Cruises											
Mallaig-Loch Nevis	2.1	2.4	2.5	3.0	3.4	2.6	4.9	3.3	3.0	4.9	4.6
Pentland Ferries[16]											
Gills Bay - St Margarets Hope											
Orkney Ferries[1]											
Houton - Lyness/Flotta	63.6	71.1	77.7	75.4	74.8	74.2	76.2	76.0	78.8	81.7	77.1
Tingwall - Rousay/Egilsay/Wyre	54.2	60.3	61.7	58.7	58.6	60.5	55.0	60.6	58.8	58.4	56.3
Kirkwall - Shapinsay	60.9	64.3	64.3	63.8	64.0	65.0	65.2	69.9	64.2	67.0	68.7
Kirkwall - Westray/Stronsay	94.4	96.2	97.6	96.7	101.6	98.3	102.1	102.0	105.8	104.6	108.6
Stromness-Hoy/Graemsay	17.5	18.3	20.4	18.2	18.9	18.4	20.5	21.1	23.1	26.2	24.9
Total	**290.6**	**310.3**	**321.7**	**312.6**	**317.9**	**316.4**	**319.0**	**329.5**	**330.7**	**337.8**	**335.6**
Shetland Islands Council [1]											
Laxo or Vidlin - Symbister	146.2	141.2	154.1	146.3	169.2	177.5	170.9	166.2	164.0	169.0	173.1
Toft - Ulsta	229.7	221.9	232.1	238.8	245.0	256.0	248.8	264.4	272.0	254.0	269.3
Gutcher - Belmont [11]	126.3	110.2	122.7	108.4	117.9	131.8	-	-	-	-	172.1
Lerwick - Bressay [6]	206.3	194.5	213.0	196.8	207.9	206.8	214.4	205.9	189.0	192.0	196.8
Gutcher - Oddsta [10]	23.5	19.3	23.4	18.4	20.5	23.5	-	-	-	-	-
Total	**732.0**	**687.1**	**745.3**	**708.7**	**760.5**	**795.6**	**634.1**	**636.5**	**625.0**	**615.0**	**811.3**
Cromarty Ferry Company											
Cromarty-Nigg	13.4	12.8	9.6	-	-	-	-	-	-	-	-
Total all routes	**2,536.3**	**2,630.2**	**2,693.3**	**2,668.3**	**2,758.8**	**2,820.1**	**2,620.6**	**2,666.8**	**2,475.6**	**2,484.9**	**2,738.1**

Route	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
						Cars *					*thousands*
Western Ferries											
Gourock-Dunoon	504.1	549.2	553.4	571.5	577.8	602.0	588.0	584.0	564.2	577.9	605.5
Argyll & Bute Council											
Islay - Jura	21.2	21.0	21.9	23.8	23.9	24.0	23.9	26.5	23.9	22.8	22.5
Cuan-Luing [3,9]	9.2	14.3	8.8	16.3	10.9	7.6	7.7	7.2	7.0	7.1	7.2
Total	**30.4**	**35.4**	**30.7**	**40.1**	**34.8**	**31.6**	**31.6**	**33.7**	**30.9**	**29.9**	**29.7**
Highland Council											
Ardgour-Nether Lochaber (Corran Ferry)	235.4	247.5	254.9	247.6	234.2	252.4	245.0	249.4	221.4	242.0	238.5
Pentland Ferries[16]											
Gills Bay - St Margarets Hope											
Orkney Ferries [1,13]											
Houton - Lyness/Flotta	19.0	21.0	21.4	20.7	21.0	20.6	18.2	19.3	19.0	17.8	15.9
Tingwall - Rousay/Egilsay/Wyre	9.9	10.1	10.2	10.4	10.0	9.7	9.2	9.8	10.2	9.1	10.4
Kirkwall - Shapinsay	7.7	7.4	7.5	7.4	7.9	8.0	8.0	7.8	7.5	7.2	8
Kirkwall - Westray/Stronsay	19.7	21.1	21.2	21.1	21.0	20.1	20.9	21.1	21.4	21.3	20.8
Total	**56.3**	**59.6**	**60.3**	**59.6**	**59.9**	**58.4**	**56.3**	**58.0**	**58.1**	**55.5**	**55.1**
Shetland Islands Council [1]											
Laxo or Vidlin - Symbister	61.9	62.6	68.4	63.2	73.2	76.4	73.3	74.3	72.2	78.0	77.9
Toft - Ulsta	106.5	104.1	107.7	112.9	115.4	119.6	116.7	123.8	129.2	134.0	130.6
Gutcher - Belmont [11]	58.3	53.0	59.4	50.7	56.4	65.8	-	-	-	-	88.8
Lerwick - Bressay	65.0	64.9	65.8	62.5	65.5	69.6	67.9	67.5	66.4	70.0	66.5
Gutcher - Oddsta [10]	10.2	8.8	11.2	8.1	9.9	11.4	-	-	-	-	-
Total	**301.9**	**293.4**	**312.5**	**297.4**	**320.4**	**342.9**	**257.9**	**265.6**	**267.8**	**282.0**	**363.8**
Cromarty Ferry Company											
Cromarty-Nigg	3.7	3.8	3.3	-	-	-	-	-	-	-	-
Total all routes	**1,131.8**	**1,188.8**	**1,215.1**	**1,216.2**	**1,227.1**	**1,287.3**	**1,178.8**	**1,190.7**	**1,142.4**	**1,187.2**	**1,292.6**

Table 9.16 (continued) Traffic on other major ferry routes

Route	Commercial Vehicles and Buses *										
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											thousands
Western Ferries											
Gourock-Dunoon [14]	17.3	29	32.8	35.3	33.7	33.0	32.2	33.8	33.0	37.9	40.0
Argyll & Bute Council [9]											
Islay - Jura	4.5	3.6	3.8	3.8	4.9	4.7	4.6	2.5	2.6	3.2	2.8
Cuan-Luing [9]	..	..	0.5	1.1	0.2	0.3	0.3	0.3	0.3	0.3	0.3
Total	**4.5**	**3.6**	**4.3**	**4.9**	**5.1**	**5.0**	**4.9**	**2.8**	**2.9**	**3.5**	**3.1**
Highland Council											
Ardgour-Nether Lochaber (Corran Ferry)	8.8	9.1	11.3	10.3	10.0	9.8	17.1	16.9	14.4	12.5	14.3
Pentland Ferries[16]											
Gills Bay - St Margarets Hope											
Orkney Ferries[1,13]											
Houton - Lyness/Flotta	2.7	2.7	3.2	2.9	2.8	2.7	4.9	5.3	5.4	6.0	7.4
Tingwall - Rousay/Egilsay/\	4.5	5.5	5.7	5.4	5.4	6.1	4.7	6.7	6.7	6.8	4.89
Kirkwall - Shapinsay	2.1	2.9	3.3	3.3	3.1	3.0	3.6	4.7	4.7	4.9	4.37
Kirkwall - Westray/Stronsay	9.3	9.1	10.1	11.7	11.8	11.0	11.7	12.7	13.8	13.5	15.68
Total	**18.6**	**20.2**	**22.3**	**23.3**	**23.1**	**22.8**	**24.9**	**29.4**	**30.6**	**31.2**	**32.3**
Shetland Islands Council [1]											
Laxo or Vidlin - Symbister	4.2	3.0	3.5	3.0	3.5	3.9	3.6	3.3	4.0	4.3	4
Toft - Ulsta	11.5	11.0	11.5	10.2	10.0	9.8	9.8	10.3	7.3	7.6	12.6
Gutcher - Belmont [11]	4.9	3.8	4.5	4.4	4.0	4.8	..	..	..	..	7.2
Lerwick - Bressay	4.1	2.8	4.3	4.5	3.8	2.0	2.2	2.0	3.7	3.5	4.7
Gutcher - Oddsta [10]	0.4	0.4	1.2	0.3	0.5	0.3	..	..	..	..	..
Total	**25.1**	**21.0**	**25.0**	**22.4**	**21.8**	**20.7**	**15.6**	**15.6**	**15.0**	**15.4**	**28.5**
Total all routes	**74.3**	**83.0**	**95.7**	**96.2**	**93.7**	**91.3**	**94.7**	**98.4**	**95.9**	**100.4**	**118.2**

Source: Ferry companies - Not National Statistics

*. Only routes which carry cars / commercial vehicles are shown in the relevant part table.

1. 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.
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). The figure for 2012/13 is based on 13 x 4 weekly periods and spans 25/03/2012 - 23/03/2013. From 2012/13 Clydelink operate this service. Also, the link to Helensburgh on this route has been removed from 2012/13 and as reported in the SPT Monitoring Report, this previously accounted for approximately 4,200 passenger trips per annum.
9. 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.
10. Since 2008,there have been no fares charged on this route.
11. From 2008 to 2011 there were no fares charged on this route. They were reintroduced in 2012.
12. The Gairloch to Portree service operated by West Highland Seaways was withdrawn from 22 August 2004.
13. 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.
14. The operator indicated that the figure provided for buses and commercial vehicles in 2002 may not be directly comparable with previous years. Figures for 2003 onwards are not comparable with earlier years.
15. Only coaches and mini-buses are included under this heading for 2003.
16. Data for Pentland Ferries is not available
17. This service ceased to operate from May 2001.

Figure 9.6 Top passenger ferry routes within and to/from Scotland, 2012

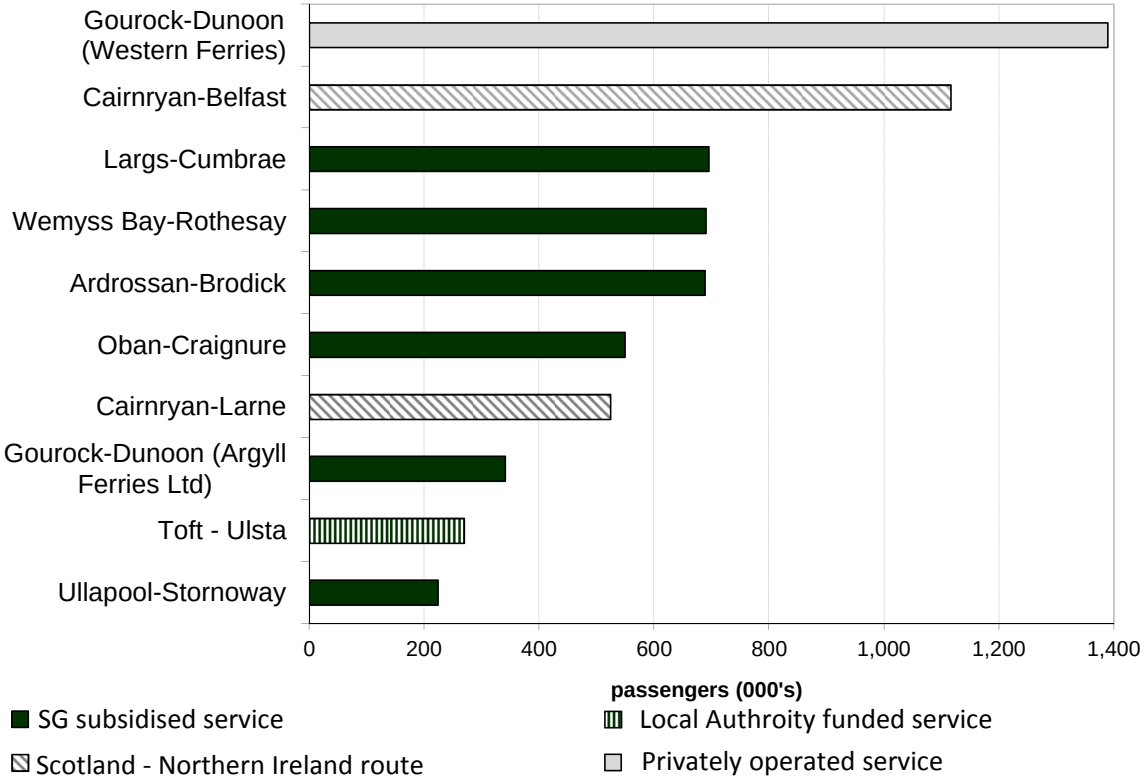


Figure 9.7 Top car ferry routes within and to/from Scotland, 2012

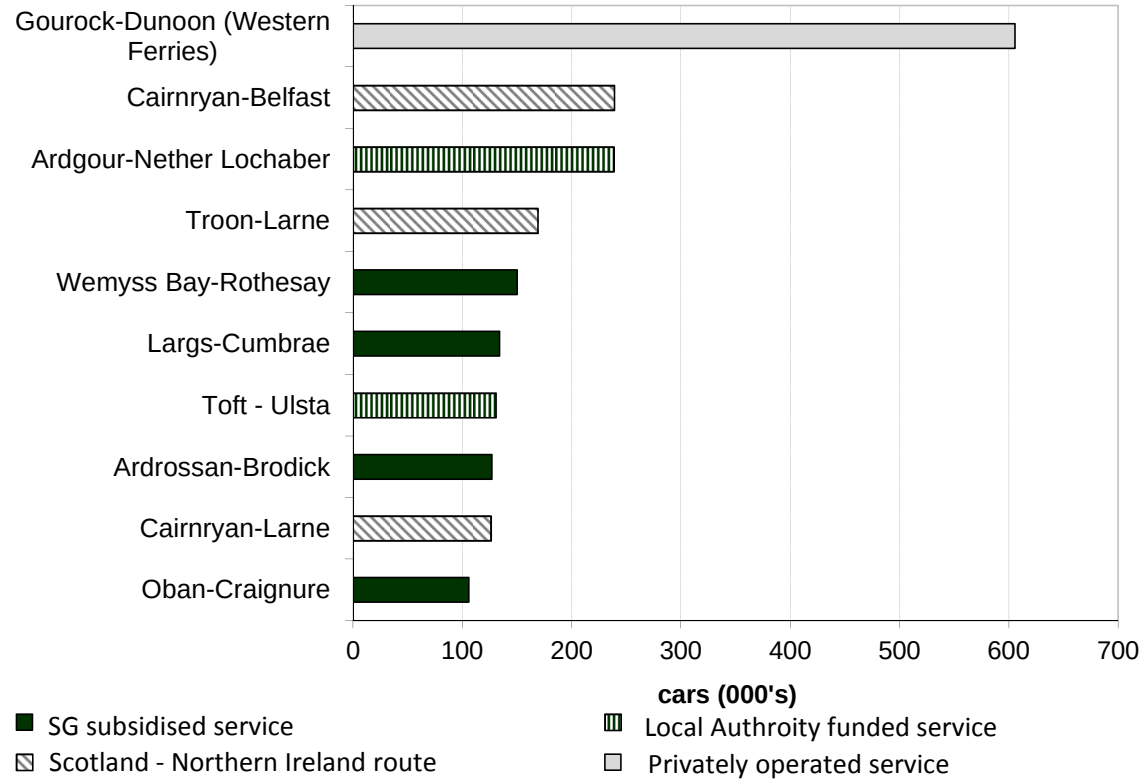


Table 9.17 Reliability and punctuality of lifeline ferry services

	1996 -97	1997 -98	1998 -99	1999 -00	2000 -01	2001 -02	2002 -03	2003 -04	2004 -05	2005 -06	2006 -07	2007 -08	2008 -09	2009 -10	2010 -11	2011 -12	2012 -13
Caledonian MacBrayne																	*numbers*
Scheduled sailings [1]	..	..	..	142,131	137,770	132,020	135,022	139,653	140,381	143,910	142,933	132,558	131,639	131,103	131,317	131,209	131,334
																	percentages
Reliability [2]	..	..	..	..	..	..	..	99.7	99.7	99.7	99.7	99.8	100.0	99.9	99.8	99.9	99.9
Punctuality [3]	..	..	..	97.1	98.6	98.8	98.9	98.9	98.8	99.2	99.2	99.4	99.9	99.9	99.9	99.8	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	3,151
																	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	99.8
Pentland Firth	..	..	..	..	..	..	99.8	99.2	96.7	100.0	99.0	98.6	98.9	98.9	99.3	99.1	99.5

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. Northlink Ferries Ltd operated until 5 July 2012 and Serco Northlink Ferries took over on 5 July 2012.

Table 9.18 HM Coastguard statistics: Search and rescue operations (Scotland)

Type of callout	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007 [1]	2008 [1]	2009 [1]	2010 [1]	2011 [1]	2012 [1]
Assistance rendered	1,108	1,270	1,212	1,199	1,219	1,395	1,410	1,347	1,481	1,416	1,178	..	..	..	..	..	..
Assistance not rendered	978	1,045	961	1,155	1,106	1,108	1,170	1,111	1,341	1,434	2,074	..	..	..	..	..	..
Hoax	50	33	27	37	24	30	34	31	64	53	99	92	56	89	62	41	57
Total incidents	2,136	2,348	2,200	2,393	2,349	2,533	2,614	2,524	2,680	2,903	3,351	3,383	3,583	3,765	3,669	3,910	3,283
Coastguard rescue team callouts	..	..	..	..	1,351	1,480	1,636	1,197	2,037	1,897	2,591	..	..	..	..	..	..
Number of persons assisted	2,378	2,724	2,202	3,032	2,475	4,267	6,670	13,591	11,696	12,810	13,317	..	..	..	..	..	..
Number of persons rescued	1,054	951	938	1,032	1,079	890	1,214	1,123	1,148	1,273	970	..	..	..	..	..	..
Lives lost	58	70	52	53	54	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 2012, the Maritime and Coastguard Agency is unable to provide full incident details for 2007 to 2012. 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.

Key points

- **Scottish Government (including Transport Scotland) spend £1,834 million on transport in 2012/13. Local Authorities spend a further £900 million a year.**
- **Personal spend on transport and travel accounts for 14% of household spending.**
- **In the first three quarters of the 2013 calendar year, petrol prices rose 5.5 pence and diesel prices rose by 2.9 pence.**

2. Main Points

Motorways & Trunk Roads

2.1 The total of capital and current expenditure on motorways and trunk roads in 2012-13 was estimated at £542 million, an increase of 28 per cent over 2011-12, a big part of which is expenditure on the Forth Replacement Crossing. Total expenditure on transport within Scottish Ministers' responsibility in 2012-13 was budgeted at £1,834 million, £182 million (11%) more than in the previous year. *(Table 10.1)*

2.2 Expenditure on the management and maintenance of the trunk road network totalled £115.2m in 2011-12. The expenditure is split £18m on capitalised maintenance and £97.2m on routine and winter maintenance, network management and network strengthening. (These figures do not include spending on new construction). *(Table 10.2)*

Local Authorities

2.3 In 2011-12, net revenue expenditure on transport controlled by local authorities was £477 million. In cash terms, this was 5 per cent less than in 2010-11. Road maintenance (£256 million in 2011-12) accounted for 54% of the expenditure. The other main categories of expenditure in 2011-12 were:

- contributions to passenger transport (excluding concessionary fares) - £115 million;
- road lighting - £66 million;
- network and traffic management (excluding school crossing patrols) - £40 million

In 2011-12, the net income from parking charges was almost £25 million, just under £1 million more than 2010-11. *(Table 10.1)*

2.4 The Local Authorities with the highest net revenue expenditure on roads and transport (excluding loan charges) in 2011-12 were: South Lanarkshire, (£36.4 million), Fife (£36.0 million), Highland (£31.9 million) and Glasgow City (£30.0 million). *(Table 10.3)* The table also shows local authorities' figures for other types of expenditure in 2011/12:

- ***Road maintenance/Winter maintenance*** South Lanarkshire had the highest expenditure on road maintenance (£19.7 million), followed by Highland (£15.7 million). Highland and Aberdeenshire spent the most on winter maintenance (£4.8 million and £4.6 million respectively)

- ***Contributions to Public Transport*** in terms of the total net revenue expenditure on 'local authority' and 'non LA' public transport, Shetland Islands (£17.0 million) made the largest contributions to passenger transport. Orkney spent £6.7 million.

- ***Road Lighting*** Glasgow spent most on road lighting (£9.9 million), followed by South Lanarkshire (£4.9 million).

- ***Parking*** Edinburgh raised the largest amount from parking (£14.0 million, net) and Glasgow raised £6.8 million.

Gross Capital Expenditure

2.5 Gross capital account expenditure by councils and boards on local authority roads and transport totalled £503.7 million in 2012-13, an increase of 3.8 per cent on the previous year. Of this total £237.4 million was spent on roads and £179.7 million on other transport. Spending in Edinburgh which will include the tram project forms a large part of this project. *(Table 10.4)*

2.6 The local authorities with the highest gross capital account expenditure on roads and transport in 2012-13 were: City of Edinburgh (£161.3 million) and Glasgow City (£27.7 million). Glasgow City spent the most on roads (£17.8 million) followed by Fife (£16.9 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 2011 and 2012 the average price of unleaded petrol increased by 2.1 pence, and diesel increased by 3.1 pence per litre in Great Britain. In 2013, petrol prices rose 5.5 pence in the first three quarters of the calendar year and diesel prices rose by 2.9 pence. Tax (duty plus VAT) represented 59% of the price for unleaded petrol and 58% of the price for diesel in Great Britain in 2012, compared with 77% for unleaded petrol and 76% for diesel in 2002. *(Table 10.6)*

2.9 The UK Retail Prices Index (RPI) rose by 38% between 2002 and 2012. 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 64%, petrol and oil by 86% and there was a 95% 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 34%, less than the 38% increase in the RPI and therefore a real term fall between 2002 and 2012. Over the same period, fares and other travel costs rose by 65% in cash terms - rail fares by 60% and bus and coach fares by 66%, increases of 16% and 20% above general inflation. (*Table 10.7)*

2.10 Average weekly household expenditure in Scotland on transport and vehicles in 2010-12 was £61.80, representing 14.1% of total household expenditure. On average, £18.20 was spent on the purchase of vehicles, £30.00 on the operation of personal transport (including £21.60 on petrol, diesel and other motor oils) and £13.60 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 was also made against the value of capital assets until 2009-10.

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 Mary Docherty, 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 Euan Smith (tel:0131 244 7033) or email: lgfstats@scotland.gsi.gov.uk .

- Tables 10.2 - Transport Scotland Trunk Roads Network Management. Contact Ross Williamson, Transport Scotland (tel: 0141 272 7932)

- 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/rel/cpi/consumer-price-indices/index.html Table 42. - (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).

6. Other data sources

As well as the data sources listed above, data on spend by UK Government can be found on the HM Treasury web pages.

