



Scottish Transport Statistics



No. 35
2016 Edition

A National Statistics Publication for Scotland





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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 to the relevant producer body as indicated in the Notes, Definitions and Sources sections of the publication.

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

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Feedback on the usefulness of this publication including suggestions for improvement 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.transport.gov.scot/statistics/statistical-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 2016 edition of *Scottish Transport Statistics*, and is the thirty fifth 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 key findings and 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 with a graphical summary page, statistical commentary and corresponding tables.

A Notes, Definitions and Sources section then provides information users should be aware of when using the statistics, descriptions of specific terms used and a note on the sources of statistics used when compiling the publication.

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 would welcome comments from users on the publication and/or suggestions for new data sources that could be included in future publications. Comments can be provided to us at the address below:

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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
TRANSPORT
Statistics

including
Historical
Series

SUMMARY TRANSPORT STATISTICS

1. Introduction

1.1 This chapter provides some main points from the statistics on transport in Scotland and summary tables, including longer term trends than are included in individual chapters.

2. The content of this chapter

2.1 The following chapter presents a selection of key facts from some of the topics covered in the main publication, alongside graphical summaries and charts depicting longitudinal trends. These are as follows:

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

The *tables*, which appear at the end of the chapter, provide information on long-term trends in Scottish transport, including comparisons between Scotland and Great Britain.

3. Overview of travel in Scotland

537 million public transport journeys were made by bus, rail, air and ferry in 2015-16:

- 76% of these journeys were by bus,
- 17% by rail,
- 5% by air, and
- 2% by ferry

2/3 of commuters said that they travelled to work by car or van in 2015, 14 per cent walked, 11 per cent went by bus, 4 per cent took a train and 2 per cent cycled.

Over the last five years, there have been increases in car, air and rail passenger numbers and distance cycled, while there has been a fall in bus and ferry passengers.

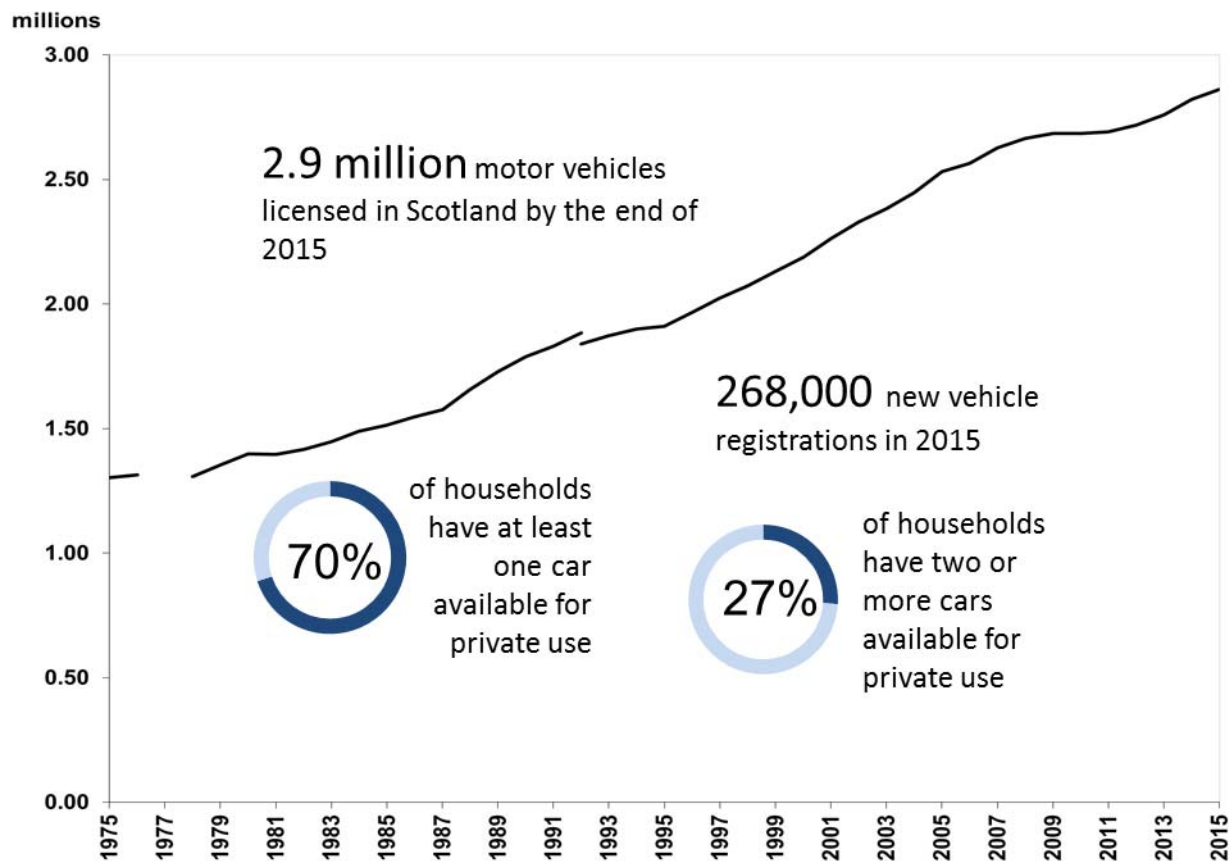
	2010-11	2015-16	Change over 1 year	Change over 5 years
Car Traffic (m/veh km) on all roads	33,591	34,669	0.7%	3.2%
Pedal Cycles (m/veh km) on all roads	298	342	-7.3%	14.8%
ScotRail Passengers (millions)	78.3	93.2	0.5%	19.0%
Bus Passengers (millions)	430	409	-1.7%	-4.9%
Air Passengers (millions)	20.9	25.5	5.9%	22.0%
Ferry Passengers (millions)	10.0	9.5	-1.4%	-4.4%

Source: STS 2016, Table S1 except Traffic estimates from table 5.3. Note pedal cycle estimates are based on small sample sizes, see chapter 1 for more detail.

4. Motor vehicles, traffic and road casualties

4.1 Motor vehicles

Figure 1: Motor vehicles licensed in Scotland



2.9 million motor vehicles licensed in Scotland in 2015, increasing to its highest ever level. This was 13% higher than in 2005 and up from 0.9 million in 1964.

2% increase in new vehicle registrations in 2015 compared to 2014; 262,000 in 2014, 268,000 in 2015. This was the highest number of new registrations in a single year since 2007 (although just below the peak of 263,000 in 2004).

Households with:

more people



a higher net income



a more rural/remote location



were likely to own more cars.

There were fewer vehicles per person in Scotland than in Great Britain (53 compared to 58 per hundred population), as has consistently been the case. The number of vehicles per person was rising steadily in Scotland and GB from 2003 until 2007 and has remained fairly static since.

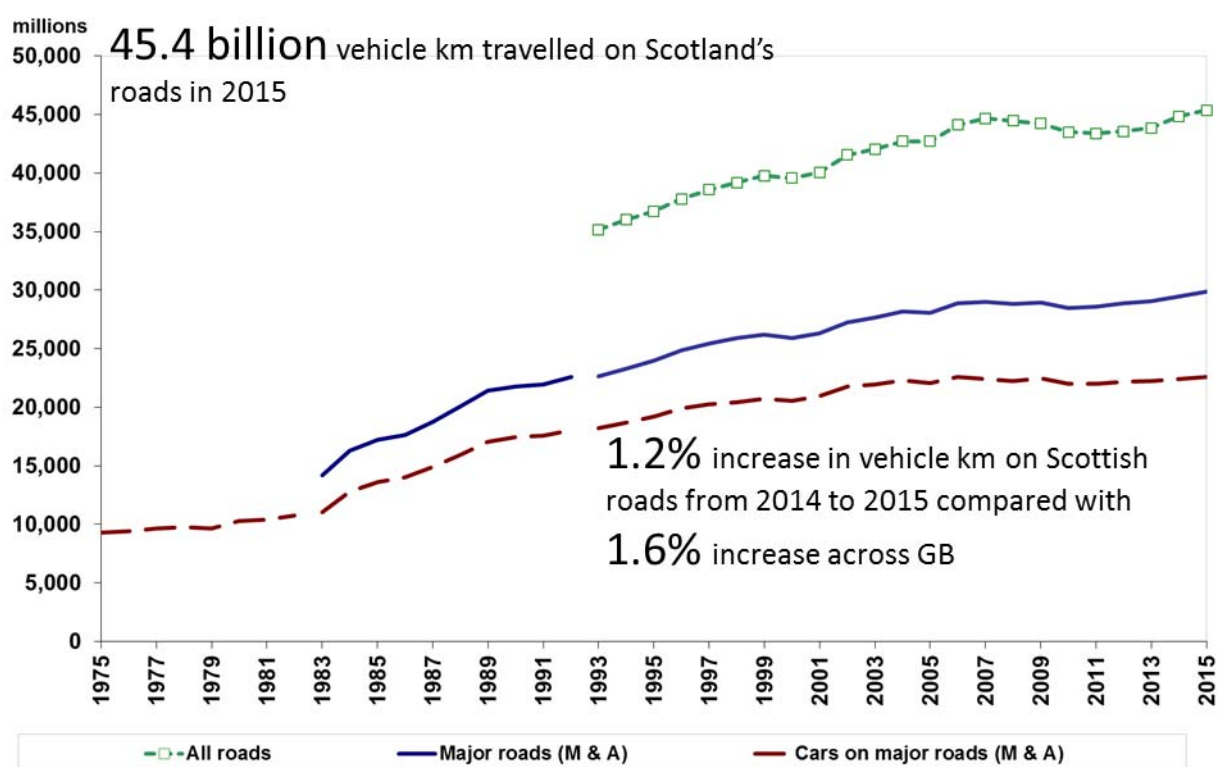
4.2 The road network

56,092 kilometres of public road in Scotland in 2015, 6% of which was trunk road; managed centrally by Transport Scotland. The remaining roads are the responsibility of local authorities.

10.4 km of road per 1,000 people in Scotland compared to 6.3 km per 1000 people in GB.

4.3 Road traffic

Figure 2: Traffic in Scotland (vehicle km)



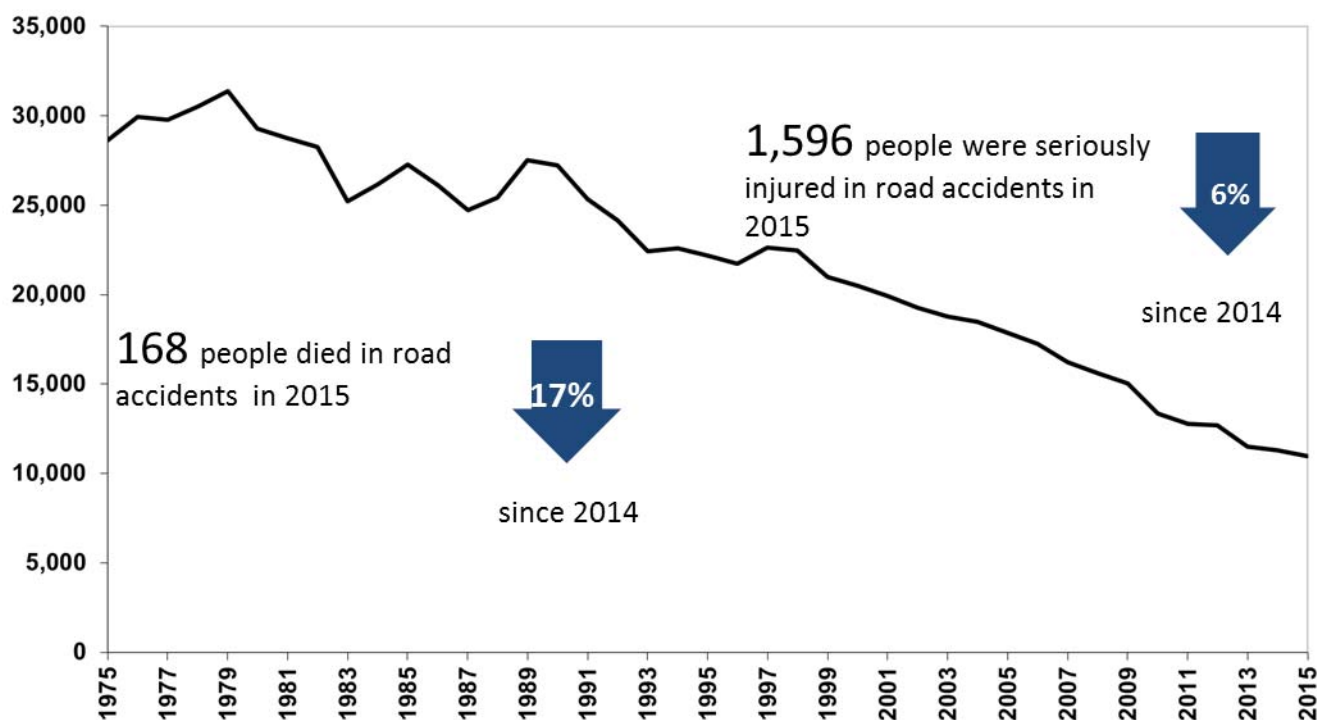
45.4 billion vehicle kilometres were travelled on Scotland's roads in 2015— an increase of 1% over the year, 6% more than in 2005 and the highest recorded level.

Long-term, 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 between 28,000 and 29,000 million vehicle kilometres for the last ten years. Since 2004, the length of major roads in Scotland has remained at around 3,500 km, increasing slowly but steadily over this period.

12.5% of journeys were perceived to have been delayed due to traffic congestion in 2015, a reduction of 8% since 2005. This is 13% lower than the peak of 14.4% in 2007.

4.4 Road casualties

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



168 people were killed and 1,596 seriously injured in road accidents in 2015.

The total number of casualties on Scottish roads has fallen by 3% between 2014 and 2015 and are at their lowest level since records began over 50 years ago.





39% fall in road accident injuries seen over the last ten years.

Casualties of all severities from road accidents have been falling for the last ten years, with number of deaths falling in every year apart from 2006 and 2014 over this period.

Serious injury casualties fell in every year in the last ten apart from small rises in 2008, 2012 and 2014, while there have been no increases in slight injury casualties.

0.3 people were killed or seriously injured per thousand population for Scotland compared to **0.4** for Great Britain in 2015.

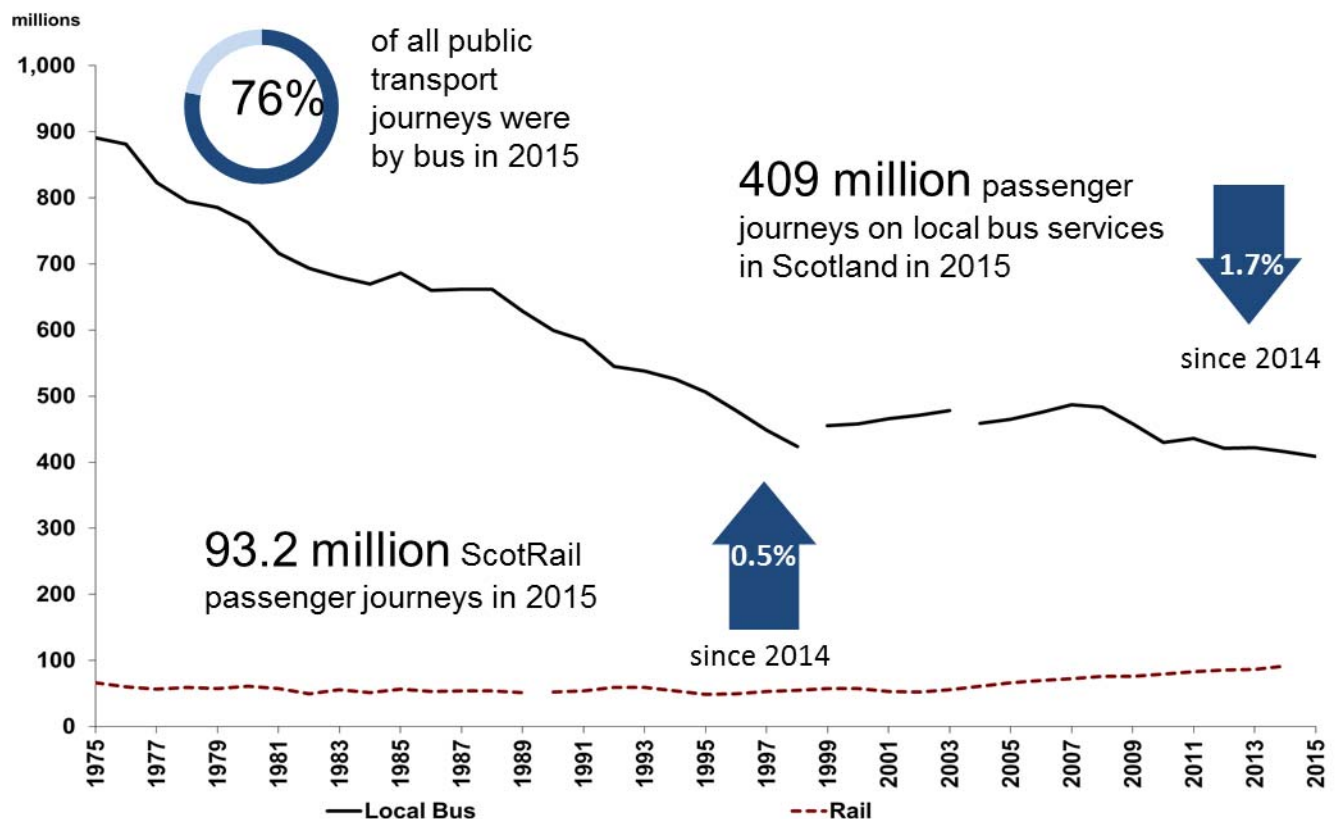
Road accident casualties by mode of transport:

	Share of all road casualties	Yearly change in number of casualties
	61%	-1%
	15%	-3%
	7%	-11%
	7%	-11%

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

5.1 Local bus and rail services

Figure 4: Bus and rail passenger numbers in Scotland



Bus

409 million bus passenger journeys in 2015-16, a decrease of 1.7% on the previous year. One in three of bus journeys in 2015/16 were made under the National Concessionary Travel scheme.

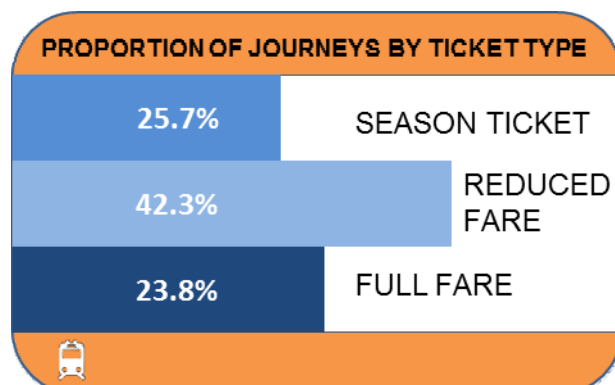
Bus passenger journeys have generally been falling in the long-term, almost halving between 1960 and 1975 and roughly halving again since then.

Rail

93.2 million ScotRail passenger journeys in 2015-16 - a rise of 0.5% on the previous year.

34% increase in journey numbers since 2005-06.

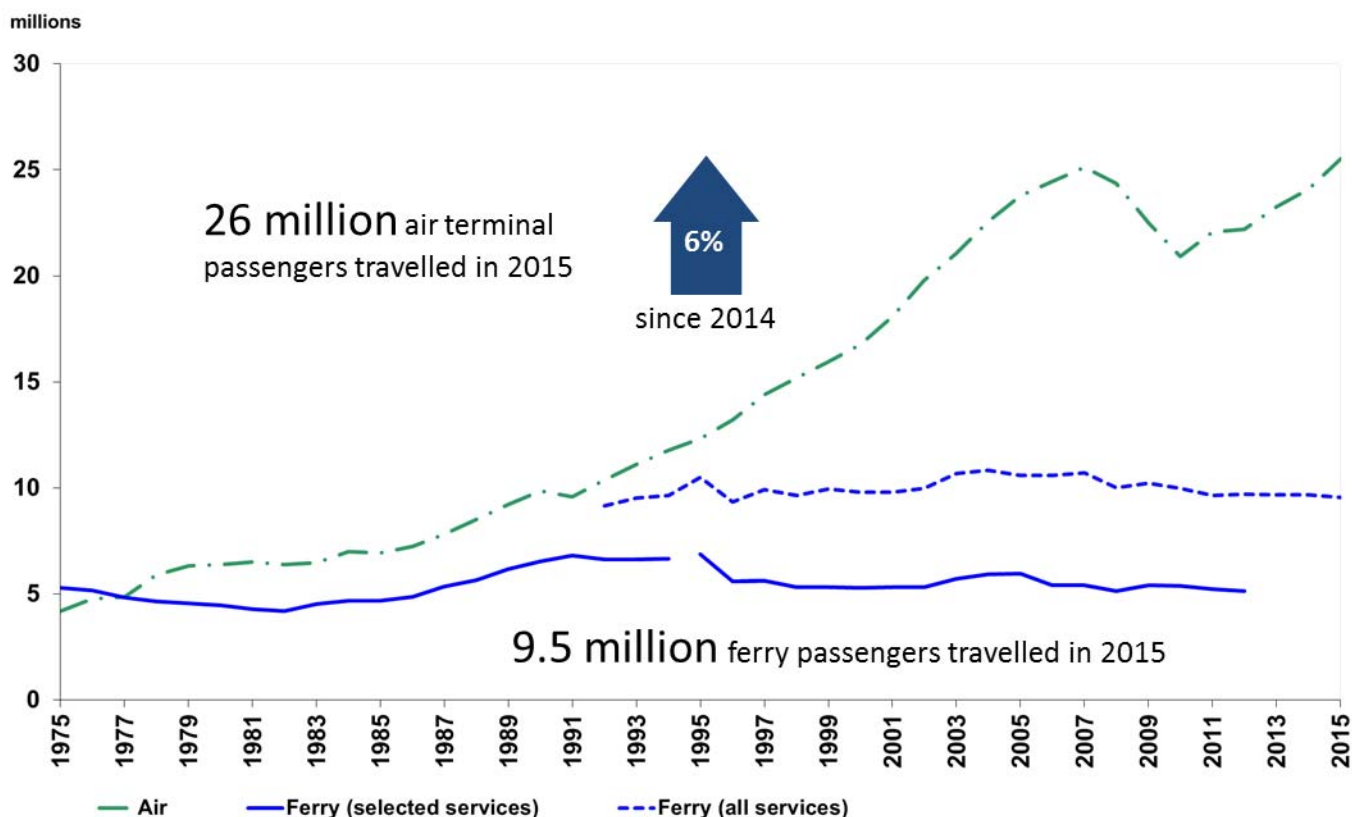
Rail patronage has been steadily rising since 1994-95.



Based on ORR data for 2014-15

5.2 Air and ferry passengers

Figure 5: Air and ferry passenger numbers in Scotland



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

Air

26 million air terminal passenger numbers in 2015, up 6% over the year and slightly higher than the peak in 2007. Over the longer-term, passenger numbers have generally been increasing.

Over the past ten years, the number of air passengers per head of population has been higher for Scotland than for the UK.

Ferry

9.5 million passengers travelled by ferry (including traffic within Scotland and to and from Northern Ireland) in 2015 – a slight decrease on the previous year.

3 million vehicles were carried on all ferry routes in 2015 (including traffic between Scotland and Northern Ireland, between Scotland and Europe and within Scotland), a similar figure to the previous year.

The average delay for Glasgow and Edinburgh airports is at a ten-year low



DELAYS

	Average Delay	% flights delayed by more than 30 minutes
Edinburgh	12 minutes	10%
Glasgow	14 minutes	13%












As can be seen above, long-term trends were affected by the reduction in traffic that followed the opening of the Skye Bridge in 1995.

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

68% of people aged 17 or over had a full driving licence in 2015. The proportion of men aged 17+ holding a licence was higher than women (73% compared to 63%) however, the proportion of women with a license has been slowly increasing over time.

41% of people drove every day in 2015. 1 per cent fewer people reported driving every day in 2015 than five years ago. Car ownership has remained fairly stable over this period, with around 70% of households having access to at least one car.

Figure 6: Main modes of travel to work and school

Main mode of travel to work:			Main mode of travel to school:		
Car (driver)		60.3%	Walk		48.8%
Walk		13.6%	Car/Van		25.8%
Bus		11.2%	Bus		21.0%
Car (passenger)		5.6%	Other		2.1%
Rail		4.4%	Cycle		1.2%
Cycle		2.2%	Rail		1.1%
Other		2.7%			

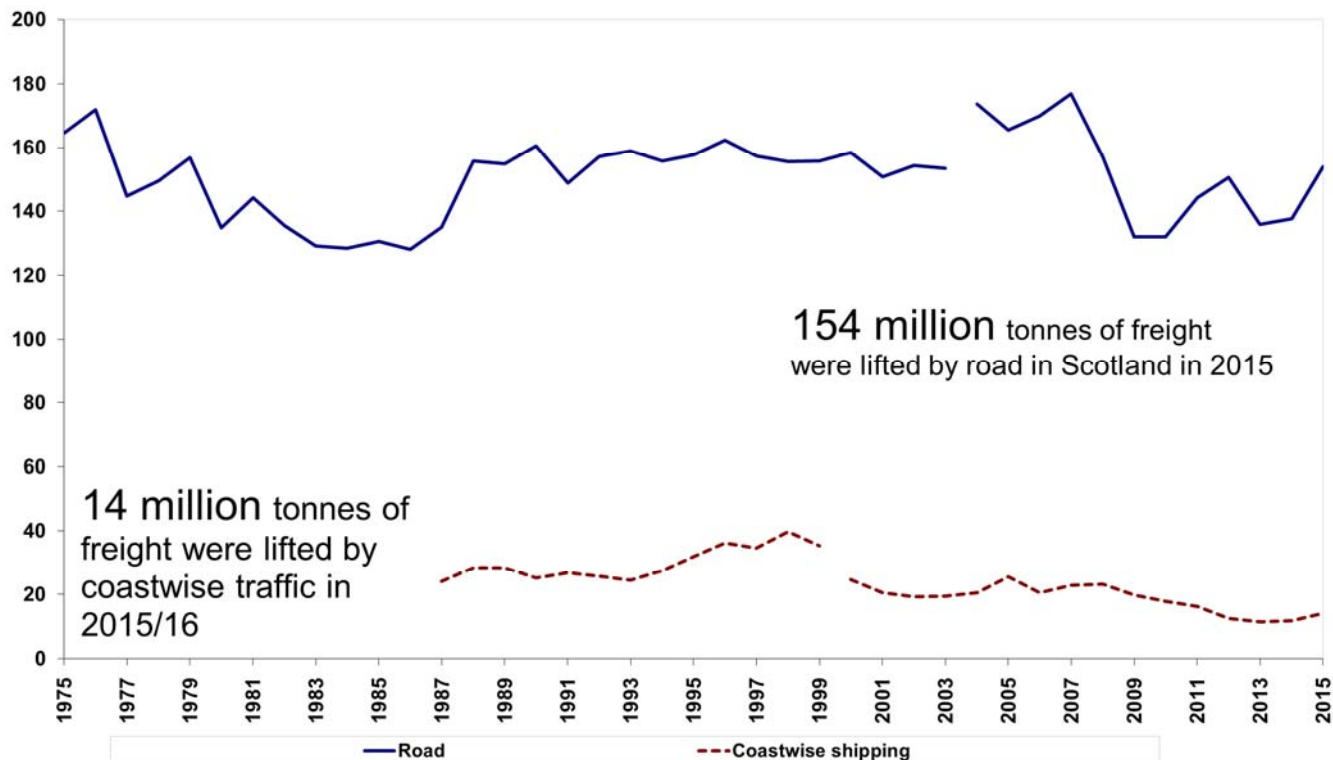
31% of journeys to work were by public or active travel in 2015, up from 30% in 2005. Public and active travel to work has remained at around 30% since 2005, with cycling retaining a low modal share but showing increases in share of work travel in the cities (the proportion of Edinburgh residents cycling as their main mode of travel to work has increased from 4% to 8.1% over the last 10 years)

74% of people were very or fairly satisfied with public transport in 2015, a decrease on 2014 (75%). Satisfaction levels have been at around 70% for the last ten years.

7. Freight

Figure 7: Freight lifted in tonnes

million tonnes



154 million tonnes of road freight was lifted in Scotland in 2015.

By weight, much more freight is carried by road than by any other mode of transport. Before 2011, more tonne-kilometres of freight were moved by coastwise shipping than any other mode of transport. However, since then more freight is now moved by road.

After falling between 1960 and 1994-5, rail freight traffic has since increased in most years until 2005, when it began to decline again.

14 million tonnes of freight were lifted by coastwise shipping in 2015 – a fall from 25 million in 2000.

The amount of oil carried in Scottish pipelines rose rapidly to 23 million tonnes in 1977, and has fluctuated since then, levelling out at 28 million tonnes in 1998. Per head of population, the amount of freight lifted by pipeline is significantly greater in Scotland than in Great Britain.

Modal share of freight in tonne-kilometres in 2012:

Coastwise shipping **30%**



Road freight **42%**



Pipeline freight **19%**



Rail freight **9%**



Inland waterway **1%**



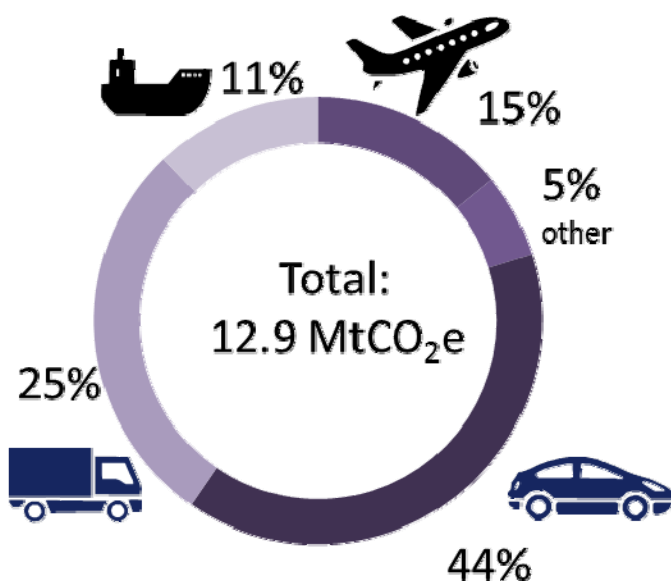
8. Cross-border transport

12.88 million air and ferry passenger journeys were made to other parts of the UK in 2015, an increase of 1.7% since 2014.