Table 10.1 Expenditure on transport within the Scottish Ministers' responsibility, and expenditure on transport controlled by local authorities

	2002 -03	2003 -04	2004 -05	2005 -06	2006 -07	2007 -08	2008 -09	2009 -10	2010 -11	2011 -12	2012 -13
Expenditure on transport within the Scottish Ministers' responsibility											*£ million at outturn prices*
Motorways and trunk roads											
Capital [1]											
- New construction and improvements [1]	43	73	70	95	146	132	166	258	207	45	47
- Forth Replacement Crossing	-	-	-	-	-	-	22	30	30	152	242
- Capital maintenance [2]	-	-	-	-	-	-	30	31	29	18	12
Total	43	73	70	95	146	132	218	319	266	215	301
Current											
- Routine and winter maintenance etc	63	76	80	67	92	88	73	75	101	69	75
- Network Strengthening and Improvements [3]	114	123	153	126	140	140	114	111	105	85	77
- Other	-	-	-	-	-	-	-	-	-	-	32
- Design, build, finance, operate payments	26	27	22	25	28	35	32	32	36	54	57
Total	203	226	255	218	260	263	219	218	242	208	241
Total capital and current (a)	**246**	**299**	**325**	**313**	**406**	**395**	**437**	**537**	**508**	**423**	**542**
Central Government support to transport industries [12]											
Highlands and Islands Airports Ltd	24	24	22	60	34	28	26	26	25	27	23
Caledonian MacBrayne Ltd	26	28	33	52	44	45	51	56	59	68	74
Scottish Canals [10]	14	13	13	12	17	9	12	12	12	11	11
Rail Services in Scotland [10]	116	188	180	542	820	929	831	807	749	777	783
Northern Isles Ferries [11]	..	(23	28	29	33	29	33	36	40	43	41
Bus Service Operators Grant [11]	..	(53	56	57	63	67	64	64	63	61	62
Freight Facilities Grant [11]	..	(3	2	2	3	2	5	2	5	2	1
Integrated Transport Fund [11]	..	(71	116	110	35	1					
Major public transport projects					160	251	129	159	75	70	36
National Concessionary Travel schemes (incl Smartcards) [12]		..	..	..	163	174	193	201	187	188	193
Other [7]	148	(71	82	129	13	84	45	22	53	52	68
Total (b)	**328**	**474**	**532**	**993**	**1,214**	**1,369**	**1,248**	**1,216**	**1,193**	**1,229**	**1,292**
Total Ministers' resp. (sum of a and b)	**574**	**773**	**857**	**1,306**	**1,620**	**1,764**	**1,685**	**1,753**	**1,701**	**1,652**	**1,834**
Local transport - gross capital [4] expenditure											
Roads - new construction and improvement [5]	*121*	*138*	*178*	*243*	*299*	*285*	*345*	*310*	*293*	*328*	*318*
Public transport investment [6]	*49*	*84*	*93*	*91*	*149*	*218*	*149*	*164*	*107*	*157*	*185*
Total	*170*	*222*	*271*	*334*	*448*	*503*	*494*	*474*	*400*	*485*	*504*
Expenditure on transport controlled by local authorities											
Local transport - net revenue expenditure (excl. loan charges) [8,9]											
Administration	..	..	..	..	..	..	..	..	..	..	..
Construction	5	6	6	4	5	6	4	4	4	5	..
Road maintenance (incl winter maintenance)	251	249	244	256	252	261	274	293	317	256	..
Road lighting	50	50	53	59	61	65	67	69	66	66	..
Parking	-26	-24	-24	-25	-24	-24	-29	-23	-24	-25	..
Network and traffic management (other than school crossing patrols)	28	28	35	47	39	39	43	42	38	40	.. ..
Concessionary fares	65	91	90	95	10	8	12	13	7	6	..
Contributions to passenger transport	67	72	81	85	72	76	66	72	80	115	..
School crossing patrols	15	15	15	15	16	16	16	16	15	14	..
Total controlled by Local Authorities	**456**	**487**	**499**	**535**	**432**	**447**	**453**	**486**	**503**	477	..

Source: Expenditure on a and b above provided by Transport Scotland - Not National Statistics

1. Includes all costs related to the construction of Major Road Projects.
2. Includes all costs in relation to the reconstruction and overlay of road network. Figures for 2001/02 - 2007/08 have been moved to current expenditure to reflect changes in recording practices.
3. Includes all costs in relation Roads and Bridges Network Strengthening and Minor Improvements that is not classed as Capitalised Maintenance. Figures for 2008-09 onwards have been amended to include money moved from capital to current expenditure to reflect changes to recording practices.
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. 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.
11. Separate figures for each of these categories were not available prior to 2003 -04
12. The NCT schemes were introduced in April 2006. From April 2010 NCT electronic (Smartcards) required on-board Smartcard equipment.

Table 10.2 Net expenditure on management and maintenance of motorways and trunk roads by Operating Companies[1], 2011-12

Description	Capital	Current [2]	Total
	Capital Maintenance	Routine, Cyclical and Winter Maintenance and Network Management	
			£ thousand at outturn prices
North East Operating Company	4,695	21,551	26,246
North West Operating Company	5,768	27,289	33,057
South East Operating Company	4,590	19,100	23,690
South West Operating Company	2,922	29,327	32,249
Total	**17,975**	**97,267**	**115,242**

1. For the purpose of maintenance from 2001-02, the trunk road network was sub-divided into 4 operating units (see Notes)
2. These figures do not include costs for expenditure outside Operating Company control i.e. (Traffic Scotland Operations, PAG contract etc).

Table 10.3 Net revenue expenditure on roads and transport *(excluding loan charges)* by Councils , by type, 2011-12 [1]

	Roads				Network and traffic management			Public Transport			
		Maintenance						Local Authority	Non Local Authority		Total
Council	Constr-uction	Winter mainte-nance	Structural, environmental and safety maintenance and routine repairs	Lighting	School crossing patrols	Other	Parking Services	LA public trans-port	Conces-sionary fares [2]	Other non LA public transport	
											£ thousand
Aberdeen City	-	1,966	5,982	2,661	266	-	-	-	9	193	11,077
Aberdeenshire	-	4,599	10,090	2,043	422	1,832	-282	-	119	6,840	25,663
Angus	3,607	2,470	2,178	1,692	287	-	153	-	25	2,161	12,573
Argyll & Bute	63	1,832	8,432	1,534	55	499	-434	1,087	148	2,979	16,195
Clackmannanshire	142	586	341	685	79	491	52	-	56	425	2,857
Dumfries & Galloway	-	1,259	8,813	1,183	250	2,724	259	-	4	3,916	18,408
Dundee City	-	1,529	3,132	1,248	391	739	-290	-	270	786	7,805
East Ayrshire	-	1,033	7,444	1,707	238	1,210	-382	-	198	1,960	13,408
East Dunbartonshire	-	514	3,460	671	422	1,493	62	-	179	1,946	8,747
East Lothian	-	975	4,006	1,026	320	-	-	-1,410	197	1,238	6,352
East Renfrewshire	-	1,182	6,386	1,156	278	171	40	-	145	1,633	10,991
Edinburgh, City of	-	2,404	8,350	4,134	1,157	7,109	-14,012	-	654	4,237	14,033
Eilean Siar	-	907	2,385	278	-	17	-6	-183	28	4,021	7,447
Falkirk	107	1,517	4,356	1,627	486	1,880	-131	-	345	2,120	12,307
Fife	-	3,609	15,047	4,044	503	4,328	-545	-	739	8,226	35,951
Glasgow City	-	1,490	9,913	9,921	2,851	5,053	-6,823	-	860	6,776	30,041
Highland	-	4,797	15,736	4,074	302	1,372	-320	249	160	5,574	31,944
Inverclyde	-	231	1,472	851	234	136	-	-	140	1,525	4,589
Midlothian	-	869	3,452	1,160	334	1,311	87	-	28	812	8,053
Moray	-	2,138	4,293	828	207	-	-358	-63	-	928	7,973
North Ayrshire	-	777	5,452	1,633	353	402	253	-	231	2,415	11,516
North Lanarkshire	-	3,662	10,080	3,951	1,021	1,538	-	-	470	5,596	26,318
Orkney Islands	-	728	2,118	290	50	180	-7	6,740	129	2,220	12,448
Perth & Kinross	-	3,718	4,639	1,467	327	1,089	-1,034	-	77	2,749	13,032
Renfrewshire	-	935	4,142	2,685	548	1,531	-705	-	273	2,994	12,403
Scottish Borders	527	3,146	4,691	1,364	-	1,119	114	-	-650	2,874	13,185
Shetland Islands	18	1,230	3,248	451	18	681	14	17,080	4	3,015	25,759
South Ayrshire	-	821	5,158	1,700	210	1,278	-46	-	216	1,712	11,049
South Lanarkshire	188	3,946	19,737	4,949	1,413	712	-580	-	480	5,548	36,393
Stirling	-	1,995	3,937	1,093	148	94	16	-	-	3,525	10,808
West Dunbartonshire	-	536	1,959	1,070	365	347	78	-	-	2,044	6,399
West Lothian	-	2,135	6,061	2,946	448	429	100	-	566	2,671	15,356
HITRANS	-	-	-	-	-	-	-	-	-	-	-
NESTRANS	-	-	-	-	-	-	-	-	-	-	-
SESTRAN	-	-	-	-	-	-	-	-	-	-320	-320
SWESTRANS	-	-	-	-	-	-	-	-	-	-	-
SPT	-	-	-	-	-	-	-	-	-	-3,486	-3,486
TACTRAN	-	-	-	-	-	-	-		-	-36	-36
ZetTrans										-10	-10
Scotland	**4,652**	**59,536**	**196,490**	**66,122**	**13,983**	**39,765**	**-24,727**	**23,500**	**6,100**	**91,807**	**477,228**

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 2012-13[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	8,752	214,187	7,806	-	6,660	237,405
Network and Traffic Management	867	27,475	269	-	1,172	29,783
Bridges	931	33,543	1,182	9	4,745	40,410
Parking services	60	10,687	123	-	-	10,870
Rail	2,861	396	-	-	2,083	5,340
Other Public Transport	-	152,299	16,044	12	11,317	179,672
Shipping, Airports, Transport Piers & Ferry Terminals	-	-	255	-	-	255
Total Roads and Transport	**13,471**	**438,587**	**25,679**	**21**	**25,977**	**503,735**

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, 2012-13

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	4,881	1,132	117	2,590	-	67	-	8,787
Aberdeenshire	13,659	2,350	2,987	-	-	641	-	19,637
Angus	9,870	1,515	544	-	-	76	-	12,005
Argyll & Bute	12,012	148	277	-	-	72	28	12,537
Clackmannanshire	1,096	314	57	-	-	-	-	1,467
Dumfries & Galloway	7,621	212	575	-	-	1,782	-	10,190
Dundee City	16,824	273	706	3,507	387	150	-	21,847
East Ayrshire	3,928	941	1,041	63	-	-	-	5,973
East Dunbartonshire	8,476	548	288	13	-	414	-	9,739
East Lothian	6,896	-	-	-	-	-	-	6,896
East Renfrewshire	1,005	220	115	-	-	-	-	1,340
Edinburgh, City of	15,763	6,161	601	260	2,083	136,431	-	161,299
Eilean Siar	3,800	416	447	64	-	65	-	4,792
Falkirk	4,988	333	725	-	-	-	-	6,046
Fife	16,881	905	618	3,553	-	-	-	21,957
Glasgow City	17,849	6,572	1,172	-	-	2,063	-	27,656
Highland	15,027	26	1,047	6	-	2,435	-	18,541
Inverclyde	4,825	41	112	-	-	-	-	4,978
Midlothian	273	466	-	13	-	-	-	752
Moray	6,913	480	238	12	-	166	6	7,815
North Ayrshire	5,074	-	57	3	-	-	-	5,134
North Lanarkshire	8,962	1,186	1,794	36	-	-	-	11,978
Orkney Islands	535	362	-	-	-	2,803	-	3,700
Perth & Kinross	8,809	552	1,451	-	-	31	-	10,843
Renfrewshire	6,591	-	786	181	-	-	-	7,558
Scottish Borders	4,394	684	531	-	2,861	-	-	8,470
Shetland Islands	1,198	63	202	-	-	-	221	1,684
South Ayrshire	-	801	584	-	-	-	-	1,385
South Lanarkshire	11,831	1,604	250	8	-	278	-	13,971
Stirling	7,376	-	748	-	-	150	-	8,274
West Dunbartonshire	3,421	446	103	117	-	300	-	4,387
West Lothian	5,124	1,032	863	444	9	10	-	7,482
Forth Estuary Transport	-	-	10,884	-	-	-	-	10,884
Tay Bridge	-	-	10,490	-	-	-	-	10,490
HITRANS	-	-	-	-	-	-	-	-
NESTRANS	774	-	-	-	-	1,492	-	2,266
SESTRAN	729	-	-	-	-	-	-	729
SWESTRANS	-	-	-	-	-	-	-	-
SPT	-	-	-	-	-	30,246	-	30,246
TACTRAN	-	-	-	-	-	-	-	-
ZetTrans	-	-	-	-	-	-	-	-
Total	**237,405**	**29,783**	**40,410**	**10,870**	**5,340**	**179,672**	**255**	**503,735**

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]

		2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Unleaded Petrol [2]												
Price	pence	73.2	76.0	80.2	86.7	91.3	94.2	107.1	99.3	116.9	133.3	135.4
of which:												
Duty		45.8	46.1	47.1	47.1	47.2	48.9	50.5	54.4	57.2	58.2	58.0
VAT [3]		10.9	11.3	11.9	12.9	13.6	14.0	15.8	13.0	17.4	22.2	22.6
All tax		56.7	57.5	59.0	60.0	60.8	62.9	66.3	67.3	74.6	80.4	80.5
All tax as a % of price		*77*	*76*	*74*	*69*	*67*	*67*	*62*	*68*	*64*	*60*	*59*
Diesel (derv)[4,5]												
Price	pence	75.5	77.9	81.9	90.9	95.2	96.8	117.5	103.9	119.3	138.7	141.8
of which:												
Duty		45.8	46.1	47.1	47.1	47.2	48.9	50.5	54.4	57.2	58.2	58.0
VAT [3]		11.2	11.6	12.2	13.5	14.2	14.4	17.3	13.6	17.8	23.1	23.6
All tax		57.1	57.7	59.3	60.6	61.4	63.3	67.9	68.0	75.0	81.3	81.6
All tax as a % of price		*76*	*74*	*72*	*67*	*64*	*65*	*58*	*65*	*63*	*59*	*58*

Source: DECC - Not National Statistics

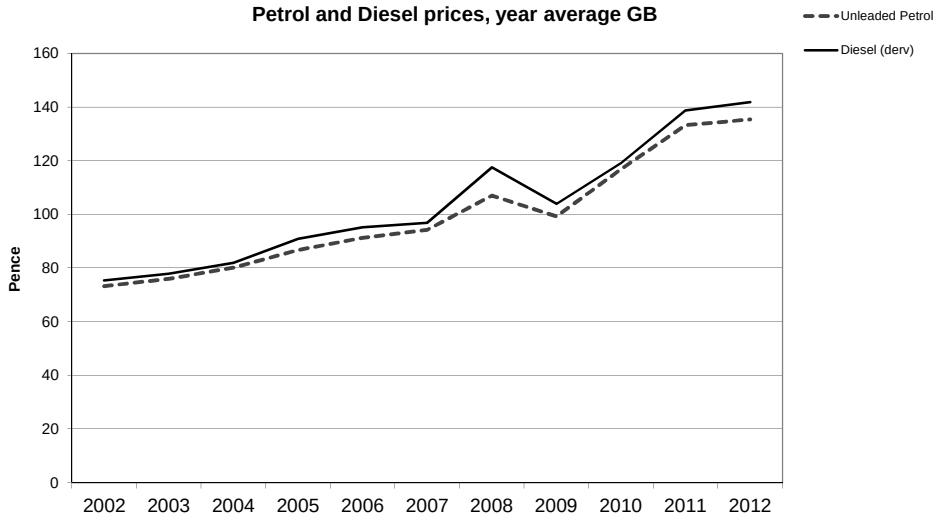
1. DTI discontinued publishing the price of LRP from September 2005, due to the low volume of sales. June figures for 4 star Lead Replacement Petrol (LRP) are available in previous editions of STS.
2. From June 2001 Premium unleaded prices represent Ultra Low Sulphur Petrol (ULSP) which now accounts 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	December
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	139.1	138.1	134.5	131.6
2013	131.7	136.4	137.2	136.8	132.7	134.1	134.7	136.9	137.2	131.5		
Diesel												
2009	98.7	100.3	99.9	101.9	103.0	104.3	103.9	104.3	106.6	105.5	109.5	109.3
2010	113.3	113.4	116.2	121.0	122.8	120.1	119.7	118.7	117.2	120.6	122.5	125.8
2011	132.1	133.4	138.1	141.1	141.5	139.6	139.4	139.9	139.2	139.4	140.3	140.6
2012	141.3	142.6	145.0	147.8	144.0	137.4	136.6	139.4	144.0	143.0	141.1	139.7
2013	139.5	143.9	144.6	141.3	138.0	139.3	139.6	141.6	142.3	138.8		

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.



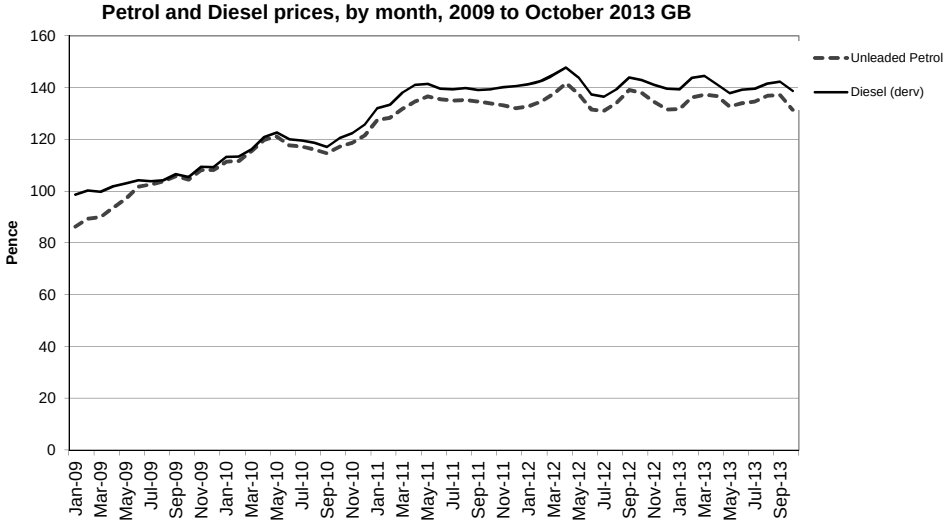


Table 10.7 Transport components of the Retail Prices Index (1987=100), UK

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											index: 2002 = 100
Retail Prices Index (all items)	**100.0**	**102.9**	**106.0**	**109.0**	**112.4**	**117.3**	**121.9**	**121.3**	**126.9**	**133.5**	**137.7**
Transport components of the RPI:											
Motoring expenditure	**100.0**	**101.3**	**102.3**	**103.0**	**104.5**	**105.8**	**109.1**	**108.3**	**122.5**	**133.3**	**134.3**
Purchase of motor vehicles	100.0	97.2	94.2	89.3	86.8	84.5	78.7	78.2	82.8	81.4	79.7
Maintenance of motor vehicles	100.0	106.0	112.4	119.2	126.5	133.0	140.9	146.6	153.5	161.1	164.1
Petrol and oil	100.0	103.6	109.4	119.0	125.5	128.9	148.3	136.5	159.5	182.6	186.2
Vehicle tax and Insurance	100.0	104.3	104.8	103.4	104.8	109.6	113.0	124.0	158.0	190.6	194.7
Fares and other travel costs	**100.0**	**107.0**	**110.8**	**115.3**	**117.4**	**124.7**	**133.3**	**139.6**	**146.8**	**157.5**	**165.0**
Rail fares	100.0	101.7	105.6	109.8	114.2	120.1	125.3	132.0	142.5	152.7	160.0
Bus and Coach fares	100.0	104.2	109.5	116.8	118.4	125.2	132.9	140.9	147.2	157.0	165.6
Other travel costs	100.0	111.2	113.3	117.6	118.6	126.4	136.8	141.5	150.3	161.8	167.5
Constant prices - Adjusted for general inflation using all items RPI											
Motoring expenditure	**100.0**	**98.4**	**96.5**	**94.5**	**92.9**	**90.2**	**89.5**	**89.3**	**96.5**	**99.8**	**97.5**
Purchase of motor vehicles	100.0	94.5	88.9	81.9	77.2	72.1	64.6	64.5	65.3	60.9	57.9
Maintenance of motor vehicles	100.0	103.0	106.1	109.4	112.5	113.4	115.5	120.9	121.0	120.7	119.1
Petrol and oil	100.0	100.7	103.2	109.2	111.6	110.0	121.7	112.6	125.7	136.8	135.2
Vehicle tax and Insurance	100.0	101.4	98.9	94.9	93.2	93.4	92.7	102.3	124.5	142.8	141.3
Fares and other travel costs	**100.0**	**104.0**	**104.5**	**105.8**	**104.4**	**106.3**	**109.3**	**115.1**	**115.7**	**118.0**	**119.8**
Rail fares	100.0	98.8	99.6	100.8	101.6	102.4	102.8	108.8	112.3	114.4	116.2
Bus and Coach fares	100.0	101.3	103.4	107.2	105.3	106.8	109.0	116.2	116.0	117.7	120.2
Other travel costs	100.0	108.1	106.9	107.9	105.5	107.8	112.2	116.7	118.4	121.2	121.6

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	2009-11	2010-12
Purchase of vehicles	22.3	23.00	23.70	24.30	24.10	23.10	19.90	18.20
Purchase of new cars and vans	9.70	10.70	11.40	8.80	8.70	7.40	5.70	6.10
Purchase of second hand cars or vans	12.20	11.90	11.90	14.90	14.70	15.00	13.70	11.80
Purchase of motorcycles and other vehicles	0.40	[0.50]	0.50	0.60	0.70	0.70	0.50	[0.30]
Operation of personal transport	20.80	21.30	23.00	27.20	27.30	27.80	27.80	30.00
Spares and accessories	1.90	2.00	1.80	1.80	1.80	2.00	1.60	1.70
Petrol, diesel and other motor oils	13.50	13.80	15.00	18.40	18.40	19.20	19.50	21.60
Repairs and servicing	4.00	4.20	4.70	5.20	5.30	5.10	5.20	5.20
Other motoring costs	1.40	1.40	1.50	1.90	1.80	1.50	1.50	1.50
Transport services	7.90	6.90	7.70	8.40	9.70	12.10	13.50	13.60
Rail and tube fares	1.20	1.10	1.30	1.80	2.00	2.20	2.00	2.10
Bus and coach fares	2.00	1.70	1.60	1.70	1.60	1.70	1.90	2.00
Combined fares	0.10	[0.10]	[0.10]	[0.20]	0.30	[0.30]	[0.20]	[0.10]
Other travel and transport	4.60	4.00	4.80	4.60	5.80	7.90	9.40	9.30
Total Transport Expenditure	50.90	51.20	54.40	59.90	61.10	63.00	61.20	61.80
Total Household Expenditure	370.30	380.20	393.80	432.80	438.70	447.20	440.60	437.30
Transport as % of total exp	*13.7*	*13.5*	*13.8*	*13.8*	*13.9*	*14.1*	*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 2012

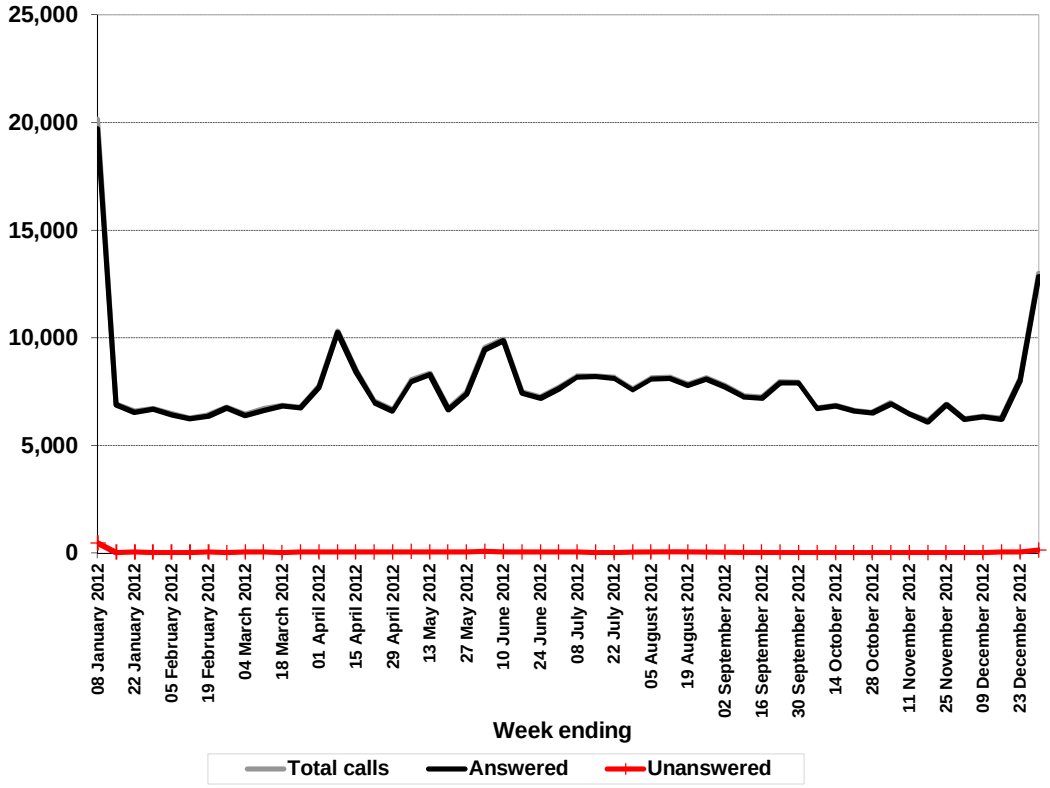
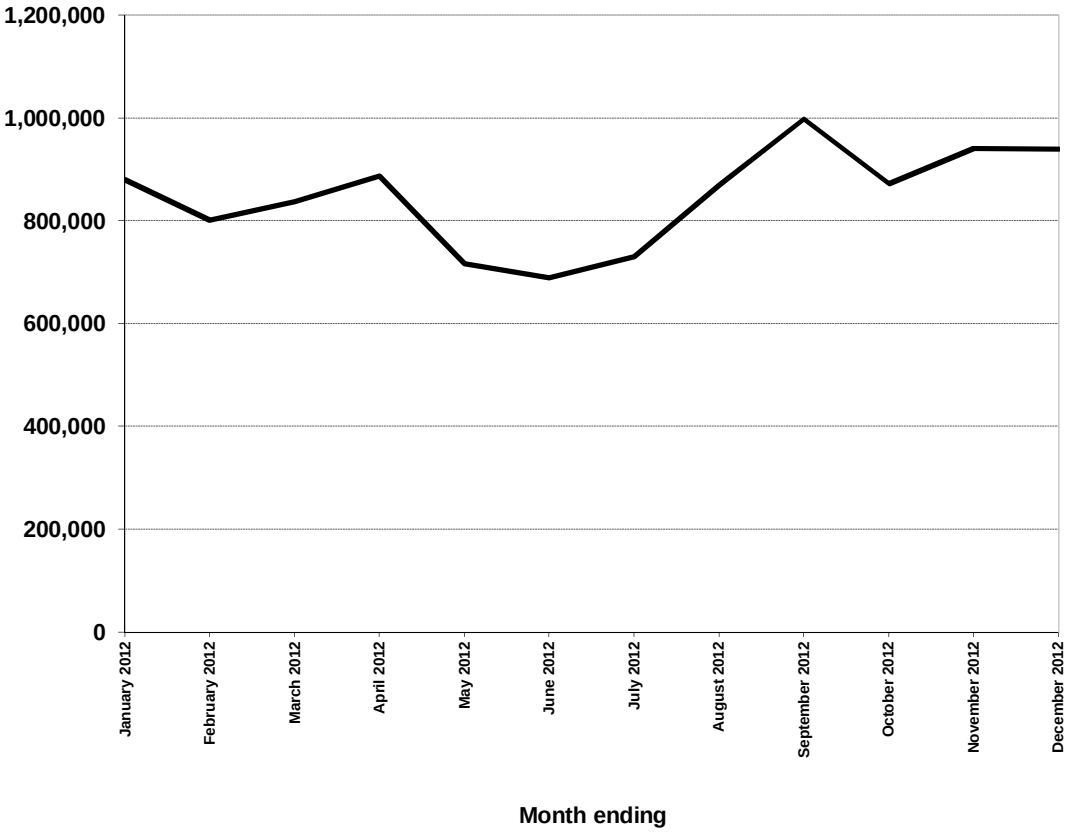


Figure 11.2 Traveline Scotland - Web & App hits in 2012



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 (up until 2013) 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.**

Key points

- **People make an average of 2.8 trips and travel for an hour each day**
- **Cars, vans and lorries account for three quarters of mileage travelled. Public transport accounts for 21 per cent.**
- **Of the 554 million public transport journeys made in 2011, 79 per cent were by bus, 15 per cent were journeys by rail, air accounts for 4 per cent and ferries 2 per cent.**
- **Thirty per cent of journeys to work and 74 per cent of journeys to school are by public and active travel**

2. Main Points

Trips

2.1 The National Travel Survey's estimated average number of trips, within Great Britain, per Scottish resident per year was 1,010 in the two-year period 2011/12, equivalent to an average of 2.8 trips per person per day. The estimated average number of trips per person per year has fallen by 11 per cent between 1998/99 and 2011/12, (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 4%, walking by 26% and bus by 12%. Rail is up by 60% but this increase is based on small sample sizes, the increase is reflected in passenger numbers figures shown in the Rail chapter of Scottish Transport Statistics which show a 30% increase in journeys. *(Table 11.1)*

2.2 European comparisons are shown in Chapter 12. Comparing just the main modes of motorised transport (car, rail and bus), 86 per cent of distance travelled in Scotland is by car, 8 per cent by bus and 6 per cent by rail. These proportions are similar to those for Great Britain, though 85 per cent of journeys are by car with the remaining 1 per cent by tram / metro. The average for European countries is also similar, though car use is slightly lower and bus use slightly higher. (Bottom part of Table 12.1)

Distance travelled

2.3 Cars, vans and lorries accounted for three quarters (75%) of the average 7,161 miles travelled, within Great Britain, per year per Scottish resident in 2011/12. Half of the total distance was as a driver, and a further 24% (1,752 miles) as a passenger. Local bus accounted for 6% (405 miles) and Surface rail for 7% (483 miles) of the total distance travelled respectively. Other public transport (e.g. air, ferry, non-local bus) for 8% (580 miles). *(Table 11.2)*

2.4 The estimated average distance travelled per person per year has decreased by 7% between 1998/99 (7,713 miles) and 2011/12 (7,161 miles), with some fluctuations during the period, possibly sampling variability. Car journeys as a passenger accounted for most of the reduction, falling 19 per cent from 2,139 miles to 1,730 miles. *(Table 11.2)*

2.5 The average length of a car trip has remained around 8 or 9 miles since 1998/99, local bus trips around 5-6 miles and train trips around 25-30 miles. *(Table 11.3)*

2.6 In 2011/12, shopping (20%) was the most frequent purpose of a trip followed by: commuting (15%), other personal business (11%), these proportions are similar to those reported in the SHS Travel Diary, though the proportion of commuting journeys is higher. *(Table 11.4)*

2.7 Commuting journeys accounted for the largest share of the total distance travelled in 2011/12 (19%: 1,330 miles). This was followed by shopping (955 miles), visiting friends at home (925 miles) and holiday/day trip (887 miles) each representing around 13% of all journeys. *(Table 11.5)*

Duration travelled

2.8 In 2011/12, Scottish residents spent an average of 367 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 357 hours and 386 hours. In 2011/12, 18% of the average hours travelled per person were for commuting. Shopping accounted for 16%. *(Table 11.7)*

2.9 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 (50 minutes in 2011/12) and business trips (36 minutes), and lowest for escort to education trips (around 12 minutes). Generally, the figures have been fairly constant since 1998/99. *(Table 11.8)*

2.10 People in households with two or more cars made an average of 1,124 trips per person per year in 2011/12, 11% more than the overall average of 1,010 trips per person per year; those in no car households averaged 726 trips per person per year, 28% fewer than the overall average. Residents of households with cars made most of their journeys by car, van or lorry: Over 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 high a proportion of trips per person by foot compared to all households (44% compared to 23%). The proportion of trips by public transport was three times as high (37% compared to 12%). *(Table 11.9)*

Driving

2.11 The Scottish Household Survey (SHS) provides information about how often people aged 17 or over drive. In 2012, 48% of men, 37% of women and 42% 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 32% did not have a full driving licence. *(Table 11.10)*

2.12 Since 2008, the percentage who drove every day has fallen 3 per cent, but those who drove at least once a week has risen by 3 per cent. *(Table 11.12)*

2.13 The frequency of driving varied with age. In 2012, over half 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 57% in accessible rural areas. *(Table 11.10)*

Walking

2.14 In 2012, 66% of adults made a journey of more than a quarter of a mile by foot to go somewhere in the last seven days – the highest level since 2002. Young adults (aged 16-19) were the most likely to have walked to go somewhere (82%), compared with 71% of those aged 30-39, just under two thirds of those in their 40s, 50s and 60s, and over a third of those aged 80 or above (35%). *(Tables 11.11 & 11.13)*

2.15 In 2012, 55% 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 2002. There was some variation with age: the percentage was highest for those aged 16 – 19 and 30-39 (61%) and lowest for those aged 80 or above (24%). There was less variation with household income, although those with net annual incomes of over £30,000 were more likely than those with lower incomes. *(Tables 11.11 & 11.13)*

Travel to Work (*SHS data*)

2.16 SHS travel to work statistics underpin Scotland's National Indicator on travel to work and should be the starting point for Travel to Work analysis in Scotland. More information on National Indicators can be found on the Scotland Performs website: http://www.scotland.gov.uk/About/scotPerforms/indicators/publicTransport

2.17 SHS data can be used in more detailed analysis of travel to work patterns. The SHS shows that 13% of employed adults worked from home in 2012, an increase from 2002 (9%). Almost two thirds (63%) of self-employed people worked from home, though this is based on a relatively small sample size and therefore large confidence intervals. Data for earlier years showed nearer 50 per cent working from home so the actual figure is likely to be somewhere between the two. *(Tables 11.17 & 11.21)*

2.18 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 2012. This percentage varied

with age (16-20: 55%, Over 40: around 70%), 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)*

2.19 Other usual means of travel to work were: walking (14%); bus (10%); 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 (28%) and the percentage who commuted by bus was highest in large urban areas (16%). Since 2002, 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 2002 (from 11.0% to 6.0%). Walking journeys have remained relatively stable around 13%, and little change in the use of other modes of transport *(Tables 11.18 & 11.22)*

Travel To Work (*non-SHS data*)

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

2.21 Labour Force Survey results suggest that, between 2002 and 2012, there has been little change in the percentage for whom a car or a van is the usual means of travel to work (70% in 2002 and 68% in 2012). There was also little change to walking which was 13% in 2002 and has been 12% for the past 4 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)*

2.22 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)*

2.23 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 69% in 2011 and the percentage using buses has fallen from 43% in 1966 to 11% in 2011. There has also been a significant fall in the proportion of the working population who walk to work, from 24% in 1966 to 11% in 2011. *(Table 11.16)*

Travel to School

2.24 In 2012, 51% of children in full-time education at school usually walked to school, 21% usually went by bus, 24% by car or van, 1% cycled. There was little difference between the sexes, but varied greatly with age: 59% of primary school age pupils (those aged up to 11) usually walked to school compared with only 43% of those of secondary school age (those aged 12 and over); 29% of primary pupils went by car or van compared with only 18% of secondary pupils; and only 8% of primary pupils usually travelled by bus compared with 36% of those of secondary age. *(Table 11.19)*

2.25 Those usually travelling by car/van tended to rise with household income, to 26-30% of pupils from households with an annual net income of £30,000 or more, reflecting patterns seen elsewhere in this chapter eg travel to work and car use more generally. Walking to school was lowest (28-30%) in rural areas. The survey

suggests those walking to school has remained relatively stable whilst those going by car has risen since 2002. This is consistent with findings from Sustrans Hands Up Scotland Survey (Table 11.23a) and the National Travel Survey's Scottish sample results. *(Tables 11.19, 11.20 & 11.23)*

Travel Abroad

2.26 According to the International Passenger Survey (IPS), Scottish residents made an estimated 3.6 million visits abroad in 2012 with about 3.5 million visits (95%) being made by air. Glasgow was the main airport used and accounted for about 1.2 million visits (32% of all visits abroad), followed by Edinburgh (1.0 million or 29%), Prestwick (364,000 or 10%) and Aberdeen (197,000 or 5%). Around 113,000 visits abroad (3%) were made by sea, and roughly 64,000 (2%) were made using the Channel Tunnel. *(Table 11.24)*

2.27 Around 70% of Scottish residents' visits abroad were made for holiday purposes. Of these, just under a half (1.2 million) were on a package holiday whilst the rest travelled independently. There were 673,000 (18%) visits abroad to visit friends or relatives and 334,000 visits abroad for business purposes (9%). *(Table 11.24)*

2.28 Seventy eight per cent (2.8 million) of Scottish residents' visits abroad were made to EU countries and visits to other European areas totalled 50,000 (1%). Visits to Canada and the USA together totalled about 297,000 (8%). *(Table 11.25)*

2.29 The estimated number of visits abroad by Scottish residents fell slightly from 3.8 million in 2002 to 3.6 million in 2012, a fall of 4%. This hides an increase of 26% between 2002 and 2006 and a fall of a quarter between 2008 and 2012. Between 2004 and 2012 there has been a steady decline in the number of package holidays while those travelling independently have increased, though are currently below the 2007 peak. Other holidays increased by 75% between 2002 and 2008 but has since fallen back 27%. 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 26% since. One should not read too much into some of the apparent year-to-year changes, which may be due to sampling variability but the general trends reflect patterns elsewhere in this publication. *(Table 11.26)*

Transport Model for Scotland

2.30 Some information on travel between different parts of Scotland is available from the Transport Model for Scotland (TMfS). The base year of TMfS is 2007 and as the data within the model has not been updated the tables have been dropped from this version of Scottish Transport Statistics. The tables and analysis of TMfS data can be found in STS 2012 on the Transport Scotland website.

Concessionary Travel

2.31 152 million passenger journeys were made under all types of concessionary fare schemes in 2012-13, 2% less than in 2011-12. 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 146 million passenger journeys (96% of the total) in 2012-13. *(Table 11.29)*

Traveline Scotland

2.32 In 2012 Traveline Scotland received 403,000 telephone calls which was 21% less than the previous year. Its Web site and smart phone app recorded 10.2 million hits in 2012, up 37% from the previous year. *(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.

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.

4.1.4 From 2013, the National Travel Survey has become an England only survey.

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 Hands Up Scotland Survey (Table 11.23a)

4.4.1 Established in 2008, the Hands Up Scotland Survey is the largest national dataset to look at travel to school across Scotland. The project is funded by Transport Scotland and is a joint survey between Sustrans and Scottish local authorities.

4.4.2 Schools across Scotland complete the survey by asking their pupils ‘How do you normally travel to school?’ The responses are then sent to local authority officers who collate the data and return it to Sustrans’ Research and Monitoring Unit for overall collation, analysis and reporting.

4.4.3 A Parliamentary Order was passed designating Sustrans as Official Statistics Providers in the production of Hands Up Scotland on 1st June 2012. Sustrans is currently looking to acquire National Statistics status for the survey.

4.4.4 The Hands Up Scotland 2013 survey took place between 9th and 13th September 2013 – with results due to be published in May 2014.

4.5 Scottish residents' visits abroad (Tables 11.24 to 11.26)

4.5.1 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.

4.5.2 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).

4.5.3 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.

4.5.4 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.

4.6 Trips made on an average weekday (Table 11.27 and 11.28)

4.6.1 Figures included in previous versions of STS used 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. A summary of TMfS can be found in Chapter 11 of STS 2012 and more in-depth information about the Transport Model for Scotland can be found at the LATIS (Land Use and Transport Integration in Scotland) web site http://www.transportscotland.gov.uk/analysis/LATIS#sthash.XuJzwPtC.dpuf The tables in this publication are out of date and we will be publishing more up-to-date information in due course.

4.7 Passenger journeys made under concessionary fare schemes (Table 11.29)

4.7.1 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.

4.7.2 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).

4.7.3 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).

4.7.4 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). See also
http://www.transportscotland.gov.uk/analysis/latis/models/national

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).

6. Other data sources

Official Statistics data sources

Within Scottish Transport Statistics:

Chapter 1 - Road vehicles,
Chapter 5 – Road Traffic (including congestion)
Chapter 12 - International Travel (includes modal share comparisons)

Other Transport Scotland Publications:

Transport and Travel in Scotland – includes more detailed analysis of SHS data, in particular:

- Table 11 – car sharing
- Table 16 and 17 – Reasons for choice of travel to school mode
- Table 18a – bicycle access
- Table 21 – Park and ride
- Table 28 – Frequency of bus and train use
- Tables 31 and 32 – Concessionary pass use

Scottish Household Survey Travel Diary – includes detailed tables using the Travel Diary dataset, in particular:

- Table 2 – journeys by mode of transport
- Table 2a&b – journey and stage distance by mode of transport
- Table 3 – Purpose of travel
- Table 4a & 5a – mode of transport by journey distance

SHS Local Authority Results – provides breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

- Table 1& 2 - Travel to work and school by mode of transport
- Table 11 - Frequency of bus and train use
- Table 12 – Convenience of public transport
- Table 15 – Concessionary pass use
- Table 16 – journeys by mode of transport
- Table 17 – purpose of travel.

National Travel Survey: Scotland Results – to be published in March 2014, will include more detailed analysis of the NTS results for Scotland.