12.19 million passenger journeys were made to and from other countries by air in 2015, an increase of 8% since 2014.

9. Environment and emissions

Figure 9: Share of greenhouse gas emissions by mode in 2014



28% of Scotland's greenhouse gas emissions are accounted for by transport.

8.2% of the UK's transport emissions are accounted for by Scotland

Newly registered cars are becoming more efficient in terms of carbon dioxide emissions, with average CO₂ emissions in Scotland for new car registrations falling by 27% over the last ten years and by 2.4% in the last year.

Change in emissions by key transport mode 2013-2014



There has been an 8 fold increase in the numbers of ultra-low emission vehicles registered in Scotland between 2012 Q1 and 2016 Q3, albeit from a low base. The biggest increase has been in Plug-in-Grant Eligible cars which now account for 84 per cent of all Ultra Low Emission Vehicles and almost 93 per cent of newly registered Ultra Low Emission Vehicles in 2015.

Table S1 Summary of Transport in Scotland
Numbers

SUMMARY

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Vehicles Licensed											<i>thousands</i>
Private and Light Goods ¹	2,231	2,259	2,313	2,347	2,362	2,364	2,369	2,395	2,436	2,496	2,537
All Vehicles ¹	2,531	2,564	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863
New Registrations	251	243	251	215	216	209	202	216	241	262	268
Local Bus Services²											<i>millions</i>
Passenger Journeys (boardings) ³	465	476	487	484	458	430	436	421	422	416	409
Vehicle Kilometres ³	374	384	397	386	377	346	338	327	332	330	328
Passenger Revenue at latest year's prices ³	593	652	677	701	702	669	676	685	675	658	671
											<i>£ million</i>
Freight Lifted											<i>million tonnes</i>
Road ^{4,9}	165.6	170.0	176.8	157.0	131.9	131.9	144.2	150.6	135.8	137.6	153.9
Rail ²	14.32	12.96	11.35	10.36	9.69	8.33	9.87	8.43	..	..	..
Coastwise traffic	25.5	20.6	22.8	23.3	19.8	18.0	16.3	12.5	11.4	11.8	14.2
One Port traffic	1.76	1.48	1.83	1.75	3.59	1.88	2.42	2.57	2.10	2.19	..
Inland waterway traffic	10.19	10.16	10.50	12.19	10.10	10.89	10.70	10.79	10.69	9.41	10.27
Pipelines ⁵	27.6	27.8	27.5	27.6	27.6	27.6	27.8	28.2	..	..	..
Total	245.0	243.0	250.8	232.2	202.7	198.6	211.3	213.1	..	..	..
Public Road Lengths											<i>kilometres</i>
Trunk (A and M) ¹⁰	3,505	3,518	3,505	3,505	3,520	3,518	3,523	3,553	3,551	3,570	3,578
Other Major (A and M)	7,433	7,424	7,381	7,421	7,421	7,414	7,467	7,473	7,473	7,406	7,414
Minor Roads	43,909	44,026	44,300	44,418	44,591	44,694	44,769	44,873	44,938	45,011	45,100
All Roads ¹⁰	54,847	54,968	55,186	55,344	55,532	55,626	55,758	55,898	55,962	55,987	56,092
Road Traffic											<i>million vehicle-kilometres</i>
Motorways ¹¹	6,151	6,433	6,577	6,683	6,633	6,503	6,570	7,140	7,262	7,421	7,477
A roads	21,904	22,465	22,408	22,126	22,327	21,992	21,996	21,712	21,786	22,025	22,395
All roads (incl. B, C, uncl.)	42,718	44,119	44,666	44,470	44,219	43,488	43,390	43,549	43,840	44,839	45,374
Reported Road Accident Casualties											
Killed	286	314	281	270	216	208	185	176	172	203	168
Killed and Serious	2,952	2,949	2,666	2,845	2,503	2,177	2,065	2,157	1,843	1,907	1,764
All (Killed, Serious, Slight)	17,885	17,269	16,239	15,592	15,043	13,338	12,786	12,712	11,502	11,307	10,968
Passenger Rail ^{2,6}											<i>millions</i>
ScotRail passenger journeys ⁶	69.4	71.6	74.5	76.4	76.9	78.3	81	83.3	86.3	92.7	93.2
ORR data:											
Rail journeys in/from Scotland ⁷	66.7	69.8	72.7	76.3	76.5	79.4	83.3	85.8	86.7	91.7	..
Passenger receipts (£2014 mill)	311.8	321.1	365.6	367.0	403.2	417.8	428.2	444.9	458.1	481.7	..
Air Transport											<i>thousands</i>
Terminal Passengers	23,795	24,437	25,132	24,348	22,496	20,907	22,065	22,207	23,250	24,076	25,507
Transport Movements	408.8	420.6	428.2	417.1	382.7	354.4	366.3	372.1	376.4	376.2	376.4
Freight	79.4	83.3	66.1	50.2	50.9	47.5	45.2	52.2	54.2	59.9	56.4
											<i>thousand tonnes</i>
Ferries ⁸											<i>thousands</i>
Passengers	10,573	10,589	10,721	10,014	10,219	9,990	9,631	9,698	9,662	9,679	9,546
Vehicles	3,026	3,113	3,244	3,056	3,128	3,063	3,051	3,057	2,951	3,033	3,098
of which on routes within Scotland											
Passengers	8,327	8,453	8,516	8,001	8,272	8,016	7,773	7,888	7,831	7,885	7,816
Vehicles	2,503	2,610	2,713	2,569	2,648	2,554	2,551	2,628	2,577	2,625	2,700

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 methodology and are therefore not comparable with ScotRail figures. There is a series break between 2007-08 and 2008-09 due to a change in the methodology. From 2008-09 estimates of PTE travel (zone cards) are included.

8 Services to Europe, Northern Ireland and within Scotland (Previous versions of STS only included services where data is available back to 1975, this can still be found in Table H1). Figures for passenger numbers on the Corran ferry service in 2013, 2014 and 2015 have not been included in the total for Scotland as the figures are new estimates and considered as 'data under development'.

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

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.

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

SUMMARY

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Vehicles Licensed	<i>Index 2005=100</i>										
Private and Light Goods ¹	100.0	101.2	103.7	105.2	105.9	106.0	106.2	107.3	109.2	111.9	113.7
All Vehicles ¹	100.0	101.3	103.8	105.3	106.0	106.1	106.3	107.3	109.0	111.5	113.1
New Registrations	100.0	96.8	100.0	85.6	86.0	83.1	80.6	86.2	96.2	104.4	106.6
Local Bus Services²											
Passenger Journeys (boardings) ³	100.0	102.3	104.7	103.9	98.4	92.5	93.6	90.5	90.7	89.3	87.9
Vehicle Kilometres ³	100.0	102.7	106.1	103.1	100.7	92.5	90.3	87.4	88.6	88.2	87.7
Passenger Revenue at latest year's prices(2006=100) ³	..	100.0	103.9	107.5	107.7	102.6	103.7	105.1	103.5	100.9	102.9
Freight Lifted											
Road ^{4,9}	100.0	102.7	106.8	94.8	79.7	79.7	87.1	90.9	82.0	83.1	92.9
Rail ²	100.0	90.5	79.3	72.3	67.7	58.2	68.9	58.9	..	..	..
Coastwise traffic	100.0	80.6	89.3	91.2	77.7	70.3	64.0	49.1	44.6	46.3	55.6
One Port traffic	100.0	84.1	104.0	99.4	204.0	106.8	137.5	146.0	119.3	124.4	..
Inland waterway traffic	100.0	99.7	103.0	119.6	99.1	106.9	105.0	105.9	104.9	92.3	100.8
Pipelines ⁵	100.0	100.7	99.6	100.0	100.0	100.0	100.7	102.2	..	..	..
Total	100.0	99.2	102.4	94.8	82.8	81.1	86.3	87.0	..	..	..
Public Road Lengths											
Trunk (A and M) ¹⁰	100.0	100.4	100.0	100.0	100.4	100.4	100.5	101.4	101.3	101.9	102.1
Other Major (A and M)	100.0	99.9	99.3	99.8	99.8	99.7	100.5	100.5	100.5	99.6	99.7
Minor Roads	100.0	100.3	100.9	101.2	101.6	101.8	102.0	102.2	102.3	102.5	102.7
All Roads ¹⁰	100.0	100.2	100.6	100.9	101.3	101.4	101.7	101.9	102.0	102.1	102.3
Road Traffic											
Motorways	100.0	104.6	106.9	108.7	107.8	105.7	106.8	116.1	118.1	120.7	121.6
A roads	100.0	102.6	102.3	101.0	101.9	100.4	100.4	99.1	99.5	100.6	102.2
All roads (incl. B, C, uncl.)	100.0	103.3	104.6	104.1	103.5	101.8	101.6	101.9	102.6	105.0	106.2
Reported Road Accident Casualties											
Killed	100.0	109.8	98.3	94.4	75.5	72.7	64.7	61.5	60.1	71.0	58.7
Killed and Serious	100.0	99.9	90.3	96.4	84.8	73.7	70.0	73.1	62.4	64.6	59.8
All (Killed, Serious, Slight)	100.0	96.6	90.8	87.2	84.1	74.6	71.5	71.1	64.3	63.2	61.3
Passenger Rail^{2,6}											
ScotRail passenger journeys ⁶	100.0	103.1	107.3	110.1	110.8	112.8	116.8	119.9	124.4	133.5	134.3
Rail journeys in/from Scotland ⁷	..	..	..	100.0	100.3	104.2	109.3	112.5	113.7	120.3	..
Passenger receipts (£2014 mill)	..	..	..	100.0	109.9	113.9	116.7	121.2	124.8	131.3	..
Air Transport											
Terminal Passengers	100.0	102.7	105.6	102.3	94.5	87.9	92.7	93.3	97.7	101.2	107.2
Transport Movements	100.0	102.9	104.7	102.0	93.6	86.7	89.6	91.0	92.1	92.0	92.1
Freight	100.0	104.8	83.2	63.2	64.1	59.9	56.9	65.7	68.3	75.4	71.1
Ferries⁸											
Passengers	100.0	100.2	101.4	94.7	96.7	94.5	91.1	91.7	91.4	91.5	90.3
Vehicles	100.0	102.9	107.2	101.0	103.3	101.2	100.8	101.0	97.5	100.2	102.4
of which on routes within Scotland											
Passengers	100.0	101.5	102.3	96.1	99.3	96.3	93.3	94.7	94.0	94.7	93.9
Vehicles	100.0	104.3	108.4	102.6	105.8	102.0	101.9	105.0	102.9	104.9	107.9

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 methodology 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 available 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.

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.

Table S3 Summary of Scottish Household Survey results ¹

SUMMARY

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>column percentages</i>										
Modal share of all journeys ³											
Walking	13.5	13.6	22.0	22.2	21.8	22.0	22.1	26.0	23.3	25.0	21.6
Driver car/van	54.6	54.5	50.2	49.8	51.0	51.1	49.9	48.3	50.0	48.1	49.7
Passenger car/van	15.4	15.4	13.4	13.8	13.3	14.3	13.1	12.7	13.6	13.0	13.3
Bicycle	0.9	0.9	0.7	1.0	0.9	0.8	1.3	1.2	1.0	1.4	1.2
Bus	10.4	11.2	9.3	9.1	8.6	8.7	9.1	8.1	8.5	8.6	9.5
Taxi/minicab	2.2	1.6	1.5	1.5	1.4	0.8	1.3	1.3	1.6	1.2	1.3
Rail	1.9	1.8	1.7	1.6	1.9	1.4	2.0	1.8	1.7	2.1	1.7
Other	1.2	0.9	1.1	1.0	1.0	1.0	1.2	0.7	0.3	0.6	0.6
Sample size (=100%)	24,660	25,220	20,520	20,450	18,680	16,300	17,590	19,740	20,180	19,930	18,710
Place of work											
Works from home	11.1	10.7	11.2	10.0	11.4	10.1	10.6	13.2	13.3	13.1	14.1
Does not work from home	88.9	89.3	88.8	90.0	88.6	89.9	89.4	86.8	86.7	86.9	85.9
Sample size (=100%)	6,840	6,850	5,890	6,090	6,100	5,860	6,190	4,730	4,850	4,810	4,670
Travel to work ²											
Walking	12.7	13.8	11.9	12.5	12.3	13.4	12.9	13.6	12.9	12.9	13.6
Car or Van	67.4	66.8	68.0	66.0	67.0	67.3	66.6	67.3	66.2	67.7	65.9
Driver	59.8	59.8	61.3	59.9	60.7	61.0	59.1	61.4	60.6	61.6	60.3
Passenger	7.5	7.0	6.7	6.1	6.4	6.3	7.5	6.0	5.6	6.0	5.6
Bicycle	1.6	2.0	1.7	2.3	2.4	2.3	2.0	2.0	2.5	2.6	2.2
Bus	12.1	11.8	12.7	12.1	12.1	10.8	12.0	10.1	11.3	10.2	11.2
Rail, including underground	3.9	3.6	3.5	4.3	3.9	3.6	3.9	4.3	4.0	4.2	4.4
Other	2.3	2.0	2.3	2.7	2.3	2.7	2.6	2.6	3.1	2.5	2.7
Sample size (=100%)	6,040	6,070	5,180	5,440	5,370	5,220	5,510	4,100	4,160	4,130	3,950
% Public and Active Travel (National Indicator 48)	30.4	31.2	29.7	31.2	30.7	30.1	30.8	30.1	30.7	29.8	31.4
Travel to school											
Walking	52.5	51.1	52.8	48.8	50.0	49.7	50.6	51.4	51.7	51.2	48.8
Car or Van	21.0	21.7	21.9	23.6	24.4	23.0	23.4	24.1	24.4	24.5	25.8
Bicycle	0.6	0.9	0.8	1.5	1.0	1.4	1.4	0.8	1.2	1.7	1.2
Bus (school or service)	23.6	23.7	21.9	23.9	22.0	23.9	21.7	21.1	19.9	20.3	21.0
School bus	16.5	17.0	14.8	16.5	16.0	16.1	15.1	14.9	14.5	14.5	15.3
Service bus	7.1	6.7	7.1	7.3	5.9	7.8	6.6	6.2	5.4	5.8	5.7
Rail, including underground	0.7	1.2	0.9	0.7	0.7	0.3	0.7	0.4	0.6	0.7	1.1
Other	1.6	1.3	1.7	1.5	1.8	1.7	2.2	2.2	2.2	1.7	2.1
Sample size (=100%)	3,270	3,240	2,520	2,750	2,880	2,680	2,720	1,920	1,980	1,980	1,880
Household access to car ⁴ / bike											
No car	31.71	31.97	30.32	30.24	30.66	30.28	30.08	31.00	30.17	30.82	30.00
One car	44.5	43.7	44.3	43.9	43.7	44.0	44.5	43.0	44.0	43.3	43.3
Two Cars	20.5	20.5	21.4	21.9	21.5	21.6	21.0	21.3	21.3	21.1	21.7
Three or more cars	3.3	3.8	4.0	4.0	4.2	4.1	4.4	4.7	4.6	4.7	5.1
One or more cars	68.3	68.0	69.7	69.8	69.3	69.7	69.9	69.0	69.8	69.2	70.1
Two or more cars	23.8	24.4	25.3	25.8	25.6	25.7	25.4	26.0	25.8	25.9	26.8
1+ Bicycles which can be used by adults	35.0	35.3	36.9	36.8	35.5	34.3	35.1	35.0	34.3	34.4	35.1
Sample size	15,390	15,620	13,410	13,820	14,190	14,210	14,360	10,640	10,650	10,630	10,330
Driving (aged 17+)											
Those with a full driving licence											
Male	75.7	75.5	75.8	76.0	76.2	75.6	75.6	75.6	76	75.8	73.4
Female	56.4	58.0	59.2	59.9	60.6	60.2	59.8	61.6	61.4	61.8	63.1
All	65.6	66.4	67.0	67.6	68.0	67.6	67.3	68.3	68.4	68.5	68.0
Frequency of driving											
Every day	41.8	40.9	45.2	44.9	43.4	41.4	40.7	42.0	41.9	40.9	40.9
At least three times a week	11.2	11.6	10.0	10.4	11.9	12.8	13.3	13.1	13.3	13.9	14.5
Once or twice a week	5.8	6.7	5.1	5.6	5.6	6.0	6.2	6.0	5.6	5.9	5.9
At least 2-3 times a month	0.8	1.0	0.9	1.0	0.9	0.9	0.9	0.8	1.0	0.9	0.8
At least once a month	0.5	0.5	0.6	0.4	0.4	0.4	0.4	0.3	0.5	0.7	0.5
Less than once a month	1.4	1.4	1.7	1.3	1.6	1.8	1.7	1.7	1.6	1.8	1.4
Holds full licence, never drives	4.1	4.4	3.5	4.0	4.2	4.3	4.1	4.5	4.5	4.3	4.0
Does not have a full driving licence	34.4	33.6	33.0	32.4	32.0	32.4	32.7	31.7	31.6	31.5	32.0
Sample size (=100%)	13,970	14,080	12,150	12,260	12,450	12,360	12,800	9,830	9,840	9,720	9,340
Percentage of car / van stages delayed by traffic congestion											
National Indicator 4	11.6	12.7	14.4	13.1	11.0	10.5	11.2	9.9	9.69	11.7	12.47
Sample size (=100%)	13,780	14,010	9,260	9,320	8,680	7,580	8,310	9,830	10,200	9,820	9,315
Frequency of use of local bus/train service (aged 16+)											
Bus service											
Every day or almost every day	11.9	12.0	12.3	12.6	11.3	11.0	11.1	9.3	11.3	9.7	11.7
2 or 3 times per week	11.6	11.7	11.7	12.2	11.8	11.7	12.5	11.0	11.4	11.3	11.6
About once a week	7.7	7.9	7.7	7.8	8.4	7.7	7.8	7.8	7.8	7.6	8.1
Once or twice a month	12.1	12.2	13.9	13.9	14.1	13.5	14.2	13.7	14.1	13.6	14.3
Not used in the past month	56.7	56.2	54.4	53.6	54.5	56.1	54.3	58.2	55.4	57.7	54.2
Train service											
Every day or almost every day	2.0	2.0	2.0	2.3	2.1	1.9	2.0	2.5	2.2	2.2	2.1
2 or 3 times per week	1.5	1.6	1.8	2.0	2.1	1.9	2.2	2.4	2.5	2.1	2.5
About once a week	2.6	2.8	3.2	3.2	3.7	3.5	3.7	4.2	4.0	5.0	4.4
Once or twice a month	14.3	13.7	16.3	16.4	15.9	17.3	17.9	19.1	19.5	21.2	20.7
Not used in the past month	79.5	79.8	76.6	76.1	76.2	75.5	74.2	71.8	71.8	69.5	70.2
Sample size (=100%)	14,060	14,180	12,120	12,300	12,520	12,420	12,890	9,890	9,920	9,800	9,410

1. The apparent year-to-year fluctuations in some of the figures may be due to sampling variability.

2. Employed adults (aged 16+) not working from home

3. The Travel diary methodology changed in 2007 and in 2012 creating a break in the time series.

4. From 2012 Q4 the question was changed to ask about access to cars / vans instead of just cars.

Table S4 Summary of cross-border transport

SUMMARY

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Passenger journeys <i>millions</i>												
to / from other parts of UK												
Rail	4.88	5.20	5.58	5.81	6.13	6.64	7.33	7.59	7.74	7.98	8.67	..
Air ¹	12.88	13.16	12.96	12.87	12.07	10.89	9.83	10.12	10.05	10.30	10.57	11.15
Ferry ²	2.34	2.05	2.02	2.09	1.94	1.92	1.86	1.81	1.81	1.83	1.79	1.73
Total these modes	20.09	20.41	20.55	20.77	20.13	19.45	19.08	19.57	19.60	20.11	21.03	..
to / from other countries												
Air ³	8.12	8.97	9.67	10.35	10.35	9.74	9.27	10.06	10.21	10.86	11.25	12.19
Ferry ⁴	0.21	0.19	0.12	0.11	0.08	0.03	0.05	0.001	0.001	0.001	0.001	0.000
Total these modes	8.33	9.17	9.79	10.47	10.43	9.77	9.32	10.06	10.21	10.86	11.25	12.19
Total cross-border passengers												
Rail	4.88	5.20	5.58	5.81	6.13	6.64	7.33	7.59	7.74	7.98	8.67	..
Air	21.00	22.14	22.63	23.23	22.42	20.63	19.10	20.18	20.26	21.16	21.81	23.34
Ferry	2.54	2.25	2.14	2.21	2.01	1.95	1.97	1.86	1.81	1.83	1.79	1.73
Total these modes	28.42	29.58	30.34	31.24	30.56	29.22	28.41	29.63	29.82	30.97	32.27	..
Freight												
to other parts of UK												
Road ⁵	14.3	12.5	14.2	16.4	12.3	12.6	14.8	13.6	13.7	13.2	13.9	17.0
Rail	6.4	9.0	7.1	4.6	3.8	3.3	3.1	4.5	2.9	..	..	..
Water	18.7	22.5	17.9	19.7	21.0	17.6	16.6	16.6	8.8	10.7	10.7	..
Total these modes	39.4	44.0	39.3	40.6	37.1	33.4	34.5	34.7	25.4	..	..	..
from other parts of UK												
Road ⁵	17.6	17.4	18.9	21.9	17.7	16.0	17.9	17.5	19.8	16.4	18.4	19.8
Rail	0.9	2.1	2.1	2.0	2.0	1.3	1.6	3.3	1.7	..	..	..
Water	5.4	5.9	5.6	5.5	5.1	4.9	5.5	4.9	2.1	4.8	5.3	..
Total these modes	23.9	25.3	26.6	29.4	24.8	22.1	25.0	25.8	23.5	..	..	..
Total to / from other parts of UK												
Road ⁵	31.9	29.9	33.1	38.3	30.0	28.6	32.7	31.1	33.5	29.6	32.3	36.8
Rail	7.3	11.1	9.2	6.6	5.9	4.5	4.7	7.8	4.6	..	..	..
Water	24.0	28.4	23.6	25.2	26.1	22.4	22.1	21.6	10.8	15.5	16.0	..
Total these modes	63.2	69.3	65.9	70.0	61.9	55.6	59.5	60.5	48.9	..	..	..
to other countries												
Road ⁵	0.5	0.4	0.4	0.6	0.5	0.5	0.4	0.3	0.3	0.3	0.2	0.2
Rail ⁶	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.4	..	..	..
Water ⁷	54.5	45.0	44.0	45.6	42.4	38.3	39.9	33.4	32.1	31.6	30.8	30.3
Total these modes	55.5	45.9	44.9	46.7	43.3	39.2	40.7	34.0	32.8	..	..	..
from other countries												
Road ⁵	0.3	0.3	0.2	0.3	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.2
Rail ⁸	0.5	0.5	0.5	0.4	0.5	0.4	0.4	0.4	0.4	..	..	..
Water ⁷	15.0	17.0	17.9	14.6	16.1	13.5	13.2	14.2	16.3	16.5	16.6	13.5
Total these modes	15.8	17.8	18.6	15.3	16.9	14.2	13.8	14.7	16.8	..	..	..
Total to / from other countries												
Road ⁵	0.8	0.7	0.6	0.9	0.8	0.7	0.6	0.4	0.4	0.4	0.3	0.4
Rail	1.1	1.0	1.0	0.9	0.9	0.8	0.8	0.8	0.8	..	..	..
Water	69.4	62.0	61.9	60.2	58.5	51.9	53.1	47.6	48.3	48.1	47.4	43.7
Total	71.3	63.7	63.5	62.0	60.2	53.3	54.4	48.8	49.5	..	..	..
Total cross-border freight												
Road ⁵	32.7	30.6	33.7	39.2	30.8	29.3	33.3	31.5	33.9	30.0	32.6	37.2
Rail	8.3	12.1	10.2	7.5	6.7	5.3	5.5	8.6	5.4	..	..	..
Water	93.5	90.4	85.5	85.4	84.6	74.3	75.2	69.2	59.1	63.6	63.4	..
Total these modes	134.5	133.0	129.3	132.0	122.1	108.9	114.0	109.2	98.4	..	..	..

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.

5 Figures for services between Lerwick and other countries are available from 1998.

6 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)

7 The figures for 2004 onwards are not directly comparable with earlier years, due to changes to the survey's methodology & processing.

8 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.

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

SUMMARY

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Vehicles Licensed (all vehicles)											<i>thousand</i>
Scotland	2,531	2,564	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863
GB	32,897	33,070	33,651	33,883	33,958	34,120	34,229	34,522	35,034	35,633	36,467
Households with a Car ¹ (National Travel Survey)											<i>percent</i>
Scotland	69	..	70	..	70	..	70	..	..	..	..
GB	75	..	75	..	75	..	72	..	..	..	..
Public Road Lengths (all roads)											<i>thousand kilometres</i>
Scotland	54.8	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.0	56.0	56.1
GB ²	388.0	398.4	398.9	394.5	394.4	394.3	394.3	394.9	395.5	395.6	395.7
Road Traffic											<i>billion vehicle kilometres</i>
Motorway											
Scotland	6.15	6.43	6.58	6.68	6.63	6.50	6.57	7.14	7.26	7.42	7.48
GB	97.0	99.5	100.6	100.1	99.5	98.2	99.5	100.4	101.9	104.3	107.0
A roads											
Scotland	21.9	22.5	22.4	22.1	22.3	22.0	22.0	21.7	21.8	22.0	22.4
GB ³	223.1	226.1	224.9	222.8	222.4	219.5	220.4	218.5	218.6	222.9	226.9
All roads (incl. B, C, unclassified)											
Scotland	42.7	44.1	44.7	44.5	44.2	43.5	43.4	43.5	43.8	44.8	45.4
GB ³	493.9	501.1	505.4	500.6	495.8	487.9	488.9	487.1	488.8	501.5	509.7
Reported Road Accident Casualties: Killed or Seriously Injured											<i>thousand</i>
Scotland ¹²	2.95	2.95	2.67	2.85	2.50	2.18	2.07	2.16	1.84	1.91	1.76
GB	32.2	31.8	30.7	28.6	26.9	24.5	25.0	24.8	23.4	24.6	23.9
Local bus passenger journeys ^{2,4}											<i>million</i>
Scotland	465	476	487	484	458	430	436	421	422	416	409
GB	4,720	4,913	5,162	5,268	5,210	5,187	5,213	5,117	5,200	5,165	5,039
Rail passenger journeys ^{4,5,6}											<i>million</i>
Scotland	66.7	69.8	72.7	76.3	76.5	79.4	83.3	85.8	86.7	91.7	..
GB ^{10,11}	827	984	1,018	1,074	1,065	1,160	1,228	1,269	1,333	1,393	..
Air terminal passengers											
Scotland	23.8	24.4	25.1	24.3	22.5	20.9	22.1	22.2	23.3	24.1	25.5
UK	228.2	235.2	240.7	235.4	218.1	210.7	219.3	220.6	228.4	238.4	251.5
Freight Lifted											<i>million tonnes</i>
Road ^{8,9}											
Scotland	166	170	177	157	132	132	144	151	136	138	154
UK	1,746	1,776	1,822	1,668	1,356	1,489	1,559	1,587	1,475	1,490	1,647
Rail ⁴											
Scotland	14.32	12.96	11.35	10.36	9.69	8.33	9.87	8.43	..	..	..
GB	105	108	102	103	87	90	102	113	117	111	86
Coastwise traffic											
Scotland	25.5	20.6	22.8	23.3	19.8	18.0	16.3	12.5	11.4	11.8	14.2
UK	65.1	56.7	57.6	58.1	54.6	50.5	49.3	42.8	37.9	39.5	42.6
Pipelines ⁷											
Scotland	27.6	27.8	27.5	27.6	27.6	27.6	27.8	28.2	..	..	..
GB	55.4	54.5	53.1	53.3	53.6	53.5	53.7	54.3	..	..	..
Travel to Work (Autumn: Labour Force Survey)											<i>percent</i>
Car (or van, minibus, works van)											
Scotland	68	69	69	69	70	71	68	68	69	69	70
GB	71	70	69	70	70	70	68	69	68	69	68
Public transport (bus, rail, underground)											
Scotland	16	17	16	17	15	14	16	15	16	15	15
GB	14	15	16	15	15	15	16	16	16	16	17

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

2 DfT revised its methodology 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 zone card methodology.

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.