Department for Transport produce a number of related publications, including:

National Travel Survey

Non Official Statistics sources

Transport Scotland

On the Move: Car, rail and bus travel trends in Scotland (Charilaos Latinopoulos, Scott Le Vine, Peter Jones & John Polak)

Non Transport Scotland data sources:

On The Move (Scott Le Vine and Peter Jones), provides analysis of NTS data on personal travel in GB
Eurostat statistics on modal share (See chapter 12 for further detail)

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	2011 / 2012
								trips
Walk [1]	316	326	289	242	230	233	218	235
Bicycle	15	11	9	10	7	10	9	9
Driver of car, van or lorry	433	414	395	406	394	402	399	427
Passenger in car, van or lorry	228	230	214	230	209	211	201	210
Other private transport (eg motorcycle, private hire bus)	13	13	12	10	11	10	12	10
Local bus	92	73	83	81	84	80	87	81
Surface Rail	11	16	12	16	15	14	14	18
Taxi / minicab	19	18	16	16	17	14	15	15
Other public transport (eg air, ferry, non-local bus)	5	4	4	2	4	4	3	4
All modes	1,133	1,106	1,035	1,014	969	977	958	1,010
Sample size (number of people)	*1,224*	*1,395*	*3,396*	*3,766*	*3,618*	*3,270*	3,214	3,065

* 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	2011 / 2012
								miles
Walk [1]	226	219	199	169	165	169	153	155
Bicycle	37	25	28	25	25	30	34	35
Driver of car, van or lorry	3,652	3,781	3,275	3,539	3,360	3,572	3,488	3,585
Passenger in car, van or lorry	2,139	2,125	2,058	2,081	1,934	1,946	1,819	1,730
Other private transport (eg motorcycle, private hire bus)	250	141	183	172	171	177	225	130
Local bus	480	383	380	441	440	485	491	405
Surface Rail	509	357	339	465	460	446	389	483
Taxi / minicab	75	79	55	61	56	52	57	59
Other public transport (eg air, ferry, non-local bus)	345	335	416	379	388	358	354	580
All modes	7,713	7,445	6,933	7,332	6,997	7,235	7,011	7,161

* See footnotes for table 11.1

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	2011 / 2012
								miles
Walk [1]	0.7	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	3.9
Driver of car, van or lorry	8.4	9.1	8.3	8.7	8.5	8.9	8.7	8.4
Passenger in car, van or lorry	9.4	9.2	9.6	9.1	9.2	9.2	9.0	8.2
Other private transport (eg motorcycle, private hire bus)	18.8	10.9	14.7	17.2	16.2	16.9	18.9	12.8
Local bus	5.2	5.2	4.6	5.4	5.3	6.1	5.7	5.0
Surface Rail	44.3	21.8	28.5	29.2	30.9	32.0	27.9	26.3
Taxi / minicab	3.9	4.4	3.5	3.8	3.3	3.7	3.8	3.8
Other public transport (eg air, ferry, non-local bus)	68.3	77.0	111.8	178.2	102.6	93.6	112.0	132.0
All modes	6.8	6.7	6.7	7.2	7.2	7.4	7.3	7.1

* 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	2011 / 2012
								trips
Commuting	173	174	174	170	161	164	165	148
Business	34	31	28	35	31	32	31	37
Education	64	83	82	64	59	55	52	61
Escort education	24	34	31	29	28	29	23	37
Shopping	259	234	207	207	203	199	201	207
Other escort	87	92	98	104	90	94	91	105
Other personal business	119	112	107	102	99	100	97	107
Visting friends at home	140	146	119	118	111	106	107	101
Visiting friends elsewhere	46	40	44	36	40	43	41	41
Sport / entertainment	84	76	72	74	62	65	70	82
Holiday / day trip	29	25	29	31	35	41	35	33
Other (including just walk)	74	57	44	44	50	50	46	52
All purposes	1,133	1,106	1,035	1,014	969	977	958	1,010
Sample size (number of people)	*1,224*	*1,395*	*3,396*	*3,766*	*3,618*	*3,270*	3,214	3,065

* 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	2011 / 2012
								miles
Commuting	1,352	1,540	1,323	1,369	1,350	1,400	1,383	1,330
Business	705	848	656	820	657	650	694	781
Education	224	290	208	219	225	155	166	205
Escort education	82	118	55	64	53	48	45	71
Shopping	1,191	1,011	982	1,011	977	988	963	955
Other escort	494	520	516	587	480	488	516	512
Other personal business	617	556	501	506	461	594	534	562
Visting friends at home	1,081	1,026	1,030	1,140	1,051	999	985	925
Visiting friends elsewhere	238	190	229	217	247	246	225	301
Sport / entertainment	681	572	516	496	471	434	467	585
Holiday / day trip	972	710	875	855	977	1,179	983	887
Other (including just walk)	76	64	43	48	50	55	48	47
All purposes	7,713	7,445	6,933	7,332	6,997	7,235	7,011	7,161

* 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	2011 / 2012
								miles
Commuting	7.8	8.9	7.6	8.1	8.4	8.5	8.4	9.0
Business	21.0	27.0	23.1	23.6	21.4	20.6	22.6	21.3
Education	3.5	3.5	2.5	3.4	3.8	2.8	3.2	3.4
Escort education	3.4	3.5	1.8	2.2	1.9	1.6	2.0	1.9
Shopping	4.6	4.3	4.7	4.9	4.8	5.0	4.8	4.6
Other escort	5.6	5.6	5.2	5.6	5.3	5.2	5.7	4.9
Other personal business	5.2	5.0	4.7	5.0	4.6	6.0	5.5	5.3
Visting friends at home	7.7	7.0	8.6	9.7	9.5	9.5	9.3	9.2
Visiting friends elsewhere	5.2	4.7	5.2	6.0	6.1	5.7	5.5	7.3
Sport / entertainment	8.1	7.5	7.2	6.7	7.6	6.7	6.7	7.1
Holiday / day trip	33.5	28.2	30.6	28.0	28.3	28.6	28.4	27.0
Other (including just walk)	1.0	1.1	1.0	1.1	1.0	1.1	1.0	0.9
All purposes	6.8	6.7	6.7	7.2	7.2	7.4	7.3	7.1

* 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	2011 / 2012
								hours
Commuting	65	74	68	71	69	70	69	65
Business	20	21	17	24	19	19	21	22
Education	22	25	24	21	19	17	17	20
Escort education	5	7	6	6	5	6	4	8
Shopping	70	62	60	61	61	60	59	60
Other escort	22	24	27	29	25	26	25	28
Other personal business	33	33	30	31	30	32	30	32
Visting friends at home	48	48	46	47	44	44	44	41
Visiting friends elsewhere	13	12	14	12	14	15	14	16
Sport / entertainment	29	27	25	26	23	22	24	29
Holiday / day trip	31	22	27	27	30	37	32	27
Other (including just walk)	26	19	17	17	19	19	18	19
All purposes	386	374	361	371	359	367	357	367
Sample size (number of people)	*1,224*	*1,395*	*3,396*	*3,766*	*3,618*	*3,270*	3,214	3,065

* 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	2011 / 2012
								minutes
Commuting	22.5	25.7	23.3	25.0	25.6	25.4	25.3	26.4
Business	36.2	39.7	35.1	41.4	37.7	36.9	40.0	35.8
Education	20.4	17.9	17.9	19.4	19.8	18.6	19.2	19.9
Escort education	12.7	12.3	11.1	11.4	11.3	11.4	11.0	12.4
Shopping	16.2	16.0	17.4	17.8	18.1	18.2	17.8	17.4
Other escort	15.0	15.4	16.5	16.7	16.6	16.6	16.8	16.0
Other personal business	16.9	17.4	17.0	18.0	18.0	19.2	18.7	18.2
Visting friends at home	20.7	19.6	23.3	24.0	24.0	25.0	24.7	24.3
Visiting friends elsewhere	17.6	17.8	19.2	20.0	21.3	20.6	20.5	22.5
Sport / entertainment	21.0	21.4	21.0	20.8	22.2	20.7	20.4	21.1
Holiday / day trip	64.5	53.5	57.1	52.6	52.7	53.6	54.7	50.0
Other (including just walk)	21.1	20.4	23.2	23.3	22.2	22.2	23.3	21.8
All purposes	20.4	20.3	21.0	21.9	22.2	22.5	22.4	21.8

* 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: 2011/12 (average per head of population *)*

	Number of cars available to the household			
	No car	One car	2+ cars	All house-holds
Walk	322	231	188	235
Driver of car, van or lorry	10	485	614	427
Passenger in car, van or lorry	112	241	236	210
Other private (eg bicycle, motorcycle, private hire bus)	16	15	25	19
Local bus	212	57	27	81
Other public (eg rail, taxi, air, non-local bus	55	33	34	38
All modes	726	1,062	1,124	1,010
Sample size (number of people)	664	1,268	1,133	3,065

* See footnotes for table 11.1

Table 11.10 Frequency of driving*for people aged 17+: 2012

	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 2012:	42	13	6	1	0	2	4	68	32	*9,828*
by gender:										
Male	48	14	7	1	0	2	4	76	24	*4,377*
Female	37	12	5	1	0	2	5	62	38	*5,451*
by age:										
17-19	16	3	2	2	0	2	2	27	72	*210*
20-29	35	9	4	1	0	3	6	58	42	*1,154*
30-39	50	14	5	1	0	1	4	75	25	*1,466*
40-49	56	13	5	1	0	1	4	80	20	*1,626*
50-59	54	13	7	0	0	2	4	80	21	*1,641*
60-69	38	18	9	1	0	1	6	73	27	*1,752*
70-79	25	19	7	1	1	2	4	59	41	*1,261*
80+	12	10	8	1	0	2	4	37	63	*718*
by current situation:										
Self employed	65	18	8	1	0	1	1	94	5	*582*
Employed full time	62	12	5	1	0	1	3	84	16	*3,135*
Employed part time	46	14	3	0	0	1	3	67	32	*1,014*
Looking after the home or family	31	12	5	1	0	2	4	55	45	*476*
Permanently retired from work	26	18	9	1	0	2	5	61	40	*3,201*
Unemployed and seeking work	15	6	4	1	0	3	9	38	61	*485*
In further/higher education	18	9	6	1	1	4	11	50	50	*308*
Permanently sick or disabled	12	7	4	1	0	2	11	37	62	*506*
by annual net household income:										
up to £10,000 p.a.	18	9	6	1	0	3	9	46	55	*1,385*
over £10,000 - £15,000	24	12	5	1	0	2	6	50	50	*1,869*
over £15,000 - £20,000	33	12	6	1	1	2	6	61	41	*1,528*
over £20,000 - £25,000	44	14	6	1	0	1	4	70	30	*1,254*
over £25,000 - £30,000	48	15	7	1	0	1	3	75	25	*897*
over £30,000 - £40,000	58	15	6	1	0	1	2	83	16	*1,171*
over £40,000 p.a.	67	15	6	1	0	1	1	91	10	*1,364*
by Scottish Index of Multiple Deprivation:										
1 (20 % most deprived)	28	7	3	0	0	2	7	47	53	*1,874*
2	36	12	6	1	0	2	5	62	39	*2,063*
3	43	14	7	1	0	2	4	71	30	*2,135*
4	53	16	6	1	0	1	3	80	20	*2,102*
5 (20% least deprived)	51	17	8	1	0	2	4	83	16	*1,654*
by urban/rural:										
Large urban areas	34	12	6	1	0	2	6	61	38	*3,256*
Other urban	45	12	4	1	0	1	4	67	33	*2,961*
Small accessible towns	46	16	6	2	0	2	3	75	25	*889*
Small remote towns	40	13	8	1	1	1	4	68	33	*584*
Accessible rural	57	15	7	1	0	1	2	83	17	*1,046*
Remote rural	49	16	9	1	0	1	3	79	21	*1,092*

*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+): 2012

	As means of transport					Sample size (=100%)	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 2012:	34	20	23	23	66	*9,841*	45	19	17	19	*55*	*9,805*
by gender:												
Male	34	19	23	24	66	*4,383*	44	20	16	20	*56*	*4,369*
Female	35	20	24	21	65	*5,458*	46	18	17	19	*54*	*5,436*
by age:												
16-19	18	19	34	29	82	*272*	39	21	22	19	*61*	*272*
20-29	22	18	28	31	78	*1,148*	43	21	19	18	*57*	*1,137*
30-39	29	20	24	27	71	*1,458*	39	22	18	21	*61*	*1,448*
40-49	35	24	21	20	65	*1,617*	41	21	17	21	*59*	*1,612*
50-59	36	21	23	20	64	*1,629*	43	19	16	22	*57*	*1,630*
60-69	39	19	21	20	61	*1,745*	47	16	16	20	*53*	*1,740*
70-79	46	19	19	15	54	*1,257*	57	15	12	16	*43*	*1,252*
80+	65	11	13	12	35	*715*	76	9	7	8	*24*	*714*
by current situation:												
Self employed	38	19	21	22	62	*579*	36	23	17	24	*64*	*579*
Employed full time	32	23	23	22	68	*3,115*	41	23	18	18	*59*	*3,099*
Employed part time	29	20	28	23	71	*1,009*	40	19	19	21	*60*	*1,007*
Looking after the home/family	20	22	24	33	80	*475*	35	15	18	32	*65*	*472*
Permanently retired from work	46	18	19	17	54	*3,188*	56	14	13	17	*44*	*3,179*
Unemployed/seeking work	23	16	28	33	77	*486*	38	15	22	25	*62*	*482*
In further/higher education	14	11	37	38	86	*312*	36	22	24	18	*64*	*312*
Permanently sick or disabled	62	12	15	11	38	*504*	71	6	10	13	*29*	*503*
by annual net household income:												
up to £10,000 p.a.	32	15	23	30	68	*1,399*	49	13	14	24	*51*	*1,391*
over £10,000 - £15,000	35	18	22	25	65	*1,863*	51	15	15	19	*49*	*1,865*
over £15,000 - £20,000	38	18	21	23	62	*1,525*	49	18	15	18	*51*	*1,522*
over £20,000 - £25,000	36	20	22	22	64	*1,260*	46	18	16	20	*54*	*1,259*
over £25,000 - £30,000	34	20	25	21	66	*901*	45	20	16	19	*55*	*891*
over £30,000 - £40,000	34	22	24	20	66	*1,181*	40	23	18	19	*60*	*1,181*
over £40,000 p.a.	32	25	25	19	68	*1,375*	37	24	20	19	*63*	*1,368*
by Scottish Index of Multiple Deprivation:												
1 (20 % most deprived)	32	19	24	25	68	*1,869*	50	17	17	17	*50*	*1,854*
2	34	19	23	23	66	*2,060*	48	17	15	21	*52*	*2,056*
3	35	19	23	22	65	*2,137*	46	17	17	20	*54*	*2,130*
4	38	19	23	20	62	*2,109*	41	20	17	23	*59*	*2,104*
5 (20% least deprived)	31	24	23	23	69	*1,666*	42	24	17	17	*58*	*1,661*
by urban/rural classification:												
Large urban areas	27	19	25	28	73	*3,252*	48	19	16	16	*52*	*3,204*
Other urban	38	23	23	17	62	*2,975*	48	17	17	18	*52*	*2,977*
Small accessible towns	33	22	24	20	67	*889*	41	25	16	18	*59*	*890*
Small remote towns	34	16	25	26	66	*586*	45	17	14	23	*55*	*589*
Accessible rural	45	16	20	19	55	*1,047*	36	18	19	26	*64*	*1,052*
Remote rural	44	16	16	24	56	*1,092*	37	19	14	29	*63*	*1,093*
by frequency of driving:												
every day	42	24	20	15	58	*3,878*	42	22	16	20	*58*	*3,882*
at least three times a week	33	22	28	18	67	*1,370*	38	21	22	19	*62*	*1,356*
once or twice a week	34	17	23	26	66	*573*	46	22	15	17	*54*	*575*
less often	25	11	25	38	75	*259*	49	17	18	15	*51*	*259*
Never, but holds full driving	27	12	25	37	73	*486*	46	15	17	22	*54*	*487*

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.

Table 11.12 Frequency of Driving[1,2] for people aged 17+

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											column percentages
Every Day	45.5	43.3	41.4	41.8	40.9	45.2	44.9	43.4	41.4	40.7	42.0
Per Week:											
At least 3 times	8.0	10.2	11.2	11.2	11.6	10.0	10.4	11.9	12.8	13.3	13.1
Once or twice	4.2	5.5	5.7	5.8	6.7	5.1	5.6	5.6	6.0	6.2	6.0
Per Month:											
At least 2 or 3 times	0.9	0.7	0.8	0.8	1.0	0.9	1.0	0.9	0.9	0.9	0.8
At least once	0.4	0.4	0.6	0.5	0.5	0.6	0.4	0.4	0.4	0.4	0.3
Less than once	2.1	1.7	1.6	1.4	1.4	1.7	1.3	1.6	1.8	1.7	1.7
Holds full driving licence, never drives	3.5	4.1	4.5	4.1	4.4	3.5	4.0	4.2	4.3	4.1	4.5
Total with a full driving licence	64.6	65.8	65.8	65.6	66.4	67.0	67.6	68.0	67.6	67.3	68.3
Doesn't have a full driving licence	35.4	34.2	34.2	34.4	33.6	33.0	32.4	32.0	32.4	32.7	31.7
Sample size (=100%)	*13,936*	*13,850*	*14,660*	*13,968*	*14,075*	*12,152*	*12,263*	*12,447*	*12,361*	*12,801*	*9,828*

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+)

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											column percentages
As means of transport											
None	45	46	46	46	46	48	48	41	38	37	34
1-2 days	18	18	17	15	16	18	17	18	19	19	20
3-5 days	22	22	21	22	21	20	22	22	24	24	23
6-7 days	15	15	16	17	17	14	14	19	19	20	23
1+ days	55	54	54	54	54	52	53	59	62	63	66
Sample size (=100%)	*13,984*	*13,927*	*14,715*	*6,992*	*7,111*	*6,116*	*6,197*	*6,137*	*6,178*	*6,381*	*9,841*
Just for pleasure or to keep fit [2]											
None	59	56	56	54	53	53	55	52	49	46	45
1-2 days	18	18	16	17	17	18	18	19	18	19	19
3-5 days	11	12	13	14	14	14	13	13	17	17	17
6-7 days	12	14	14	15	16	16	14	16	17	19	19
1+ days	41	44	44	46	47	47	45	48	51	54	55
Sample size (=100%)	*14,041*	*13,925*	*14,713*	*6,993*	*7,111*	*6,121*	*6,209*	*6,119*	*6,136*	*6,372*	*9,805*

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)

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											percentage
Car,van,minibus,works van	70	70	69	68	69	69	69	70	71	68	68
Bicycle	2	1	1	2	1	2	2	2	2	2	2
Bus,coach.private bus	11	11	12	12	12	12	13	11	10	12	11
Rail (inc Underground)	3	4	3	4	5	4	4	4	4	4	4
Walk	13	12	12	13	12	11	11	12	12	12	12
Other (inc taxi)	1	2	3	2	1	2	2	3	2	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)

	1998	1999	2000	2001	2002	2003	2004	2005
								minutes
Car,van,minibus,works van	22	22	23	20	23	20	22	21
Bicycle	15	15	18	15	14	16	15	16
Bus,coach.private bus	32	32	32	33	34	33	32	32
Rail (inc Underground)	55	53	52	47	46	48	46	49
Walk	12	12	12	11	12	12	12	13
Other (inc taxi)	45	33	47	42	46	25	36	40
All	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]

	2002	2003	2004	2005	2006	2007	2008	2009 [1]	2010 [1]	2011 [1]	2012 [1]
											minutes
Car	23	23	24	23	23	24	24	24	25	23	24
Motorcycle	*	17	16	19	*	24	*	19	*	*	*
Bicycle	14	16	15	17	21	19	18	15	20	20	18
Bus/coach	34	33	33	33	35	33	36	35	36	35	38
Rail	46	50	52	49	50	49	57	53	53	50	59
Walk	12	12	13	13	13	12	12	14	14	13	15
Other	53	39	62	61	70	64	75	94	74	47 [3]	90
All	24	24	25	24	25	25	26	26	26	25	26

* 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 Census year	Train (inc. 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	~	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	~	2	12	2	100
2011	5	11	69	~	2	11	2	100

~ Less than half a per cent but greater than zero.
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: 2012

	Works from home	Does not work from home	All employed adults	*Sample size (=100%)*
			row percentages	
All employed adults	13.2	86.8	100	*4,734*
Self-employed	63.2	36.8	100	*582*
Employed full-time	6.1	93.9	100	*3,137*
Employed part-time	7.2	92.8	100	*1,015*

1. Those whose current situation was described as self-employed, employed full-time or employed part-time.

Figure 11.3: Travel to work a) 2002 and b) 2012

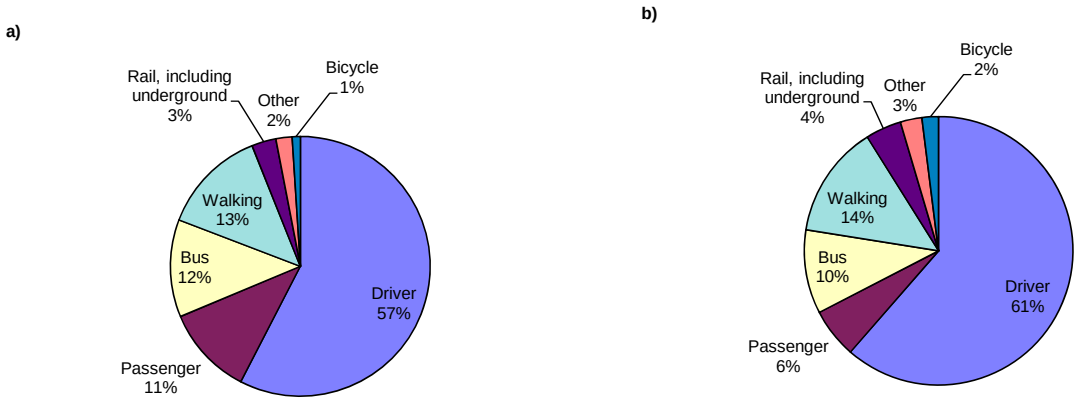
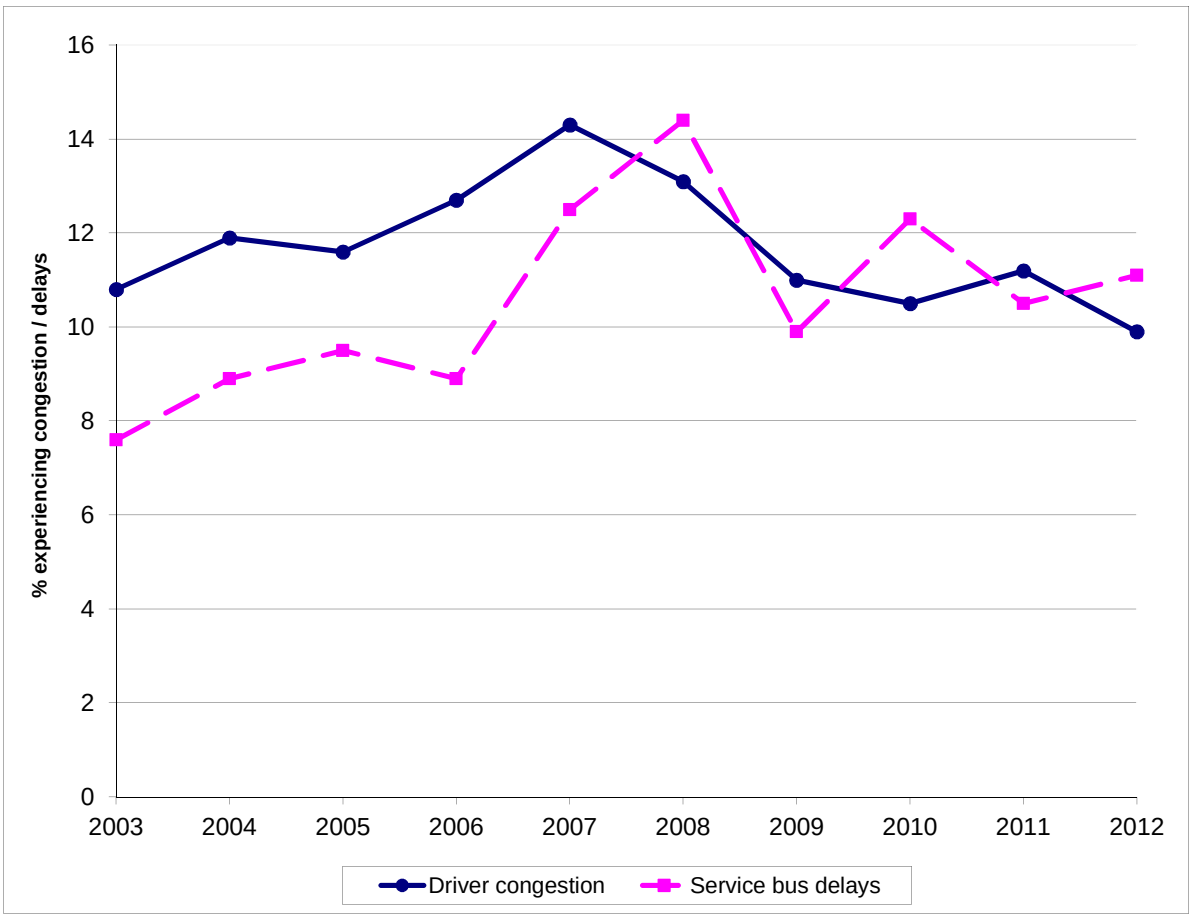


Figure 11.4: Driver experience of congestion and bus passenger experience of delays 2003-2012