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

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

SUMMARY

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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Vehicles Licensed (all vehicles)											
										<i>Index 2005=100</i>	
Scotland	100.0	101.3	103.8	105.3	106.0	106.1	106.3	107.3	109.0	111.5	113.1
GB	100.0	100.5	102.3	103.0	103.2	103.7	104.0	104.9	106.5	108.3	110.9
Public Road Lengths (all roads)											
Scotland	100.0	100.2	100.6	100.9	101.3	101.4	101.7	101.9	102.0	102.1	102.3
GB ¹	100.0	102.7	102.8	101.7	101.7	101.6	101.6	101.8	101.9	102.0	102.0
Road Traffic											
Motorway											
Scotland	100.0	104.6	106.9	108.7	107.8	105.7	106.8	116.1	118.1	120.7	121.6
GB	100.0	102.6	103.7	103.2	102.6	101.2	102.6	103.5	105.1	107.5	110.3
A roads											
Scotland	100.0	102.6	102.3	101.0	101.9	100.4	100.4	99.1	99.5	100.6	102.2
GB ²	100.0	101.3	100.8	99.9	99.7	98.4	98.8	97.9	98.0	99.9	101.7
All roads (incl. B, C, unclassified)											
Scotland	100.0	103.3	104.6	104.1	103.5	101.8	101.6	101.9	102.6	105.0	106.2
GB ²	100.0	101.5	102.3	101.4	100.4	98.8	99.0	98.6	99.0	101.5	103.2
Reported Road Accident Casualties: Killed or Seriously Injured											
Scotland	100.0	99.9	90.3	96.4	84.8	73.7	70.0	73.1	62.4	64.6	59.8
GB	100.0	99.0	95.5	88.9	83.7	76.2	77.8	77.1	72.7	76.4	74.2
Local bus passenger journeys ^{2,4}											
Scotland	100.0	102.3	104.7	103.9	98.4	92.5	93.6	90.5	90.7	89.3	87.9
GB	100.0	104.1	109.4	111.6	110.4	109.9	110.4	108.4	110.2	109.4	106.8
Rail passenger journeys ^{4,5,6}											
Scotland	100.0	104.6	109.0	114.3	114.6	119.0	124.8	128.5	129.9	137.4	..
GB	100.0	118.9	123.0	129.8	128.8	140.3	148.4	153.4	161.1	168.3	..
Air terminal passengers											
Scotland	100.0	102.7	105.6	102.3	94.5	87.9	92.7	93.3	97.7	101.2	107.2
UK	100.0	103.1	105.5	103.1	95.6	92.3	96.1	96.7	100.1	104.4	110.2
Freight Lifted											
Road ^{6,8}											
Scotland	100.0	102.7	106.8	94.8	79.7	79.7	87.1	90.9	82.0	83.1	92.9
UK	100.0	101.7	104.4	95.5	77.7	85.3	89.3	90.9	84.5	85.3	94.3
Rail ³											
Scotland	100.0	90.5	79.3	72.3	67.7	58.2	68.9	58.9	..	..	..
GB	100.0	102.9	97.2	97.5	82.8	85.4	96.6	107.4	110.7	104.9	81.8
Coastwise traffic											
Scotland	100.0	80.6	89.3	91.2	77.7	70.3	64.0	49.1	44.6	46.3	55.6
UK	100.0	87.1	88.5	89.3	83.9	77.6	75.8	65.8	58.3	60.7	65.5
Pipelines ⁷											
Scotland	100.0	100.7	99.6	100.0	100.0	100.0	100.7	102.2	..	..	..
GB	100.0	98.4	95.8	96.2	96.8	96.6	96.9	98.0	..	..	..

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

2 DfT revised its methodology 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 zone card methodology.

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

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

SUMMARY

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Vehicles Licensed (all vehicles)											
									<i>per 100 population</i>		
Scotland	50	50	51	51	51	51	51	51	52	53	53
GB	56	56	57	56	56	56	56	56	56	57	58
Public Road Lengths (all roads)											
									<i>kilometres per 1,000 population</i>		
Scotland	10.7	10.7	10.7	10.6	10.6	10.6	10.5	10.5	10.5	10.5	10.4
GB	6.6	6.7	6.7	6.6	6.5	6.5	6.4	6.4	6.4	6.3	6.3
Road Traffic											
									<i>vehicle kilometres per head</i>		
Motorway											
Scotland	1,204	1,253	1,272	1,284	1,268	1,236	1,240	1,344	1,363	1,388	1,392
GB	1,653	1,684	1,689	1,667	1,646	1,611	1,619	1,622	1,636	1,662	1,691
A Roads											
Scotland	4,286	4,376	4,334	4,253	4,267	4,179	4,150	4,086	4,089	4,119	4,168
GB ¹	3,802	3,827	3,776	3,711	3,678	3,601	3,585	3,531	3,510	3,552	3,587
All roads (incl. B, C and unclassified)											
Scotland	8,359	8,595	8,639	8,547	8,452	8,264	8,187	8,196	8,229	8,385	8,445
GB ¹	8,416	8,481	8,486	8,337	8,199	8,004	7,953	7,872	7,849	7,991	8,057
Reported Road Accident Casualties: Killed or Seriously Injured											
									<i>per 1,000 population</i>		
Scotland	0.58	0.57	0.52	0.55	0.48	0.41	0.39	0.41	0.35	0.36	0.33
GB	0.55	0.54	0.52	0.48	0.45	0.40	0.41	0.40	0.38	0.39	0.38
Local bus passenger journeys^{2,4}											
									<i>per head</i>		
Scotland	91	93	94	93	88	82	82	79	79	78	76
GB	80	83	87	88	86	85	85	83	84	82	80
Rail passenger journeys^{4,5,6}											
									<i>per head</i>		
Scotland	13.1	13.6	14.1	14.7	14.6	15.1	15.7	16.1	16.3	17.1	..
GB	14.1	16.7	17.1	17.9	17.6	19.0	20.0	20.5	21.4	22.2	..
Air terminal passengers											
									<i>per head</i>		
Scotland	4.7	4.8	4.9	4.7	4.3	4.0	4.2	4.2	4.4	4.5	4.7
UK	3.8	3.9	3.9	3.8	3.5	3.4	3.5	3.5	3.6	3.7	3.9
Freight Lifted											
									<i>tonnes per head</i>		
Road											
Scotland	32.4	33.1	34.2	30.2	25.2	25.1	27.2	28.3	25.5	25.7	28.6
UK	28.9	29.2	29.7	27.0	21.8	23.7	24.6	24.9	23.0	23.1	25.3
Rail ³											
Scotland	2.8	2.5	2.2	2.0	1.9	1.6	1.9	1.6	..	..	..
GB	1.8	1.8	1.7	1.7	1.4	1.5	1.7	1.8	1.9	1.8	1.4
Coastwise traffic											
Scotland	5.0	4.0	4.4	4.5	3.8	3.4	3.1	2.4	2.1	2.2	2.6
UK	1.1	1.0	1.0	1.0	0.9	0.8	0.8	0.7	0.6	0.6	0.7
Pipelines ⁵											
Scotland	5.4	5.4	5.3	5.3	5.3	5.2	5.2	5.3	..	..	..
GB	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	..	..	..

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

2 DfT revised its methodology 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 zoned methodology.

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

Table H1 Summary of passenger traffic

SUMMARY

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
						<i>million</i>				<i>Index, 1985 = 100</i>	
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	60	113
1976	9,438	881	60.1	4.78	5.17	69	128	105	69	69	111
1977	9,622	824	56.8	4.85	4.82	71	120	99	70	70	103
1978	9,749	794	59.7	5.90	4.64	72	116	105	85	99	99
1979	9,643	786	57.6	6.33	4.56	71	114	101	91	98	98
1980	10,262	763	61.5	6.37	4.48	75	111	108	92	96	96
1981	10,418	716	57.8	6.50	4.27	77	104	101	94	91	91
1982	10,733	694	49.5	6.37	4.19	79	101	87	92	90	90
1983	11,043	680	55.7	6.48	4.51	81	99	98	93	97	97
1984	12,794	669	51.3	6.99	4.67	94	97	90	101	100	100
1985	13,606	687	57.1	6.94	4.67	100	100	100	100	100	100
1986	14,012	660	53.1	7.24	4.85	103	96	93	104	104	104
1987	14,881	662	54.1	7.81	5.35	109	96	95	112	115	115
1988	15,946	662	54.0	8.51	5.66	117	96	95	123	121	121
1989	17,027	628	51.8	9.23	6.18	125	91	91	133	132	132
1990	17,476	600	52.8	9.86	6.54	128	87	92	142	140	140
1991	17,553	585	54.5	9.57	6.80	129	85	95	138	146	146
1992	18,068	545	59.3	10.38	6.63	133	79	104	150	142	142
1993	18,211	538	59.1	11.12	6.63	134	78	104	160	142	142
1994	18,683	526	54.4	11.79	6.64	137	77	95	170	142	142
1995	19,226	506	48.9	12.31	10.49	6.86	141	74	86	177	147
1996	19,888	478	49.8	13.21	9.33	5.59	146	70	87	190	120
1997	20,266	448	53.1	14.39	9.92	5.63	149	65	93	207	121
1998	20,456	424	55.1	15.19	9.64	5.33	150	62	96	219	114
1999	20,700	455	57.6	15.94	9.96	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	9.79	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	459	61.3	22.55	10.84	5.92	164	67	107	325	127
2005	22,060	465	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	487	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	458	76.5	22.50	10.22	5.40	165	67	134	324	116
2010	21,998	430	79.4	20.91	9.99	5.37	162	63	139	301	115
2011	21,986	436	83.3	22.07	9.63	5.22	162	63	146	318	112
2012	22,170	421	85.8	22.21	9.70	5.15	163	61	150	320	110
2013	22,217	422	86.7	23.25	9.66	5.15	163	61	152	335	335
2014	22,418	416	91.7	24.08	9.68	5.15	165	61	..	347	347
2015	22,573	409	..	25.51	9.55	5.15	166	60	..	367	367

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

Table H2 Summary of freight traffic¹

SUMMARY

(a) freight lifted - millions of tonnes

Year ²	Air	Road	Rail	Coastal ship- ping	Coast- wise ship- ping	Inland water- way	Pipeline ³	Total	Air	Road	Rail	Coastal ship- ping	Coast- wise ship- ping	Inland water- way	Pipeline ³	
		<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>see notes</i>	<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>see notes</i>		<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>see notes</i>	<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>see notes</i>	
	<i>millions of tonnes lifted</i>								<i>Index, 1985 = 100</i>							
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	173.7	11.3	25.8	20.5	10.0	27.6	269.0	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	144.2	9.9	22.6	16.3	10.7	27.8	231.6	110	82	66	..	100	..	93	
2012	0.05	150.6	8.4	11.3	12.5	10.8	28.2	221.9	115	70	33	..	101	..	95	
2013	0.05	135.8	..	16.6	11.4	10.7	..	..	104	..	48	..	100	..	..
2014	0.06	137.6	..	17.1	11.8	9.4	..	..	105	..	50	..	88	..	..
2015	0.06	153.9	..	..	14.2	10.3	..	..	118	..	..	..	96	..	..

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 traffic¹

SUMMARY

(b) freight moved - millions of tonne-kilometres

Year ²	Road <i>lifted in Scotland</i>	Rail ⁷ <i>lifted in Scotland</i>	Coastwise shipping <i>lifted in Scotland</i>	Inland waterway <i>lifted in Scotland</i>	Pipeline ^{3,6} <i>see notes</i>
<i>millions of tonne-kilometres</i>					
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	3,127	15,600	280	5,929
2002	14,170	2,856	14,540	240	5,909
2003 ⁵	14,432	2,625	14,850	240	5,832
2004	15,195	3,839	14,060	240	5,820
2005	13,507	4,345	17,457	251	5,869
2006	14,233	4,195	14,491	249	5,715
2007	15,349	3,601	16,909	268	5,726
2008	13,936	3,281	17,890	312	5,725
2009	12,348	2,912	15,321	244	5,725
2010	12,695	3,077	13,557	280	5,725
2011	13,126	2,637	13,011	270	5,752
2012	12,694	2,607	9,051	269	5,836
2013	12,442	..	7,452	262	..
2014	12,563	..	8,031	234	..
2015	14,438	..	11,414	236	..

- 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).
- 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).
- Over 50km
- A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis.
- Changes to the methodology for collecting road freight data mean that previous figures are not comparable.
- Pipeline figures for 2012 are provisional.
- Revisions made to rail freight from 2001 onwards due to an error in the formula for calculating the figures

Table H3: Traffic estimates

SUMMARY

Year	million vehicle kilometres					index 1985=100				
	Motorways	A roads	All major roads (M & A)	Minor roads (B, C & unclassif.)	All roads	Motorways	A roads	All major roads (M & A)	Minor roads (B, C & unclassif.)	All roads
1962	..	..	..	..	..	..	..	..	..	..
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	28,898	15,221	44,119	306	149	168	..	..
2007	6,577	22,408	28,986	15,680	44,666	313	148	168	..	..
2008	6,683	22,126	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	28,496	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	21,712	28,853	14,696	43,549	339	144	168	..	..
2013	7,262	21,786	29,048	14,792	43,840	345	144	169	..	..
2014	7,421	22,025	29,446	15,394	44,839	353	146	171	..	..
2015	7,477	22,395	29,872	15,501	45,374	355	148	173	..	..

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

SUMMARY

Year	Vehicles licensed	New registrations of vehicles	Reported road casualties all severities	Vehicles licensed	New registrations of vehicles	Reported road casualties
	<i>thousand</i>	<i>thousand</i>	<i>number</i>			<i>index 1985=100</i>
1962	775	86	26,703	51	48	98
1963	836	100	27,728	55	56	102
1964	900	117	30,527	59	65	112
1965	951	113	31,827	63	63	117
1966	991	113	32,280	65	62	118
1967	1,035	116	31,760	68	64	116
1968	1,065	119	30,649	70	66	112
1969	1,106	110	31,056	73	61	114
1970	1,124	117	31,240	74	65	114
1971	1,135	128	31,194	75	71	114
1972	1,181	161	31,762	78	89	116
1973	1,252	173	31,404	83	96	115
1974	1,274	143	28,783	84	79	105
1975 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	15,043	177	120	55
2010	2,685	209	13,338	177	116	49
2011	2,691	202	12,786	178	112	47
2012	2,717	216	12,712	179	120	47
2013	2,759	241	11,502	182	133	42
2014	2,821	262	11,307	186	145	41
2015	2,863	268	10,968	189	148	40

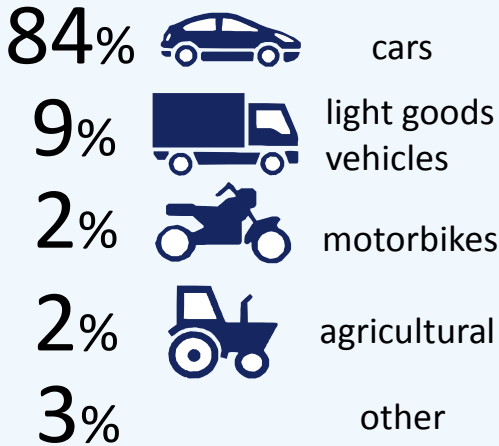
1. The figures for vehicles licensed for 1974 to 1978 are on different bases, due to the effect on the annual "census" of the transfer of licensing records from local offices to the then DVLC
2. For years up to 1992 estimates are taken from the DVLA annual vehicle census, from 1993 onwards estimates 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

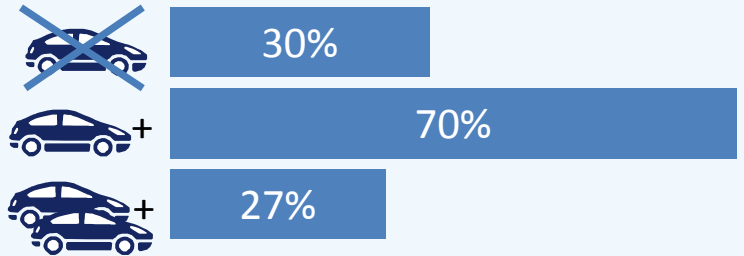
• Road transport vehicles • Driving license possession • Car ownership • Motor vehicle offences • Blue Badge Scheme members.

2.9 million

Vehicles licensed for road use
in Scotland in 2015



Car ownership in Scotland is increasing; most households (70%) had one or more cars available for private use in 2015



Households with:

• more people



• a higher net income

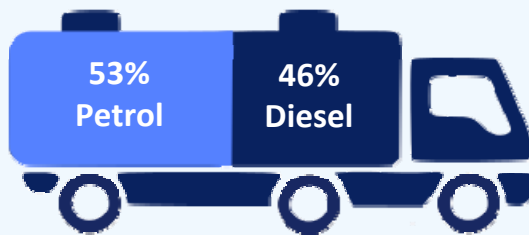
££££

• a more rural/remote location



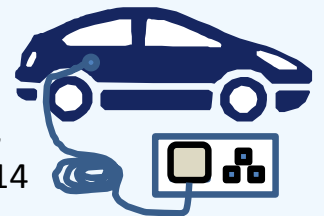
were likely to own more cars.

More than 99% of road vehicles in Scotland ran on **petrol or diesel** in 2015.



Electric and hybrid cars have a small but increasing share (>1%)

4,500 new electric and hybrid registrations in 2015, 25% more than in 2014



Driving licence possession has increased by 2% in the last ten years (2005-2015)



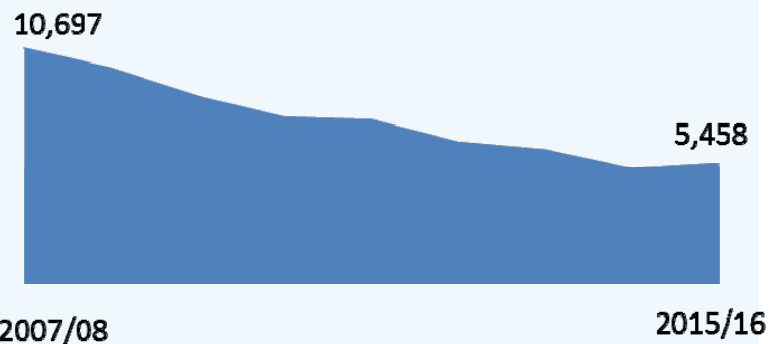
73% of men 63% of women owned a full driving license in 2015



££££

License ownership tended to increase with household income

Drunk driving offences by year:



For web publication and further information, visit <http://bit.ly/STS2016-Road>



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 (from the Scottish Household Survey), the number of Blue Badges issued and information about motor vehicle offences recorded by the Police.

Key Points

- **There were 2.9 million vehicles licensed for use on the roads in Scotland in 2015, of which 84 per cent were cars.**
- **Over two thirds (68%) of the adult population (17+) held a full driving licence in 2015.**
- **Seventy per cent of households had access to one or more cars or vans in 2015; a quarter (27%) of households had access to two or more cars or vans.**

2. Main Points

Vehicles Licensed

2.1 The total number of new motor vehicles registrations in 2015 was around 267,600, 2% more than in 2014 and 6% more than 2005. (*Table 1.1*)

2.2 New registrations of cars in 2015 accounted for around 224,000 of these, around 6,000 (3%) more than in 2014, and 11,000 (5%) more than 2005. Of all new registered vehicles in 2015, 125,300 (47%) were petrol-propelled, and 137,700 (51%) were diesel-propelled. The remaining new vehicles registered in 2015 were mostly electric or hybrid-electric vehicles, both these groups have seen steady increases in new registrations in recent years. In the last 10 years, only 2011, 2013, 2014 and 2015 saw more new diesel vehicles registered than petrol vehicles. More detailed data on vehicles registered in 2015 by body type and propulsion is included in Chapter 13. (*Table 1.1*)

2.3 The total number of vehicles licensed was 2.9 million in 2015, 1 per cent higher than 2014 and 13% higher than in 2005. The number of private and light goods vehicles in 2015 was 2.5 million, 2% more than 2014 and 14% higher than 2005. (*Table 1.2*)

2.4 Glasgow had the largest number of vehicles licensed as at the end of 2015 (262,600), followed by Fife (201,200) and Edinburgh (192,200) - based on the postcode of the registered keeper. Per head of population (aged 17+), Glasgow had the third lowest figure behind Dundee and Edinburgh. Glasgow had 433 vehicles for every 1,000 people aged 17+, Edinburgh was lowest at 385. Vehicle ownership per head was much higher in rural areas - Orkney had 753 vehicles per 1,000 people aged 17+, Shetland had 726 and Aberdeenshire had 712, the three areas in Scotland with the highest vehicle ownership by population. The Scotland average was 533 per thousand. The pattern for car registrations was similar with Edinburgh lowest, but Stirling had the highest figure per thousand population at 584, followed by Aberdeenshire at 551. The effect of the registration of company car fleets can be seen: Glasgow accounted for 31 per cent

ROAD TRANSPORT VEHICLES

(55,600) of all the company cars registered in Scotland, compared to 9 per cent of all cars. *(Table 1.3)*

2.5 There were 10,536 taxis and 12,122 private hire cars licensed in Scotland based on figures provided by Scottish local licensing authorities during October-November 2016. These show that licensed taxis have fallen by 4 and private hire cars have risen by 1,441 compared with figures for 2015. Latest figures show that of the 10,536 licensed taxis, just under 4,954 (47%) are wheelchair accessible, a similar proportion and slight decrease in the total number of accessible vehicles from the previous year. The proportion of wheelchair accessible vehicles varies across different Authority areas. *(Table 1.4)*

2.6 The average age of private and light goods vehicles in 2015 was 6.6 years, the same as last year, and continuing a trend of increasing average age since 2005. The average age of private and light goods vehicles continued to be lower in Scotland than for Great Britain as a whole. In 2015 the average age of these vehicles in Great Britain was 7.8 years. *(Table 1.6)*

2.7 There were 6,087 licensed operators of heavy goods vehicles in Scotland in December 2016 and 895 public service vehicle licence holders. Most HGV operators had few (if any) vehicles specified on the licence: 2,954 had 0-2 vehicles, 1,500 had 3-5 vehicles and 812 had 6-10 vehicles. Only 81 operators had between 51 and 100 vehicles specified on the licence as at December 2016. *(Table 1.10)*

2.8 The most popular new car sold in Scotland in 2015 was the Vauxhall Corsa with a market share of 5.4%. The top 5 most popular models had a total market share of 18% and the top 10, 28%. *(Table 1.11)*

MOTs & Driving Tests

2.9 In 2015/16, about 40% of cars tested in the Road Vehicle Testing Scheme (MOT) were unsatisfactory, as were 15% of motor cycles. About 18% of cars tested had unsatisfactory lights or signalling, 18% had unsatisfactory suspension and 16% had unsatisfactory brakes (a vehicle with more than one type of fault is counted against each of them). 8% of motorcycles tested had unsatisfactory lights or signalling, 4% had unsatisfactory brakes and 3% had unsatisfactory steering or suspension. *(Table 1.12)*

2.10 There were 123,000 driving licence practical tests conducted in 2015, the same as 2014. The pass rate was also the same at 48%. The test centre at the Isle of Mull had the highest pass rate (88%), though only 17 tests were conducted, Isle of Skye (Portree) had the highest pass rate for centres where at least 50 tests were conducted (77%), while the lowest was at Glasgow Shieldhall (38%). *(Tables 1.13 & 1.14)*

2.11 The Scottish Household Survey results for 2015 showed that 68% of adults over the age of 17 held a full driving licence. Although men were more likely to hold a full driving licence than women in all age groups, the difference between the proportions increased with age. For the 17-19 age group in 2015, the difference was 5 percentage points. For 70-79 year olds there was a difference of 24 percentage points (men: 76%, women: 52%), which increased to 40 percentage points for those aged 80+ (men: 67%; women: 27%). *(Tables 1.16 and 1.17)*

2.12 SHS results also showed that the percentage holding a full driving licence tended to increase with household income. In 2015, 89% 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.

2.13 License possession was also more likely in rural areas. In 2015, 61% of adults aged 17+ living in large urban areas held a full driving licence compared with 81% of those living in 'Remote Rural' areas (the Scottish Government urban/rural classification system used in the Survey is described in the Notes and Definitions section, page 225). (*Table 1.16*)

Car Availability

2.14 The Scottish Household Survey shows that 70 per cent of households had access to one or more cars in 2015, a proportion that has remained relatively stable over the last five years. A quarter (27%) of households had access to two or more cars. (*Table 1.19*) These estimates were similar to results from the Scotland Census 2011, which suggested that 69% of households have access to one or more cars, with 27% having two or more cars. The Census also showed that slightly fewer men (21 per cent) than women (26 per cent) aged 16 and over lived in households with no cars or vans available. (*Table 1.23*)

2.15 The Scottish Household Survey also shows how the percentage of households with a car available for private use varies between different household types, income bands and type of area. In 2015, family (small or large) and large adult households were most likely to have access to at least one car (large family: 90%, small family: 89%, large adult: 87%). (note definitions of family types are included in the Notes and Definitions section, page 225) Least likely to have access to a car were single pensioner households (43%). The SHS also showed that 27% of large adult and 14% of large family households had 3 or more cars available for private use in 2015. (*Table 1.20*) The 2011 Census showed that married or cohabiting families with dependent children were most likely to have access to a car, at 92%, and single pensioner households were the least likely, at 36%. (*Table 1.24*)

2.16 Only 40% of households whose net annual income was up to £10,000 had one or more cars available for private use, compared with at least 85% of households whose annual net income were above £25,000. 60% of households in large urban areas had cars, compared with 83-88% those in rural areas. (*Table 1.20*)

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

2.18 There were 229,529 Blue Badges on issue in Scotland at the end of March 2016. 108,085 were issued to recipients of allowances or grants which provide an automatic entitlement to a Blue Badge, 118,634 were issued on a discretionary basis to other

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

people with a permanent or substantial disability, and 2,810 were issued to institutions. (Table 1.21)

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

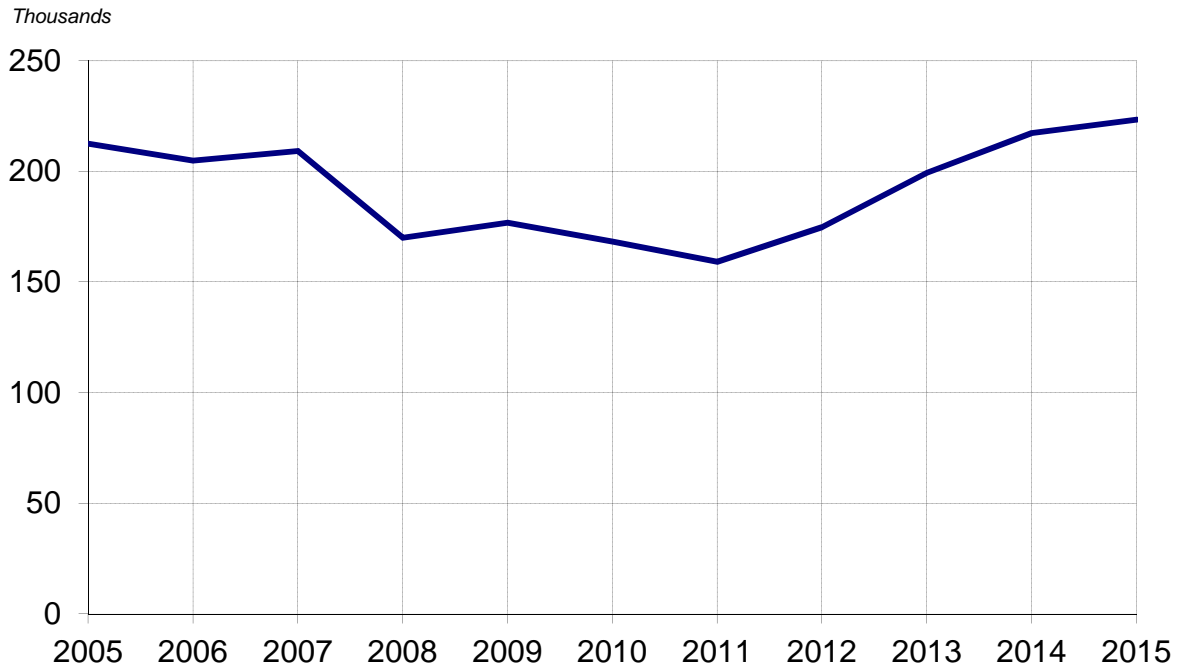
2.21 This exercise identified a number of anomalies affecting comparability of the time series resulting in breaks in the series. Further information about these discontinuities can be found in the Technical report, entitled Recorded Crime: Comparability of Police Scotland and Legacy Force Data, available from <http://www.gov.scot/Topics/Statistics/Browse/Crime-Justice/PubRecordedCrime/TechnicalReport>.

2.20 The total number of motor vehicle offences recorded in 2015-16 was 170,297 (Table 1.22).

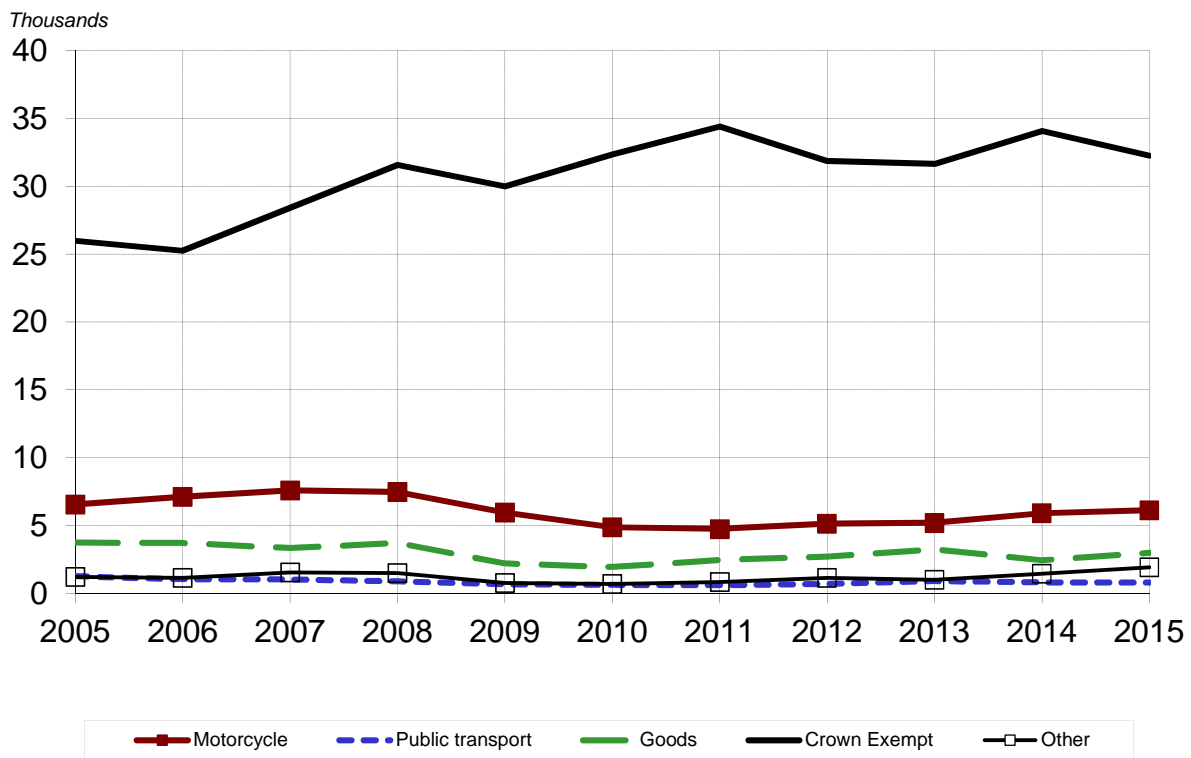
2.21 Although the total number of motor vehicle offences recorded decreased by 13% between 2014-15 and 2015-16, there were as many motor vehicle offence categories that showed an increase as those that showed a decrease; changes in these figures may arise because of changes in the level of enforcement or police deployment. The largest decreases were for Seat belt offences, where there was a 48% decrease from 15,619 to 8,059, and for Mobile phone offences, where there was a 44% decrease from 17,978 to 10,085 (Table 1.22).