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: 2012

	Walking	Car or van			Bicycle	Bus	Rail [2]	Other [3]	*Sample size*
		Driver	Pass.	All					*(=100%)*
							row percentages		
All people aged 16+ in 2012	14	61	6	67	2	10	4	3	*4,103*
By gender:									
Male	12	64	6	69	3	8	4	4	*1,902*
Female	16	59	7	66	1	12	5	1	*2,201*
by age:									
16 - 20	19	34	21	55	0	22	3	1	*130*
20 - 29	20	50	6	56	3	12	7	3	*580*
30 - 39	13	62	5	67	2	11	5	2	*940*
40 - 49	11	67	4	72	3	8	5	2	*1,123*
50 - 59	11	68	5	74	1	8	2	4	*956*
60 and over	14	63	7	70	1	10	3	3	*374*
by current situation:									
Self employed	9	72	4	76	0	6	2	7	*220*
Employed full time	12	64	5	69	3	9	5	3	*2,943*
Employed part time	21	52	8	60	1	15	2	1	*940*
by annual net household									
up to £10,000 p.a.	28	38	5	43	2	22	4	2	*169*
over £10,000 - £15,000	23	46	8	54	2	16	2	3	*449*
over £15,000 - £20,000	16	49	10	59	1	17	5	2	*532*
over £20,000 - £25,000	18	55	8	63	3	12	4	1	*603*
over £25,000 - £30,000	17	59	5	64	2	11	3	3	*510*
over £30,000 - £40,000	11	67	6	73	2	9	3	2	*800*
over £40,000 p.a.	6	73	4	77	2	4	6	4	*1,018*
by Scottish Index of Multiple Deprivation:									
1 (20 % most deprived)	16	49	9	59	2	17	5	2	*654*
2	16	57	7	64	2	13	4	2	*848*
3	16	59	6	66	1	10	3	4	*870*
4	10	72	5	77	2	6	3	3	*983*
5 (20% least deprived)	12	66	4	70	4	7	6	2	*748*
by urban/rural classification									
Large urban areas	17	51	5	57	3	16	6	2	*1,344*
Other urban	12	66	8	74	1	7	5	2	*1,248*
Small accessible towns	9	73	5	78	1	5	2	4	*374*
Small remote towns	28	52	4	56	3	7	3	4	*254*
Accessible rural	7	75	4	79	2	6	3	3	*445*
Remote rural	16	68	5	73	2	4	1	5	*438*
by number of cars:									
none	40	2	9	11	4	36	7	3	*659*
one	15	58	7	66	2	10	5	3	*1,942*
two +	4	83	4	87	1	3	3	2	*1,502*
Household type									
Single adult	19	55	3	59	2	14	4	3	*978*
Small adult	14	60	6	66	2	10	5	3	*1,017*
Single parent	18	55	3	58	1	15	5	2	*280*
Small family	11	67	5	71	3	9	5	2	*765*
Large family	10	67	5	72	3	10	2	3	*280*
Large adult	14	60	10	70	2	8	5	2	*440*
Older smaller	14	63	8	70	1	11	2	2	*343*

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 2012[1]

	Walking	Car or Van	Bicycle	Bus			Rail[3]	Other[4]	*Sample size*
				School[2]	Service	All			*(=100%)*
									row percentages
All children in full-time education,	51	24	1	15	6	21	0	2	*1,923*
By gender:									
Male	51	23	1	15	6	21	0	3	*1,025*
Female	52	25	1	14	7	21	1	1	*898*
by age:									
age 4-5	65	30	0	4	0	4	0	1	*165*
age 6-7	61	28	1	6	3	9	0	2	*330*
age 8-9	52	34	2	8	1	8	0	4	*303*
age 10-11	60	25	1	10	1	11	0	3	*270*
All 4-11	**59**	**29**	**1**	**7**	**1**	**8**	0	**2**	***1,068***
age 12-13	42	22	0	24	10	34	1	1	*290*
age 14-15	44	11	1	27	14	41	1	3	*328*
age 16-18	42	22	0	21	12	34	0	2	*237*
All 12 - 18	**43**	**18**	**1**	**24**	**12**	**36**	**1**	**2**	***855***
by annual net household income:									
up to £15,000 p.a.	60	16	0	11	11	22	0	2	*214*
over £15,000 - £20,000	54	19	1	12	9	21	1	5	*253*
over £20,000 - £25,000	59	20	1	11	7	18	0	2	*263*
over £25,000 - £30,000	50	27	2	15	4	18	0	4	*248*
over £30,000 - £40,000	48	26	0	20	5	25	0	2	*401*
over £40,000 p.a.	46	30	1	16	5	21	1	1	*517*
by Scottish Index of Multiple Deprivation									
1 (20 % most deprived)	57	17	1	12	10	22	0	4	*379*
2	54	25	1	12	6	18	0	2	*364*
3	48	21	1	20	8	28	0	2	*381*
4	44	28	1	22	3	25	0	2	*426*
5 (20% least deprived)	54	30	2	9	4	13	1	1	*373*
by urban/rural classification:									
Large urban areas	55	25	0	6	11	17	1	2	*598*
Other urban	60	26	1	8	4	12	0	2	*602*
Small accessible towns and small remote towns	56	20	1	19	2	21	0	1	*284*
Accessible rural	30	25	1	37	4	41	0	3	*229*
Remote rural	28	19	2	40	8	48	0	3	*210*
by number of cars:									
None	70	4	1	8	12	20	1	4	*351*
One	53	24	1	15	5	20	0	2	*791*
Two +	41	34	0	18	5	22	0	2	*781*
Household type:									
Large family/Large adult	58	20	1	9	10	18	0	4	*433*
Small family	50	28	1	14	5	19	0	2	*796*
Large family/Large adult	50	23	1	19	6	25	0	1	*662*

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*
2011 / 2012	47	22	26	2	3	100	*395*

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

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											column percentages
Works from home	9.3	9.1	9.0	11.1	10.7	11.2	10.0	11.4	10.1	10.6	13.2
Does not work from home	90.7	90.9	91.0	88.9	89.3	88.8	90.0	88.6	89.9	89.4	86.8
All employed adults	100	100	100	100	100	100	100	100	100	100	100
Sample size (100%)	*6,597*	*6,681*	*7,058*	*6,841*	*6,845*	*5,888*	*6,092*	*6,103*	*5,862*	*6,189*	*4,734*

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

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											column percentages
Walking	13.2	12.6	12.7	12.7	13.8	11.9	12.5	12.3	13.4	12.9	13.6
Car or van											
Driver	56.6	59.8	58.9	59.8	59.8	61.3	59.9	60.7	61.0	59.1	61.4
Passenger	11.0	8.7	8.1	7.5	7.0	6.7	6.1	6.4	6.3	7.5	6.0
All	67.7	68.5	67.0	67.4	66.8	68.0	66.0	67.0	67.3	66.6	67.3
Bicycle	1.6	1.8	1.9	1.6	2.0	1.7	2.3	2.4	2.3	2.0	2.0
Bus	12.2	11.6	12.7	12.1	11.8	12.7	12.1	12.1	10.8	12.0	10.1
Rail [2]	3.1	2.9	3.5	3.9	3.6	3.5	4.3	3.9	3.6	3.9	4.3
Other [3]	2.3	2.6	2.3	2.3	2.0	2.3	2.7	2.3	2.7	2.6	2.6
Sample size (100%)	*5,973*	*6,033*	*6,359*	*6,044*	*6,068*	*5,176*	*5,437*	*5,371*	*5,221*	*5,508*	*4,103*

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]

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
											column percentages
Walking	55.5	52.4	51.2	52.5	51.1	52.8	48.8	50.0	49.7	50.6	51.4
Car or van	19.0	21.7	21.6	21.0	21.7	21.9	23.6	24.4	23.0	23.4	24.1
Bicycle	0.7	1.2	1.0	0.6	0.9	0.8	1.5	1.0	1.4	1.4	0.8
Bus											
School [2]	15.1	16.9	16.9	16.5	17.0	14.8	16.5	16.1	16.1	15.1	14.9
Service	7.3	5.5	6.7	7.1	6.7	7.1	7.3	5.9	7.8	6.6	6.2
All	22.4	22.2	23.2	23.3	23.4	21.9	23.9	22.0	23.9	21.7	21.1
Rail [3]	0.4	0.5	0.9	0.7	1.2	0.9	0.7	0.7	0.3	0.7	0.4
Other [4]	2.1	1.8	1.8	1.6	1.3	1.7	1.5	1.8	1.7	2.2	2.2
Sample size (100%)	*3,295*	*3,250*	*3,347*	*3,272*	*3,240*	*2,517*	*2,750*	*2,881*	*2,676*	*2,715*	*1,923*

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 11.23a Usual main method of travel to school - Hands Up Scotland Survey [1]

	2008	2009	2010	2011	2012
					column percentages
Walk	48.3	47.0	45.8	45.9	45.1
Cycle	2.8	2.3	2.8	3.0	2.9
Scooter/Skate	0.7	0.6	0.7	1.0	1.6
Park & Stride	6.1	6.7	7.4	7.5	7.8
Driven	22.0	23.3	22.9	22.4	22.2
Bus	18.2	18.1	18.2	18.2	18.2
Taxi	1.4	1.6	1.6	1.6	1.7
Other	0.5	0.4	0.5	0.3	0.5
Sample size (100%)	*396,377*	*415,804*	*439,401*	*427,104*	*457,488*

Source: Hands Up Scotland Survey - Not National Statistics

1. All schools excluding nursery

Table 11.24 Scottish residents' visits abroad by means of leaving the UK and purpose of visit, 2012

	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	237	424	113	252	19	1,045
Glasgow	635	313	58	151	19	1,176
Prestwick	71	198	5	86	4	364
Aberdeen	31	39	70	54	3	197
Total Edinburgh, Glasgow, Prestwick & Aberdeen	974	975	246	543	44	2,782
Heathrow	10	30	25	15	4	84
Gatwick	61	79	12	26	12	190
Stanstead	1	18	1	12	3	36
Manchester	72	38	3	15	5	132
Newcastle	40	39	4	6	1	91
Birmingham	2	8	2	2	2	17
Other UK Airports	20	54	23	31	9	137
Total Air	1,181	1,242	317	649	80	3,468
Channel Tunnel	9	34	6	8	7	64
Sea						
English Channel Ports	9	41	8	10	6	74
English East Coast Ports	11	16	3	4	1	35
Other UK Ports [2]	0	3	-	1	-	4
Total Sea	20	59	11	15	7	113
Total All Means of Leaving the UK	**1,210**	**1,335**	**334**	**673**	**93**	**3,645**

Table 11.25 Scottish residents' visits abroad by means of leaving the UK[1] and area visited, 2012

	Area Visited						
Means of leaving the UK	**EU**	**Other Europe**	**Canada & USA**	**Australia & New Zealand**	**Asia**	**Rest of the World**	**Total**
							thousands
Air							
Edinburgh	916	21	56	1	16	35	1,045
Glasgow	856	4	112	26	58	120	1,176
Prestwick	358	1	-	-	-	4	364
Aberdeen	148	7	15	1	9	17	197
Total Edinburgh, Glasgow, Prestwick & Aberdeen	2,278	33	183	28	84	176	2,782
Heathrow	24	-	23	2	11	25	84
Gatwick	90	4	48	-	2	46	190
Stanstead	35	1	-	-	-	-	36
Manchester	74	2	19	1	6	30	132
Newcastle	84	-	1	2	1	4	91
Birmingham	15	-	1	-	-	1	17
Other UK Airports	73	8	22	6	15	13	137
Total Air	2,671	48	297	38	119	295	3,468
Channel Tunnel	64	-	-	-	-	-	64
Sea							
English Channel Ports	73	1	-	-	-	-	74
English East Coast Ports	34	1	-	-	-	1	35
Other UK Ports [2]	3	-	0	-	-	0	4
Total Sea	110	2	0	-	-	1	113
Total All Means of Leaving the UK	**2,845**	**50**	**297**	**38**	**119**	**296**	**3,645**

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

		2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
												thousands
All visits abroad by Scots		**3,804**	**3,817**	**4,218**	**4,288**	**4,792**	**4,738**	**4,765**	**3,899**	**3,618**	**3,579**	**3,645**
by means of leaving the UK												
Air	**Total**	**3,459**	**3,569**	**4,009**	**4,131**	**4,562**	**4,517**	**4,501**	**3,674**	**3,362**	**3,368**	**3,468**
Edinburgh		454	446	783	767	852	1,077	1,194	1,035	1,000	1,038	1,045
Glasgow		1,954	2,027	2,021	1,721	1,868	1,774	1,742	1,339	1,102	1,108	1,176
Prestwick		..	..	..	566	673	656	644	376	409	414	364
Aberdeen		..	..	..	..	..	..	..	180	164	164	197
Total these airports		2,408	2,473	2,804	3,054	3,393	3,506	3,580	2,931	2,674	2,724	2,782
Heathrow		352	364	435	383	149	117	102	109	87	76	84
Gatwick		167	183	225	186	192	183	215	140	127	147	190
Stanstead		114	121	115	102	109	58	81	47	44	35	36
Manchester		182	164	156	164	159	158	134	130	130	125	132
Newcastle		..	..	..	..	136	176	128	105	119	83	91
Birmingham		..	..	..	..	39	22	18	13	19	14	17
Other UK Airports		236	264	274	242	385	297	243	199	162	164	137
Channel Tunnel		41	54	36	52	55	65	83	63	76	55	64
Sea	**Total**	**304**	**194**	**173**	**105**	**175**	**156**	**182**	**163**	**180**	**156**	**113**
English Channel Ports		213	124	109	57	119	68	107	109	118	108	74
English East Coast Ports		85	61	54	47	45	52	46	37	34	43	35
Other UK Ports		6	9	10	1	11	36	28	16	28	5	4
by purpose of visit												
Package holiday		1,978	1,903	1,969	1,580	1,681	1,687	1,512	1,161	1,195	1,128	1,210
Other holiday		1,042	1,084	1,212	1,505	1,694	1,643	1,828	1,454	1,378	1,323	1,335
Business		329	305	329	394	383	458	407	397	363	399	334
Visit friends / relatives		391	389	598	692	859	824	913	800	611	670	673
Misc. and other		64	136	110	118	174	126	104	88	70	60	93
by area visited												
EU		3,092	3,008	3,204	3,276	3,709	3,662	3,692	2,933	2,709	2,768	2,845
Other Europe		14	29	32	41	61	48	64	50	48	64	50
North America		388	456	497	484	503	465	477	365	344	285	297
Australia & New Zealand		34	32	54	77	60	71	52	57	55	43	38
Asia		80	81	154	128	158	147	154	146	139	132	119
Rest of the World		198	212	277	282	301	345	324	348	322	288	296
by means of leaving the UK and *main* purposes of visits												
Edinburgh, Glasgow, Prestwick & Aberdeen												
Package holiday		1,459	1,492	1,504	1,218	1,277	1,322	1,175	895	882	850	974
Other holiday		543	588	727	1,029	1,164	1,148	1,303	1,055	989	982	975
Business		141	126	162	235	199	306	296	289	242	298	246
Visit friends / relatives		248	222	364	513	634	658	749	651	512	553	543
Other UK airport												
Package holiday		362	298	394	310	297	284	260	188	198	187	187
Other holiday		392	412	409	413	466	408	398	218	214	178	213
Business		139	152	141	149	163	132	94	40	48	49	47
Visit friends / relatives		133	153	213	160	198	147	135	78	54	56	75
Sea or Channel Tunnel												
Package holiday		157	113	71	52	107	81	78	78	115	92	49
Other holiday		107	84	76	63	64	86	127	182	176	162	147
Business		50	27	26	10	21	20	17	67	73	51	41
Visit friends / relatives		10	14	22	19	27	19	29	71	45	62	55
by *main* purposes of visit and area visited												
Package holiday												
EU		1,781	1,644	1,653	1,305	1,410	1,366	1,227	898	908	912	987
Elsewhere		197	259	315	275	272	321	285	264	287	216	223
Other holiday												
EU		816	841	936	1,186	1,370	1,353	1,503	1,185	1,120	1,106	1,110
Elsewhere		226	244	276	319	324	290	324	268	258	217	225
Business												
EU		243	204	235	285	263	356	275	274	252	274	237
Elsewhere		86	101	94	108	120	101	132	123	111	124	97
Visit friends / relatives												
EU		201	219	288	407	529	510	609	514	379	430	441
Elsewhere		190	170	310	284	331	314	304	286	232	240	231

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 11.29 Passenger journeys made under concessionary fare schemes

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
											millions
(a) *all* journeys made under concessionary fare schemes[1]											
Strathclyde Concessionary Travel scheme											
Buses[2]	59.95	74.77	77.08	78.30	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rail	2.31	2.39	2.61	2.87	2.97	3.05	3.18	3.25	3.29	3.37	3.19
Underground	0.65	0.67	0.70	0.68	0.73	0.76	0.79	0.81	0.77	0.71	0.70
Ferries	0.43	0.53	0.58	0.54	0.65	0.69	0.70	0.71	0.68	0.63	0.65
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	63.34	78.36	80.97	82.39	4.35	4.50	4.67	4.77	4.74	4.71	4.54
Other concessionary fare schemes[3]											
Buses[2,4,5] (ie. the National schemes)	54.94	65.45	68.31	69.05	155.74	159.20	157.60	151.65	147.36	149.64	145.9
Rail	0.54	0.66	0.79	0.81	0.01	0.21	0.31	0.42	0.46	0.88	1.25
Underground	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0
Ferries[5]	0.20	0.06	0.06	0.06	0.03	0.05	0.05	0.05	0.05	0.05	0.05
Taxis	0.49	0.70	0.79	0.89	0.00	0.00	0.00	0.00	0.00	0	0
Others	0.02	0.03	0.04	0.05	0.00	0.00	0.00	0.00	0.00	0	0
Total	56.20	66.90	69.99	70.86	155.78	159.46	157.96	152.12	147.87	150.57	147.20
All concessionary fare schemes[3]											
Buses[2,4,5]	114.89	140.22	145.39	147.35	155.74	159.20	157.60	151.65	147.36	149.64	145.90
Rail	2.85	3.04	3.40	3.68	2.98	3.26	3.49	3.67	3.75	4.25	4.44
Underground	0.65	0.67	0.70	0.68	0.73	0.76	0.79	0.81	0.77	0.71	0.70
Ferries	0.64	0.59	0.63	0.60	0.68	0.74	0.75	0.76	0.73	0.68	0.70
Taxis	0.49	0.70	0.79	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Others	0.02	0.03	0.04	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**119.54**	**145.26**	**150.96**	**153.25**	**160.13**	**163.96**	**162.63**	**156.89**	**152.61**	**155.28**	**151.74**
(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	N/A
Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ferries[6]	0.20	0.53	0.58	0.54	0.65	0.69	0.70	0.71	0.00	0.00	0.00
Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	28.30	75.30	77.66	78.84	0.65	0.69	0.70	0.71	0.00	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	144.4
Rail	..	..	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0	0
Ferries	..	..	0.05	0.05	0.03	0.05	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	0
Total	..	..	53.94	54.40	155.74	158.67	156.62	150.46	146.00	148.08	144.45
All concessionary fare schemes											
Buses[2,4,5]	..	..	130.94	132.62	155.71	158.62	156.57	150.41	145.95	148.03	144.40
Rail	..	..	0.03	0.03	0.00	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	0.05
Other	..	..	0.00	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**	**144.45**

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]

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
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	52
											thousands
Calls answered	342.0	456.6	585.4	707.4	728.9	665.1	627.7	606.1	700.7	503.9	399.8
Calls unanswered											
Ring tone, no reply[3]	3.9	4.0	4.6	5.3	4.0	4.7	7.2	3.4	2.8	0.4	0.7
Engaged tone[4]	5.9	0.4	3.6	0.0	0.3	1.0	0.0	0.6	1.9	0.0	0.0
Other [5]	1.5	3.7	9.7	4.9	2.3	3.8	5.9	2.4	2.6	0.3	2.5
Total unanswered	11.4	8.1	17.9	10.3	6.6	9.4	13.1	6.4	7.3	0.7	3.2
Total number of calls	353.4	464.7	603.3	717.7	735.5	674.5	640.9	612.5	708.1	507.1	403
											percentages
Percentage answered	96.8	98.3	97.0	98.6	99.1	98.6	97.9	99.0	99.0	99.4	99.2
											numbers
Daily average answered[6]	940	1,254	1,608	1,943	2,002	1,827	1,724	1,665	1,925	1,384	1,098
											seconds
Answered calls: av. duration	119.5	115.0	115.9	114.0	112.0	107.8	114.9	111.6	142.6	161.5	178.3
											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	7,430.9	10,166.9
											numbers
Daily average hits[6]	..	2,721	4,928	7,304	5,094	6,334	4,492	8,839	11,950	20,415	27,931

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 2012 mid-year estimates, compared to the 1st January 2012 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.

Key Points

- Scotland has less road and rail network by area compared to the EU average.
- Scotland has higher car use than the EU average but lower car ownership
- The proportion of freight carried by road is lower than in the rest of the EU due to a high proportion carried by pipeline.

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 (68 people per square kilometre) compared with the overall EU average (EU-15: 123; EU-27: 116). Only seven of the EU-27 countries (Bulgaria, 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: 19.7; EU-27: 16.1). Seven of the EU-27 countries (Bulgaria, Estonia, Finland, Lithuania, Poland, Romania and Sweden) have a lower figure than Scotland. This does not include Latvia and Malta which have no motorway.

2.3 The total length of the Scottish road network relative to the area of the country is 16 per cent below the EU27 average when 'other roads' and unclassified roads in Scotland are excluded (Scotland: 367 km of road per thousand square kilometres; EU-15: 462; EU-27: 437).

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: 47.1; EU-27: 49.4). 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 (435 per thousand population) compared with the EU as a whole (EU-15: 509; EU-27: 483). Eight 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 (51 per thousand population) compared with the overall EU average (EU-15: 70; EU-27: 68). Of the EU-27, Eight countries have lower figures.

2.7 The number of new vehicle registrations in Scotland was relatively high (34 per thousand population), higher than the EU-15 and EU-27 averages – only four of the EU-27 countries had higher rates (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: 82.7%).

Air travel

2.9 Relative to the size of its population, Scotland has less international air passengers to or from the EU-27 countries (1.56 per head of the population, not counting internal UK traffic) than the overall EU figure (EU-15: 1.92; EU-27: 1.65).

Road Fatalities

2.10 Scotland's number of road deaths per million population is well below the overall EU average (Scotland: 35; EU-15: 52; EU-27: 60). Of the EU-27 countries, only three countries (UK, Netherlands and Sweden) had lower figures.