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

ROAD TRANSPORT VEHICLES

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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>thousand</i>										
by type of vehicle (taxation group)											
Private and light goods	212.5	204.9	209.3	170.0	176.8	168.3	159.2	174.9	199.3	217.4	223.5
Motorcycles	6.6	7.1	7.6	7.5	6.0	4.9	4.8	5.1	5.2	5.9	6.1
Public transport ¹	1.3	1.1	1.0	0.9	0.7	0.7	0.6	0.7	0.9	0.8	0.8
Goods	3.7	3.7	3.3	3.7	2.2	2.0	2.5	2.7	3.3	2.5	3.0
Crown and exempt ²	26.0	25.3	28.4	31.6	30.0	32.4	34.4	31.9	31.6	34.1	32.3
Other vehicles ²	1.2	1.2	1.6	1.5	0.8	0.7	0.9	1.2	1.0	1.5	1.9
Total	251.3	243.2	251.2	215.3	216.4	208.8	202.3	216.4	241.4	262.2	267.6
by body type											
Cars	203.2	196.5	202.5	172.7	186.2	177.2	167.8	182.5	205.2	222.4	221.8
Taxis	0.5	0.6	0.6	0.3	0.2	0.4	0.4	0.4	0.3	0.5	0.5
Motorcycles	6.6	7.2	7.8	7.7	6.1	5.0	4.8	5.2	5.3	6.1	6.4
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	29.6	28.2	28.8	22.8	14.4	17.8	19.6	17.7	20.2	23.4	28.3
Goods ³	4.4	4.2	3.8	4.2	3.0	2.3	2.8	3.2	3.8	3.2	3.8
Buses and coaches	1.6	1.5	1.3	1.1	0.8	0.8	0.8	0.8	1.0	0.9	0.9
Agricultural vehicles etc	2.9	2.9	3.3	3.5	3.1	3.0	3.2	3.0	2.6	2.8	2.8
Other vehicles	2.4	2.1	3.0	2.9	2.5	2.3	2.9	3.6	2.9	2.9	3.1
All vehicles	251.3	243.2	251.2	215.3	216.4	208.8	202.3	216.4	241.4	262.2	267.6
by method of propulsion											
Petrol	142.2	137.4	143.3	117.3	123.9	107.8	98.4	110.0	118.8	125.3	125.3
Diesel	108.8	105.3	106.9	96.7	91.2	99.0	101.9	104.4	120.2	133.3	137.7
Hybrid Electric	0.2	0.4	0.6	0.7	0.8	1.3	1.1	1.1	1.4	2.0	3.1
Electricity	0.0	0.0	0.4	0.5	0.6	0.6	0.8	0.9	1.0	1.6	1.4
Gas Bi-Fuel	0.1	0.0	0.0	0.0	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	251.3	243.2	251.2	215.3	216.4	208.8	202.3	216.4	241.4	262.2	267.6

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 2015 by body type and method of propulsion.

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

	2005	2006 ³	2007 ³	2008 ³	2009 ³	2010	2011	2012	2013	2014	2015
	<i>thousand</i>										
by type of vehicle (taxation group)											
Private and light goods	2,231	2,259	2,313	2,347	2,362	2,364	2,369	2,395	2,436	2,496	2,537
Motorcycles	56	59	63	66	66	63	60	60	59	61	62
Public transport ¹	12	12	12	12	12	12	12	12	12	12	12
Goods	32	33	33	32	31	30	29	29	29	29	30
Crown and exempt ²	189	191	195	198	203	206	211	212	213	214	211
Other vehicles ²	11	11	11	9	9	9	9	10	10	10	11
All vehicles	2,531	2,564	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863
by body type											
Cars	2,139	2,157	2,201	2,233	2,249	2,255	2,264	2,285	2,319	2,369	2,394
Taxis	4	4	4	4	4	3	4	4	4	4	4
Motorcycles	62	65	69	71	72	69	66	66	66	67	68
Three wheelers	1	1	1	1	1	1	1	1	1	1	1
Light goods	209	221	234	240	242	240	238	241	247	256	269
Goods	32	38	38	38	37	36	36	35	36	36	37
Buses and coaches	18	18	18	17	17	16	16	16	15	15	15
Agricultural vehicles etc	42	42	43	44	45	45	47	48	48	49	50
Other vehicles	25	19	19	18	18	19	20	22	23	24	25
All vehicles	2,531	2,564	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863
by method of propulsion											
Petrol	1,771	1,748	1,747	1,735	1,701	1,656	1,619	1,592	1,567	1,552	1,522
Diesel	756	812	874	923	974	1,018	1,061	1,113	1,178	1,252	1,321
Hybrid Electric	0	1	1	2	3	4	5	6	8	9	11
Electricity	0	0	1	1	2	2	2	3	4	5	6
Gas Bi-Fuel	1	2	2	2	2	2	2	2	2	2	1
Gas or petrol/gas	2	2	2	2	2	2	1	1	1	1	1
Steam	0	0	0	0	0	0	0	0	0	0	0
Others	0	0	0	0	0	0	0	0	0	0	0
Total	2,531	2,564	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863

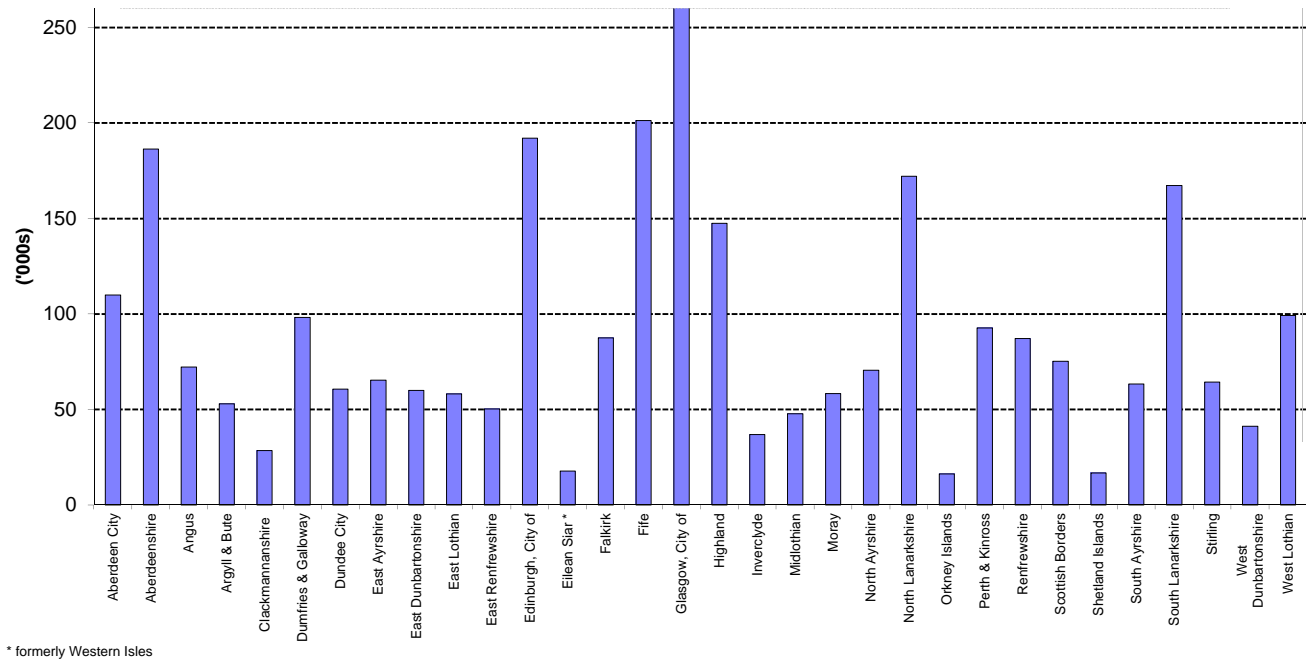
1. Estimates include only those vehicles with more than 8 seats.

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>

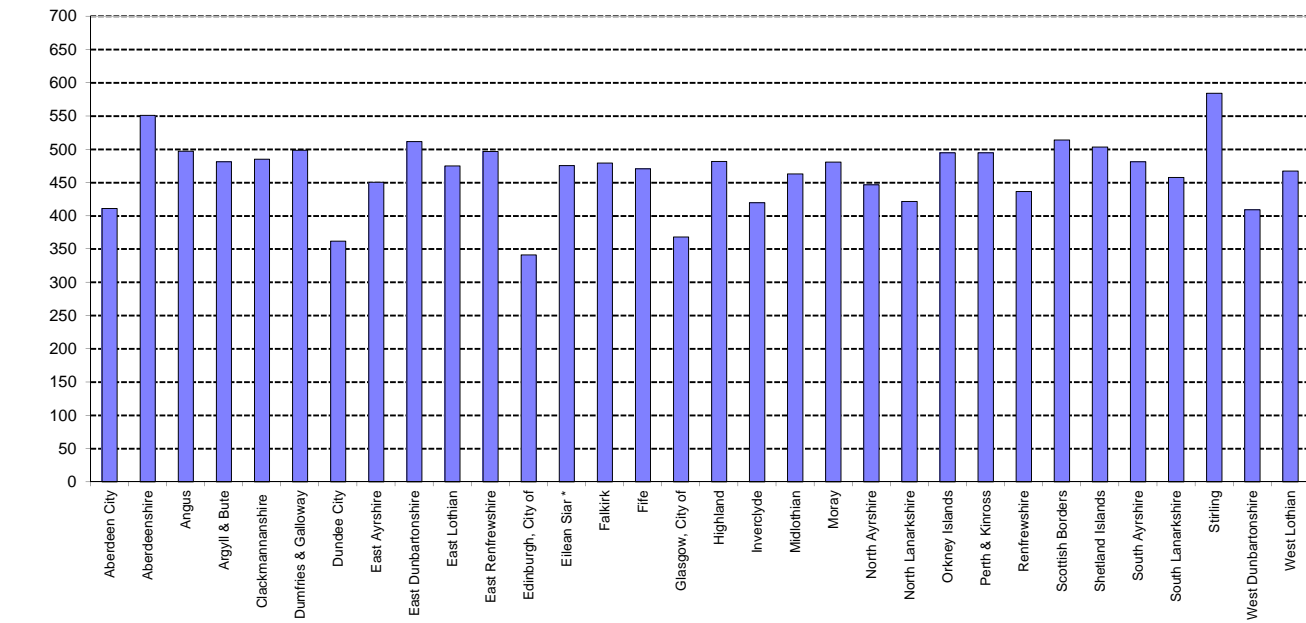
Note: Table 13.10 in Chapter 13 shows vehicles licensed in 2015 by body type and method of propulsion.

Figure 1.2 Vehicles licensed at 31 December 2015 by Council



* formerly Western Isles

Figure 1.3 Private cars licensed at 31 December 2015 per thousand population aged 17+



ROAD TRANSPORT VEHICLES

Table 1.3 Vehicles licensed at 31 December 2015 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 2015)	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			
	<i>thousand</i>												
Aberdeen City	91.6	8.6	3.0	0.6	1.0	4.8	0.4	110.0	94.7	5.0	230,350	477	411
Aberdeenshire	139.7	20.4	5.0	0.6	2.2	17.3	1.3	186.5	144.4	5.8	261,960	712	551
Angus	55.6	7.0	1.9	0.1	0.9	6.4	0.3	72.2	58.1	2.7	116,900	618	497
Argyll & Bute	39.9	6.9	1.1	0.3	0.6	4.0	0.2	53.1	41.8	1.9	86,890	611	482
Clackmannanshire	23.4	2.2	0.7	0.1	0.2	1.9	0.0	28.5	24.9	1.1	51,360	555	485
Dumfries & Galloway	70.6	11.6	2.6	0.2	1.5	11.4	0.3	98.2	74.7	4.2	149,670	656	499
Dundee City	50.3	4.2	1.2	0.2	0.5	4.2	0.1	60.7	53.7	3.5	148,210	409	362
East Ayrshire	51.6	5.7	1.4	0.2	0.7	5.6	0.2	65.3	55.0	3.0	122,060	535	451
East Dunbartonshire	52.6	3.5	1.0	0.1	0.2	2.6	0.1	60.0	54.7	2.5	106,960	561	512
East Lothian	46.7	5.0	1.6	0.5	0.3	4.0	0.1	58.2	49.0	2.2	103,050	565	475
East Renfrewshire	44.4	2.5	0.8	0.1	0.2	2.1	0.1	50.3	46.1	1.7	92,940	541	497
Edinburgh, City of	163.5	12.5	4.3	1.0	0.6	10.1	0.2	192.2	170.2	8.2	498,810	385	341
Eilean Siar ⁴	12.3	3.1	0.4	0.2	0.2	1.5	0.1	17.8	12.9	0.5	27,070	658	475
Falkirk	71.9	6.7	2.0	0.1	1.2	5.3	0.3	87.5	76.0	3.8	158,460	552	479
Fife	163.9	16.0	4.9	1.0	1.2	13.8	0.5	201.2	173.3	8.0	368,080	547	471
Glasgow, City of	206.0	27.2	2.9	1.7	1.6	21.9	1.3	262.6	223.3	55.6	606,340	433	368
Highland	107.8	20.2	3.7	0.6	1.3	12.9	1.0	147.5	112.8	5.5	234,110	630	482
Inverclyde	31.2	1.9	0.6	0.5	0.1	2.5	0.0	36.9	33.4	1.6	79,500	464	420
Midlothian	38.1	4.6	1.4	0.1	0.4	3.2	0.1	47.9	40.5	2.1	87,390	548	463
Moray	44.0	6.5	1.8	0.1	0.7	4.8	0.3	58.3	45.9	2.1	95,510	610	481
North Ayrshire	57.0	5.7	1.7	0.2	0.7	5.2	0.2	70.6	60.8	4.6	136,130	518	446
North Lanarkshire	131.8	21.1	2.5	0.6	3.6	12.2	0.4	172.2	142.6	9.7	338,260	509	422
Orkney Islands	10.2	2.6	0.5	0.1	0.2	2.6	0.2	16.3	10.7	0.5	21,670	753	495
Perth & Kinross	71.4	9.6	2.1	0.2	0.8	7.7	0.9	92.8	74.2	3.8	149,930	619	495
Renfrewshire	71.8	6.5	1.7	0.2	1.3	5.5	0.2	87.1	76.2	4.6	174,560	499	437
Scottish Borders	56.3	8.5	1.6	0.2	1.5	7.1	0.3	75.4	58.6	3.1	114,030	661	514
Shetland Islands	11.3	3.1	0.5	0.2	0.3	1.3	0.2	16.8	11.7	0.9	23,200	726	504
South Ayrshire	51.4	5.0	1.5	0.5	0.3	4.6	0.2	63.4	54.1	2.7	112,400	564	481
South Lanarkshire	135.7	13.4	2.9	0.6	2.2	11.9	0.5	167.2	144.8	8.4	316,230	529	458
Stirling	52.2	6.9	1.0	0.1	0.7	3.4	0.1	64.3	54.2	12.4	92,830	693	584
West Dunbartonshire	34.0	3.1	0.8	0.2	0.2	3.0	0.1	41.3	36.6	2.1	89,590	461	409
West Lothian	78.7	8.7	2.3	0.4	2.3	6.3	0.5	99.2	83.5	4.8	178,550	556	468
Council Unknown	0.4	0.1	0.0	0.0	0.0	0.6	0.0	1.2	0.7	0.2			
Scotland	2,267.1	270.2	61.6	11.9	29.7	211.4	10.7	2,862.8	2,394.2	178.7	5,373,000	533	446

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

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Table 1.4 Taxi, private hire cars and drivers licensed by local authority area, 2016

Council	Taxi vehicles	Private hire cars	Total	Taxi driver licenses	Private hire licences	Total	Wheelchair accessible taxis	Wheelchair accessible private hire cars
Aberdeen City	989	290	1,279	1,522	237	1,759	518	
Aberdeenshire	504	302	806	1,770	138	1,908	55	18
Angus	121	57	178	215	97	312	6	8
Argyll & Bute	191	52	243	375	62	437	6	
Clackmannanshire	57	52	109	157	9	166	5	3
Dumfries & Galloway	207	135	342	505	29	534	6	2
Dundee City	585	218	803	1,381	48	1,429	330	
East Ayrshire	126	86	212	427	24	451	21	6
East Dunbartonshire	369	303	672	754	40	794	24	
East Lothian ¹	126	126	252	398		398	126	
East Renfrewshire	63	476	539	78	540	618	4	2
Edinburgh, City of	1,316	1,471	2,787	3,226	2,114	5,340	1,316	
Eilean Siar	90	20	110	151	15	166	2	
Falkirk	430	129	559	520	138	658	84	11
Fife ¹	477	329	806	1,829		1,829	39	62
Glasgow, City of	1,419	3,153	4,572	2,697	4,332	7,029	1,419	16
Highland	547	171	718	787	260	1,047	18	13
Inverclyde	243	56	299	668		668	23	1
Midlothian	52	128	180	99	337	436		
Moray	203	23	226	397	5	402	8	4
North Ayrshire	216	57	273	565	2	567	33	
North Lanarkshire	494	1,255	1,749	1,244	1,301	2,545	168	3
Orkney Islands	30	17	47	98	7	105	2	1
Perth & Kinross ¹	109	202	311	628		628	9	14
Renfrewshire	235	805	1,040	441	931	1,372	230	13
Scottish Borders	232	70	302	357	31	388	18	15
Shetland Islands	92	57	149	313	53	366		
South Ayrshire	132	158	390	584	78	662	132	
South Lanarkshire	344	1,362	1,706	669	1,734	2,403	30	24
Stirling	73	128	201	363	18	381	22	12
West Dunbartonshire ¹	336	56	392	459	56	515	172	2
West Lothian	128	378	506	231	639	870	128	37
Scotland	10,536	12,122	22,758	23,908	13,275	37,183	4,954	267

Source: Scottish Government - Not National Statistics

1. Separate figures for taxi and private hire licences are not available.

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Table 1.5 Vehicles licensed at 31 December 2015, by taxation group, and by year of first registration

Taxation group	Pre-2001	2001-2005	2006-2010	2011-2015	Total	Total stock	Average age of vehicles
	<i>percentage of total</i>					<i>thousands</i>	<i>years</i>
Private and light goods	3.4	20.0	33.5	43.0	100.0	2,537	6.6
<i>of which body type cars</i>	3.2	20.0	33.6	43.2	100.0	2,267	6.5
Motorcycles ¹	22.5	20.5	23.9	33.0	100.0	62	9.8
Public transport	11.1	25.8	29.8	33.3	100.0	12	8.3
Goods	4.9	15.5	31.7	47.9	100.0	30	6.3
Crown and exempt	21.0	11.9	16.6	50.5	100.0	211	11.9
Other vehicles	13.8	14.4	24.2	47.6	100.0	11	7.5
All vehicles	5.2	19.4	32.0	43.4	100.0	2,863	7.0
<i>of which body type cars</i>	3.6	19.6	32.5	44.3	100.0	2,394	6.6

1. Includes all two wheeled motor vehicles.

Table 1.6 Average age of vehicles licensed at 31 December, by taxation group¹

Type of vehicle	2005	2006 ⁵	2007 ⁵	2008 ⁵	2009 ⁵	2010	2011	2012	2013	2014	2015
(a) Scotland											<i>years</i>
Private and light goods	5.7	5.7	5.7	5.8	6.0	6.1	6.3	6.5	6.5	6.6	6.6
Motorcycles ²	6.8	6.9	7.1	7.3	7.8	8.2	8.6	9.0	9.4	9.6	9.8
Public transport ³	8.0	7.9	7.9	7.8	8.0	8.1	8.4	8.4	8.3	8.3	8.3
Goods	5.6	5.4	5.5	5.5	5.8	6.1	6.2	6.3	6.2	6.3	6.3
Crown and exempt ⁴	10.2	10.3	10.4	10.3	10.4	10.6	10.7	10.9	11.3	11.5	11.9
Other vehicles ⁴	6.9	6.9	6.8	7.2	7.5	7.7	7.8	7.8	7.9	7.8	7.5
All vehicles	6.0	6.1	6.1	6.2	6.4	6.5	6.7	6.9	7.0	7.0	7.0
(b) Great Britain											
Private and light goods	6.4	6.4	6.5	6.7	6.9	7.1	7.3	7.5	7.6	7.7	7.8
Motorcycles ²	6.5	6.7	6.9	7.2	7.7	8.1	8.5	8.9	9.2	9.5	9.6
Public transport ³	7.9	7.9	7.9	7.9	8.0	8.2	8.4	8.4	8.4	8.5	8.5
Goods	5.6	5.6	5.8	5.7	6.0	6.4	6.4	6.4	6.3	6.4	6.4
Crown and exempt ⁴	14.6	14.6	14.4	14.3	14.4	14.2	14.5	14.7	15.2	15.6	16.0
Other vehicles ⁴	8.7	8.6	8.5	8.5	9.0	9.2	9.3	9.3	9.3	9.1	8.8
All vehicles	6.9	6.9	7.0	7.2	7.4	7.6	7.8	8.0	8.2	8.3	8.3

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>

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

Cylinder size	2005	2006 ¹	2007 ¹	2008 ¹	2009 ¹	2010	2011	2012	2013	2014	2015
	<i>percentage of year total</i>										
up to 700 cc	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
701 to 1,000 cc	4.3	4.1	3.9	3.8	3.8	3.8	3.8	4.0	4.5	5.2	5.9
1,001 to 1,200 cc	8.4	7.8	7.4	7.0	6.6	6.5	6.5	6.4	6.4	6.5	6.5
1,201 to 1,500 cc	24.2	24.1	24.1	24.4	24.7	25.3	25.7	26.0	26.2	26.2	26.3
1,501 to 1,800 cc	26.3	25.8	25.4	25.2	24.8	24.6	24.7	24.7	24.8	24.6	24.3
1,801 to 2,000 cc	22.2	22.6	22.8	23.0	23.2	22.9	22.5	22.0	21.4	20.9	20.4
2,001 to 2,500 cc	9.7	10.1	10.6	10.7	10.8	10.8	10.8	10.9	11.0	11.0	11.2
2,501 to 3,000 cc	3.1	3.4	3.7	3.9	4.0	4.1	4.1	4.0	4.0	3.9	3.9
3,000 cc and over	1.8	1.8	1.9	1.9	1.9	1.9	1.8	1.8	1.7	1.7	1.6
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	100.0	100
	<i>thousand</i>										
Total	2,231	2,259	2,313	2,347	2,362	2,364	2,369	2,395	2,436	2495.6	2537.3

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)	2005	2006 ²	2007 ²	2008 ²	2009 ²	2010	2011	2012	2013	2014	2015
	<i>percentage of year total</i>										
3.5 to 7.5	30.5	30.0	29.7	29.6	29.1	29.2	28.8	28.3	26.9	26.2	25.2
7.51 to 12	3.1	2.4	2.4	2.4	2.4	2.4	2.4	2.5	2.7	2.7	2.8
12.1 to 16	4.2	4.1	4.2	4.3	4.1	4.0	3.7	3.6	3.7	3.6	3.6
16.1 to 20	14.3	14.4	14.2	14.1	14.1	14.4	14.2	14.1	14.1	13.8	13.4
20.1 to 24	4.0	3.9	3.7	3.7	3.4	3.2	2.7	2.4	2.1	2.0	2.0
24.1 to 28	12.0	12.6	12.6	12.6	13.0	13.3	13.8	14.1	14.6	14.4	14.4
28.1 to 32	7.1	7.8	8.5	9.0	9.0	8.9	9.1	9.0	9.2	9.8	10.1
32.1 to 38	4.0	3.3	2.9	2.7	2.7	2.4	1.9	2.2	2.0	1.9	1.8
over 38	20.8	21.5	21.7	21.7	22.3	22.2	23.3	23.8	24.8	25.6	26.7
Total	100	100	100	100	100	100	100	100	100	100.0	100.0
	<i>thousand</i>										
Total ¹	33.0	33.0	32.7	32.2	31.2	30.4	29.4	28.9	28.9	29.4	29.7

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	2005	2006 ¹	2007 ¹	2008 ¹	2009 ¹	2010	2011	2012	2013	2014	2015
9-15	1,554	1,646	1,751	1,825	1,766	1,795	1,753	1,721	1,701	1,666	1,636
16-32	3,928	3,921	3,937	3,871	3,920	3,912	3,795	3,836	3,916	3,995	4,013
33-40	1,249	1,238	1,301	1,266	1,186	1,117	1,082	1,003	948	1,008	975
41-48	1,108	1,290	1,322	1,370	1,383	1,379	1,415	1,458	1,507	1,528	1,529
49-56	2,031	1,957	1,937	1,859	1,757	1,667	1,580	1,449	1,384	1,388	1,380
57-64	201	209	207	217	270	274	319	397	413	443	463
65-72	482	521	546	523	525	583	539	553	513	510	513
73 and over	1,448	1,317	1,406	1,418	1,411	1,384	1,446	1,417	1,374	1,375	1,423
Total	12,001	12,099	12,407	12,349	12,218	12,111	11,929	11,834	11,756	11,913	11,932

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 Heavy goods and public service vehicle operators in Scotland by licence type and number vehicles¹

Number of vehicles specified on licence	HGV				PSV			
	Restricted	Standard National	Standard International	Total licence holders	Restricted	Standard National	Standard International	Total licence holders
0-2	1,886	918	150	2,954	328	95	25	448
3-5	640	713	147	1,500	-	123	16	139
6-10	276	442	94	812	-	102	39	141
11-20	97	261	50	408	-	68	28	96
21-50	46	179	52	277	-	20	25	45
51-100	15	53	13	81	-	4	7	11
101-200	7	22	10	39	-	3	1	4
200+	1	10	5	16	-	5	6	11
Total	2,968	2,598	521	6,087	328	420	147	895

1. As at December 2016

Source: Figures in previous versions of this table were obtained from VOSA. These figures are are on a different basis and have been obtained from the Driver and Vehicle Standards Agency <https://data.gov.uk/dataset/traffic-commissioners-goods-and-public-service-vehicle-operator-licence-records>

Table 1.11 The 20 most popular new cars sold in Scotland¹, 2015

Position	Make	Range	Number of cars sold	Market share percent
1	VAUXHALL	CORSA	11,955	5.4
2	FORD	FIESTA	9,956	4.5
3	FORD	FOCUS	6,032	2.7
4	VOLKSWAGEN	POLO	5,825	2.6
5	VAUXHALL	MOKKA	5,193	2.4
6	VOLKSWAGEN	GOLF	4,766	2.2
7	RENAULT	CLIO	4,600	2.1
8	VAUXHALL	ASTRA	4,387	2.0
9	FIAT	500	4,263	1.9
10	DACIA	SANDERO	4,033	1.8
11	RENAULT	CAPTUR	3,831	1.7
12	MINI	MINI	3,758	1.7
13	AUDI	A3	3,635	1.6
14	NISSAN	QASHQAI	3,426	1.6
15	PEUGEOT	208	3,046	1.4
16	BMW	3 SERIES	2,616	1.2
17	VAUXHALL	INSIGNIA	2,516	1.1
18	FORD	KUGA	2,472	1.1
19	AUDI	A1	2,472	1.1
20	TOYOTA	YARIS	2,450	1.1
		Total top 20 cars	91,232	41.4
		Total all other cars	129,322	58.6
		Total cars sold	220,554	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.

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Table 1.12 Road vehicle testing scheme (MOT) ¹

	2012	2013	2014	2015 ⁸		2012	2013	2014	2015 ⁸
Cars ²					<i>thousands</i>				
Total Tests	2,042.8	2,074.8	2,074.8	2,096.9					
Pass with Rectification at Station	141.7	134.8	131.3	121.1					
Fail	745.0	770.9	741.0	724.2					
Initial Failure Rate ⁴	43.4%	43.7%	42.0%	40.3%					
Final Failure Rate ⁵	36.5%	37.2%	35.7%	34.5%					
Percentage of vehicles with one or more fail or PRS ³ type RfRs ⁶ in defect category					<i>percent</i>				
Body and structure	1.6	1.6	1.6	1.6					
Brakes	16.0	16.3	15.3	15.5					
Drivers view of the road	7.5	7.6	7.0	7.3					
Driving controls	0.0	0.0	0.0	0.0					
Fuel and exhaust	6.0	5.9	5.6	5.5					
Lighting and signalling	19.1	19.2	18.5	18.0					
Motor tricycles and quadricycles	0.0	0.0	0.0	0.0					
Reg plates and vin	1.0	0.9	0.8	0.8					
Road wheels	0.5	0.4	0.4	0.4					
Seat belts	1.4	2.5	2.1	1.9					
Steering	5.1	4.6	4.2	4.0					
Suspension	17.0	17.6	17.0	18.0					
Towbars	0.1	0.1	0.0	0.0					
Tyres	8.0	8.0	7.7	7.8					
Items not tested	0.9	0.8	0.6	0.3					
Defect Items per Initial Test Failure	3.40	3.46	3.39	3.32					
Motor cycles					<i>thousands</i>				
Total Tests	54.7	59.4	58.8	59.2					
Pass with Rectification at Station	3.6	3.5	3.3	3.0					
Fail	6.3	6.5	6.1	5.8					
Initial Failure Rate ⁴	18.1%	17.0%	16.1%	14.9%					
Final Failure Rate ⁵	11.6%	11.0%	10.5%	9.8%					
Percentage of vehicles with one or more fail or PRS ³ type RfRs ⁶ in defect category					<i>percent</i>				
Body and structure	0.8	0.7	0.7	0.6					
Brakes	4.3	4.0	3.9	3.7					
Drive system	1.2	1.3	1.3	1.2					
Driving controls	0.4	0.4	0.4	0.4					
Fuel and exhaust	1.0	0.9	0.9	0.8					
Lighting and signalling	9.8	8.9	8.3	8.2					
Registration plates and vin	1.0	1.0	1.0	0.9					
Sidecar	0.0	0.0	0.0	0.0					
Steering and suspension	4.0	3.6	3.4	3.3					
Tyres and wheels	3.1	3.0	2.8	2.9					
Items not tested	0.2	0.1	0.1	0.0					
Defect Items per Initial Test Failure	2.03	2.01	2.01	1.95					
Private Passenger (over 12 seats)					<i>thousands</i>				
Total Tests	4.2	4.3	4.3	4.2					
Pass with Rectification at Station	0.2	0.2	0.2	0.2					
Fail	1.2	1.3	1.2	1.1					
Initial Failure Rate ⁴	33.3%	34.6%	32.6%	31.6%					
Final Failure Rate ⁵	28.6%	29.5%	27.7%	26.1%					
Percentage of vehicles with one or more fail or PRS ³ type RfRs ⁶ in defect category					<i>percent</i>				
Body and structure	5.0	8.8	8.2	6.7					
Brakes	16.7	17.3	15.9	15.3					
Drivers view of the road	5.1	5.1	5.3	4.8					
Driving controls	1.0	1.2	1.0	0.7					
Fuel and exhaust	4.1	3.7	3.8	3.6					
Lighting and signalling	16.4	17.6	16.5	16.6					
Reg plates and vin	0.6	0.5	0.6	0.5					
Road wheels	0.2	0.1	0.1	0.1					
Seat belts	5.3	5.3	4.8	4.3					
Steering	5.6	5.3	4.8	4.0					
Suspension	8.5	8.6	8.0	8.6					
T Towbars	0.2	0.2	0.2	0.2					
It Tyres	3.5	3.6	3.0	3.4					
Items not tested	0.6	0.5	0.3	0.0					
Defect Items per Initial Test Failure	4.09	4.26	4.07	3.85					
Light goods vehicles ⁷					<i>thousands</i>				
Total Tests	44.4	45.2	46.1	48.1					
Pass with Rectification at Station	2.7	2.7	2.9	3.0					
Fail	20.7	21.7	21.3	21.4					
Initial Failure Rate ⁴	52.7%	54.0%	52.5%	50.7%					
Final Failure Rate ⁵	46.7%	48.0%	46.1%	44.5%					
Percentage of vehicles with one or more fail or PRS ³ type RfRs ⁶ in defect category					<i>percent</i>				
Body and structure	5.5	5.8	5.8	5.8					
Brakes	30.3	31.2	28.8	29.3					
Drivers view of the road	11.6	11.9	11.1	11.8					
Fuel and exhaust	5.7	5.9	5.7	5.5					
Lighting and signalling	32.1	33.9	32.4	32.8					
Reg plates and vin	1.6	1.7	1.5	1.5					
Road wheels	0.4	0.4	0.3	0.3					
Seat belts	3.4	4.6	4.1	4.1					
Steering	10.3	10.4	9.5	8.9					
Suspension	20.4	21.4	20.9	22.0					
T Towbars	0.4	0.3	0.3	0.3					
It Tyres	7.4	7.4	7.2	7.0					
Items not tested	1.2	1.2	0.8	0.2					
Defect Items per Initial Test Failure	5.11	5.31	5.14	5.04					

- Vehicle numbers are for valid, and completed normal tests only. Retests are excluded.
- Cars, vans and passenger vehicles with up to 12 seats.
- PRS = Pass with Rectification at Station
- Initial Failure Rate = (PRS + Failures) / Total Tests
- Final Failure Rate = Failures / Total Tests
- Reason for Rejection
- Over 3,000kg and up to and including 3,500kg.
- Figures for 1st April 2015 to 31st March 2016 have been sourced from the revised MOT system. This results in fractionally different outturn. All previous figures are sourced from original MOT Computerisation system.

Table 1.13 Driving licence tests, DVLA receipts ¹

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Theory ⁴										<i>thousand</i>
Applications received	..	..	..	..	..	..	..	..	..	..
Theory tests conducted	99	108	100	105	99	103	99	122	129	190
Theory test passes	70	73	68	69	65	66	61	67	69	94
Theory test pass rate	71	68	67	66	66	64	62	54	54	<i>percent</i>
Practical ^{2,4}										<i>thousand</i>
Applications received	139	137	137	132	132	130	119	126	127	136
Driving tests concluded	139	136	130	120	126	125	113	124	123	123
Passes	62	62	61	56	58	59	54	58	59	60
Pass rate	45	46	47	46	47	47	47	47	48	<i>percent</i>
DVLA receipts										<i>£ million</i>
Vehicle licences ³	402.7	432.0	446.0	449.7	463.0	479.0	473.0	479.6	512.5	512.7
Driving licences	..	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..	..

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

Table 1.14 Practical Driving Test - Pass Rate at Test Centres 2015-16

	Male			Female			Overall		
	Conducted	Pass	Pass rate	Conducted	Pass	Pass rate	Conducted	Pass	Pass rate
Aberdeen North (Bridge of Don) (M)	1,450	807	55.7%	1,909	883	46.3%	3,359	1,690	50.3%
Aberdeen South (Cove) (M)	2,018	1,071	53.1%	2,176	1,028	47.2%	4,194	2,099	50.0%
Aberfeldy (R)	43	24	55.8%	58	29	50.0%	101	53	52.5%
Airdrie (M)	1,937	930	48.0%	2,089	886	42.4%	4,026	1,816	45.1%
Alness (R)	419	270	64.4%	421	244	58.0%	840	514	61.2%
Arbroath (R)	357	214	59.9%	404	233	57.7%	761	447	58.7%
Ayr (M)	1,241	528	42.5%	1,339	513	38.3%	2,580	1,041	40.3%
Ballachulish (R)	..	..	71.4%	..	..	66.7%	13	9	69.2%
Ballater (R)	86	65	75.6%	138	90	65.2%	224	155	69.2%
Banff (R)	143	84	58.7%	162	88	54.3%	305	172	56.4%
Barra (R)	..	..	..	..	..	..	..	..	..
Benbecula Island (R)	..	..	..	..	..	..	..	..	..
Bishopbriggs (M)	2,500	1,259	50.4%	2,906	1,268	43.6%	5,406	2,527	46.7%
Brodick (Isle of Arran) (R)	38	20	52.6%	50	22	44.0%	88	42	47.7%
Buckie (R)	168	96	57.1%	153	74	48.4%	321	170	53.0%
Callander (O)	165	91	55.2%	219	101	46.1%	384	192	50.0%
Campbeltown (R)	..	..	..	..	..	..	..	..	..
Castle Douglas (R)	207	121	58.5%	251	126	50.2%	458	247	53.9%
Crieff (R)	100	62	62.0%	118	62	52.5%	218	124	56.9%
Cumnock (T)	469	254	54.2%	649	297	45.8%	1,118	551	49.3%
Dumbarton (M)	834	399	47.8%	984	399	40.5%	1,818	798	43.9%
Dumfries (M)	883	474	53.7%	874	405	46.3%	1,757	879	50.0%
Dundee (M)	2,015	1,143	56.7%	2,374	1,216	51.2%	4,389	2,359	53.7%
Dunfermline (M)	1,472	696	47.3%	1,707	701	41.1%	3,179	1,397	43.9%
Dunoon (R)	77	52	67.5%	102	60	58.8%	179	112	62.6%
Duns (R)	54	34	63.0%	66	36	54.5%	120	70	58.3%
East Kilbride (T)	358	168	46.9%	570	225	39.5%	928	393	42.3%
Edinburgh (Currie) (M)	3,255	1,631	50.1%	3,327	1,550	46.6%	6,582	3,181	48.3%
Edinburgh (Musselburgh) (M)	3,330	1,663	49.9%	3,920	1,734	44.2%	7,250	3,397	46.9%
Elgin (M)	811	476	58.7%	850	434	51.1%	1,661	910	54.8%
Forfar (R)	327	198	60.6%	314	188	59.9%	641	386	60.2%
Fort William (R)	182	126	69.2%	228	150	65.8%	410	276	67.3%
Fraserburgh (O)	230	139	60.4%	280	146	52.1%	510	285	55.9%
Gairloch (R)	29	25	86.2%	22	14	63.6%	51	39	76.5%
Galashiels (M)	394	230	58.4%	381	204	53.5%	775	434	56.0%
Girvan (T)	83	51	61.4%	153	82	53.6%	236	133	56.4%
Glasgow (Annie'sland) (M)	3,808	1,731	45.5%	4,175	1,719	41.2%	7,983	3,450	43.2%
Glasgow (Baillieston) (M)	3,207	1,524	47.5%	3,939	1,548	39.3%	7,146	3,072	43.0%
Glasgow (Shieldhall) (M)	3,023	1,209	40.0%	2,947	1,054	35.8%	5,970	2,263	37.9%
Golspie (R)	37	26	70.3%	28	19	67.9%	65	45	69.2%
Grangemouth (M)	1,717	926	53.9%	2,008	947	47.2%	3,725	1,873	50.3%
Grantown-On-Spey (R)	76	47	61.8%	43	31	72.1%	119	78	65.5%
Greenock (M)	1,124	597	53.1%	1,240	586	47.3%	2,364	1,183	50.0%
Haddington (R)	507	306	60.4%	646	345	53.4%	1,153	651	56.5%
Hamilton (M)	2,090	1,105	52.9%	2,511	1,140	45.4%	4,601	2,245	48.8%
Hawick (R)	145	88	60.7%	241	134	55.6%	386	222	57.5%
Huntly (R)	159	95	59.7%	187	96	51.3%	346	191	55.2%
Inveraray (R)	..	..	..	..	..	..	..	..	..
Inverness (Cradlehall Business Park) (M)	1,108	575	51.9%	1,212	580	47.9%	2,320	1,155	49.8%
Inverness LGV	..	..	..	..	..	..	..	..	..
Inverurie (R)	279	185	66.3%	419	244	58.2%	698	429	61.5%
Irvine (M)	1,841	1,044	56.7%	2,442	1,068	43.7%	4,283	2,112	49.3%
Islay Island (R)	26	19	73.1%	36	20	55.6%	62	39	62.9%
Isle of Mull (R)	9	8	88.9%	8	7	87.5%	17	15	88.2%
Isle of Skye (Broadford) (R)	31	16	51.6%	29	17	58.6%	60	33	55.0%
Isle of Skye (Portree) (R)	57	45	78.9%	58	44	75.9%	115	89	77.4%
Kelso (R)	120	74	61.7%	151	87	57.6%	271	161	59.4%
Kingussie (R)	37	21	56.8%	45	22	48.9%	82	43	52.4%
Kirkcaldy (M)	1,886	1,021	54.1%	2,279	1,054	46.2%	4,165	2,075	49.8%
Kyle of Lochalsh (R)	31	22	71.0%	19	14	73.7%	50	36	72.0%
Lairg (R)	28	24	85.7%	28	19	67.9%	56	43	76.8%
Lanark (R)	819	509	62.1%	1,026	524	51.1%	1,845	1,033	56.0%
Lerwick (R)	218	153	70.2%	254	163	64.2%	472	316	66.9%
Livingston (M)	1,883	983	52.2%	2,266	1,073	47.4%	4,149	2,056	49.6%
Lochgilphead (R)	..	..	..	..	..	..	..	..	..
Mallaig (R)	11	6	54.5%	14	9	64.3%	25	15	60.0%
Montrose (R)	273	156	57.1%	364	181	49.7%	637	337	52.9%
Newton Stewart (R)	117	59	50.4%	87	36	41.4%	204	95	46.6%
Oban (R)	167	103	61.7%	184	98	53.3%	351	201	57.3%
Orkney (R)	170	124	72.9%	191	146	76.4%	361	270	74.8%
Paisley (M)	2,845	1,348	47.4%	3,177	1,302	41.0%	6,022	2,650	44.0%
Peebles (R)	138	76	55.1%	133	75	56.4%	271	151	55.7%
Perth (M)	1,063	550	51.7%	1,059	481	45.4%	2,122	1,031	48.6%
Peterhead (M)	413	288	69.7%	463	258	55.7%	876	546	62.3%
Pitlochry (R)	48	31	64.6%	52	26	50.0%	100	57	57.0%
Rothsay (R)	52	35	67.3%	54	37	68.5%	106	72	67.9%
Stirling (M)	1,634	829	50.7%	1,742	765	43.9%	3,376	1,594	47.2%
Stornoway (R)	126	71	56.3%	156	83	53.2%	282	154	54.6%
Stranraer (R)	129	86	66.7%	195	108	55.4%	324	194	59.9%
Thurso (R)	147	92	62.6%	129	89	69.0%	276	181	65.6%
Ullapool (R)	28	15	53.6%	26	10	38.5%	54	25	46.3%
Wick (M)	83	53	63.9%	107	70	65.4%	190	123	64.7%
Scotland	57,590	29,817	51.8%	65,757	29,942	45.5%	123,347	59,759	48.4%

Source: Driver & Vehicle Standards Agency - Not National Statistics

(M) - Main Test Centre

(O) - Outstation

(R) - Remote Driving Test Centre

(T) - Taking Testing to the Customer site

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

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

Table 1.16 People who hold a full driving licence 2015

	Age group								All	Sample size number
	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+	17 +	
All people:	26	54	72	82	78	76	62	43	68	9,340
by sex:										
Men	28	55	73	85	84	83	76	67	73	4,210
Women	23	53	71	79	72	68	52	27	63	5,130
by annual net household income:										
up to £ 10,000 p.a.	**	31	32	50	55	68	56	34	45	1,110
over £ 10,000, up to £ 15,000	**	37	45	46	53	66	51	37	49	1,670
over £ 15,000, up to £ 20,000	**	48	63	64	70	65	61	45	58	1,450
over £ 20,000, up to £ 25,000	**	49	62	85	71	73	71	59	68	1,100
over £ 25,000, up to £ 30,000	**	63	77	82	79	76	76	*	71	860
over £ 30,000, up to £ 40,000	**	68	83	87	86	92	76	*	80	1,250
over £40,000	**	81	87	97	93	94	93	*	89	1,600
by Scottish Index of Multiple Deprivation:										
1 - Most Deprived	**	44	52	54	48	47	41	22	46	1,720
2	**	48	70	75	70	64	47	31	59	1,900
3	**	57	73	85	85	76	61	40	71	2,040
4	**	61	87	92	90	89	76	49	81	2,060
5 - Least Deprived	**	68	81	97	90	94	78	66	82	1,620
by urban / rural classification:										
Large urban areas	18	52	65	78	71	68	47	40	61	2,740
Other urban areas	25	53	75	78	74	73	62	38	66	3,200
Accessible small towns	**	68	71	88	84	83	64	48	76	850
Remote small towns	**	56	66	65	78	75	67	43	64	580
Accessible rural areas	**	67	85	97	89	89	84	56	84	1,000
Remote rural areas	**	53	85	89	94	88	75	59	81	970
Sample size (age group)	190	1,070	1,310	1,470	1,680	1,700	1,220	700	9,340	

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

1. The denominator includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held.

** Estimates based on smaller sample sizes may be subject to larger levels of variation and therefore may see relatively large fluctuations over time.

ROAD TRANSPORT VEHICLES

Table 1.17 People who hold a full driving licence, 2005-2015

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
All people	<i>percent of population ¹</i>										
Age group											
17-19	21	30	28	32	25	27	26	28	26	29	26
20-29	60	59	58	56	58	58	54	58	56	56	54
30-39	79	76	78	78	77	76	77	75	74	73	72
40-49	79	79	80	83	80	81	80	80	80	82	82
50-59	75	76	76	78	78	78	78	79	80	79	78
60-69	65	68	69	70	75	72	74	73	74	74	76
70-79	49	51	55	53	55	54	57	59	60	61	62
80+	27	29	35	31	37	37	35	37	41	40	43
All aged 17+	66	66	67	68	68	68	67	68	68	69	68
Sample size	13,970	14,075	12,152	12,267	12,447	12,361	12,801	9,828	9,838	9,720	9,340
Men											
Age group											
17-19	25	32	27	32	28	28	33	35	24	32	28
20-29	62	61	61	62	61	64	58	59	60	59	55
30-39	84	81	82	81	81	80	81	78	78	77	73
40-49	86	85	86	87	86	86	84	86	84	85	85
50-59	85	85	87	84	85	85	87	85	88	85	84
60-69	83	84	83	84	86	84	86	83	86	85	83
70-79	72	73	76	77	78	74	79	79	76	80	76
80+	47	56	61	55	60	59	60	63	64	66	67
All aged 17+	76	76	76	76	76	76	76	76	76	76	73
Sample size	5,920	6,056	5,211	5,289	5,400	5,450	5,515	4,377	4,405	4,410	4,210
Women											
Age group											
17-19	16	28	29	33	21	25	17	19	29	27	23
20-29	57	56	54	50	56	51	51	57	52	54	53
30-39	73	72	75	76	73	73	73	71	71	69	71
40-49	73	74	75	78	74	76	77	74	76	80	79
50-59	64	68	66	73	71	72	70	75	72	73	72
60-69	51	55	57	57	64	62	63	65	64	65	68
70-79	32	33	40	37	38	40	43	43	48	46	52
80+	16	14	21	16	22	21	19	22	26	23	27
All aged 17+	56	58	59	60	61	60	60	62	61	62	63
Sample size	8,050	8,019	6,941	6,978	7,047	6,911	7,286	5,451	5,433	5,320	5,130

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

1. The denominator includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held.

Note: For some age groups the sample sizes are relatively small and so estimates can be subject to greater fluctuations over time.

Table 1.18 Households with the regular use of a car

**Note: This table has been removed as data are no longer available for Scotland .
Latest Scottish estimates are given in table 1.19 although this is based on a different source.**

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Table 1.19 Households with a car available for private use¹, 2005-2015²

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Cars available for private use:	<i>percent of households</i>										
None	31.7	32.0	30.3	30.2	30.7	30.3	30.1	31.0	30.2	30.8	30.0
1	44.5	43.6	44.3	43.9	43.7	44.0	44.5	43.0	44.0	43.3	43.3
2	20.5	20.5	21.4	21.8	21.5	21.6	21.0	21.3	21.3	21.1	21.7
3+	3.3	3.8	4.0	4.0	4.2	4.1	4.4	4.6	4.6	4.7	5.1
1+	68.3	68.0	69.7	69.8	69.3	69.7	69.9	69.0	69.8	69.2	70.1
2+	23.8	24.4	25.3	25.8	25.6	25.7	25.4	26.0	25.8	25.9	26.8
Sample size	15,392	15,616	13,414	13,821	14,190	14,214	14,358	10,644	10,652	10,630	10,330

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

2. From 2012 Q4 the question was changed to ask about access to cars / vans instead of just cars.

Table 1.20 Households with a car or van available for private use¹, 2015

	Number of cars or vans available for private use						Sample size (=100%)
	None	1	2	3 +	1+	2 +	
All households:	30.0	43.3	21.7	5.1	70.1	26.8	10,330
by household type:	<i>percent of households</i>						
Single adult	49.7	45.6	3.6	1.2	50.4	4.8	1,820
Small adult	20.4	40.4	35.1	4.1	79.6	39.2	1,650
Single parent	49.1	46.9	3.3	0.7	50.9	4.0	560
Small family	11.3	42.8	42.8	3.2	88.8	46.0	1,300
Large family	9.7	37.2	39.5	13.6	90.3	53.1	590
Large adult	13.1	24.8	34.7	27.4	86.9	62.1	890
Older smaller	14.8	58.6	24.1	2.4	85.1	26.5	1,760
Single pensioner	57.3	40.9	1.6	0.2	42.7	1.8	1,760
by annual net household income:							
up to £10,000 p.a.	59.9	32.3	5.8	2.0	40.1	7.8	1,190
over £ 10,000, up to £ 15,000	53.2	39.9	6.1	0.8	46.8	6.9	1,770
over £ 15,000, up to £ 20,000	39.9	49.3	8.4	2.5	60.2	10.9	1,560
over £ 20,000, up to £ 25,000	26.1	55.0	16.0	2.8	73.8	18.8	1,210
over £ 25,000, up to £ 30,000	14.6	55.0	24.8	5.5	85.3	30.3	960
over £ 30,000, up to £ 40,000	7.9	47.1	37.0	7.9	92.0	44.9	1,430
over £40,000	3.0	33.1	51.2	12.7	97.0	63.9	1,870
by Scottish Index of Multiple Deprivation:							
1 - Most Deprived	51.7	37.6	9.5	1.2	48.3	10.7	1,910
2	37.7	43.5	15.8	2.9	62.2	18.7	2,070
3	27.9	44.4	22.3	5.4	72.1	27.7	2,280
4	16.3	46.7	29.2	7.8	83.7	37.0	2,240
5 - Least Deprived	14.5	44.2	32.8	8.5	85.5	41.3	1,830
by urban / rural classification:							
Large urban areas	40.1	40.9	16.2	2.8	59.9	19.0	3,090
Other urban areas	29.6	45.7	20.3	4.4	70.4	24.7	3,490
Accessible small towns	21.9	43.3	26.7	8.1	78.1	34.8	960
Remote small towns	29.6	47.2	18.0	5.2	70.4	23.2	620
Accessible rural areas	11.7	40.8	37.0	10.5	88.3	47.5	1,120
Remote rural areas	16.8	45.3	29.9	8.0	83.2	37.9	1,040

1. Source : Scottish Household Survey.

Table 1.21 Number of blue badges¹ on issue, time series and 2016 breakdown

Council	Time series ² (Totals) as at 31st March							Badges on issue as at 31st March 2016:		
	2010	2011	2012	2013	2014	2015	2016	Organisations	Individuals - Automatic ³	Individuals - Discretionary ⁴
Aberdeen City	8,313	8,044	8,032	7,887	5,183	6,552	6,643	80	2,966	3,597
Aberdeenshire ⁵	15,601	16,288	13,358	12,166	8,155	10,685	10,210	144	4,201	5,865
Angus	5,991	5,969	5,581	4,892	5,451	4,982	4,845	96	2,308	2,441
Argyll & Bute	4,828	4,438	4,314	3,867	3,433	3,934	4,114	98	1,729	2,287
Clackmannanshire	2,439	2,511	2,518	2,377	2,572	2,128	2,161	19	1,133	1,009
Dumfries & Galloway	3,606	2,922	3,369	3,212	3,096	9,236	9,338	88	3,872	5,378
Dundee City	6,086	6,199	6,766	5,776	5,252	5,292	5,452	93	2,848	2,511
East Ayrshire	6,976	6,819	6,787	6,098	5,735	6,595	6,427	54	3,251	3,122
East Dunbartonshire	5,421	4,738	5,175	2,905	4,847	4,473	4,661	67	1,888	2,706
East Lothian	5,059	5,059	4,328	5,131	5,293	4,680	4,712	11	1,917	2,784
East Renfrewshire	4,269	4,318	5,756	4,375	4,020	4,307	4,322	42	1,527	2,753
Edinburgh, City of ¹⁰	22,093	22,921	23,470	17,502	16,922	15,264	14,868	381	5,995	8,492
Eilean Siar	813	969	918	961	922	863	902	10	428	464
Falkirk	9,156	9,821	8,108	8,256	7,332	6,877	6,899	69	3,393	3,437
Fife	22,045	21,574	21,021	19,750	18,877	18,646	17,299	107	9,029	8,163
Glasgow, City of ⁶	29,522	24,761	27,317	23,692	19,350	21,784	21,642	287	11,745	9,610
Highland ⁷	11,282	7,445	12,967	9,938	10,855	9,164	9,215	118	3,806	5,291
Inverclyde	5,123	5,312	5,183	5,099	4,955	4,439	4,283	104	1,830	2,349
Midlothian	4,677	4,654	4,673	3,164	4,716	4,416	4,332	49	1,903	2,380
Moray	4,628	4,849	4,485	4,033	3,687	3,608	3,669	14	1,652	2,003
North Ayrshire	8,263	8,531	7,379	6,040	6,157	7,086	7,196	66	3,423	3,707
North Lanarkshire	19,804	19,019	18,013	16,957	18,352	16,453	15,741	82	8,488	7,171
Orkney Islands ⁸	1,216	1,143	1,281	1,108	1,050	1,119	1,096	26	379	691
Perth & Kinross	5,603	5,551	6,169	5,975	6,814	6,542	6,651	112	2,537	4,002
Renfrewshire	8,761	8,569	8,358	7,873	8,326	7,730	7,838	96	4,177	3,565
Scottish Borders ⁹	...	...	6,987	6,456	5,980	4,961	4,889	49	1,914	2,926
Shetland Islands	340	383	381	800	953	878	892	15	341	536
South Ayrshire	5,857	5,958	6,356	5,212	5,475	5,537	5,703	62	2,523	3,118
South Lanarkshire	18,217	19,245	15,274	15,602	15,826	16,218	16,218	99	7,863	8,256
Stirling	5,034	4,649	4,273	4,374	4,082	3,918	3,892	56	1,652	2,184
West Dunbartonshire	4,781	4,730	4,625	4,221	4,936	4,548	4,546	69	2,589	1,888
West Lothian	9,506	9,691	9,823	9,529	9,615	8,912	8,873	147	4,778	3,948
Total⁹	265,310	257,080	263,045	245,035	228,219	231,827	229,529	2,810	108,085	118,634

Source: Scottish Government - Not National Statistics

- Blue Badges for display on motor vehicles used by disabled persons were introduced on 1 April 2000.
- Totals relate to the number of badges on issue as at 31st March that year. Data prior to 2008 not available.
- 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.)
- 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.)
- Aberdeenshire introduced an electronic data capture system in 2010; therefore figures may not be comparable with previous years.
- Glasgow changed data capture process in 2011; therefore figures may not be comparable with previous years.
- Highland Council, in April 2010, introduced a fee for the first time which may have contributed to the decline in number of badges issued.
- Orkney introduced an electronic system in 2009; therefore figures may not be comparable with previous years.
- 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.
- City of Edinburgh Council advised of error in 2013 total. Revised figure down from 27,309 to 17,502.

ROAD TRANSPORT VEHICLES

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

Discontinuities in the table

2013-14 is the first full reporting year since the establishment of Police Scotland. As a result, data is no longer returned by the eight legacy police force areas and instead comes from one central unit within Police Scotland, using their new performance management reporting tool. To ensure that the dataset produced from this new system is consistent with data returned from legacy police forces, an extensive quality assurance exercise has been carried out to closely compare the data held by the Scottish Government with that extracted from the new force system.

This exercise has identified a number of anomalies affecting comparability of the time series resulting in breaks in the series. Vertical lines between figures represent these breaks and comparisons should not be directly made between the two series. The Scottish Government is investigating these issues further and seeking a resolution. Should this be possible, the web tables on the Transport Scotland website will be updated with revised figures for the table below. Further information about these discontinuities can be found in the Technical report, entitled Recorded Crime: Comparability of Police Scotland and Legacy Force Data, available from <http://www.gov.scot/Topics/Statistics/Browse/Crime-Justice/PubRecordedCrime/TechnicalReport>

Type of offence	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
Serious Driving Offences										
Dangerous driving	3,044	2,898	2,780	2,567	2,387	2,422	2,476	2,957	2,428	2,881
Careless driving	10,557	10,066	8,739	8,506	7,452	7,431	8,054	8,567	8,345	9,176
Drunk Driving of which:	11,704	10,697	9,800	8,504	7,563	7,445	6,433	6,079	5,218	5,458
<i>Driving while unfit through drink/drugs</i>	761	651	547	488	502	584	459	490	450	540
<i>In charge while unfit through drink/drugs</i>	111	107	88	78	59	63	52	92	54	71
<i>Driving with excess blood alcohol</i>	7,652	7,177	6,774	5,840	4,979	4,889	4,223	3,819	3,161	3,239
<i>In charge with excess blood alcohol</i>	754	640	566	471	484	433	445	419	390	364
<i>Failing to provide breath specimen at the roadside</i>	1,041	931	779	643	633	577	495	517	477	509
<i>Failing to provide breath, blood or urine specimen at a police station</i>	1,385	1,191	1,046	984	906	899	759	742	686	735
Failing to stop after accident	7,225	6,769	6,881	6,552	6,586	5,955	6,804	5,921	5,574	7,660
Driving while disqualified	3,676	3,075	2,659	2,048	1,640	1,466	1,311	1,208	898	1,162
Speeding Offences										
Speeding in restricted areas	70,758	65,420	52,146	50,788	50,890	53,068	62,188	38,400	29,316	23,145
Other speeding offences ^{2,3}	93,068	72,956	65,984	63,438	63,948	73,078	62,079	44,350	31,937	31,593
Signal and Direction Offences										
Traffic direction offences	22,911	24,477	26,995	31,281	34,195	31,786	34,404	26,539	16,307	11,253
Pedestrian crossing offences	3,767	3,120	3,499	4,137	3,944	4,317	4,537	3,776	2,268	1,644
Lighting, Construction & Use Offences										
Lighting offences ²	8,134	9,009	11,638	12,791	8,910	10,120	10,934	9,284	7,043	5,029
Construction & use regulations ²	13,036	13,319	13,642	13,452	12,271	12,681	11,884	11,639	8,550	8,041
Documentation Offences										
Vehicle excise licence offences	17,699	17,954	15,654	14,688	11,673	12,710	11,812	6,601	2,634	3,098
No test certificate ²	8,399	10,264	11,640	11,836	10,788	11,650	12,380	18,546	15,528	14,609
Driving licence offences ²	14,232	12,205	10,895	9,051	7,424	7,264	7,474	9,492	6,396	6,555
Third party insurance offences ²	25,228	24,093	23,171	20,610	17,860	17,407	17,228	18,998	13,747	14,407
Registration/identification offences	3,824	6,064	5,222	5,397	4,520	3,879	3,375	2,934	1,652	1,639
Other Offences										
Failure to provide information to identify driver ²	852	1,088	1,082	1,069	1,206	1,230	971	1,528	1,394	1,474
Tachograph etc offences	2,603	3,954	5,440	3,779	2,437	1,972	2,025	1,635	1,560	1,682
Seat belt offences ²	28,859	26,917	26,225	29,324	29,171	31,505	33,047	37,880	15,619	8,059
Mobile phone offences	18,876	18,218	23,957	26,146	27,736	29,110	30,875	35,764	17,978	10,085
Parking offences	382	328	298	332	171	177	158	143	105	163
Other offences	4,260	3,024	2,651	2,787	2,403	2,528	2,048	1,850	1,488	1,484
Total offences¹	373,094	345,915	330,998	329,083	315,175	329,201	332,497	294,091	195,985	170,297

Source: Recorded Crime, Scottish Government

- Notes:
1. The full time series is no longer comparable, the vertical lines in the table represents the break in the series. Direct comparison between the period on either side of the break in the series should not be made. Further information can be found at: <http://www.scotland.gov.uk/Topics/Statistics/Browse/Crime-Justice/PubRecordedCrime/TechnicalReport>
 2. A number of historic figures in these categories have been revised as a result of the quality assurance process noted above and will not match the figures presented in earlier editions of STS, further information can be found at the link in note 1.
 3. Includes motorway and clearway offences, which previously appeared as a separate category under Other offences.