Freight

2.11 For freight transport, road has a low modal share in Scotland (61.3%) compared with the overall EU figure (EU-15: 73.3%; EU-27: 71.8%) 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-2013_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 2012) based on Office for National Statistics release (published in June 2013), 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 2010 (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 2010 (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 countries (Bulgaria, Denmark, Germany, Italy, Luxembourg, Portugal and Romania) did not have information for 'other roads' in the latest EU publication. Therefore the total road length figure for all countries excludes 'other roads'. In the case of Scotland and the UK, 'Unclassified roads' have been excluded.

5.6 ***Railways***: the figures are for the route length at the end of the financial year 2010/11 (the EU figures are for 2011). 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 2011 (most EU figures are for 2011). They are taken from Table TSGB0901 of DfT's *Transport Statistics Great Britain 2012 edition*.

5.8 ***Powered two wheelers*****:** the figures for Scotland and GB are for 2011 (the same year as most of the EU figures). They are taken from Table TSGB0901 of DfT's *Transport Statistics Great Britain 2012 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 2011 (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 2012 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 2012 (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 2011/2012 (the EU figures are for 2011). 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 2011/2012 were calculated by simply averaging the figures from 2011 and 2012 for each relevant mode of transport shown in Table NTS0305 of DfT's *National Travel Survey: 2012* bulletin, and converting the result from miles into kilometres.

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 6,826 miles, or 10,985 kilometres in 2011/12 For the modes of transport shown in the table (which excludes, for example, air and ferry) the NTS average is 10,556 kilometres. This difference between the Uk and GB figures arises because the two sets of figures are on different bases:

- the NTS figures relate only to *personal* travel within GB, and are produced from the results of a survey of households across GB;
- the EU publication's figures have been derived by dividing estimates of the total volume of travel (passenger-kilometres) within the country by the total population of the country.

The kinds of travel which would be counted using the latter approach (but *not* by the NTS) include

- travel within GB by foreign tourists and other non-residents;
- travel for business purposes (e.g. to and from meetings);
- and, possibly, some travel in the course of their work by the likes of lorry drivers, postmen and bus drivers.

Therefore, estimates produced using the latter approach will be greater than the NTS estimates, which cover only *personal* travel by *residents*.

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, they produce quite similar modal shares - e.g. the modal share for passenger cars is: NTS – 82.3%; shown in *EU Energy and Transport in Figures* – 85.6% (NB: in both cases, the modal shares are calculated excluding powered two-wheelers, walking and cycling, for consistency with the figures in the relevant table of the EU publication). Therefore, the modal shares for Scotland, calculated from the NTS results, should be comparable to the modal shares for the EU countries.

5.12 ***International air passengers (traffic between EU countries)*:** the figures for Scotland and the UK are both for 2011 (the same year as the EU figures). The Scottish figure is taken from the Total EU countries in Table 8.3(a) of this publication. It is the number of passengers to and from the EU-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 2011 (as are most of the EU figures). The Scottish figure is taken from Table 2 of *Reported Road Casualties Scotland 2012*, and the GB figure is taken from Table RAS30003 of *Reported Road Casualties Great Britain 2012*.

5.14 Freight transport - modal shares

5.13.1 Both Scotland and GB relate to 2011 (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.

6. Other data sources

Eurostat collect a range of Transport data for European countries and publish it on their website. It can be accessed at:
http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/introduction

United Nations Economic Commission for Europe also publish European Transport data:
http://w3.unece.org/pxweb/

World Health Organisation collect data on road accidents from around the world and publish a comparison:
http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html

Table 12.1 International comparisons

EU countries — from *EU Energy and Transport in Figures (2013 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	2012		1.1	5.31	8.44	11.04	7.33	0.86	10.51	81.84	5.58	1.34	11.29	46.20	5.40	63.46	9.96	4.58	60.82	3.01	0.52
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	2012		calc'd	68	101	362	66	93	133	229	129	30	86	91	16	117	107	65	202	46	203
Infrastructure and vehicles																					
Motorways																					
km	2010		2.5.1	407	1,719	1,763	437	257	734	12,819	1,130	115	1,191	14,262	779	11,392	1,477	900	6,668	309	152
km per '000 sq km	2010		calc'd	5.2	20.5	57.8	3.9	27.8	9.3	35.9	26.2	2.5	9.0	28.2	2.3	20.9	15.9	12.8	22.1	4.7	58.8
All roads (@)																					
'000 km	2010	Excluding Other roads (U roads)	2.5.2	28.6	35.8	16.3	7.4	5.2	55.7	230.8	74.2	16.6	41.4	165.8	26.9	398.9	31.6	17.3	186.4	21.3	2.9
km per '000 sq km	2010		calc'd	367	427	535	67	562	707	646	1,721	366	313	328	79	733	340	246	619	326	1,114
Railways																					
km	2011		2.5.3	2,763	5,021	3,558	3,947	-	9,470	33,576	2,629	792	2,554	15,932	5,944	30,884	7,906	1,919	17,045	1,767	275
km per '000 sq km	2011		calc'd	35.4	59.9	116.5	35.6	-	120.1	94.0	61.0	17.5	19.4	31.5	17.6	56.8	85.0	27.3	56.6	27.1	106.3
Passenger cars																					
million	2011		2.6.2	2.26	4.51	5.41	2.70	0.47	4.58	42.93	2.20	0.57	5.20	22.28	2.98	31.88	2.97	1.91	37.11	1.71	0.35
per 1,000 pop'n	2011		calc'd	435	535	490	368	545	436	525	394	428	461	482	551	502	298	417	610	570	658
Powered two wheelers ($)																					
thousands	2011	02 & '04	2.6.5	66	743	434	132	40	944	6,004	201	23	1,535	5,027	516	3,439	147	37	8,935	60	43
Goods vehicles																					
thousands	2011		2.6.4	273	407	761	348	118	597	2,713	469	84	1,321	5,257	489	5,251	466	321	4,182	137	37
per 1,000 pop'n	2011		calc'd	51	48	69	47	137	57	33	84	63	117	114	91	83	47	70	69	45	70
New registrations of passenger cars																					
thousands	2012		2.6.6	183	336	487	20	11	174	3,083	171	19	58	700	107	1899	50	79	1402	12	53
per 1,000 pop'n	2012		calc'd	34	40	44	3	13	17	38	31	14	5	15	20	30	5	17	23	4	101
Passenger transport																					
Distance travelled (kilometres per person per year)																					
Passenger cars	2011		2.3.4 *	8,557	8,818	10,347	6,560	6,881	6,234	10,978	9,399	7,749	8,708	7,230	12,125	12,806	5,247	10,005	10,947	9,944	12,559
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	2011		2.3.5 *	651	1,129	1,718	1,480	1,537	1,507	747	1,219	1,546	1,874	1,207	1,396	805	1,653	1,524	1,697	914	1,882
Tram / metro	2011		2.3.6 *	0	481	103	119	n-a	830	203	50	49	148	137	95	237	251	30	117	n-a	n-a
Railways (excl. t/m)	2011		2.3.7 *	778	1,288	943	282	n-a	639	1,038	1,185	181	85	493	719	1,402	784	357	713	129	665
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	10,385	12,469	13,913	8,441	8,418	9,210	13,846	13,364	9,525	13,293	9,789	15,143	15,930	7,935	12,561	15,226	10,987	15,716

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) (#)	Latvia	Malta (+)	Netherlands	Poland	Portugal	Romania	Sweden	Slovenia	Slovak Republic	UK	EU-27	EU-15	Scotland/ GB/ UK figures (#) Scotland	GB (same basis)	UK (same basis)
				SCOT	LV	MT	NL	PL	PT	RO	SE	SI	SK	UK	EU-27	EU-15	SCOT	GB	UK
General data																			
Population (at 1 Jan)																			
million	2012		1.1	5.31	2.04	0.42	16.73	38.54	10.54	21.36	9.48	2.06	5.40	62.99	501.74	398.93	5.31	61.88	63.705
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	229.0	243.8
Population density (at 1 Jan)																			
people per sq km	2012		calc'd	68	32	1317	403	123	114	90	21	101	110	258	116	123	68	270	254
Infrastructure and vehicles																			
Motorways																			
km	2010		2.5.1	407	-	-	2,651	857	2,737	332	1,927	771	416	3,673	69,468	63,763	407	3,558	3,672
km per '000 sq km	2010		calc'd	5.2	-	-	63.8	2.7	29.7	1.4	4.3	38.0	8.5	15.1	16.1	19.7	5.2	15.5	15.1
All roads (@)																			
		Excluding																	
'000 km	2010	Other roads	2.5.2	28.6	7.0	0.8	13.0	173.2	13.1	51.8	98.5	6.7	18.0	175.3	1,892	1,497	28.6	165.3	175.3
km per '000 sq km	2010	(U roads)	calc'd	367	108	2,687	313	554	143	217	219	332	367	719	437	462	367	722	719
Railways																			
km	2011		2.5.3	2,763	1,865	-	3,016	19,725	2,793	10,777	11,213	1,209	3,624	16,134	213,574	152,492	2,763	15,742	16,082
km per '000 sq km	2011		calc'd	35.4	28.9	-	72.6	63.1	30.3	45.2	24.9	59.6	73.9	66.2	49.4	47.1	35.4	68.8	66.0
Passenger cars																			
million	2011		2.6.2	2.26	0.61	0.25	7.86	18.13	4.71	4.33	4.40	1.07	1.75	29.38	242.24	203.11	2.26	27.04	27.91
per 1,000 pop'n	2011		calc'd	435	300	589	470	470	447	203	464	519	324	466	483	509	425	437	438
Powered two wheelers ($)																			
thousands	2011	02 & '04	2.6.5	66	39	16	1,675	2,102	497	90	578	92	64	1,267	34,682	30,933	66	1,105	1,132
Goods vehicles																			
thousands	2011		2.6.4	273	73	48	991	3,131	1,336	696	548	85	282	3,833	33,981	27,916	274	3,677	3,797
per 1,000 pop'n	2011		calc'd	51	36	116	59	81	127	33	58	41	52	61	68	70	55	59	60
New registrations of passenger cars																			
thousands	2012		2.6.6	183	11	6	503	271	95	72	279	50	69	2,045	12,063	11,297	183	2,011	2,047
per 1,000 pop'n	2012		calc'd	34	5	14	30	7	9	3	29	24	13	32	24	28	34	32	32
Passenger transport																			
Distance travelled (kilometres per person per year)																			
Passenger cars	2011		2.3.4 *	8,557	5,559	5,358	8,374	8,127	7,891	3,511	11,515	12,400	4,975	10,400	9,611	10,418	8,557	8,684	
Powered two-wheeler	2002		prev. **	55	0	0	55	0	754	n-a	111	0	0	85	n-a	405	55	58	
Buses and coaches	2011		2.3.5 *	651	970	1,143	713	536	1,007	551	921	1,578	1,013	713	1,021	1,051	651	565	
Tram / metro	2011		2.3.6 *	0	61	n-a	93	114	109	331	247	n-a	57	173	185	172	0	117	
Railways (excl. t/m)	2011		2.3.7 *	778	363	n-a	941	472	393	238	1,200	376	450	899	811	909	778	779	
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	10,385	6,953	6,501	11,401	9,249	10,525	4,631	14,648	14,354	6,495	12,700	11,628	13,522	10,385	10,557	

Table 12.1 International comparisons

	Year of data (most countries)	Other year/issues (some countries)	EU publication table	Scottish figure (same or a similar basis) (#)	EU countries																
				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	2011	*As distance travelled*	2.3.3 (^)	86.3	75.3	78.9	77.7	81.7	67.7	84.7	79.3	81.3	80.5	79.7	84.6	84.0	66.1	84.0	81.2	90.5	83.1
Bus and coach	2011		2.3.3	7.8	9.6	13.1	17.5	18.3	16.4	5.8	10.3	16.2	17.3	13.3	9.7	5.3	20.8	12.8	12.6	8.3	12.5
Railways (excl. t/m)	2011		2.3.3	5.9	11.0	7.2	3.3	-	6.9	8.0	10.0	1.9	0.8	5.4	5.0	9.2	9.9	3.0	5.3	1.2	4.4
Tram / metro	2011		2.3.3	0.0	4.1	0.8	1.4	-	9.0	1.6	0.4	0.5	1.4	1.5	0.7	1.6	3.2	0.3	0.9	-	-
Total pass km these	2011		calc'd	9,952	11,716	13,111	8,441	8,418	9,210	12,966	11,853	9,525	10,815	9,067	14,335	15,250	7,935	11,916	13,474	10,987	15,106
International air passenger traffic between EU countries (arrivals plus departures)																					
million	2011		2.4.1***	8.14	17.37	17.11	5.08	5.61	8.86	113.25	18.84	1.59	27.74	141.37	12.84	84.86	6.87	20.48	95.34	2.31	1.51
per head of pop'n	2011		calc'd	1.56	2.06	1.55	0.69	6.50	0.84	1.38	3.38	1.19	2.46	3.06	2.38	1.34	0.69	4.47	1.57	0.77	2.87
Road fatalities																					
number	2011		2.7.1	185	523	858	657	71	772	4,009	220	101	1,141	2,060	292	3,963	638	186	3,860	296	33
per million pop'n	2011		calc'd	35	62	78	90	82	73	49	39	75	101	45	54	62	64	41	63	98	63
Freight transport: modal shares (Thousand million tonne-kms)																					
Road	2011		2.2.4c	12.7	28.5	33.1	21.2	0.9	54.8	323.8	16.1	5.9	20.6	206.8	26.9	185.7	34.5	10.1	142.8	21.5	8.8
Rail	2011		2.2.5	2.0	20.3	7.6	3.3	-	14.3	113.3	2.6	6.3	0.4	9.7	9.4	34.2	9.1	0.1	19.8	15.1	0.3
Inland waterway	2011		2.2.6	0.3	2.1	9.3	4.3	-	0.0	55.0	-	-	-	-	0.1	9.0	1.8	-	0.1	0.0	0.3
Pipeline	2011		2.2.7	5.8	7.2	1.5	0.5	-	2.0	15.6	3.3	-	0.2	8.6	-	18.1	3.1	-	10.0	0.6	-
Total these modes	2011		calc'd	20.7	58.2	51.4	29.3	0.9	71.1	507.8	22.0	12.2	21.2	225.2	36.3	247.0	48.6	10.2	172.7	37.2	9.4
Freight transport: modal shares (% of total tonne-kms)																					
Road	2011		2.2.4c *	61.3	49.0	64.4	72.4	100.0	77.1	63.8	73.3	48.5	97.2	91.9	73.9	75.2	71.0	99.0	82.7	57.8	93.7
Rail	2011		2.2.5 *	9.7	34.9	14.8	11.2	-	20.1	22.3	11.9	51.5	1.7	4.3	25.8	13.8	18.8	1.0	11.5	40.6	3.1
Inland waterway	2011		2.2.6 *	1.3	3.6	18.0	14.7	-	0.1	10.8	-	-	-	-	0.2	3.7	3.8	-	0.1	0.0	3.2
Pipeline	2011		2.2.7 *	27.8	12.4	2.8	1.6	-	2.7	3.1	14.8	-	1.1	3.8	-	7.3	6.4	-	5.8	1.6	-

from *EU Energy and Transport in Figures (2013 edition)*

(#) (+) (@) ($) (^) (*) (**) (***) - 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) (#)	Latvia	Malta (+)	Netherlands	Poland	Portugal	Romania	Sweden	Slovenia	Slovak Republic	UK	EU-27	EU-15	Scotland/ GB/ UK figures (#)		
				SCOT	LV	MT	NL	PL	PT	RO	SE	SI	SK	UK	EU-27	EU-15	SCOT	GB	UK
Modal shares (% of total pass-kms for specified modes)																			
Passenger cars	2011	*As distance travelled*	2.3.3 (^)	86.3	79.9	82.4	82.7	87.9	83.9	75.8	82.9	86.4	76.6	85.4	82.7	83.0	85.7	85.6	
Bus and coach	2011		2.3.3	7.8	14.0	17.6	7.0	5.8	10.7	11.9	6.6	11.0	15.6	5.9	8.8	8.4	6.5	5.6	
Railways (excl. t/m)	2011		2.3.3	5.9	5.2	-	9.3	5.1	4.2	5.1	8.6	2.6	6.9	7.4	7.0	7.2	7.8	7.7	
Tram / metro	2011		2.3.3	0.0	0.9	-	0.9	1.2	1.2	7.1	1.8	-	0.9	1.4	1.6	1.4	0.0	1.2	
Total pass km these	2011		calc'd	9,952	6,953	6,501	10,121	9,249	9,400	4,631	13,883	14,354	6,495	12,185	11,628	12,550	9,986	10,145	
International air passenger traffic between EU countries (arrivals plu																			
million	2011		2.4.1***	8.14	3.66	3.17	31.86	16.41	22.35	8.61	24.17	0.81	1.47	135.63	829.19	764.74	8.02		114.3
per head of pop'n	2011		calc'd	1.56	1.79	7.61	1.90	0.43	2.12	0.40	2.55	0.39	0.27	2.15	1.65	1.92	1.54		1.79
Road fatalities																			
number	2011		2.7.1	185	179	21	546	4,189	891	2,018	319	141	324	1,960	30,268	20,861	185	1,900	1,960
per million pop'n	2011		calc'd	35	88	50	33	109	85	94	34	69	60	31	60	52	35	31	31
Freight transport: modal shares (Thousand million tonne-kms)																			
Road	2011		2.2.4c	12.7	12.1	0.3	73.4	207.7	36.5	26.3	36.9	16.4	29.2	153.0	1,734	1,303	12.7		153.0
Rail	2011		2.2.5	2.0	21.4	-	6.4	53.7	2.3	14.7	22.9	3.8	8.0	21.0	420	270	2.0		21.0
Inland waterway	2011		2.2.6	0.3	-	-	46.3	0.2	-	11.4	-	-	0.9	0.1	141	122	0.3		0.1
Pipeline	2011		2.2.7	5.8	2.4	-	5.5	23.5	0.4	1.1	-	-	5.0	10.1	119	81	5.8		10.1
Total these modes	2011		calc'd	20.7	36.0	0.3	131.6	285.0	39.1	53.6	59.8	20.2	43.0	184.2	2,414	1,777	20.7		184.2
Freight transport: modal shares (% of total tonne-kms)																			
Road	2011		2.2.4c *	61.3	33.7	100.0	55.8	72.9	93.1	49.2	61.8	81.4	67.8	83.1	71.8	73.3	61.3		83.1
Rail	2011		2.2.5 *	9.7	59.5	0.0	4.8	18.9	5.9	27.5	38.2	18.6	18.5	11.4	17.4	15.2	9.7		11.4
Inland waterway	2011		2.2.6 *	1.3	-	-	35.2	0.1	-	21.3	-	-	2.2	0.1	5.8	6.9	1.3		0.1
Pipeline	2011		2.2.7 *	27.8	6.8	-	4.2	8.2	0.9	2.1	-	-	11.5	5.5	4.9	4.6	27.8		5.5

(#) (+) (@) ($) (^) (*) (**) (***) - see footnotes

(#)	These are the nearest available figures for Scotland, and comparable figures for GB or UK as a whole - information on sources is given in the text. These may be on a different basis from other countries.
(+)	All roads data relates to the end of 2005, except for motorway estimate.
(@)	The definitions of road types vary from country to country. Some countries' figures may include the lengths of some roads which do not have a hard surface.
($)	The notes on the sources of the statistics explain why there appears to be a large inconsistency between the EU publication's figure for the UK and the (DfT) figure for GB.
(^)	UK figure is fo GB only.
(*)	Calculated from the figures in that table, which gives the total number of passenger/tonne-kilometres for the country as a whole (in 100/1000 millions).
(**)	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.

Chapter 13 ENVIRONMENT AND EMISSIONS

1 Introduction

1.1 This chapter provides information about the impact of transport on [certain aspects of] the environment with a focus on emissions and carbon. Statistics include atmospheric pollutants and emissions of greenhouse gases by types of transport as well as details of emissions levels of road vehicles. Data from other chapters within Scottish Transport Statistics are referred to in the analysis.

Key points

- **Transport accounts for a quarter of Scotland's greenhouse gas emissions under the definition set out in the Climate Change Scotland Act.**
- **Road transport makes up 70% of transport emissions.**
- **There were 878 Ultra Low Emission Vehicles registered in Scotland at the end of September 2013. Half of these were cars.**

2 Main Points

Greenhouse gases

2.1 In 2011, Transport (*including* international aviation and shipping) accounted for 25.3% of net greenhouse gas emissions allocated to Scotland in the *Greenhouse Gas Inventories*. This is a 1.0% fall between 2010 and 2011. Total net emissions from *all* sources decreased by 9.9% between 2010 and 2011 before adjusting to take account of the EU Emissions Trading System. Within Transport's emissions, Road Transportation accounted for approximately 71% of the total, (Passenger Cars contribute 40% 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 transport's total emissions. Railways contributed roughly 1%. As these are estimates, using methodology designed to produce internationally-comparable estimates, apparent year-to-year fluctuations could be due in part to limitations in the underlying data. See Section 4.2 for details. *(Table 13.2)*

2.2 Chart 13.1 shows emissions over time by mode. Estimated car emissions have fallen by 13 per cent from a 2006 peak. Traffic levels have remained relatively stable over the last few years so the reduction in emissions will be largely due to the introduction of lower emission vehicles as well as other factors such as more fuel efficient driving. More detail on car emissions is in paragraph 2.7 of this chapter. Bus emissions have been increasing despite other data sources showing falls in vehicle kms on local buses. *(Table 13.2)*

2.3 More details on traffic volumes by mode can be found in chapter 5 of STS and details of personal modal choice can be found in chapter 11.

2.4 The *Greenhouse Gas Inventories* report the emissions of the six gases that are listed under the Kyoto Protocol.I In the case of Transport, the quantities of gases

involved are relatively small except for carbon dioxide, which accounts for about 99% of all its emissions of greenhouse gases. *(Table 13.3)*.

2.5 Comparisons with the UK are shown in Table 13.4. Scotland's emissions account for 8.1% of UK transport emissions. Looking at individual transport sectors, Road accounts for 8.5% of the UK total, rail 8.4% and maritime 14.0%, the latter due to allocation of oil traffic. Scotland's aviation emissions are only 4.6% of UK aviation emissions due to lower numbers of international flights. (Table 13.4)

2.6 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 49 grams of CO_2 respectively. Air travel tends to be the highest emitter per passenger-kilometre, particularly domestic flights, which account for 173 grams of CO_2 per passenger kilometre. The basis of the estimates is described in section 4.3 (table 13.5).