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

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

Source: Scottish Census 2011, National Records of Scotland

Table 1.24 Households with a car or van available, 2011

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

Source: Scottish Census 2011, National Records of Scotland

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

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

Source: Scottish Census 2011, National Records of Scotland

Chapter 2: Bus and Coach Travel

- Passenger journey numbers and vehicle-kilometres
- Passenger receipts
- Bus fare indices

409 million

journeys made by bus in 2015/16 in Scotland



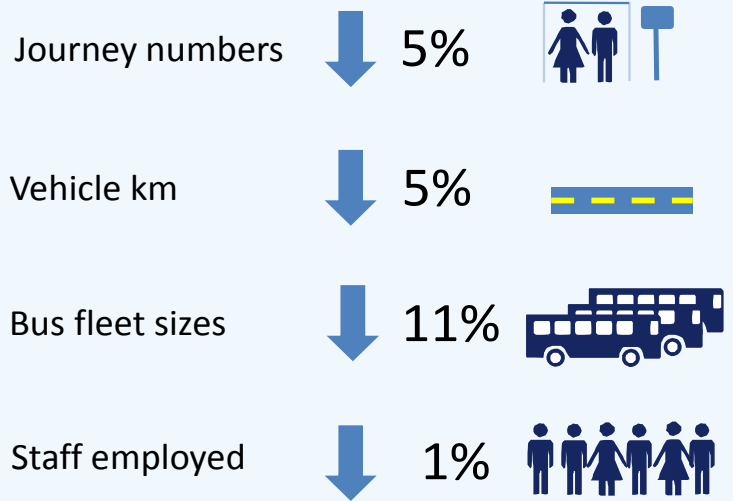
were made under the National Concessionary Travel Scheme

1.3 million people have National Concessionary Travel Scheme cards in Scotland



Bus use is changing in Scotland:

In the last five years:



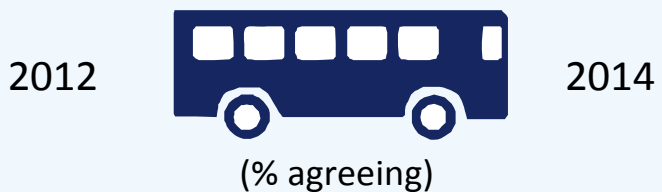
£671 million bus operator revenue in 2015/16 in Scotland

55% (£370m) from passenger revenue



45% (£301m) from Local or Central Government support

Passenger satisfaction has tended to increase in the last three years



93%	Feel safe on buses in the day	94%
80%	Buses are clean	78%
74%	Buses run to timetable	78%
62%	Feel safe on buses in the evening	69%
55%	Bus fares are good value	60%

Bus journey characteristics in 2015

Average bus journey length **9km**



46% of people used a bus at least once a month
 31% used a bus at least once a week
 12% used a bus most days

For web publication and further information, visit <http://bit.ly/STS2016-Bus>



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 the Notes and Definitions section, page 225.

Key points

- **409 million journeys were made by bus in 2015-16. More than a third of these were made under the National Concessionary Travel Scheme.**
- **There were 1.3 million people with National Concessionary Travel cards in Scotland in 2016.**
- **The bus industry received £301 million in funding from Local or Central Government in 2015-16. Passenger revenue in 2015-16 stood at £370 million in Scotland.**

2. Main Points

Vehicles & Passengers

2.1 Around 409 million passenger journeys were made by bus in Scotland in 2015-16. This is a decrease of 2 per cent on 2014-15 and a 16 per cent fall 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 5 per cent over the past five years, with the distance covered falling in seven of the last eight years; 2012-13 to 2013-14 being the only period seeing a rise (up 2%). The fall has been similar in both commercial and subsidised services. (*Table 2.3a*)

2.3 There is further evidence of contraction in the industry with the number of buses in operators' fleets falling by 11 per cent over the past five years, and a 1 per cent fall in the number of staff employed in the industry over the same period. (*Table 2.1a and 2.4*)

2.4 Although Great Britain as a whole, has seen passenger journeys fall by 3% over the past five years the fall for Scotland has been 5%. Great Britain vehicle kilometres fell by 6% compared to a 5% fall for Scotland. (*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 Bus travel in the Southwest and Strathclyde and South East (corresponding to the Regional Transport Partnership areas of SPT, SWestrans (Dumfries and Galloway) and SEStran accounts 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 56 per cent of those who used the bus the previous day lived in large urban areas compared to two per cent of users living in remote rural areas. (This compares to population estimates of 35% living in large urban areas and 6% living in remote rural areas.) These figures are supported by the results of the more general question on bus use included in the Transport and Travel in Scotland publication which shows 63 per cent of respondents in large urban areas had used the bus in the last month compared to 22 per cent of those in remote rural areas. (*Table 2.10*)

Operator revenue

2.8 Bus operators in Scotland received £671 million in revenue in 2015-16, an increase of 2 per cent on the previous year and an 8 per cent increase over the last 5 years. Adjusting for the effects of inflation total passenger revenue was similar to 5 years ago. (*Table 2.8*)

2.9 Almost half (£301 million, 45%) of operator revenue came from Local or Central Government: through concessionary travel reimbursement, Bus Service Operators Grant (BSOG) or supported services. Passenger revenue (i.e. ticket sales to non-concessionary passengers) accounted for around 55 per cent of operators' revenue (£370 million). Additional non-revenue support is excluded from these figures, specifically the Scottish Green Bus Fund and the Bus Investment Fund. (*Table 2.8*)

2.10 In real terms (adjusting for the effects of inflation), funding from Local and National Government is now 5 per cent lower than five years ago and passenger revenue is similar to 5 years ago. When looking at these figures it is necessary to consider the passenger number figures in Table 2.2a and the fares data in Table 2.5. Passenger revenue over the last five years has not increased due to a 5 per cent decrease in passengers, although fares have increased by 6 per cent above general inflation over the same period. (*Table 2.8, 2.2a and 2.5*)

Fares

2.11 Bus fares in Scotland have increased by 6 per cent in real terms (adjusting for the effects of inflation) over the past five years, while the increase for Great Britain was 7 per cent. In current prices, i.e. viewing fare increases in the way that a consumer would, fares have risen by almost 19 per cent over the past five years. The increase in current prices is lower than in Great Britain as a whole which has seen an increase of 25 per cent over the last five years. (*Table 2.5*)

Operator costs

2.12 Operating costs for bus operators have risen consistently over time. Over the past five years operating costs per vehicle km have increased by 7 per cent in real terms. Operating costs per journey have risen by 15 per cent from £1.27 per

passenger journey to £1.46. Although these increases are 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 £1.97 for GB excluding London). See also 'Other sources of data', as more detailed costs data is available from the Confederation of Passenger Transport. (*Table 2.6 and 2.7*)

Passenger Satisfaction

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

2.14 At least three quarters 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.

2.15 Respondents gave lower satisfaction scores for the extent to which buses were environmentally friendly (66%) and whether the fares were good value (60%).

2.16 Additionally there was a noticeable difference in those who felt safe on the bus during the day and in the evening. Ninety-four per cent of respondents agreed that they felt safe using the bus during the day compared to 69 per cent in the evening.

Concessionary Travel

2.17 The National Concessionary Travel Scheme for older and disabled people was rolled out across Scotland in April 2006. The scheme enables individuals aged 60+ or those with 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 off adult single fares on bus services in Scotland, a third off rail travel and two free journeys to the mainland for islanders. Just under 152,000 young people were eligible to access the travel concessions available through their Young Scot card in 2016. The young persons scheme is excluded from the analysis in paragraph 2.19 and 2.20 but is included in table 11.29. (*Table 2.13*)

2.18 Twenty eight per cent of all adults (16+) had a concessionary fare pass under the Scheme in 2015, and 87 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*)

2.19 The majority of pass holders (87%) 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, 73% 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*)

2.20 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 (98%) 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)

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

2.22 The Confederation of Passenger Transport (CPT) publish a Cost Index on their website. This shows that wages, staffing and labour accounted for around 58% of operating costs, with fuel accounting for 17%. Total costs have been above inflation for the last few years.

2.23 The Office of the Traffic Commissioner are responsible for the licensing of the operators of buses and coaches and the registration of local bus services (routes). Statistics are published in the Traffic Commissioners' Annual Reports. There were 24 cases of action taken at public inquiry for non-compliance (under the Public Passenger Vehicles Act 1981) in Scotland in 2015-16, five less than in 2014-15.

Figure 2.1 Vehicle stock by type of vehicle

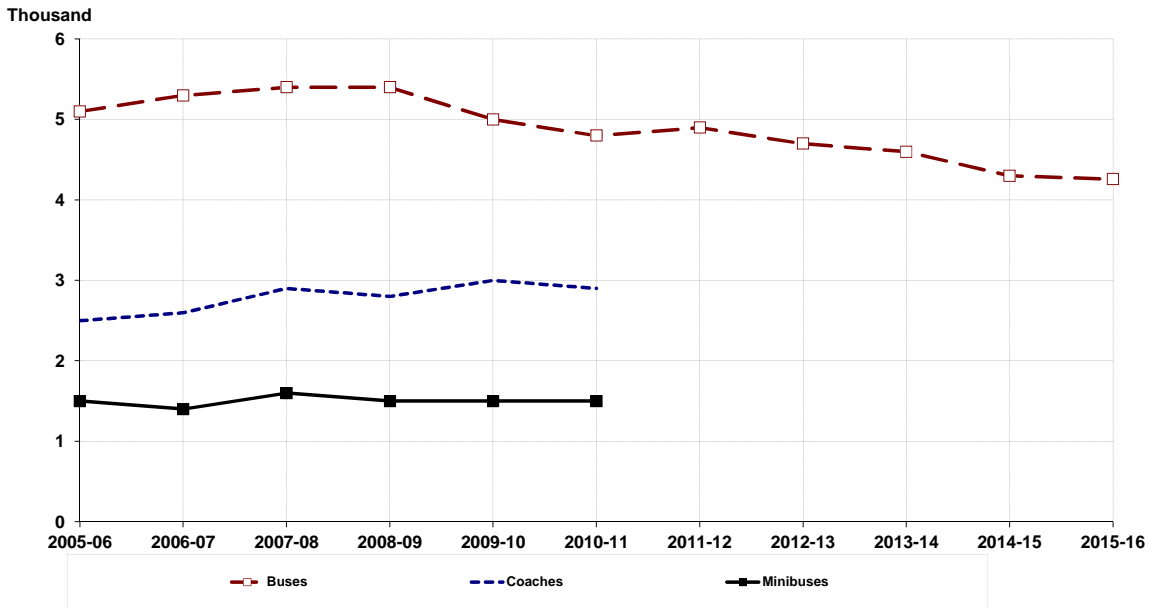
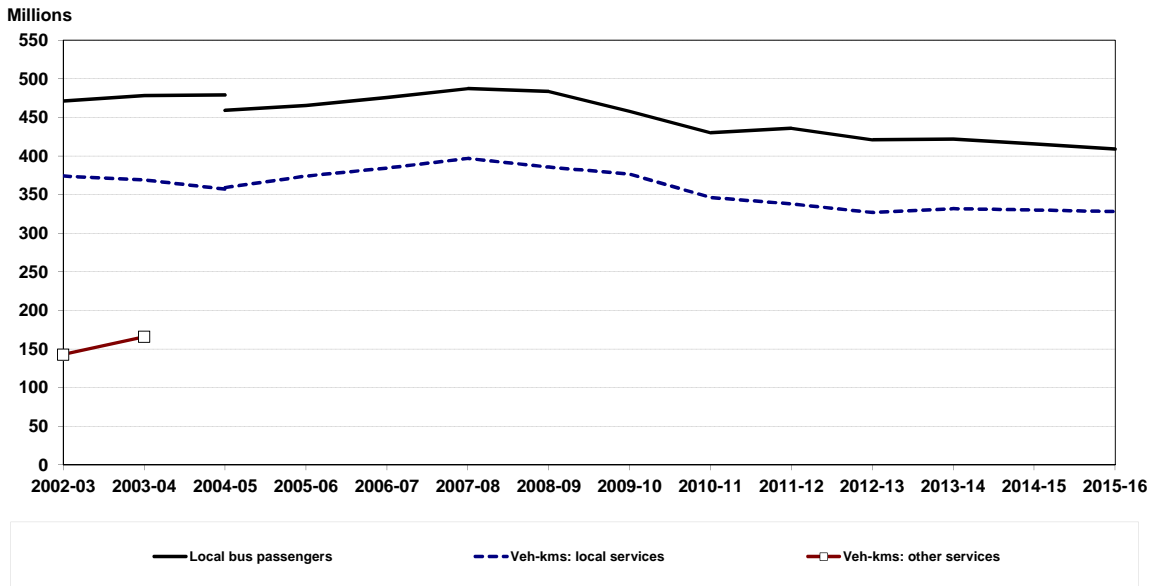


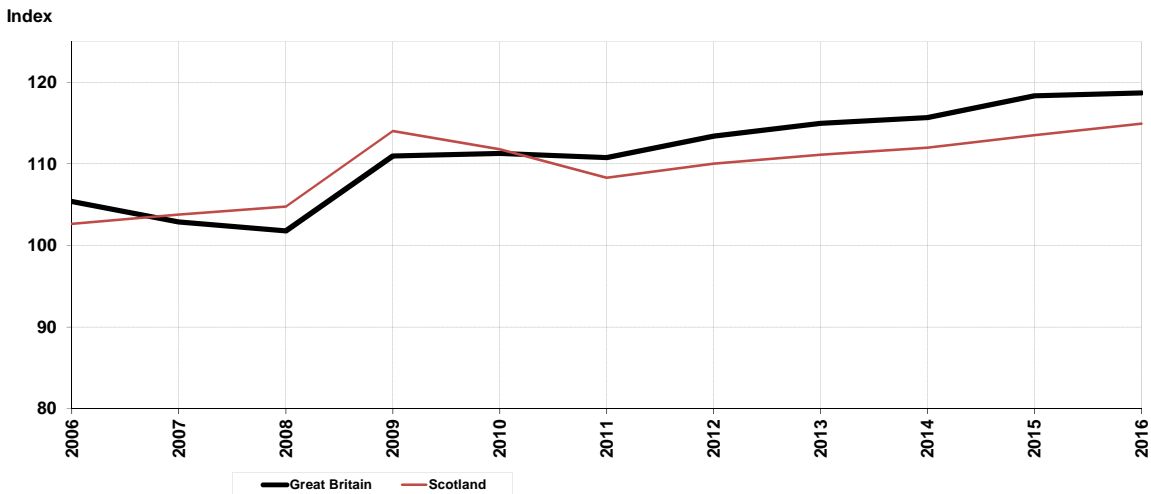
Figure 2.2 Passenger journeys (boardings) and vehicle-kilometres



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

Figure 2.3 Local bus fare indices

(constant prices, 2005=100)



BUS AND COACH TRAVEL

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

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	% change over	
										1 year	5 years
Number of buses used as Public Service Vehicles											
	<i>thousands</i>										
Scotland	5.4	5.4	5.0	4.8	4.8	4.6	4.6	4.3	4.3	-1	-11
Great Britain	42.6	42.8	42.7	42.4	42.3	42.0	42.1	41.7	40.7	-2	-4
Average age of the bus fleet											
Scotland	8.3	8.3	7.8	7.8	8.5	8.2	8.3	8.1	8.0	-2	1
Great Britain	7.8	7.8	7.6	7.8	7.8	7.7	7.8	7.8	7.6	-1	-2
Percentage of buses with CCTV											
										%	
Scotland ³	39.3	45.1	51.6	54.0	58.5	64.6	66.8	71.8	78.1	9	45
Great Britain	54.0	60.1	67.2	69.6	71.7	76.8	80.1	83.7	86.8	4	25
Percentage of bus fleet with automatic vehicle location (AVL) device											
										%	
Scotland	35	44	45	57	76	81	90	86	86	0	51
Great Britain	45	52	56	66	73	86	91	93	94	1	43
Percentage of buses with live ITSO Smart-card readers											
										%	
Scotland	...	...	...	86	89	89	89	92	84	-9	-3
Great Britain (outwith London)	...	...	...	37	60	81	86	89	90	1	146

Source: DfT Bus Statistics

¹This 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.

³ Previous figures have been revised.

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

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	% change over	
										1 year	5 years
Buses with accessibility certificate²											
Number (thousands)	1.9	2.2	2.6	2.8	3.0	3.3	3.5	3.7	3.9	4	38
Percentage of all buses	35	41	51	59	62	71	76	87	92		
Buses with low floor access³											
Number (thousands)	1.1	1.6	1.4	1.1	1.1	0.7	0.6	0.3	0.2	-46	-85
Percentage of all buses	21	29	27	23	22	16	13	7	4		
Total accessible or low-floor buses											
Number (thousands)	3.1	3.8	3.9	3.9	4.0	4.0	4.1	4.0	4.1	0	3
Percentage of all buses	57	70	78	82	84	86	90	94	95		

Source: DfT Bus Statistics

¹This 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}

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	% change over	
	<i>million</i>											1 year	5 years
Scotland	465	476	487	484	458	430	436	421	422	416	409	-2	-5
Great Britain	4,720	4,913	5,162	5,268	5,210	5,187	5,213	5,117	5,200	5,165	5,039	-2	-3
Of which concessionary passengers													
Scotland ^{3,4}		156	154	155	153	147	149	147	149	147	143	-2	-3
Great Britain ⁵		...	1,644	1,741	1,775	1,779	1,807	1,768	1,776	1,763	1,718	-3	-3
Percentage Concessionary passengers													
Scotland		33%	32%	32%	33%	34%	34%	35%	35%	35%	35%		
Great Britain			32%	33%	34%	34%	35%	35%	34%	34%	34%		
Annual growth rates													
Scotland	1%	2%	2%	-1%	-5%	-6%	1%	-3%	0%	-1%	-2%		
Great Britain	2%	4%	5%	2%	-1%	0%	0%	-2%	2%	-1%	-2%		
Concessionary passengers													
Scotland			-1%	1%	-1%	-4%	2%	-2%	2%	-2%	-2%		
Great Britain			...	6%	2%	0%	2%	-2%	0%	-1%	-3%		

Source: DfT Bus Statistics

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}

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	% change over	
	<i>million passenger journeys</i>											1 year	5 years
North East, Tayside and Central ³	68	65	68	66	64	61	63	61	62	63	61	-3	0
Highlands, Islands and Shetland ⁴	11	15	14	14	14	14	13	14	13	13	14	8	0
South East ⁵	162	174	174	170	162	162	166	162	164	164	165	1	2
South West and Strathclyde ⁶	225	223	232	234	219	193	194	184	183	175	169	-3	-12
Scotland	465	476	487	484	458	430	436	421	422	416	409	-2	-5

Source: DfT Bus Statistics

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.

³ Perth and Kinross, Stirling, Aberdeen City, Aberdeenshire, Angus, Dundee City

⁴ Eilean Siar, Highland, Moray, Orkney Islands, Shetland Islands, Argyll & Bute

⁵ Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders, Edinburgh City, West Lothian

⁶ Dumfries & Galloway, East Ayrshire, East Dunbartonshire, East Renfrewshire, Inverclyde, North Ayrshire, South Ayrshire, South Lanarkshire, Renfrewshire, West Dunbartonshire, Glasgow City, North Lanarkshire

Table 2.3a: Vehicle kilometres on local bus services by type of service^{1,2}

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	% change over	
	<i>million vehicle kilometres</i>											1 year	5 years
Scotland³	374	384	397	386	377	346	338	327	332	330	328	-1	-5
Commercial	308	307	315	311	302	279	278	263	267	266	274	3	-2
Subsidised	66	78	82	75	74	67	60	64	65	64	54	-15	-19
Subsidised % of total	17.6%	20.2%	20.6%	19.3%	19.7%	19.3%	17.8%	19.6%	19.6%	19.3%	16.4%		
Annual growth rate	4%	3%	3%	-3%	-2%	-8%	-2%	-3%	1%	0%	-1%		
GB outwith London	2,161	2,165	2,185	2,177	2,141	2,110	2,072	2,044	2,037	2,008	1,960	-2	-7
Commercial	1,689	1,669	1,681	1,667	1,627	1,609	1,625	1,627	1,645	1,650	1,650	0	3
Subsidised	472	496	504	510	514	500	447	418	392	358	310	-14	-38
Subsidised % of total	21.8%	22.9%	23.1%	23.4%	24.0%	23.7%	21.6%	20.4%	19.3%	17.8%	15.8%		
Great Britain	2,622	2,630	2,650	2,651	2,620	2,591	2,557	2,531	2,524	2,493	2,448	-2	-6

Source: DfT Bus Statistics

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}

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	% change over		
	<i>thousands</i>											1 year	5 years	
Population														
Scotland	5,095	5,117	5,144	5,169	5,194	5,222	5,255	5,314	5,328	5,348	5,373	0	3	
Great Britain	58,511	58,843	59,227	59,263	60,003	60,462	61,426	61,881	62,276	62,756	65,110	4	8	
Vehicle kilometres per head of population														
Scotland	73.5	75.1	77.2	74.6	72.5	66.3	64.3	61.5	62.3	61.7	61.1	-1	-8	
Great Britain	44.8	44.7	44.7	44.7	43.7	42.9	41.6	40.9	40.5	39.7	37.6	-5	-12	
Ratio Scotland/GB	1.64	1.68	1.72	1.67	1.66	1.55	1.55	1.50	1.54	1.55	1.62	5	5	

Source: DfT Bus Statistics

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}

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	% change over	
	<i>million vehicle kilometres</i>											1 year	5 years
North East, Tayside & Central ³	56	56	51	55	58	55	55	54	56	57	57	0	4
Highlands, Islands & Shetland ⁴	39	39	32	27	38	37	33	33	32	32	33	3	-11
South East ⁵	109	111	117	118	106	103	102	101	103	102	103	1	0
South West & Strathclyde ⁶	171	178	189	186	175	151	148	139	141	140	135	-4	-11
Scotland	374	384	389	386	377	346	338	327	332	330	328	-1	-5

Source: DfT Bus Statistics

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.

³ Perth and Kinross, Stirling, Aberdeen City, Aberdeenshire, Angus, Dundee City

⁴ Eilean Siar, Highland, Moray, Orkney Islands, Shetland Islands, Argyll & Bute

⁵ Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders, Edinburgh City, West Lothian

⁶ Dumfries & Galloway, East Ayrshire, East Dunbartonshire, East Renfrewshire, Inverclyde, North Ayrshire, South Ayrshire, South Lanarkshire, Renfrewshire, West Dunbartonshire, Glasgow City, North Lanarkshire

Table 2.4 Staff employed^{1,2}

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	% change over	
												1 year	5 years
	<i>thousand</i>												
Platform staff ³	10.6	10.8	11.5	11.4	11.1	10.7	10.6	10.1	10.4	10.4	10.3	-1	-4
Maintenance and other staff ³													
Maintenance	2.1	2.2	2.4	2.2	2.4	2.2	2.3	2.2	2.2	2.1	2.1	2	-1
Other	1.4	1.5	1.6	1.6	1.1	1.1	1.4	1.4	1.4	1.5	1.4	-4	25
Total	3.5	3.7	4.0	3.8	3.5	3.3	3.7	3.6	3.6	3.6	3.5	-1	8
All staff	14.1	14.5	15.5	15.2	14.6	14.0	14.3	13.7	14.0	13.9	13.8	-1	-1

Source: DfT Bus Statistics

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

5. Previously published figures have been revised.

Table 2.5 Local bus fare indices¹

2005 = 100

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	% change over		
												1 year	5 years	
At current prices														
Scotland	105.1	111.4	116.7	126.5	129.5	132.2	139.1	145.1	149.8	153.2	157.5	3	19	
Great Britain	109.6	106.9	113.0	123.2	124.7	130.3	138.9	145.4	149.8	155.3	162.7	5	25	
At constant prices²														
Scotland	102.7	103.8	104.8	114.0	111.8	108.3	110.1	111.2	112.0	113.5	114.9	1	6	
Great Britain	105.4	102.9	101.8	111.0	111.3	110.8	113.4	115.0	115.7	118.4	118.7	0	7	

Source: DfT Bus Statistics

1. Fares at March of each year

2. Adjusted for general inflation, using the Retail Prices Index.

Table 2.6: Operating costs per vehicle kilometre for local bus services^{1,2}

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	% change over		
											1 year	5 years	
At 2014-15 Prices (including depreciation)													
	<i>Pence per Vehicle Kilometre</i>												
Scotland		145	144	160	164	169	188	187	184	184	181	-2	7
GB outwith London ³		168	172	178	184	183	190	191	193	194	197	2	8

Source: DfT Bus Statistics

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}

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	% change over		
											1 year	5 years	
At 2013-14 Prices (including depreciation)													
	<i>Pence per passenger journey</i>												
Scotland		100	103	115	123	127	137	140	141	145	146	0	15
GB outwith London ³		106	110	116	121	124	129	135	136	139	141	2	14

Source: DfT Bus Statistics

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 revenue¹ on local bus services²

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	% change over		
	£ Million											1 year	5 years	
Current prices														
Passenger revenue														
Scotland ³	297	298	320	337	331	329	340	351	363	357	370	4	12	
Great Britain ⁵	2,845	2,858	2,974	3,071	3,158	3,301	3,444	3,575	3,705	3,763	3,737	-1	13	
Government support⁴														
Scotland	197	262	276	296	312	295	299	311	299	298	301	1	2	
Total passenger revenue⁶	494	559	597	633	643	623	640	661	662	655	671	2	8	
2015-16 Prices (Adjusted for general inflation using the GDP market price deflator.)														
Passenger revenue														
Scotland	356	347	364	373	361	353	359	363	370	358	370	3	5	
Great Britain	3,415	3,329	3,382	3,400	3,449	3,541	3,644	3,705	3,777	3,779	3,737	-1	6	
Government support⁴														
Scotland	236	305	314	328	341	316	317	322	305	300	301	1	-5	
Total passenger revenue⁶	593	652	677	701	702	669	676	685	675	658	671	2	0	

Source: DfT Bus Statistics

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 receipts 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. DT 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.

6. The figures for 2012/13 include an additional transitional assistance of £10 million for concessionary fares and £3 million for bus service operators grant towards the costs of bus operators by way of grant made under section 38 of the Transport (Scotland) Act 2001. Concessionary fares for 2013/14 also included transitional assistance of £1.7 million.

Table 2.9: Government support on local bus services by type of support¹

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	% change over		
	£ Million											1 year	5 years	
Current Prices														
Local Authority bus support²														
Scotland ¹¹	45	48	53	53	61	57	58	59	59	57	59	4	4	
Great Britain ⁸	1,089	1,160	1,217	1,342	1,318	1,145	1,084	1,038	1,094	1,071	1,069	0	-7	
GB outwith London ⁸	493	543	555	617	626	581	565	538	538	484	448	-7	-23	
Concessionary fares														
Scotland (bus) ³	...	155	163	180	187	175	181	199	190	190	189	-1	8	
Scotland (all modes)	95	166	173	193	202	183	188	204	195	198	196	-1	7	
Great Britain (bus) ^{5,6,8}	...	931	1,027	1,172	1,224	1,246	1,248	1,282	1,304	1,313	1,309	0	5	
GB outwith London (bus) ^{5,6,8}	...	769	851	991	1,041	1,055	1,038	1,062	1,070	1,074	1,071	0	1	
Great Britain (all modes) ^{5,6,8}	623	942	1,037	1,185	1,239	1,254	1,254	1,284	1,306	1,321	1,316	0	5	
GB outwith London (all modes) ^{5,6,8}	472	780	861	1,004	1,056	1,063	1,045	1,064	1,072	1,082	1,078	0	1	
Bus Service Operators Grant⁷														
Scotland	57	59	60	63	64	63	60	53	50	51	53	4	-15	
Great Britain ¹²	435	441	472	504	515	505	512	415	348	..	..	..	..
GB outwith London ¹²	340	344	369	391	403	397	401	327	306	302	307	2	-23	
All government support⁹														
Scotland (bus)	...	262	276	296	312	295	299	311	299	298	301	1	2	
Scotland (all modes)	197	273	286	309	327	303	306	316	304	306	308	1	2	
Great Britain (bus) ^{5,6,12}	...	2,531	2,716	3,017	3,056	2,896	2,843	2,739	2,735	2,686	2,685	0	..	
GB outwith London (bus) ^{5,6,12}	...	1,655	1,775	1,998	2,069	2,033	2,004	1,929	1,907	1,918	1,885	-2	-7	
Great Britain (all modes) ^{5,6,12}	2,147	2,542	2,725	3,030	3,071	2,904	2,851	2,730	2,748	2,694	2,692	0	..	
GB outwith London (all modes) ^{5,6,12}	1,305	1,667	1,784	2,011	2,084	2,041	2,011	1,920	1,920	1,868	1,833	-2	-10	
2015-16 Prices (Adjusted for general inflation using the GDP market price deflator)														
Local Authority bus support²														
Scotland	54	56	60	59	67	62	62	61	60	58	59	-4	-14	
Great Britain ⁸	1,307	1,351	1,384	1,486	1,440	1,228	1,147	1,076	1,115	1,076	1,070	-3	-25	
GB outwith London ⁸	592	632	632	683	684	623	598	557	549	486	448	-11	-29	
Concessionary fares														
Scotland (bus) ³	...	181	185	199	204	188	192	206	194	191	189	-1	-7	
Scotland (all modes) ⁴	114	193	197	214	221	196	199	211	199	199	196	0	-10	
Great Britain (bus) ^{5,6,8}	...	1,085	1,168	1,298	1,337	1,337	1,320	1,328	1,329	1,319	1,309	-1	-1	
GB outwith London (bus) ^{5,6,8}	...	896	968	1,097	1,137	1,132	1,098	1,100	1,098	1,079	1,071	-1	-5	
Great Britain (all modes) ^{5,6,8}	748	1,097	1,179	1,312	1,353	1,345	1,327	1,330	1,331	1,327	1,316	0	-2	
GB outwith London (all modes) ^{5,6,8}	567	908	979	1,112	1,153	1,140	1,105	1,102	1,092	1,087	1,078	0	-6	
Bus Service Operators Grant⁷														
Scotland	68	69	68	70	70	67	64	55	51	51	53	1	-27	
Great Britain ¹²	522	514	537	558	563	542	541	430	355	..	..	..	..
GB outwith London ¹²	408	401	420	433	440	426	424	339	312	303	307	-3	-31	
All government support⁹														
Scotland (bus)	...	305	314	328	341	316	317	322	305	300	301	-2	-12	
Scotland (all modes)	236	318	325	342	357	325	324	327	310	308	308	-1	-14	
Great Britain (bus) ^{5,6,12}	...	2,949	3,089	3,341	3,338	3,106	3,008	2,838	2,788	2,698	2,685	-3	..	
GB outwith London (bus) ^{5,6,12}	...	1,928	2,019	2,212	2,260	2,180	2,120	1,998	1,944	1,926	1,885	-1	-15	
Great Britain (all modes) ^{5,6,12}	2,578	2,962	3,100	3,355	3,355	3,115	3,016	2,829	2,801	2,706	2,692	-3	..	
GB outwith London (all modes) ^{5,6,12}	1,567	1,942	2,030	2,227	2,277	2,189	2,128	1,990	1,957	1,877	1,833	-4	-18	

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 to split out spending on bus schemes alone. Small revisions have been made to the years 2012/13, 2013/14 and 2014/15

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 administration 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 only.