Car emissions

2.7 Newly registered cars are becoming more efficient in terms of carbon dioxide emissions. Figure 13.2 shows the trend in average CO_2 emissions for newly registered cars in Scotland. Average CO_2 emissions in Scotland for new car registrations has fallen by 23% over the last ten years and by 4 per cent in the last year. (Table 13.6)

2.8 This pattern is shown in more detail in figure 13.3. If vehicles with unknown emissions are excluded (ie recalculating the percentages with unknowns removed from the total), the proportion of newly registered cars with emissions of 140g/km of lower has increased from 15 per cent in 2002 to 72 per cent in 2012. Cars with emissions of over 200g/km have decreased from 16 per cent of new cars to 2 per cent. These changes are at least in part the result of changes to vehicle excise duty bandings made by the UK Government in recent years. (Table 13.6)

Ultra low emission vehicles (ULEV)

2.9 The numbers of ultra low emission vehicles registered in Scotland have more than doubled since DfT began collecting the data in quarter 1 of 2010. Numbers have increased from 351 to 878 at the end of quarter 3 in 2013. The biggest increase has been in Plug-in-Grant Eligible cars which now account for 41 per cent of ULEVs and almost 90 per cent of newly registered ULEVs in the first three quarters of 2013. (Table 13.7 and 13.8)

Registrations by type of vehicle

2.10 The majority (99.5%) of vehicles licensed for use on the roads in Scotland are powered by either petrol or diesel. Historically petrol powered vehicles have outsold diesel but in 2011 diesel overtook petrol for the first time. The latest data shows that there were 104 thousand new diesel vehicles registered and 110 thousand new petrol vehicles registered in 2012 (74% of diesel vehicles were cars as were 95% of petrol vehicles newly registered. (Table 1.1 and 13.9 and 13.10)

2.11 Overall there is a gradual move to alternative fuel sources with 1 per cent of new registrations being powered by other means in 2012. 0.6% of new cars are hybrid electric and 0.1% of new car registrations are electric. (Table 13.9 and 13.10)

Air quality

2.12 The following paragraphs update the information published in previous versions of Scottish Transport Statistics. The data section of the "Air Quality in Scotland" website (see sources in section 4 of this chapter) provides detailed information on all sites while the publication section includes reports showing trends.

2.13 At the selected monitoring sites, carbon monoxide concentrations were below the level of the air quality strategy objective (see section 3.1) in every year from 1998 to 2012. However, the annual mean nitrogen dioxide concentrations in the Glasgow Kerbside monitoring site exceeded the level set as an objective for December 2005 in every year from 1998 to 2012. Annual concentration in Inverness increased from 24 micrograms per cubic metre in 2010 to 30 micrograms per cubic metre in 2012, though still meets the annual mean objective. Levels in Dumfries have dropped from 40 micrograms per cubic metre in 2010 to 33 in 2012.

2.14 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 except Peebles. However, in 2011 and 2012, 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 but has met it in every year since. In 2011, the objective was not met at Bush Estate, and Lerwick as well as Strath Vaich. Strath vaich was the only site to fail to meet the objective in 2012. 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 2012 for which figures are available. The 2010 objective level ($18\mu g/m^3$) was met by all sites in 2011 and 2012, where data was available. Glasgow Centre failed the objective in 2010. *(Table 13.1)*

3. Notes and Definitions

Pollutants

3.1 The atmospheric pollutants listed in Table 13.1 have been selected because they are considered to be a threat to human health, and transport is understood to be a significant contributor to emissions of these pollutants. The Air Quality Strategy for England, Scotland, Wales and Northern Ireland contains air quality objectives for nine pollutants (benzene, carbon monoxide, lead, nitrogen dioxide, ozone, particulates (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

Emissions.

CAT is the Carbon Account for Transport. The Carbon Account for Transport (CAT) fulfils a requirement of the National Transport Strategy to reduce emissions and to develop a carbon balance sheet for transport. It is published on a roughly annual cycle and contains:
Detailed analysis of officially reported transport emissions
Emissions efficiency estimates for passenger vehicles
Key forward looking transport indicators
Scottish transport infrastructure projects likely to have a significant impact upon emissions

RPP is the Reporting on Plans and Proposals. The Report on Proposals and Policies is a series of publications providing the most up to date and comprehensive analysis and assessment of the impact of a range of identified policies and proposals on Scottish emissions. The latest, the Second Report on Proposals and Policies (RPP2) was published in June 2013 and assessed the potential impact on emissions out to 2027.

Excluding IAS refers to the exclusion of International Aviation and Shipping in carbon emission calculations. The UK return to the UN on emissions does not include IAS as these are not within our gift to reduce. However, the UK Climate Change Act 2008 includes the option of adding an estimate of its share of global IAS emissions to the UK baseline (thereby making the reduction target harder) and the Climate Change Scotland Act 2009 includes it with certainty, estimates of these emissions are included

in the publications as an additional, outside scope, annex. This allows there impact to be monitored for the two Acts.

Ultra Low Emission Vehicles (ULEV) - An ULEV emits extremely low levels of carbon dioxide (CO2) compared to conventional vehicles fuelled by petrol/diesel. They typically also have much lower or virtually nil emissions of air pollutants and lower noise levels. Since 2009, the Office for Low Emission Vehicles has considered ULEVs as new cars or vans that emit less than 75 grams of CO2 from the tailpipe per kilometre driven, based on the current European type approval test. Other definitions exist that suggest 50g CO2/km is a more appropriate threshold.

Plug in Grant - Since January 2011, UK motorists purchasing a qualifying ultra-low emission car have been able to receive a grant of 25% towards the cost of the vehicle, up to a maximum of £5,000. The Plug-in Car Grant has been designed to help make the whole-life costs of a qualifying car more comparable with petrol or diesel equivalents.

4. Sources

4.1 Pollutants and air quality objectives

4.1.1 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 National Statistics publication *Key Scottish Environment Statistics*. Detailed information on all sites in the Scotland air Quality Database are available from the data section of the "Air Quality in Scotland" website (http://www.scottishairquality.co.uk). The air quality objectives are taken from *The Air Quality Strategy for England, Scotland, Wales and Northern Ireland: Addendum.*

4.2 Emissions of greenhouse gases by Transport allocated to Scotland

4.2.1 These figures are based on emissions estimates reported in *Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland: 1990-2011*, compiled by Aether/Ricardo-AEA under contract to the Department for Energy and Climate Change, the Scottish Government, the Welsh Government 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). More detail can be found in the Carbon Account for Transport.

4.2.2 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;

4.2.3 Road Transport carbon dioxide (CO_2) 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 CO_2 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 CO_2 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.

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

4.2.5 Any change in the methodologies or the factors used to calculate fuel consumption will affect the magnitude of the difference between calculated fuel consumption at national level and sales figures from DUKES and so, in turn, it will affect the disparity between the Devolved Administration CO2 emissions from the constrained and unconstrained approaches. Total carbon dioxide emissions from the vkm approach are 0.8% and 2.4% lower than the estimates constrained to DUKES for 1990 and 2011 respectively. The differences between the two approaches fluctuate year on year but they remain within 2.4% of difference for Scotland.

4.3 Carbon dioxide emissions per passenger-kilometre

4.3.1 The figures are taken from the new Greenhouse Gas Conversion Factor Repository created for Defra http://www.ukconversionfactorscarbonsmart.co.uk/

4.3.2 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 Ricardo - AEA.

4.3.3 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 travelling on average trips in the UK. This has been divided by an average car occupancy rate of 1.53 passengers to calculate average emissions per passenger kilometre.

- ***Rail*** - the national rail estimate refers to an average emission factor for diesel and electric trains. The light rail and tram factors are based on an average of the annual electricity consumption and passenger kilometre data provided by network operators, and a 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 CO_2 emissions from illustrative types of aircraft for the three types of air services – domestic, short haul and long haul. Broadly speaking the definition of domestic flights, are those within the UK, short-haul are those within Europe and long-haul are outside of Europe. In keeping with evidence from the IPCC, a 8% uplift factor has been applied to allow for sub-optimal routing and stacking at airports during periods of heavy congestion.

4.4 Vehicle Licensing data

4.4.1 Data used in tables 13.6 to 13.10 is provided by the Department for Transport Vehicle Licensing team. More information can be found in Chapter 1 of STS or on the DfT website.

5. Further Information

5.1 Pollutants - see *Scottish Environment Statistics Online* www.scotland.gov.uk/stats/envonline/menu0.asp or John Landrock of The Scottish Government, Environment Statistics branch (0131 244 0441).

5.2 Carbon dioxide and other greenhouse gases emissions allocated to Scotland - Martin Macfie of The Scottish Government, Environment Statistics (0131 244 7626).

5.3 Carbon dioxide emissions per passenger-kilometre is available from http://www.ukconversionfactorscarbonsmart.co.uk/

6. Other data sources

Within Scottish Transport Statistics:
Chapter 1 – Road vehicles
Chapter 5 – Road Traffic

Chapter 11 – Personal and Cross Modal Travel

Other Transport Scotland Statistics Publications:

Transport and Travel in Scotland – includes more detailed analysis of the SHS data, in particular:

- Table 2 – Fuel costs
- Table 7 – Mode of transport for travel to work
- Table 11 – Car sharing
- Table 18b – Car Access
- Table 20 – Frequency of driving.
- Table 28 – Frequency of train use

Scottish Household Survey Travel Diary – includes detailed tables using the Travel Diary dataset, in particular:

- Table 2 – journeys by mode of transport
- Table 2a – journey distance by mode of transport
- Table 4a – mode of transport by journey distance
- Table 5a – distance summary statistics by mode of transport

SHS Local Authority Results – provides breakdowns of SHS data by Local Authority, Regional Transport Partnership and Urban Rural Classification. In particular:

- Table 1 – Travel to work by mode of transport
- Table 2 – Travel to school by mode of transport
- Table 16 – Journeys by mode of transport.

Department for Transport produce a number of related publications mostly at GB level, including:

- Traffic estimates
- Vehicle registrations.

DECC

Digest of UK Energy Statistics (DUKES)

Some non Official Statistics sources

Transport Scotland – Report on Proposals and Policies

Transport Scotland - Carbon Account for Transport

Figure13.1 Atmospheric concentrations of selected pollutants recorded at urban and rural monitoring sites

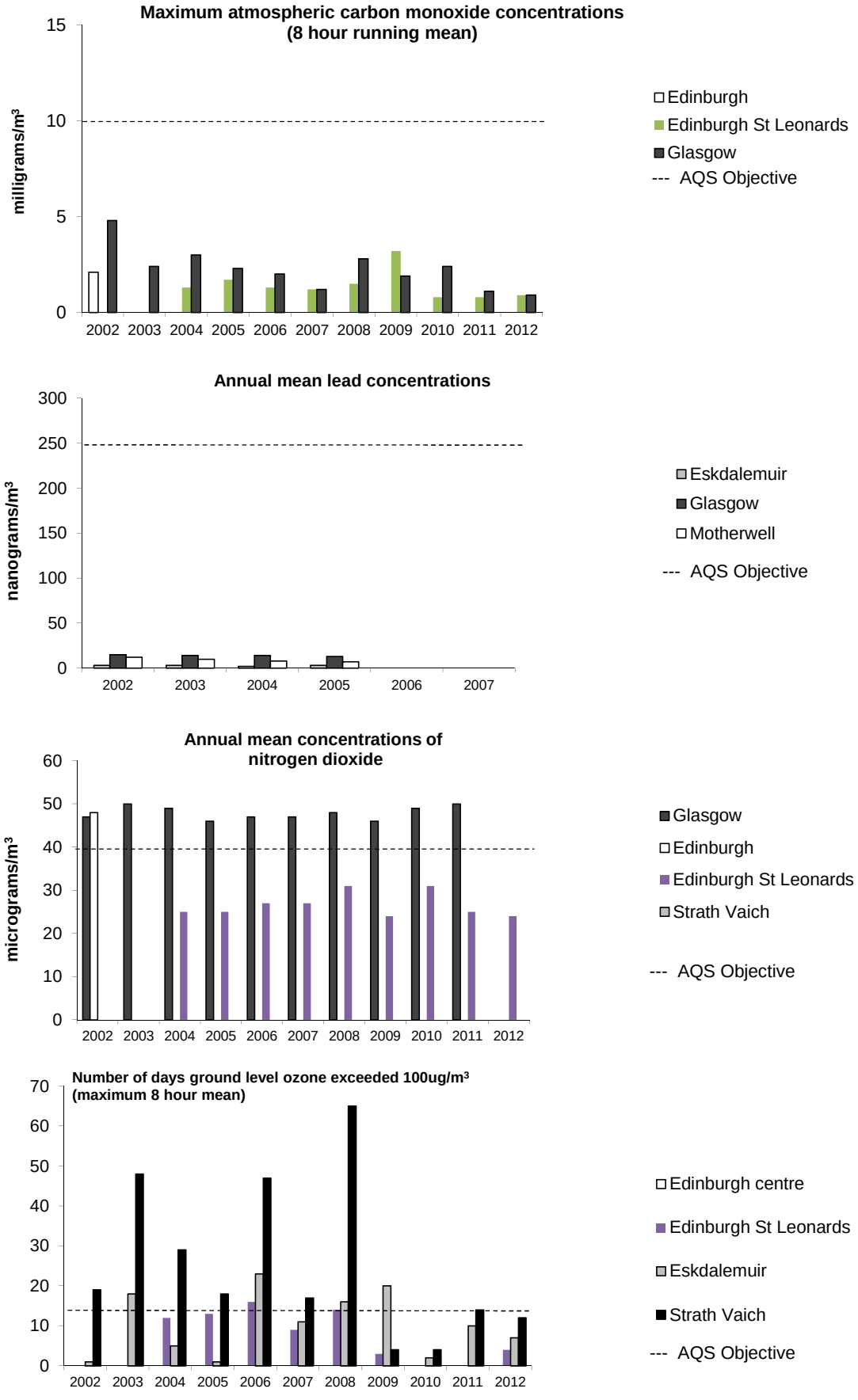


Table 13.1 Atmospheric concentrations of selected pollutants [(*, a)] recorded at Air Quality Monitoring Stations

Air Quality monitoring station [1]	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Carbon monoxide [2]											*milligrams per cubic metre*
Edinburgh Centre	2.1 *		..	..	..	..	..	..	..	..	..
Edinburgh St Leonards	..	*	1.3	1.7	1.3	1.2	1.5	3.2	0.8	0.8	0.9
Glasgow Centre	4.8	2.4	3.0	2.3	2.0	1.2	2.8	1.9	2.4	1.1	0.9
Lead [3]											*nanograms per cubic metre*
Eskdalemuir	3	3	2	3	..	..	..	..	..	..	..
Glasgow	15	14	14	13	..	..	..	..	..	..	..
Motherwell	12	10	8	7	..	..	..	..	..	..	..
Nitrogen dioxide [4]											*micrograms per cubic metre*
Edinburgh Centre	48	*	..	..	..	..	..	..	..	..	
Edinburgh St Leonards	..	..	25	25	27	27	31	24	31	25	24
Glasgow City Chambers	47	50	49	46	47	47	48	46	49	50	..
Aberdeen Errol Place	27	31	26	24	27	24	25	26	22	23	21
Dumfries	38	38	37	36	37	38	37	35	40	32	33
Glasgow (Centre)	32 *		36	33	31	31	35	42	44	34	*
Glasgow (Kerbside)	74	75	68	62	68	70	82	78	84	72	72
Grangemouth	16	22	17	16	18	16	17	18	19	15	16
Inverness	22	23	23	21	21	22	21	21	24	27	30
Ozone [5]											*micrograms per cubic metre*
Edinburgh Centre	35 *		..	..	..	..	..	..	..	..	..
Edinburgh St Leonards	..	..	53	53	52	48	49	52	33	40	49
Eskdalemuir	48	51	53	51	58	54	57	56	55	53	51
Strath Vaich	69	73	76	67	72	68	73	67	61	64	67
											daily 8-hour running mean exceeding 100ug/m5
Edinburgh Centre	0	*	..	..	..	..	..	..	..	..	..
Edinburgh St Leonards	..	..	12	13	16	9	14	3	0	0	4
Eskdalemuir	1	18	5	1	23	11	16	20	2	10	7
Strath Vaich	19	48	29	18	47	17	65	4	4	14	12
Particulates (PM_{10}) [6]											*micrograms per cubic metre*
Edinburgh Centre	27 *		..	..	..	..	..	..	..	..	..
Edinburgh St Leonards	..	..	19	18	20	19	15	*	14	15	*
Glasgow Centre	20	21	*	20	21	20	19	25	23	17	*
Aberdeen Errol Place	18	22	19	19	20	17	16	15	13	14	12
Grangemouth	17	19	16	15	18	16	15	13	14	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 Eskdalemuir and Strath Vaich are rural sites.
2. Maximum annual eight hour running mean.
3. Annual average concentrations of atmospheric lead.
4. Annual mean concentration of atmospheric nitrogen dioxide.
5. Annual mean ground level ozone concentration.
6. 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 13.2 Emissions of greenhouse gases by type of transport allocated to Scotland [1]

	1990	1995	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
													thousand tonnes of carbon dioxide equivalent
Transport													
Road transportation [2]	**9,083**	**9,153**	**9,434**	**9,572**	**9,676**	**9,761**	**9,847**	**10,049**	**10,216**	**9,838**	**9,525**	**9,428**	**9,265**
Buses & coaches	382	392	506	480	518	489	509	514	557	547	546	555	520
Passenger cars	5,772	5,747	5,970	6,042	5,970	6,002	5,927	5,986	5,941	5,797	5,568	5,303	5,188
HGVs	2,083	2,081	1,769	1,824	1,904	1,943	2,053	2,135	2,235	2,040	1,999	2,148	2,125
Light duty vehicles	795	890	1,124	1,148	1,196	1,238	1,269	1,326	1,395	1,369	1,333	1,345	1,358
Mopeds & motorcycles	31	22	31	34	39	37	37	36	39	38	37	34	34
Other [5]	21	20	33	44	50	52	52	53	50	48	42	43	39
Railways	123	125	185	193	149	154	154	158	169	170	170	170	176
International Aviation & international shipping [6]	2,450	2,416	1,986	2,006	2,104	2,371	2,568	2,960	2,925	2,951	2,774	2,399	2,491
Domestic Aviation	698	630	1,319	796	820	824	873	910	909	836	733	675	652
Domestic Shipping	506	507		432	398	397	389	351	350	336	322	302	273
Other maritime [3]	86	99	300	89	105	107	104	108	112	127	114	123	106
Total transport	**12,947**	**12,931**	**13,222**	**13,088**	**13,253**	**13,615**	**13,935**	**14,537**	**14,681**	**14,257**	**13,636**	**13,098**	**12,963**
Non-transport net emissions	**59,932**	**58,016**	**52,152**	**49,486**	**50,069**	**47,529**	**46,403**	**49,346**	**44,737**	**43,849**	**40,569**	**43,813**	**38,323**
Net emissions all sources [4]	**72,879**	**70,946**	**65,374**	**62,574**	**63,322**	**61,144**	**60,338**	**63,882**	**59,418**	**58,105**	**54,206**	**56,910**	**51,285**
Transport % of													
Total net emissions [4]	17.8	18.2	20.2	20.9	20.9	22.3	23.1	22.8	24.7	24.5	25.2	23.0	25.3

Source: Carbon Account for Transport (see sources section for more details) - Not National Statistics

1. From the *Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland: 1990 - 2011*
   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 publishe
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 reporting guidelines of the Intergovernmental Panel on Climate Change. Further detail can be found in Section 3.3 of the report and in Annex
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.
6. A split between International aviation and international shipping can be found in the Carbon Accout for Transport

Table 13.3 Emissions of greenhouse gases[1] by Transport [2] allocated to Scotland

	1990	1995	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
													thousand tonnes of carbon dioxide equivalent
Greenhouse gases - excluding international aviation and shipping													
Carbon dioxide	10,333	10,320	10,665	10,922	11,017	11,119	11,248	11,460	11,644	11,206	10,771	10,607	10,378
Methane	49	37	20,254	18	16	14	13	12	11	10	7	6	5
Nitrous Oxide	115	158	153,365	142	116	111	106	104	102	90	85	85	88
All greenhouse gases - excluding international aviation and shipping	**10,497**	**10,514**	**10,838**	**11,082**	**11,149**	**11,243**	**11,367**	**11,576**	**11,756**	**11,306**	**10,863**	**10,698**	**10,471**
Greenhouse gases - international aviation and shipping													
Carbon dioxide	2,429	2,396	2,363	1,989	2,086	2,351	2,545	2,934	2,899	2,925	2,750	2,378	2,469
Methane	1	1	724	0	0	1	1	1	1	1	1	1	1
Nitrous Oxide	20	20	19,945	17	18	20	22	25	25	25	23	20	21
All greenhouse gases - international aviation and shipping	**2,450**	**2,416**	**2,384**	**2,006**	**2,104**	**2,371**	**2,568**	**2,960**	**2,925**	**2,951**	**2,774**	**2,399**	**2,491**
All transport greenhouse gases	**12,947**	**12,931**	**13,222**	**13,088**	**13,253**	**13,615**	**13,935**	**14,537**	**14,681**	**14,257**	**13,636**	**13,098**	**12,963**

Source: Scottish Government - Not National Statistics

1. The footnotes to Table 5.12 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 13.4 Emissions of greenhouse gases by type of transport, Scotland comapred to UK

	Scottish emissions 2011	Scottish emissions as a % of UK emissions 2011	Change in Scottish emissions (2010-2011)	Change in UK emissions (2010-2011)	Change in Scottish emissions (1990-2011)	Change in UK emissions (1990-2011)
All Transport	12,963	8.1%	-1.0%	0.4%	0.1%	10.5%
All Transport (excl. International Aviation and Shipping)	10,471	8.9%	-2.1%	-1.4%	-0.2%	-2.5%
Road Transport	9,265	8.5%	-1.7%	-1.4%	2.0%	-1.3%
of which:						
Cars [1]	5,218	8.0%	-2.2%	-1.9%	-9.6%	-10.1%
HGVs	2,125	9.1%	-1.1%	-0.7%	2.0%	-2.7%
LGVs	1,358	8.9%	1.0%	1.6%	70.9%	61.1%
Buses	520	12.2%	-6.3%	-7.0%	36.2%	26.4%
Motorcycles	34	6.2%	1.0%	0.1%	10.6%	-11.8%
Rural	4,689	10.9%	-2.0%	-1.7%	-2.5%	-2.2%
Urban	2,821	7.3%	-2.3%	-1.6%	-6.9%	-12.3%
Motorway	1,702	6.6%	0.1%	-0.3%	40.5%	23.0%
Rail	176	8.4%	3.4%	4.6%	42.6%	7.0%
Aviation	1,704	4.6%	3.4%	3.4%	51.7%	75.7%
Maritime	1,818	14.0%	-1.8%	7.4%	-30.5%	3.9%

Source: Carbon Account for Transport (see sources section for more details) - Not National Statistics

1. Cars includes all LPG emissions and road vehicle engines (the 'passenger cars' and 'other' category in Table 13.2)

Figure 13.2: Greenhouse gas emissions attributed to Scotland by mode of transport

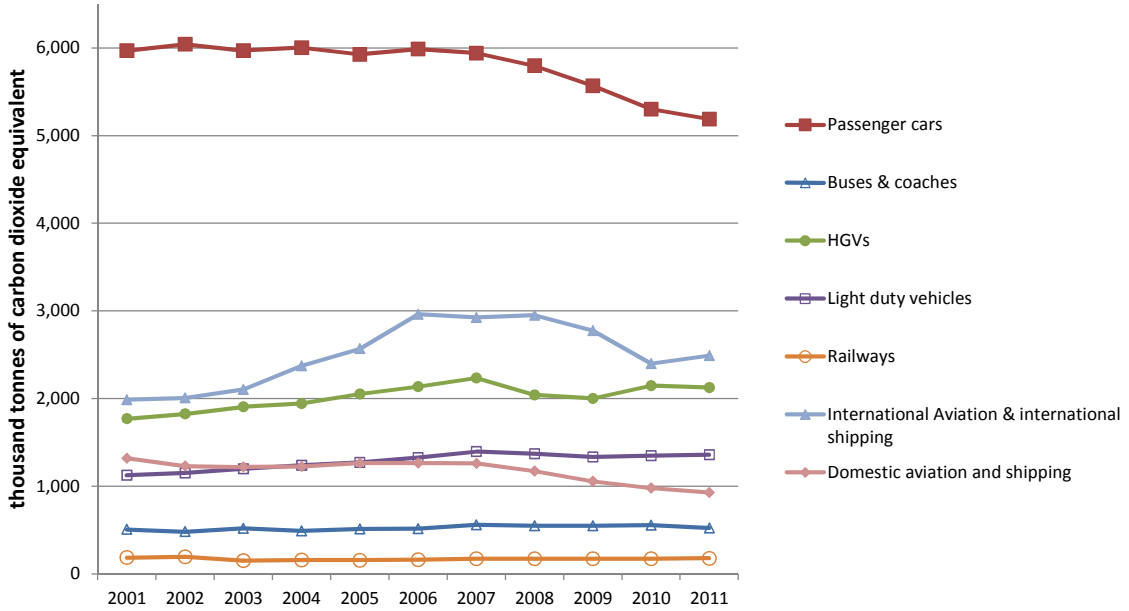


Table 13.5 UK Carbon Dioxide emissions: grams per passenger-kilometre, 2013 [1]

	grams of CO_2 per pass-km
Petrol cars	120 [2]
Diesel cars	129 [2]
Average petrol hybrid	86 [2]
All Cars (average)	125 [2]
Petrol motorbike	119
Bus	112
Coach	29
National rail	49
Light rail and tram	60
Ferry	116
Domestic flights [3]	173 [4]
Short haul international [3]	102 [4]
Long haul international [3]	120 [4]

Source: DEFRA - Not National Statistics

1. Source: http://www.ukconversionfactorscarbonsmart.co.uk/
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 1.53 passengers based on the Scottish Household Survey Travel Diary: 2011

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

Table 13.6: Cars registered for the first time by CO2 emission band, Scotland

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
												thousands
Up to 100 g/km	-	-	-	0.0	-	0.0	-	-	1.3	2.3	4.6	13.0
101 - 110 g/km	0.0	-	0.7	0.7	1.2	3.4	4.0	4.8	8.1	9.2	15.3	17.3
111 - 120 g/km	1.4	4.0	6.8	7.6	5.7	5.4	6.4	12.1	24.7	29.7	28.1	31.6
121 - 130 g/km	1.9	2.5	4.0	7.3	9.3	10.1	9.4	11.0	15.4	27.6	28.5	39.4
131 - 140 g/km	17.8	26.1	27.2	25.4	23.6	25.2	38.2	36.7	41.5	33.9	31.4	30.5
141 - 150 g/km	23.1	28.9	39.8	42.2	35.5	31.4	27.5	24.3	24.7	20.5	20.3	18.9
151 - 165 g/km	38.3	51.0	47.1	48.8	51.1	47.7	45.8	33.0	32.7	25.3	18.1	14.1
166 - 175 g/km	14.7	22.5	22.3	20.1	17.8	22.4	21.5	16.7	10.7	6.2	6.1	5.7
176- 185 g/km	12.6	14.8	18.1	17.6	16.7	12.2	12.8	9.5	9.4	7.5	5.4	3.5
186- 200 g/km	13.6	17.3	15.8	13.7	14.7	13.2	16.0	11.3	7.4	7.0	4.6	3.9
201 - 225 g/km	12.9	17.3	16.8	15.1	12.9	12.6	10.1	6.1	5.1	3.7	1.8	1.5
226 - 255 g/km	10.2	12.0	9.5	8.3	6.9	5.7	4.2	2.4	2.3	2.6	2.3	1.8
Over 255 g/km	6.6	6.6	6.9	7.5	5.6	5.7	5.2	3.4	2.2	1.2	0.6	-
Not known	52.7	17.0	4.4	3.5	2.1	1.4	1.5	1.0	0.8	0.6	0.5	0.7
Total	205.8	220.5	219.3	217.9	203.2	196.5	202.5	172.7	186.2	177.2	167.8	182.5
Avg CO_2	174.7	171.8	168.7	166.9	165.6	164.4	162.2	156.3	148.6	143.4	138.2	133.2
												Column Percentages
Up to 100 g/km	-	-	-	0.0	-	0.0	-	-	0.7	1.3	2.7	7.1
101 - 110 g/km	0.0	-	-	-	0.6	1.7	2.0	2.8	4.3	5.2	9.1	9.5
111 - 120 g/km	0.7	1.8	3.1	3.5	2.8	2.8	3.1	7.0	13.3	16.8	16.8	17.3
121 - 130 g/km	0.9	1.1	1.8	3.4	4.6	5.1	4.7	6.4	8.3	15.6	17.0	21.6
131 - 140 g/km	8.6	11.8	12.4	11.6	11.6	12.8	18.9	21.3	22.3	19.1	18.7	16.7
141 - 150 g/km	11.2	13.1	18.1	19.4	17.5	16.0	13.6	14.1	13.3	11.6	12.1	10.4
151 - 165 g/km	18.6	23.1	21.5	22.4	25.1	24.3	22.6	19.1	17.5	14.3	10.8	7.8
166 - 175 g/km	7.2	10.2	10.2	9.2	8.8	11.4	10.6	9.7	5.8	3.5	3.6	3.1
176- 185 g/km	6.1	6.7	8.2	8.1	8.2	6.2	6.3	5.5	5.1	4.2	3.2	1.9
186- 200 g/km	6.6	7.8	7.2	6.3	7.3	6.7	7.9	6.6	4.0	4.0	2.8	2.1
201 - 225 g/km	6.3	7.8	7.7	6.9	6.4	6.4	5.0	3.5	2.7	2.1	1.1	0.8
226 - 255 g/km	4.9	5.5	4.3	3.8	3.4	2.9	2.1	1.4	1.2	1.5	1.4	1.0
Over 255 g/km	3.2	3.0	3.1	3.4	2.8	2.9	2.6	2.0	1.2	0.7	-	-
Not known	25.6	7.7	2.0	1.6	1.0	0.7	0.7	0.6	-	-	-	-
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: DVLA//DVADfT - GB figures published as DfT table VEH0256

Figure 13.3 New car average CO2 emissions, Scotland 2001-2012

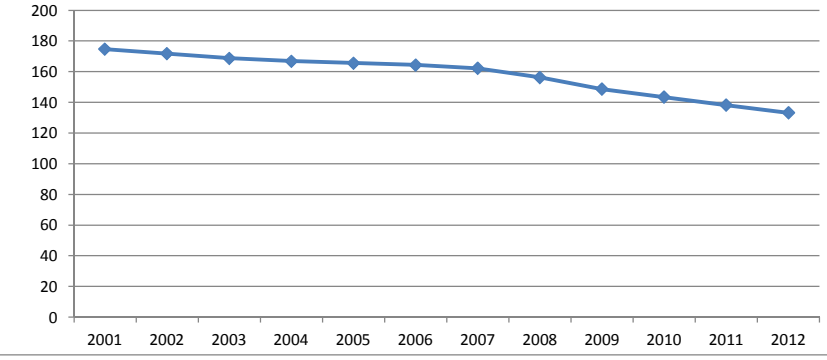


Figure 13.4 First time car registrations, Scotland, by Emissions band, 2001-2012

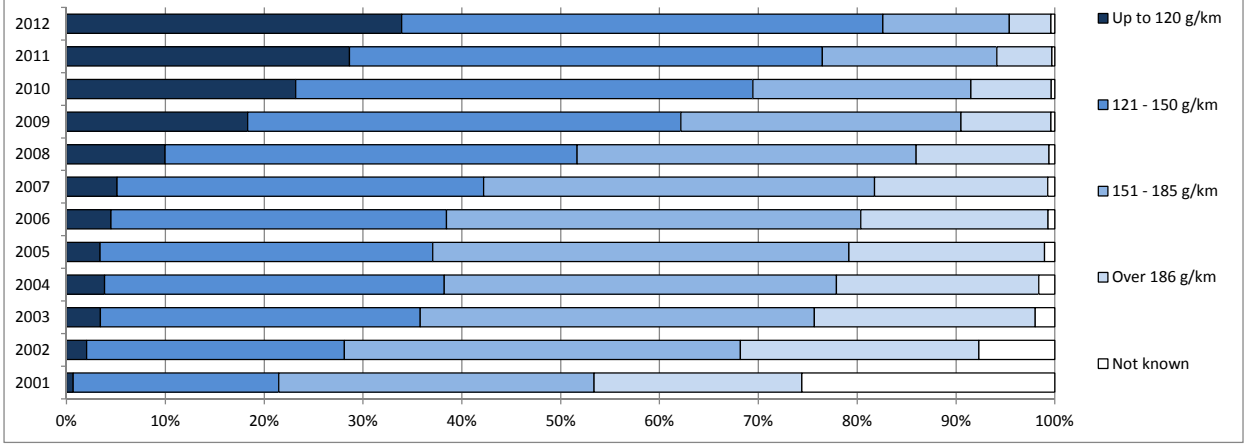


Table 13.7: Ultra-low emission vehicles (ULEV)[1] registered for the first time, Scotland, quarterly: January 2010 to June 2013

Vehicles

Year	Month	Plug-in-Grant Eligible Cars	Non Plug-in-Grant Eligible Cars	Quadricycles	All Cars (inc. quadricycles)	Motor cycles & tricycles	Plug-in Grant Eligible Vans	Non Plug-in Grant Eligible Vans	All Vans	Other vehicles	Total
2010	Jan-Mar	0	1	0	1	4	0	3	3	0	8
2010	Apr-Jun	0	3	0	3	1	0	3	3	3	10
2010	Jul-Sep	0	7	0	7	6	0	6	6	2	21
2010	Oct-Dec	0	0	0	0	2	0	0	0	1	3
2011	Jan-Mar	14	27	0	41	4	0	14	14	4	63
2011	Apr-Jun	37	0	0	37	1	0	4	4	3	45
2011	Jul-Sep	14	2	0	16	3	0	1	1	0	20
2011	Oct-Dec	5	0	0	5	3	1	10	11	4	23
2012	Jan-Mar	25	1	0	26	1	0	9	9	2	38
2012	Apr-Jun	35	0	13	48	3	5	0	5	8	64
2012	Jul-Sep	34	0	1	35	0	25	5	30	1	66
2012	Oct-Dec	40	3	1	44	0	11	0	11	1	56
2013	Jan-Mar	26	0	0	26	0	4	0	4	0	30
2013	Apr-Jun	66	1	0	67	1	1	1	2	2	72
2013	Jul-Sep	53	3	1	57	0	3	0	3	3	63
2010	Whole year	0	11	0	11	13	0	12	12	6	42
2011	Whole year	70	29	0	99	11	1	29	30	11	151
2012	Whole year	134	4	15	153	4	41	14	55	12	224

1. The Department for Transport uses the term 'ultra-low emission vehicles' to refer to vehicles with significantly lower levels of tailpipe emissions than conventional vehicles. In practice, the term currently refers to electric, plug-in hybrid and hydrogen fuel-cell vehicles. For the purposes of this indicator, vehicles with fully electric powertrains, and cars with tail-pipe emissions below 75 g/km g/km of CO2 have been included at this stage.

Source: DVLA//DVADfT - Published as DfT table VEH0170

Notes & definitions (https://www.gov.uk/transport-statistics-notes-and-guidance-vehicle-licensing)

Table 13.8: Ultra-low emission vehicles (ULEV)[1] licensed at the end of year, Scotland, quarterly: 2010 q1 to 2013 q3

Vehicles

Quarter	Plug-in-Grant Eligible Cars	Non Plug-in-Grant Eligible Cars	Quadricycles	All Cars (inc. quadricycles)	Motor cycles & tricycles	Plug-in Grant Eligible Vans	Non Plug-in Grant Eligible Vans	All Vans	Other vehicles	Total
2010 Q1	0	23	0	23	70	0	72	72	186	351
2010 Q2	0	24	0	24	65	0	72	72	194	355
2010 Q3	0	32	0	32	74	0	76	76	196	378
2010 Q4	0	32	0	32	73	0	84	84	201	390
2011 Q1	14	60	0	74	73	0	93	93	203	443
2011 Q2	51	61	0	112	72	0	96	96	198	478
2011 Q3	64	63	0	127	68	0	98	98	200	494
2011 Q4	70	62	0	132	63	1	110	111	204	511
2012 Q1	97	61	1	159	67	1	117	118	205	552
2012 Q2	131	63	14	208	67	6	119	125	214	617
2012 Q3	167	63	15	245	60	31	122	153	212	674
2012 Q4	207	64	16	287	52	42	121	163	211	717
2013 Q1	242	63	16	321	47	48	121	169	209	750
2013 Q2	314	62	16	392	48	48	125	173	205	822
2013 Q3	364	66	15	445	47	55	120	175	207	878

1. The Department for Transport uses the term 'ultra-low emission vehicles' to refer to vehicles with significantly lower levels of tailpipe emissions than conventional vehicles. In practice, the term currently refers to electric, plug-in hybrid and hydrogen fuel-cell vehicles. For the purposes of this indicator, vehicles with fully electric powertrains, and cars with tail-pipe emissions below 75 g/km g/km of CO2 have been included at this stage.

Source: DVLA//DVADfT - Published as DfT table VEH0130

Notes & definitions (https://www.gov.uk/transport-statistics-notes-and-guidance-vehicle-licensing)

Figure 13.5 Ultra Low Emission Vehicles licensed in Scotland - growth from 2010 Q1 to 2013 Q3

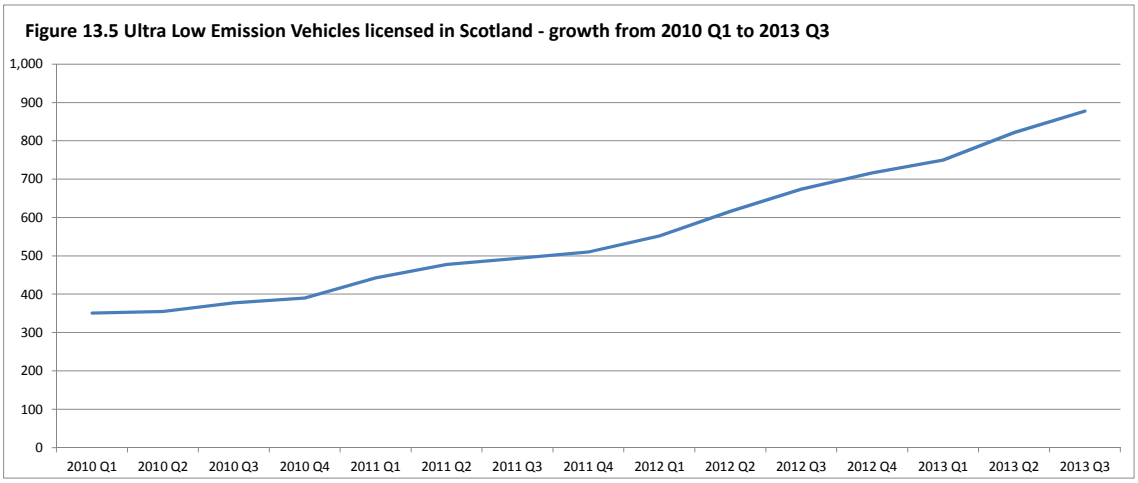


Table 13.9: Number of new registrations by body type and propulsion type in Scotland during 2012 (Thousands)

	Propulsion type										
	Diesel	**Electric diesel**	**Electricity**	**Gas**	**Gas bi-fuel**	**Hybrid electric**	**Petrol**	**Petrol/gas**	**Steam**	**Other** (Fuel Cells, Gas Diesel and New Fuel Technology)	**Grand Total**
Body type											*thousand*
Agricultural	2.54	-	-	-	-	-	0.41	-	-	-	2.95
Buses & coaches	0.82	-	-	-	-	-	~	-	-	-	0.82
Cars	77.31	0.06	0.12	-	~	1.09	103.95	-	-	-	182.53
Goods - heavy	3.16	-	~	-	-	-	~	-	-	-	3.17
Goods - light	17.50	-	0.06	-	-	-	0.15	-	~	-	17.71
Motorcycles, mopeds & scooters	~	-	~	-	-	-	5.24	-	-	-	5.25
Others	2.66	-	0.71	~	~	-	0.18	~	~	~	3.57
Special purpose	-	-	-	-	-	-	~	-	-	-	~
Taxis	0.41	-	-	-	-	-	-	-	-	-	0.41
Tricycles	-	-	-	-	-	-	~	-	-	-	~
Grand Total	**104.39**	**0.06**	**0.90**	**~**	**~**	**1.09**	**109.99**	**~**	**~**	**~**	**216.44**

~ denotes less than 50.

Table 13.10: Number of licensed vehicles by body type and propulsion type in Scotland as at 31 December 2012 (Thousands)

	Propulsion type										
	Diesel	**Electric diesel**	**Electricity**	**Gas**	**Gas bi-fuel**	**Hybrid electric**	**Petrol**	**Petrol/gas**	**Steam**	**Other** (Fuel Cells, Gas Diesel and New Fuel Technology)	**Grand total**
Body type											*thousand*
Agricultural	44.22	-	~	~	-	-	3.27	~	~	~	47.56
Buses & coaches	15.28	-	~	-	~	-	0.26	~	-	~	15.57
Cars	762.60	0.07	0.25	~	1.44	6.13	1,513.60	0.99	~	~	2,285.13
Goods - heavy	35.28	-	~	~	-	-	0.14	~	~	-	35.44
Goods - light	234.24	-	0.16	~	0.39	~	6.59	0.06	~	~	241.49
Motorcycles, mopeds & scooters	0.07	-	0.05	~	-	-	65.56	-	-	-	65.68
Not recorded	0.49	-	~	-	-	-	0.09	-	~	-	0.59
Others	16.84	~	2.55	0.08	~	~	1.30	~	~	~	20.87
Special purpose	0.37	-	~	-	-	-	0.06	~	~	~	0.44
Taxis	3.57	-	-	-	~	-	~	~	-	-	3.58
Tricycles	~	-	~	-	-	-	0.77	~	-	-	0.77
Grand Total	**1,112.96**	**0.07**	**3.06**	**0.14**	**1.86**	**6.13**	**1,591.63**	**1.12**	**0.09**	**0.06**	**2,717.11**

~ denotes less than 50.


Local Authorities as of 1 April 1996
Orkney
Shetland
Eilean Siar
Highland
Moray
Aberdeenshire
Aberdeen City
Angus
Perth and Kinross
Dundee City
Argyll and Bute
Stirling
Fife
Falkirk
City of Edinburgh
East Lothian
West Lothian
Midlothian
North Ayrshire
South Lanarkshire
Scottish Borders
East Ayrshire
South Ayrshire
Dumfries and Galloway
1
2
3
4
5
6
7
8
Numbered Areas
1. West Dunbartonshire
2. East Dunbartonshire
3. North Lanarkshire
4. Glasgow City
5. East Renfrewshire
6. Renfrewshire
7. Inverclyde
8. Clackmannanshire
N
0 10 20 30 40 50 Miles
0 10 20 30 40 50 60 70 80 Kilometres
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Mid-year population estimates for 2012 by local authority area

Area	Population
Aberdeen City	224,970
Aberdeenshire	255,540
Angus	116,210
Argyll & Bute	86,900
Clackmannanshire	51,280
Dumfries & Galloway	150,830
Dundee City	147,800
East Ayrshire	122,720
East Dunbartonshire	105,880
East Lothian	100,850
East Renfrewshire	91,030
Edinburgh, City of	482,640
Eilean Siar	27,560
Falkirk	156,800
Fife	366,220
Glasgow City	595,080
Highland	232,910
Inverclyde	80,680
Midlothian	84,240
Moray	92,910
North Ayrshire	137,560
North Lanarkshire	337,870
Orkney Islands	21,530
Perth & Kinross	147,740
Renfrewshire	174,310
Scottish Borders	113,710
Shetland Islands	23,210
South Ayrshire	112,910
South Lanarkshire	314,360
Stirling	91,020
West Dunbartonshire	90,340
West Lothian	175,990
Scotland	5,313,600

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 apologise for the following error, which we have found in the previous edition.

Table 11.8, page 239 a reference to the figures being minutes was not included in the table.

Table 9.4, page 189 the following changes have been made for three of the ports in 2011

Port	**Bulk fuel**	**All other traffic**
Clyde	11,464	1,967
Cromarty Firth	3,821	199
Aberdeen	1,018	3,147

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/j194065-00.htm

Index to tables in Chapters 1-12

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chapter number.table number
e.g. 6.4 for Table 6.4

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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 2012, published August 2013 *Web only*

SHS Transport: Local Area Analysis **Biennial.** Provides SHS information for Local Authorities and Regional Transport Partnership areas.

Latest edition: provides figures for 2012, published September 2013 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): 2012 figures, trends since 2002; published November 2013. *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 2012; published in June 2013 *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 2012, published in October 2013
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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

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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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	Bus and Coach Statistics (Now part of Scottish Transport Statistics)	February 2012	Web only
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