⁷ Bus Service Operators Grant (BSOG) is a subsidy provided by Central Government to operators 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. Figures for Great Britain are calculated by combining the England, Wales and Scotland figures.

⁹ Totals exclude 'non-revenue' funding, specifically the Scottish Green Bus Fund and the Bus Investment Fund.

¹⁰ The figures for 2012/13 include an additional transitional assistance of £10 million for concessionary fares and £3 million for bus service operators grant towards the costs of bus operators by way of grant made under section 38 of the Transport (Scotland) Act 2001. Concessionary fares for 2013/14 also included transitional assistance of £1.7 million.

¹¹ Local Authority Transport Undertakings - Buses was added to the LFR 03 return in 2008/09. Data is not available for previous years and the total expenditure for 2007/08 is not comparable with later years.

¹² BSOG in London now forms part of their public support grant (from October 2013).

Table 2.10: Bus use the previous day (adults) by characteristic¹

	2005	2006	2007 ^{1,2}	2008	2009	2010	2011	2012	2013	2014	2015
by gender:											
Male	37	41	39	41	43	38	41	40	42	46	45
Female	63	59	61	59	57	62	59	60	58	54	55
by age:											
16-19	11	10	10	13	9	13	11	13	12	10	11
20-29	19	20	24	20	23	18	21	20	20	22	21
30-39	14	16	15	9	15	13	14	14	12	14	13
40-49	12	11	12	13	12	14	12	13	12	14	13
50-59	11	13	11	14	13	12	12	13	14	11	14
60-69	16	14	14	13	13	14	13	16	13	14	14
70-79	13	12	9	13	10	13	11	10	11	11	11
80 and over	4	4	5	5	5	3	6	3	6	4	4
by current status:											
Self employed	2	1	2	1	1	1	2	2	2	1	1
Employed full time	32	29	34	34	34	29	34	29	28	32	32
Employed part time	10	12	10	10	11	10	10	15	14	12	12
Looking after the home or family	5	6	7	5	5	4	3	3	4	4	5
Permanently retired from work	28	27	24	27	24	27	26	25	26	23	24
Unemployed and seeking work	4	5	3	6	6	7	4	6	7	8	6
At school	2	3	3	2	2	4	2	5	2	4	2
In further/higher education	10	9	10	8	9	14	12	8	11	11	13
Gov't work or training scheme	0	1	0	0	1	0	0	1	1	0	0
Permanently sick or disabled	5	7	6	4	6	4	6	5	4	4	4
Unable to work because of short-term illness or injury	1	1	2	2	1	1	0	1	1	1	1.1
by journey purpose²:											
Commuting	28	28	29	28	29	28	27	30	28	24	24
Education	6	6	8	7	6	8	11	7	7	10	9
Shopping	28	26	29	29	26	28	21	25	25	29	30
Visit hospital or other health	3	5	4	5	4	4	3	4	2	3	2
On other personal business	6	9	6	5	8	4	7	4	6	5	4
Visiting friends or relatives	10	9	8	11	9	8	12	11	12	7	9
Sport/Entertainment	3	4	3	5	6	8	6	2	2	3	2
Go home	...	...	4	3	4	2	4	9	...	9	
Other purpose	15	13	10	8	9	9	10	9	18	11	19
by annual net household income:											
up to £10,000 p.a.	27	27	21	21	20	19	22	14	13	16	13
£10,000 - £15,000	25	25	24	24	24	22	23	23	25	21	18
£15,000 - £20,000	15	16	17	15	12	18	17	16	15	16	19
£20,000 - £25,000	10	8	14	12	10	13	13	14	12	11	13
£25,000 - £30,000	6	7	7	7	11	5	7	11	9	10	8
£30,000 - £40,000	10	10	9	11	12	8	8	10	13	9	11
over £40,000 p.a.	4	4	6	7	6	12	7	8	10	13	13
by urban/rural classification:											
Large urban areas	58	59	60	62	61	58	62	61	61	57	56
Other urban	25	24	25	24	23	26	23	23	25	24	30
Small accessible towns	8	7	6	6	6	6	6	5	7	8	5
Small remote towns	1	2	1	2	2	1	2	2	1	2	1
Accessible rural	6	7	7	5	7	8	7	6	4	7	6
Remote rural	2	2	1	1	2	2	1	3	2	2	2
by frequency of driving:											
Every day	5	6	7	5	7	6	7	8	7	8	7
At least three times a week	6	5	6	7	5	5	5	7	5	6	7
Once or twice a week	3	4	4	6	5	6	6	5	4	5	4
Less often	4	4	6	4	5	4	5	3	4	6	4
Never, but holds full driving licence	7	8	9	7	10	7	9	10	9	8	7
Does not hold a full driving licence	75	73	68	70	69	72	67	67	72	67	71
by whether or not respondent has concessionary travel pass³:											
Yes	37	36	29	33	33	34	35	33	33	33	33
No	63	64	71	67	67	66	65	67	67	67	67
Sample size (=100%)	2,639	2,889	1,854	1,893	1,615	1,438	1,565	1,536	1,685	1,632	1,690

Source: Scottish Household Survey

¹ 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 2007.² 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.³ 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^{1,3,5}

	2007	2008	2009	2010	2011	2012	2014
Percentage agreeing with each statement							
Buses run to timetable ²	71	73	73	73	73	74	78
Buses 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 regularly changing	80	80	79	80		78	83
Buses are clean	72	75	75	75		80	78
Buses are comfortable	73	74	77	78			
Buses are environmentally friendly						56	66
I feel personally safe and secure ⁴	80	81					
Feel safe/secure on bus during day ⁴			91	91	94	93	94
Feel safe/secure on bus during the evening ⁴			58	59	63	62	69
Simple deciding what ticket I need	87	87	86	88	89	89	89
Finding out about routes and times is easy	77	79	81	81	82	84	86
Easy to change from buses to other forms of transport	69	71	71	73	76	75	75
Bus fares are good value	63	58	57	59	59	55	60
Sample Size	2,697	2,846	2,902	2,833	2,984	4,068	4,070

Source: Scottish Household Survey

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.

⁵ This question is now asked every 2 years and will be updated next year in edition 36

Table 2.12: Possession of concessionary fare pass¹ for all adults aged 16+

	2006**	2007	2008	2009	2010	2011	2012	2013	2014	2015
All adults aged 16+	27	28	25	26	27	27	27	26	27	28
All adults aged 60+	84	82	84	87	87	87	88	86	87	87
Age band										
16 - 39		1	1	2	1	2	2	1	2	2
40 - 49		2	2	4	3	3	3	3	3	3
50 - 59		5	4	6	6	5	5	4	5	6
60 - 64		75	75	78	79	80	81	75	75	74
65 - 69		83	88	89	90	88	91	90	91	90
70 - 74		85	89	92	91	93	92	92	91	93
75 - 79		86	89	92	93	91	94	90	93	92
80 +		81	85	87	87	90	88	89	91	90

Source: Scottish Household Survey

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

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

- From April 2006, the question concluded: "... on scheduled bus services"

** 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, 2009-2016^{1,2,3}

	2009 ¹	2010	2011	2012	2013 ⁴	2014	2015	2016
Card type								
60+	957,852	1,018,941	1,049,490	1,074,616	1,141,214	1,142,923	1,170,709	1,146,751
Disabled	55,737	59,470	60,866	61,660	40,923	44,381	43,590	41,348
Disabled + companion	93,005	100,613	105,325	109,680	83,937	96,253	106,078	111,486
Visually impaired	4,980	4,782	4,790	4,751	3,964	4,092	4,041	3,921
Visually impaired + companion	11,272	11,269	11,373	11,554	9,775	10,102	10,099	9,745
All cards	1,122,846	1,195,075	1,231,844	1,262,261	1,279,813	1,297,751	1,334,517	1,313,251
Young persons scheme (16-18)					131,210	152,626	152,473	151,767

Source: Transport Scotland

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

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

³This 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

⁴The 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

Table 2.14: Concessionary fare passes issued to older and disabled people. As at November 2016¹

	Disabled	Disabled + companion	Visually impaired	Visually impaired + companion	60+	All card holders
All Scotland						
Aberdeen City	2,154	3,364	249	254	44,091	50,112
Aberdeenshire	1,422	2,396	186	326	55,130	59,460
Angus	844	1,513	91	151	29,353	31,952
Argyll and Bute	606	1,460	82	219	25,195	27,562
Clackmannanshire	416	852	23	61	10,792	12,144
Dumfries and Galloway	698	2,330	101	217	38,500	41,846
Dundee City	1,173	4,431	195	364	30,500	36,663
East Ayrshire	1,030	3,078	74	258	26,770	31,210
East Dunbartonshire	476	1,382	93	169	27,257	29,377
East Lothian	622	1,619	53	152	23,936	26,382
East Renfrewshire	393	1,251	64	137	20,517	22,362
Edinburgh	4,160	9,234	268	700	97,893	112,255
Eilean Siar	116	224	9	20	7,724	8,093
Falkirk	1,445	2,480	113	251	32,507	36,796
Fife	2,453	10,476	271	759	84,011	97,970
Glasgow	7,132	21,204	419	1,385	96,488	126,628
Highland	1,552	3,222	50	399	54,419	59,642
Inverclyde	716	2,777	88	224	18,127	21,932
Midlothian	648	1,908	41	149	19,558	22,304
Moray	612	1,098	77	126	21,123	23,036
North Ayrshire	1,057	3,395	147	391	33,606	38,596
North Lanarkshire	2,507	7,810	191	619	62,508	73,635
Orkney Islands	135	423	4	29	5,692	6,283
Perth and Kinross	776	2,008	191	258	36,775	40,008
Renfrewshire	1,514	3,946	156	415	37,247	43,278
Scottish Borders	763	1,303	93	184	28,777	31,120
Shetland Islands	154	392	4	20	5,547	6,117
South Ayrshire	858	2,480	102	236	30,378	34,054
South Lanarkshire	2,086	6,834	258	619	67,418	77,215
Stirling	554	1,251	69	123	18,676	20,673
West Dunbartonshire	942	2,503	64	214	18,972	22,695
West Lothian	1,215	3,452	77	278	32,920	37,942

Source: Transport Scotland

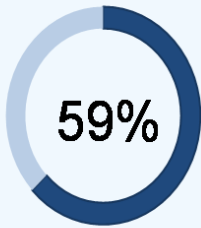
¹This table provides the most up to date figure for the number of concessionary passes on issue at Local Authority and national level. Table 2.13 displays changes

Chapter 3: Road Freight

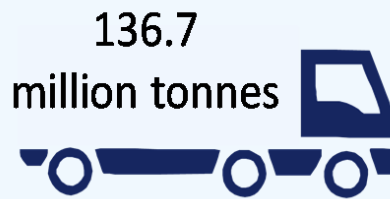
- Road freight lifted by UK-registered HGVs
- Weight of goods lifted in Scotland
- Lengths of haul
- Destinations within the UK and Europe
- Types of commodity lifted

14.4 billion

Tonne-kilometres of freight originating in Scotland was transported to all destinations in 2015

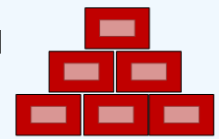


(8.5 billion tonne-km) remained within Scotland

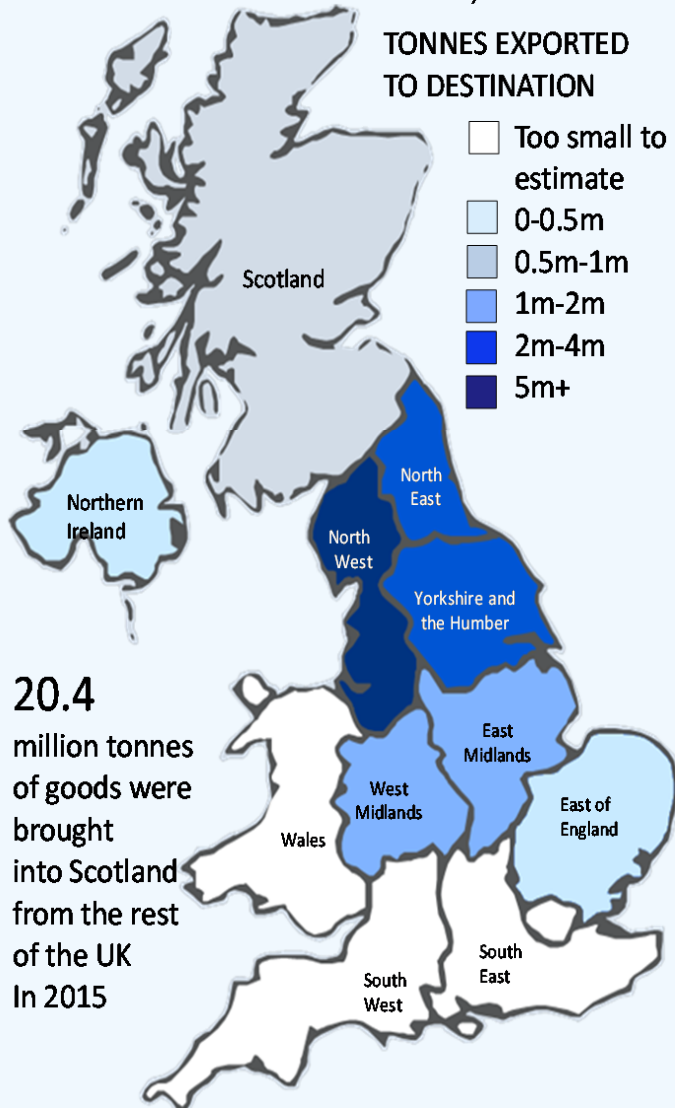


of goods were lifted in Scotland with a destination in Scotland in 2015

The most common type of freight lifted in Scotland and remaining in Scotland in 2015 was metal ore and other mining and quarrying – 44 million tonnes



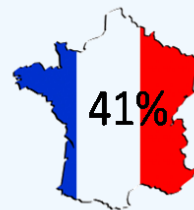
17 million tonnes of goods from Scotland were delivered to the rest of the UK, in 2015



20.4 million tonnes of goods were brought into Scotland from the rest of the UK In 2015

The volume of Scottish international (non-UK) road freight is small – less than 1 million tonnes entering and leaving in 2015

234 thousand tonnes of goods left Scotland by road for non-UK countries in 2015



went to France



went to the Netherlands

108 thousand tonnes of goods entered Scotland by road from non-UK countries in 2014



came from France

For web publication and further information, visit <http://bit.ly/STS2016-RoadFreight>



ROAD FREIGHT

1. Introduction

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

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

2. Main Points

Good Lifted & Distance

2.1 In 2015, an estimated 136.7 million tonnes of goods were lifted within Scotland by UK HGVs and transported to destinations within Scotland. About 16 million tonnes of goods from Scotland were delivered to destinations elsewhere in the UK, and around 19.8 million tonnes were brought into Scotland from elsewhere in the UK. In comparison, the volume of international road freight by UK HGVs travelling to and from Scotland is very small: less than 1 million tonnes in 2015. (*Table 3.1*)

2.2 Most road freight journeys are 50 kilometres or less in length: 24% of tonnes lifted by road in Scotland in 2015 were carried a distance of no more than 25 kilometres, and 31% 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 92 km. (*Table 3.2*)

Originating in Scotland

2.3 Goods moved on journeys originating in Scotland with a destination in Scotland accounted for around 8.5 billion tonne-kilometres in 2015. The overall total, including journeys with destinations elsewhere in the UK and abroad, was around 14.4 billion tonne-kms, an increase of 15% on 2014.

Entering Scotland

2.4 In 2015, 20.4 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 (38%), Yorkshire and Humber (17%) and North East (22%) regions of England. Fewer goods leave Scotland for other UK countries (17 million tonnes) than enter from them but the proportions going to and coming from different areas are similar (*Table 3.6*).

2.5 In 2015, 'metal ore and other mining and quarrying' was the largest single category of goods lifted in Scotland, which remained in Scotland, accounting for 34.8 million tonnes out of the total of 136.7 million tonnes. (*Table 3.4*)

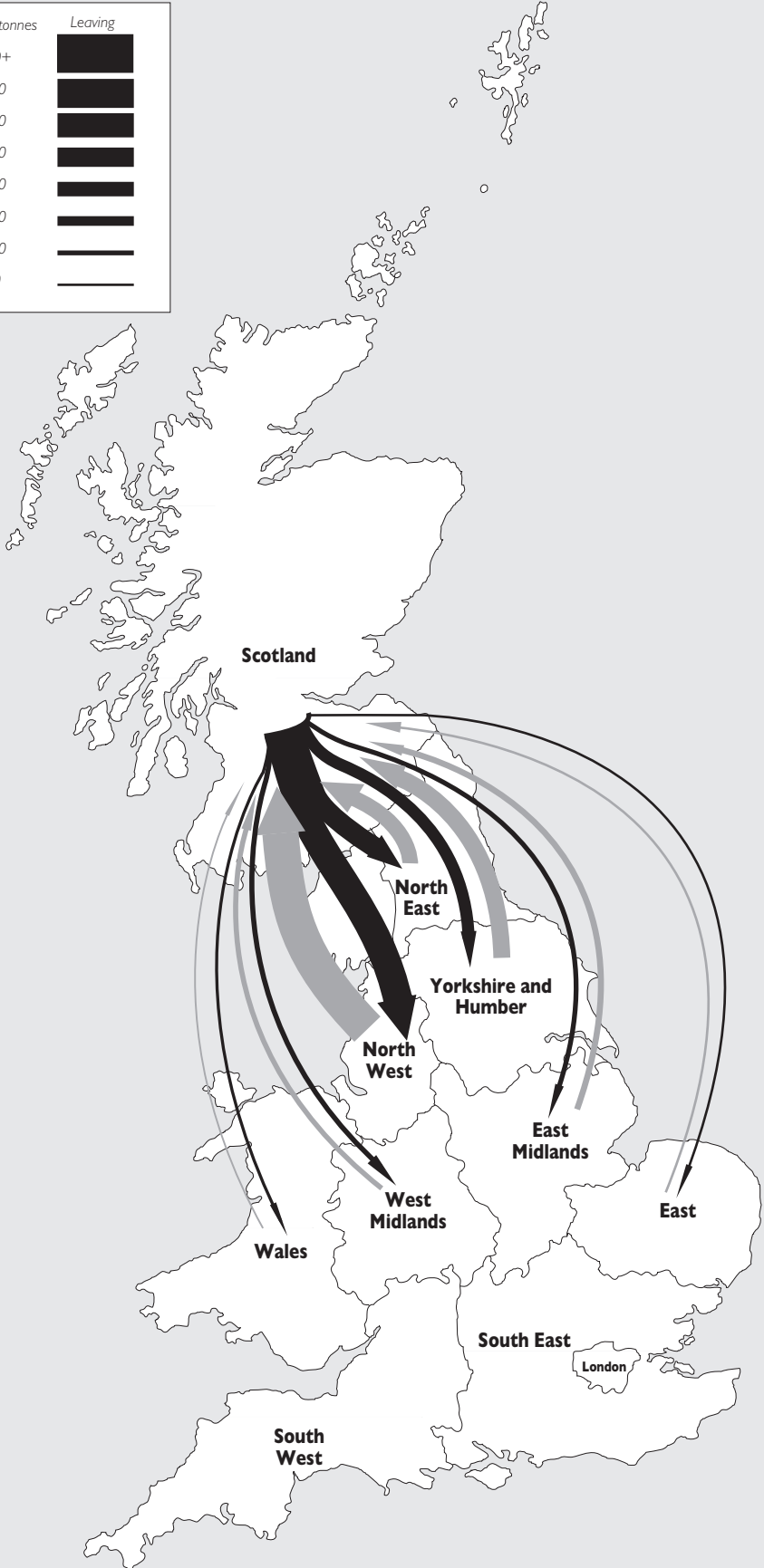
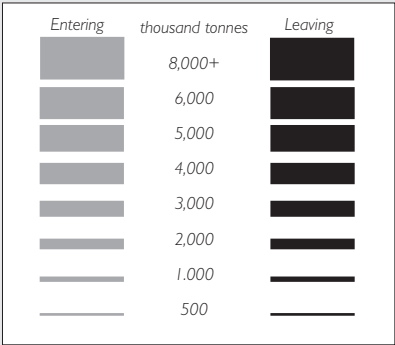
Destination

2.6 In 2015, UK-registered HGVs carried an estimated 234 thousand tonnes of goods from Scotland to countries outwith the UK, and 161 thousand tonnes from foreign countries into Scotland. Of goods leaving Scotland for abroad, carried by UK road hauliers, 41% went to France, 21% to the Netherlands and 9% to Belgium and Luxembourg. For goods entering Scotland from abroad, carried by UK road hauliers, 45% came from France. (*Table 3.7*)

2.7 In 2015, around 3% of goods leaving the UK lifted by UK HGVs originated in Scotland. However, Scotland provided 8% of machinery and equipment, consumer durables and 3% of food products leaving the UK (*Table 3.5*)

2.8 Generally in the period from 2011 to 2015, goods transported by UK-registered HGVs within Scotland were on journeys that started and finished within the same region. The Strathclyde Partnership for Transport (SPT) was the most active in terms of tonnage entering and leaving. There were 124 million tonnes on journeys within Scotland and 44 million of these were on journeys beginning in the SPT area (*Table 3.8*).

Fig. 3.1 Goods lifted by road; entering and leaving Scotland to or from rest of GB, 2015



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Table 3.1 Goods lifted by UK HGVs by origin and destination of journey²

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>million tonnes</i>										
a) On journeys originating in Scotland											
<i>by destination:</i>											
Scotland	152.7	155.5	159.8	144.2	118.8	116.8	130.3	136.6	122.4	123.4	136.7
Elsewhere in UK											
England	12.0	13.2	15.8	11.4	12.2	13.9	12.9	12.7	12.8	13.6	16.0
Wales	0.2	0.6	0.5	0.6	*	0.8	*	*	*	*	*
Northern Ireland	0.2	0.4	*	0.3	0.2	0.1	*	0.7	0.2	0.1	0.5
Total elsewhere in UK	12.5	14.2	16.4	12.3	12.6	14.8	13.6	13.7	13.2	13.9	17
Outwith UK ^{1,3}	0.4	0.4	0.6	0.5	0.5	0.4	0.3	0.3	0.3	0.2	0.2
Total	165.6	170.0	176.8	157.0	131.9	131.9	144.2	150.6	135.8	137.6	153.9
b) On journeys with Scottish destinations											
<i>by origin of journey:</i>											
Scotland	152.7	155.5	159.8	144.2	118.8	116.8	130.3	136.6	122.4	123.4	136.7
Elsewhere in UK											
England	16.7	18.6	21.2	17.1	15.5	17.3	16.8	19.0	16.0	17.9	19.8
Wales	0.5	0.2	0.6	0.3	*	0.4	*	*	*	*	*
Northern Ireland	0.2	0.1	*	0.3	0.4	0.2	0.3	0.5	*	0.2	0.5
Total elsewhere in UK	17.4	18.9	21.9	17.7	16.0	17.9	17.5	19.8	16.4	18.4	20.4
Outwith UK ^{1,3}	0.2	0.2	0.3	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.2
Total	170.4	174.6	182.0	162.2	134.9	134.9	147.9	156.6	138.9	141.9	157.3

Source: DfT Road Freight Statistics

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.

* include goods lifted by Northern Irish-based HGVs, so are slightly higher than those appearing in DfT's Road Freight Statistics.

* = 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, 2015

	Length of haul (kilometres)									All
	>0- 25	>25- 50	> 50- 100	>100- 150	>150- 200	>200- 300	>300- 400	>400- 500	>500	
Tonnes										
<i>millions</i>	37.6	47.6	28.3	13.5	6.6	9.5	5.1	2.3	3.0	153.7
<i>percentage</i>	24	31	18	9	4	6	3	1	2	100
Tonne-kilometres										
<i>millions</i>	560	1,727	2,023	1,660	1,164	2,374	1,749	1,028	1,914	14,199
<i>percentage</i>	4	12	14	12	8	17	12	7	13	100

Source: DfT Road Freight Statistics

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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>million tonne-kilometres</i>										
a) On journeys originating in Scotland											
<i>by destination:</i>											
Scotland	8,444	8,282	8,402	8,321	6,788	7,173	8,360	8,139	7,773	7,700	8,476
Elsewhere in UK											
England	4,405	4,859	5,654	4,208	4,199	4,708	4,087	3,854	4,246	4,507	5,428
Wales	146	317	207	273	*	351	*	*	*	*	*
Northern Ireland	34	87	*	49	30	18	*	130	25	36	77
Total elsewhere in UK	4,585	5,263	5,880	4,530	4,345	5,077	4,396	4,190	4,357	4,588	5,723
Outwith UK ²	477	412	668	533	519	445	370	366	312	276	240
Total	13,507	13,957	14,950	13,384	11,652	12,695	13,126	12,694	12,442	12,563	14,438
b) On journeys with Scottish destinations											
<i>by origin of journey:</i>											
Scotland	8,444	8,282	8,402	8,321	6,788	7,173	8,360	8,139	7,773	7,700	8,476
Elsewhere in UK											
England	6,251	6,804	7,156	5,801	5,393	5,888	5,348	5,570	5,392	6,026	6,616
Wales	235	142	329	201	*	212	*	*	*	*	*
Northern Ireland	45	16	*	77	32	32	65	101	*	58	107
Total elsewhere in UK	6,531	6,962	7,509	6,080	5,460	6,132	5,563	5,854	5,553	6,207	6,809
Outwith UK ²	246	181	290	233	176	170	119	130	124	103	186
Total	15,221	15,425	16,201	14,634	12,424	13,475	14,042	14,123	13,451	14,009	15,470
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	<i>million tonne-kilometres</i>										
volume	13,507	13,957	14,950	13,384	11,652	12,695	13,126	12,694	12,442	12,563	14,438
Index: 2005 = 100	100.0	103.3	110.7	99.1	86.3	94.0	97.2	94.0	92.1	93.0	106.9
index, 2005 = 100											
Scottish Gross Domestic Product (Gross Value Added for all industries ¹)	<i>index, 2005 = 100</i>										
Index: 2005=100	100.0	103.5	104.1	103.8	101.4	101.7	102.7	102.7	105.0	107.8	110.1
Road freight intensity	<i>index, 2005 = 100</i>										
Index: 2005 = 100	100.0	99.9	106.3	95.5	85.1	92.4	94.6	91.5	87.7	86.3	97.1

Source: DfT Road Freight Statistics

1. Scottish GDP figures are as published 18 January 2017.

* = Sample too small for a reliable estimate

Note: GDP figures available here <http://www.scotland.gov.uk/Topics/Statistics/18879>

Note: discontinuities in the series (denoted by lines) are described in detail within the methodology note; comparisons across years where methodological changes have occurred should be treated with caution.

Methodology note

Table 3.4 Goods lifted or moved by UK HGVs, for journeys within the UK with a Scottish origin or destination, by commodity, 2015

	Goods remaining in Scotland	Goods entering Scotland from rest of UK	Goods leaving Scotland for rest of UK
			<i>thousand tonnes</i>
Products of agriculture, forestry, raw materials			
Agricultural products	8,711	1,580	2,562
Coal and lignite	*	*	*
Metal ore and other mining and quarrying	34,794	*	*
Subtotal	43,633	1,817	3,177
Food products, including beverages and tobacco			
Food products	19,843	6,105	4,861
Textile, leather and wood products			
Textiles and textile products; leather and leather products	426	*	*
Wood products	6,315	1,371	1,710
Subtotal	6,741	1,643	1,763
Metal, mineral and chemical products			
Coke and refined petroleum products	5,135	*	*
Chemical products	1,763	1,175	*
Glass, cement and other non-metallic mineral products	9,990	2,177	*
Metal products	1,916	522	*
Subtotal	18,805	4,550	1,896
Machinery and equipment, consumer durables			
Machinery and equipment	1,439	328	326
Transport equipment	1,011	560	423
Furniture	840	331	*
Subtotal	3,290	1,219	851
Other products			
Waste related products	19,945	*	935
Mail, parcels	753	810	862
Empty containers, pallets and other packaging	2,242	483	435
Household and office removals	7,669	*	*
Grouped goods	9,799	2,465	1,562
Unidentifiable goods	3,664	*	*
Other goods	*	*	*
Subtotal	44,376	5,103	4,449
Total all commodities	136,687	20,437	16,998
			<i>million tonne kms</i>
Products of agriculture, forestry, raw materials			
Agricultural products	818	590	718
Coal and lignite	*	*	*
Metal ore and other mining and quarrying	1,367	*	*
Subtotal	2,195	670	929
Food products, including beverages and tobacco			
Food products	1,791	1,892	1,621
Textile, leather and wood products			
Textiles and textile products; leather and leather products	48	*	*
Wood products	535	520	674
Subtotal	583	605	688
Metal, mineral and chemical products			
Coke and refined petroleum products	420	*	*
Chemical products	99	459	*
Glass, cement and other non-metallic mineral products	503	570	*
Metal products	157	194	*
Subtotal	1,180	1,464	643
Machinery and equipment, consumer durables			
Machinery and equipment	105	124	135
Transport equipment	60	203	133
Furniture	67	118	*
Subtotal	232	445	315
Other products			
Waste related products	979	*	325
Mail, parcels	131	204	309
Empty containers, pallets and other packaging	150	142	144
Household and office removals	291	*	*
Grouped goods	748	912	518
Unidentifiable goods	182	*	*
Other goods	*	*	*
Subtotal	2,494	1,733	1,527
Total all commodities	8,476	6,809	5,723

* = Sample too small for a reliable estimate

Table 3.5 Goods lifted or moved by UK HGVs, for journeys entering or leaving the UK by commodity, 2015 ¹

ROAD FREIGHT

	Goods entering UK		Goods leaving UK	
	Total entering UK	of which: entering Scotland	Total leaving UK	of which: leaving Scotland
				<i>thousand tonnes</i>
Products of agriculture, forestry, raw materials				
Agricultural products	554	*	889	*
Coal and lignite	*	*	*	*
Metal ore and other mining and quarrying	335	*	361	*
Subtotal	889	*	1,348	*
Food products, including beverages and tobacco				
Food products	1,616	*	1,379	48
Textile, leather and wood products				
Textiles and textile products; leather and leather products	54	*	144	*
Wood products	349	*	376	*
Subtotal	403	*	520	*
Metal, mineral and chemical products				
Coke and refined petroleum products	136	*	*	*
Chemical products	568	*	683	*
Glass, cement and other non-metallic mineral products	510	*	759	*
Metal products	108	*	223	*
Subtotal	1,321	*	1,985	*
Machinery and equipment, consumer durables				
Machinery and equipment	289	*	395	*
Transport equipment	268	43	275	39
Furniture	41	*	103	*
Subtotal	599	54	773	60
Other products				
Waste related products	*	*	493	*
Mail, parcels	*	*	177	*
Empty containers, pallets and other packaging	152	*	93	*
Household and office removals	178	*	141	*
Grouped goods	960	*	1,175	*
Unidentifiable goods	143	*	319	*
Other goods	*	*	*	*
Subtotal	1,558	30	2,402	*
Total for journeys outwith UK	6,386	161	8,408	234
				<i>million tonne kms</i>
Products of agriculture, forestry, raw materials				
Agricultural products	205	*	308	*
Coal and lignite	*	*	*	*
Metal ore and other mining and quarrying	82	*	51	*
Subtotal	287	*	374	*
Food products, including beverages and tobacco				
Food products	784	*	613	47
Textile, leather and wood products				
Textiles and textile products; leather and leather products	36	*	49	*
Wood products	101	*	82	*
Subtotal	137	*	131	*
Metal, mineral and chemical products				
Coke and refined petroleum products	62	*	*	*
Chemical products	356	*	437	*
Glass, cement and other non-metallic mineral products	109	*	142	*
Metal products	87	*	109	*
Subtotal	615	*	723	*
Machinery and equipment, consumer durables				
Machinery and equipment	212	*	226	*
Transport equipment	251	76	231	74
Furniture	50	*	101	*
Subtotal	513	90	558	94
Other products				
Waste related products	*	*	134	*
Mail, parcels	*	*	75	*
Empty containers, pallets and other packaging	73	*	69	*
Household and office removals	135	*	115	*
Grouped goods	473	*	541	*
Unidentifiable goods	104	*	134	*
Other goods	*	*	*	*
Subtotal	829	38	1,070	*
Total for journeys outwith UK	3,164	186	3,470	240

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

* = Sample too small for a reliable estimate

Table 3.6 Goods lifted or moved by UK HGVs, entering or leaving Scotland, to or from rest of UK, by origins and destinations of journeys, 2015

Origin / destination of journey	Goods entering Scotland	Goods leaving Scotland	Goods entering Scotland	Goods leaving Scotland
	<i>thousand tonnes</i>		<i>million tonne kms</i>	
England				
North East	4,447	3,464	972	780
North West	7,853	6,196	2,187	1,557
Yorkshire & the Humber	3,481	2,626	1,301	955
East Midlands	1,286	1,037	579	515
West Midlands	1,121	1,107	548	560
East	764	721	473	456
London	*	*	*	*
South East	*	*	*	*
South West	*	*	*	*
Total England	19,752	15,989	6,616	5,428
Wales	*	*	*	*
Northern Ireland	540	528	107	77
Total elsewhere in UK	20,437	16,998	6,809	5,723

* = Sample too small for a reliable estimate

Table 3.7 Goods lifted or moved by UK HGVs, entering or leaving Scotland, to or from outwith UK, by origins and destinations of journeys, 2015

Origin / destination of journey	Goods entering Scotland	Goods leaving Scotland	Goods entering Scotland	Goods leaving Scotland
		<i>thousand tonnes</i>	<i>thousand tonne kms</i>	
EU countries				
Austria	*	*	*	*
Belgium & Luxembourg	*	21	*	17,329
Bulgaria	*	*	*	*
Croatia	*	*	*	*
Cyprus	*	*	*	*
Czech Republic	*	*	*	*
Denmark	*	*	*	*
Estonia	*	*	*	*
Finland	*	*	*	*
France	72	96	111,517	132,327
Germany	*	*	*	*
Greece	*	*	*	*
Hungary	*	*	*	*
Ireland	*	*	*	*
Italy	*	*	*	*
Latvia	*	*	*	*
Lithuania	*	*	*	*
Malta	*	*	*	*
Netherlands	*	50	*	25,511
Poland	*	*	*	*
Portugal	*	*	*	*
Romania	*	*	*	*
Slovakia	*	*	*	*
Slovenia	*	*	*	*
Spain	*	*	*	*
Sweden	*	*	*	*
Total EU countries	161	219	185,637	218,963
Other countries	*	15	*	20,636
Total outwith UK	161	234	185,637	239,599

* = Sample too small for a reliable estimate

Table 3.8 Average Freight lifted by UK HGVs per year (2011-2015): Journeys with U.K. origins and destinations which either started or ended in Scotland

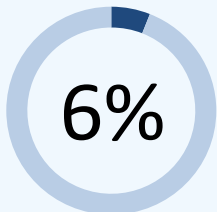
Journey Started In:	Journey Ended In								Elsewhere in UK	Total
	ZetTrans	HITRANS	NESTRANS	TACTRAN	SESTRAN	SPT	SWestrans	SCOTLAND		
ZetTrans	710	*	*	*	*	*	*	731	*	731
HITRANS	*	12,789	477	439	363	725	155	14,990	353	15,343
NESTRANS	*	581	10,374	829	301	488	*	12,605	438	13,043
TACTRAN	*	572	781	6,562	1,912	1,299	198	11,324	1,746	13,070
SESTRAN	*	717	1,016	2,849	23,637	6,220	551	34,990	4,283	39,273
SPT	*	872	664	857	6,224	34,128	1,231	43,976	5,717	49,694
SWestrans	*	*	*	172	388	1,314	3,306	5,315	2,647	7,962
SCOTLAND	751	15,585	13,413	11,709	32,825	44,175	5,474	123,931	15,185	139,116
Elsewhere in UK	*	297	418	1,263	6,384	7,713	3,095	19,171	1,450,307	1,469,478
TOTAL	751	15,882	13,831	12,972	39,209	51,888	8,568	143,102	1,465,493	1,608,595

Chapter 4: Road Network

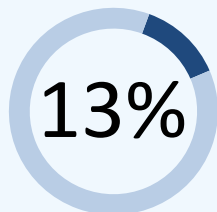
- Public road lengths by Local Authority, class, type and speed limit
- Amount of trunk road constructed/resurfaced
- Residual life of the trunk road network

56,092

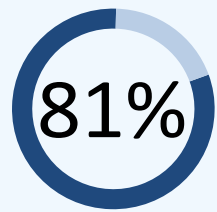
kilometres of road network in Scotland in 2015



was trunk road (1% motorway)



was non-trunk A roads

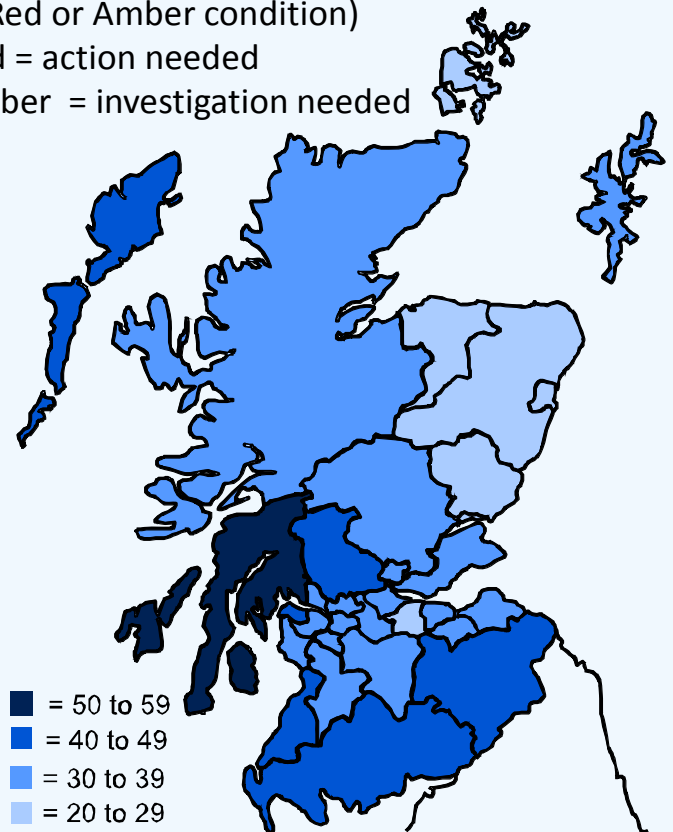


were minor roads

Road network condition in 2015 (% of roads in Red or Amber condition)

Red = action needed

Amber = investigation needed



The length of the **motorway network** remained the same between April 2015 and April 2016
1/3 of **Scotland's road network** is accounted for by Highland Council, Aberdeenshire Council and Dumfries and Galloway Council roads

601 km of motorways in Scotland in 2015

775 km of dual carriageway in Scotland in 2015

27,674 km of single carriageway in Scotland in 2015

10.4 km of road per 1,000 people in Scotland compared to 6.3 km in GB in 2015



For web publication and further information, visit <http://bit.ly/STS2016-Network>



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 Notes and Definitions section, page 245.

Key Points

- **Scotland has 56,092 km of road network**
- **Six per cent is trunk road (1% is motorway)**
- **Scotland has 10.4 km of road per 1,000 people compared to 6.3 km in GB.**

2. Main Points

Road length

2.1 There were 56,092 kilometres of public road in Scotland at 31 March 2016. 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 length of the motorway network remained the same between April 2015 and April 2016. (*Table 4.1*)

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

Road Maintenance

2.4 Overall there was a decrease of 2% in the amount of trunk road that was newly constructed, reconstructed, strengthened or surface dressed in 2015-16 compared to the previous year. (*Table 4.3*)

2.5 In 2015-16, 21.7% of the motorway network, 11% of the dual carriageway and 12% of the single carriageway trunk road network required close monitoring of the state of the road surface. (*Table 4.5 (b)*)

2.6 In 2015-16 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 the Notes and Definitions section, page 246). For the whole of the local authority network (all road categories), about 36% may similarly require some kind of maintenance. (*Table 4.6*)

Table 4.1 Public road lengths by class, type and speed limit ^{1,2}

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Trunk roads ^{3,6}											
Motorways											<i>Kilometres</i>
Excluding slip roads	377	392	392	392	390	389	397	420	420	420	420
Including slip roads	525	546	547	547	546	544	558	598	598	600	601
A roads											
Dual carriageway	524	531	521	521	523	523	523	513	513	504	504
Single carriageway	2,351	2,330	2,323	2,323	2,332	2,327	2,317	2,316	2,314	2,326	2,326
Other inc slips/roundabout	105	111	114	114	119	123	125	126	126	141	147
Total	2,980	2,972	2,958	2,958	2,974	2,974	2,965	2,955	2,953	2,970	2,977
by speed limit:											
up to 40 mph	238	232	229	229	226	233	230	227	227	239	243
over 40 mph	2,742	2,740	2,730	2,730	2,748	2,740	2,735	2,727	2,725	3,331	3,335
All trunk roads ^{3,4}	3,505	3,518	3,505	3,505	3,520	3,518	3,523	3,553	3,551	3,570	3,578
Local Authority major roads ⁷											
Motorways											
Excluding slip roads	-	-	-	-	-	-	-	-	-	-	-
Including slip roads	-	-	-	-	-	-	-	-	-	-	-
A roads											
Dual carriageway ⁵	245	242	242	243	243	229	232	268	270	272	272
Single carriageway ⁵	7,188	7,182	7,139	7,178	7,178	7,185	7,235	7,204	7,203	7,134	7,142
Total	7,433	7,424	7,381	7,421	7,421	7,414	7,467	7,473	7,473	7,406	7,414
by speed limit:											
up to 40 mph	1,453	1,485	1,491	1,515	1,508	1,509	1,559	1,567	1,572	1,616	1,621
over 40 mph	5,980	5,939	5,889	5,906	5,913	5,905	5,907	5,906	5,901	5,791	5,792
All LA major roads ⁴	7,433	7,424	7,381	7,421	7,421	7,414	7,467	7,473	7,473	7,406	7,414
Local Authority minor roads ⁷											
B roads											
limit up to 40 mph	1,096	1,141	1,152	1,174	1,176	1,170	1,189	1,194	1,194	1,228	1,226
limit over 40 mph	6,361	6,318	6,349	6,292	6,318	6,311	6,310	6,309	6,305	6,270	6,276
Total	7,458	7,459	7,501	7,466	7,493	7,481	7,499	7,504	7,500	7,498	7,502
C roads											
limit up to 40 mph	1,276	1,353	1,266	1,576	1,556	1,555	1,582	1,586	1,593	1,621	1,653
limit over 40 mph	9,059	9,065	9,104	9,091	9,102	9,098	9,105	9,104	9,098	9,060	9,051
Total	10,336	10,419	10,371	10,667	10,658	10,653	10,687	10,690	10,691	10,681	10,703
Unclassified roads											
limit up to 40 mph	14,399	14,465	14,768	14,573	14,714	14,828	14,856	14,948	15,020	15,097	15,198
limit over 40 mph	11,716	11,683	11,661	11,712	11,726	11,732	11,727	11,732	11,728	11,735	11,696
Total	26,115	26,148	26,429	26,285	26,440	26,560	26,583	26,680	26,748	26,832	26,895
All LA minor roads	43,909	44,026	44,300	44,418	44,591	44,694	44,769	44,873	44,938	45,011	45,100
All roads (trunk and LA) ³											
Motorways											
Excluding slip roads	377	392	392	392	390	389	397	420	420	420	420
Including slip roads	525	546	547	547	546	544	558	598	598	600	601
A, B and C roads											
Dual carriageway ⁵	769	773	763	764	766	752	755	781	783	776	775
Single carriageway ⁵	27,332	27,390	27,333	27,634	27,661	27,646	27,737	27,713	27,706	27,639	27,674
Total	28,206	28,274	28,210	28,512	28,546	28,522	28,617	28,620	28,615	28,556	28,596
by speed limit:											
up to 40 mph	4,064	4,212	4,138	4,494	4,465	4,467	4,560	4,574	4,586	4,704	4,743
over 40 mph	24,143	24,062	24,073	24,019	24,081	24,054	24,057	24,046	24,029	24,451	24,455
Unclassified roads											
limit up to 40 mph	14,399	14,465	14,768	14,573	14,714	14,828	14,856	14,948	15,020	15,097	15,198
limit over 40 mph	11,716	11,683	11,661	11,712	11,726	11,732	11,727	11,732	11,728	11,735	11,696
Total	26,115	26,148	26,429	26,285	26,440	26,560	26,583	26,680	26,748	26,832	26,895
All roads ^{3,4}	54,847	54,968	55,186	55,344	55,532	55,626	55,758	55,898	55,962	55,987	56,092

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 changed 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 30 May 2014.

7. Local authority road lengths at the end of the financial year e.g. 2013=2013/14.

ROAD NETWORK

Table 4.2 Public road lengths by council area and class, 2015/16

Council	Trunk ³			Local Authority ^{2,5}					Total	
	Motorway ¹	Motorway slips	A Roads	Total	A Roads	B Roads	C Roads	Unclassified		Total
										<i>kilometres</i>
Aberdeen City	-	-	24	24	58	42	93	720	913	937
Aberdeenshire	-	-	177	177	687	799	1,540	2,485	5,510	5,687
Angus	-	-	53	53	193	255	489	875	1,811	1,864
Argyll & Bute	-	-	296	296	505	614	434	730	2,283	2,579
Clackmannanshire	-	-	1	1	49	34	28	177	288	289
Dumfries & Galloway	59	14	273	347	494	735	1,178	1,757	4,164	4,511
Dundee City	-	-	18	18	36	17	96	414	563	580
East Ayrshire	11	4	56	70	124	193	211	625	1,154	1,223
East Dunbartonshire	-	-	59	59	54	47	34	370	505	565
East Lothian	-	-	-	-	95	169	223	444	931	931
East Renfrewshire	9	3	10	22	31	50	83	310	474	496
Edinburgh, City of	15	12	35	61	135	51	119	1,110	1,415	1,476
Eilean Siar	-	-	-	-	340	177	189	486	1,191	1,191
Falkirk	39	13	4	56	114	96	118	642	971	1,027
Fife	16	6	96	118	322	325	352	1,407	2,406	2,523
Glasgow, City of	52	48	2	102	135	64	209	1,403	1,811	1,913
Highland	-	-	959	959	1,391	976	1,440	2,936	6,743	7,702
Inverclyde	-	-	28	28	24	23	54	268	369	397
Midlothian	-	-	35	35	93	100	101	387	680	716
Moray	-	-	99	99	157	296	366	735	1,555	1,654
North Ayrshire	-	-	68	68	101	155	207	572	1,035	1,103
North Lanarkshire ⁴	42	19	25	86	147	143	246	1,030	1,567	1,653
Orkney Islands	-	-	-	-	161	205	160	458	984	984
Perth & Kinross	39	13	208	260	435	367	638	1,047	2,487	2,748
Renfrewshire	18	11	26	55	65	62	140	554	821	876
Scottish Borders	-	-	140	140	459	599	768	1,143	2,970	3,110
Shetland Islands	-	-	-	-	225	162	199	464	1,049	1,049
South Ayrshire	-	-	92	92	108	209	232	622	1,170	1,263
South Lanarkshire	65	20	54	139	267	251	445	1,308	2,271	2,410
Stirling	21	6	116	143	212	161	170	472	1,015	1,159
West Dunbartonshire	-	-	23	23	46	8	27	293	375	397
West Lothian	33	12	-	46	152	117	116	651	1,036	1,082
Total	420	181	2,977	3,578	7,414	7,502	10,703	26,895	52,514	56,092
										<i>percentages</i>
Aberdeen City	-	-	0.8	0.7	0.8	0.6	0.9	2.7	1.7	1.7
Aberdeenshire	-	-	5.9	4.9	9.3	10.6	14.4	9.2	10.5	10.1
Angus	-	-	1.8	1.5	2.6	3.4	4.6	3.3	3.4	3.3
Argyll & Bute	-	-	10.0	8.3	6.8	8.2	4.1	2.7	4.3	4.6
Clackmannanshire	-	-	-	0.0	0.7	0.5	0.3	0.7	0.5	0.5
Dumfries & Galloway	14.1	8.0	9.2	9.7	6.7	9.8	11.0	6.5	7.9	8.0
Dundee City	-	-	0.6	0.5	0.5	0.2	0.9	1.5	1.1	1.0
East Ayrshire	2.5	2.0	1.9	2.0	1.7	2.6	2.0	2.3	2.2	2.2
East Dunbartonshire	-	-	-	1.7	0.7	0.6	0.3	1.4	1.0	1.0
East Lothian	-	-	0.0	0.0	1.3	2.3	2.1	1.7	1.8	1.7
East Renfrewshire	2.2	1.6	0.3	0.6	0.4	0.7	0.8	1.2	0.9	0.9
Edinburgh, City of	3.5	6.3	1.2	1.7	1.8	0.7	1.1	4.1	2.7	2.6
Eilean Siar	-	-	-	0.0	4.6	2.4	1.8	1.8	2.3	2.1
Falkirk	9.4	7.4	0.1	1.6	1.5	1.3	1.1	2.4	1.8	1.8
Fife	3.7	3.2	3.2	3.3	4.3	4.3	3.3	5.2	4.6	4.5
Glasgow, City of	12.4	26.5	0.1	2.9	1.8	0.8	2.0	5.2	3.4	3.4
Highland	-	-	32.2	26.8	18.8	13.0	13.5	10.9	12.8	13.7
Inverclyde	-	-	0.9	0.8	0.3	0.3	0.5	1.0	0.7	0.7
Midlothian	-	-	1.2	1.0	1.2	1.3	0.9	1.4	1.3	1.3
Moray	-	-	3.3	2.8	2.1	4.0	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	10.0	10.7	0.8	2.4	2.0	1.9	2.3	3.8	3.0	2.9
Orkney Islands	-	-	-	0.0	2.2	2.7	1.5	1.7	1.9	1.8
Perth & Kinross	9.2	7.4	7.0	7.3	5.9	4.9	6.0	3.9	4.7	4.9
Renfrewshire	4.4	5.8	0.9	1.5	0.9	0.8	1.3	2.1	1.6	1.6
Scottish Borders	-	-	4.7	3.9	6.2	8.0	7.2	4.3	5.7	5.5
Shetland Islands	-	-	-	0.0	3.0	2.2	1.9	1.7	2.0	1.9
South Ayrshire	-	-	3.1	2.6	1.5	2.8	2.2	2.3	2.2	2.3
South Lanarkshire	15.5	10.8	1.8	3.9	3.6	3.3	4.2	4.9	4.3	4.3
Stirling	5.1	3.5	3.9	4.0	2.9	2.1	1.6	1.8	1.9	2.1
West Dunbartonshire	-	-	0.8	0.6	0.6	0.1	0.3	1.1	0.7	0.7
West Lothian	8.0	6.8	-	1.3	2.1	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 30 May 2014.
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.
5. Local authority road lengths at the end of the financial year.

ROAD NETWORK

Table 4.3 Trunk road constructed/re-surfaced etc

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16 (prov)
<i>lane-kilometres (estimated)</i>											
Equivalent road lane length											
New roads											
constructed/opened	108	7	-	58	-	52	132	-	18	3	3
Reconstructed	142	114	80	56	51	27	57	1	9	7	-
Strengthened	280	324	170	194	213	239	168	338	360	365	373
Surface dressed	66	88	79	123	30	35	10	21	11	14	5
Total	596	533	329	431	294	353	367	360	398	389	381
<i>percentages</i>											
Percentages of total											
New roads											
constructed/opened	18	1	-	13	-	15	36	-	5	1	1
Reconstructed ¹	24	21	24	13	17	8	16	0	2	2	-
Strengthened	47	61	52	45	72	68	46	94	90	94	98
Surface dressed	11	17	24	29	10	10	3	6	3	4	1
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, 2014-15

Unit	New road constructed for traffic	Reconstructed	Strengthened	Surface Dressed	Total
<i>lane-kilometres (estimated)</i>					
Equivalent road lane length					
NW	3	3	120	4	130
NE	-	-	66	1	67
SW	-	4	89	1	94
SE	-	-	86	8	94
FBOC	-	-	4	-	4
Total	3	7	365	14	389
<i>percentages</i>					
Percentages of total					
NW	100	-	43	-	33
NE	-	-	18	-	17
SW	-	57	24	-	24
SE	-	-	24	-	24
FBOC	-	-	1	-	1
Total	100	100	100	100	100

Source: Transport Scotland - Not National Statistics

Table 4.4 (b) Trunk road constructed/re-surfaced etc, by unit, 2015-16 (provisional)

Unit	New road constructed for traffic	Reconstructed	Strengthened	Surface Dressed	Total
<i>lane-kilometres (estimated)</i>					
Equivalent road lane length					
NW	-	-	146	1	147
NE	3	-	74	2	79
SW ¹	-	-	60	1	61
SE ¹	-	-	87	1	88
FBOC	-	-	6	-	6
Total	3	-	373	5	381
<i>percentages</i>					
Percentages of total					
NW	-	-	39	20	39
NE	100	-	20	40	21
SW	-	-	16	20	16
SE	-	-	23	20	23
FBOC	-	-	2	-	2
Total	100	-	100	100	100

Table 4.5 Trunk road network: Residual Life¹ (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
	<i>percentages</i>					
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 ²	10	7	10	10	11	52
2012-13	13	8	10	10	12	46
2013-14	14	8	10	9	11	49
2014-15	13	7	9	9	12	50
2015-16 ⁴	12	9	9	9	13	48

Operating Company Areas 2015-16⁴

Forth Bridges Unit	17	8	11	10	12	42
North West Unit	9	7	8	8	12	54
North East Unit	11	10	11	9	12	46
South East Unit	11	9	9	9	16	46
South West Unit	16	9	8	8	13	46

(b) The proportion of the motorway/dual and single carriageway trunk road network, which require close monitoring³

	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 ²	12.9	9.1	10.3
2012-13	23.1	13.3	11.6
2013-14	23.4	15.0	10.3
2014-15	22.9	10.4	11.3
2015-16 ⁴	21.5	9.8	10.5

Operating Company Areas 2015-16⁴

Forth Bridges Unit	21.1	5.2	-
North West Unit	-	9.2	9.5
North East Unit	14.9	6.2	16.4
South East Unit	18.2	5.7	6.9
South West Unit	21.8	16.7	12.0

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. Method of calculation changed in 2011-12.

3. 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

4. These figures are provisional.

ROAD NETWORK

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: 2015-16										
	<i>percentage</i>									
Aberdeen City	2	18	3	21	3	21	4	23	4	22
Aberdeenshire	2	21	2	18	2	17	6	25	4	21
Angus	2	18	4	28	4	23	7	25	5	24
Argyll & Bute	9	36	17	44	17	42	15	38	15	40
Clackmannanshire	2	21	3	26	4	28	8	33	6	30
Dumfries & Galloway	5	29	5	30	8	34	21	38	12	34
Dundee City	2	17	1	21	1	15	6	27	4	23
East Ayrshire	2	19	5	29	8	32	11	34	8	31
East Dunbartonshire	5	25	4	24	5	23	10	34	8	31
East Lothian	4	30	5	32	4	28	5	27	4	28
East Renfrewshire	2	17	4	27	7	25	10	35	8	31
Edinburgh, City of	5	24	3	24	5	26	7	31	7	29
Eilean Siar	8	30	7	33	6	43	8	41	7	37
Falkirk	3	25	5	30	4	31	5	29	5	29
Fife	4	23	5	28	3	27	5	29	5	28
Glasgow, City of	3	22	2	18	2	17	6	30	5	27
Highland	3	24	6	29	8	31	13	33	9	30
Inverclyde	3	28	5	31	9	35	11	33	10	33
Midlothian	2	18	4	24	4	27	5	30	4	27
Moray	2	22	2	21	3	21	5	27	4	24
North Ayrshire	9	27	4	29	10	38	6	29	7	31
North Lanarkshire	2	20	3	24	4	25	6	31	5	29
Orkney Islands	2	18	2	17	2	13	4	21	3	18
Perth & Kinross	6	31	4	32	4	29	6	26	6	29
Renfrewshire	4	23	4	27	10	29	8	30	7	29
Scottish Borders	4	28	7	35	7	35	16	42	10	37
Shetland Islands	2	19	7	27	4	31	14	37	9	30
South Ayrshire	7	35	10	39	11	33	11	33	10	34
South Lanarkshire	2	20	2	21	5	31	7	30	6	28
Stirling	5	27	8	33	9	33	17	35	11	33
West Dunbartonshire	3	23	3	20	5	25	7	32	6	30
West Lothian	1	16	3	22	8	36	3	24	4	24
Scotland	4	25	6	29	6	28	9	31	7	29
(b) for Scotland as a whole: 2005-06 to 2015-16 (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	7	28	9	30	7	29
2013-14	5	24	7	28	8	28	9	30	8	29
2014-15	5	24	7	29	9	29	9	30	8	29
2015-16	4	25	6	29	6	28	9	31	7	29
(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

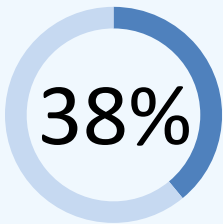
- From 2007-08 the basis of the statutory road performance indicator in Scotland changed to the UK Standard RC
- While it has been possible, following the change to the indicator, to calculate the equivalent RCI value for all classified roads from 2005-06 it has not been possible to do this in a reliable manner for unclassified roads, owing to a lack of cracking data for those year
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
- The categories used to indicate the condition of the road are in brief
amber - further investigation should be undertaken to establish if treatment is required
red - the road has deteriorated to the point at which it is likely repairs to prolong its future life should be undertaken
- Information for 2002-03 is available only for A roads
- The SPI figures for Scotland in 2004-05 exclude Glasgow, as the survey in Glasgow was undertaken on a different basis in that year.

Chapter 5: Road Traffic

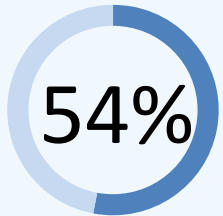
- Total volume of traffic by type of road, by type of vehicle, and by council area.
- Traffic flows at selected points on the road network
- Delays and congestion
- Petrol and diesel consumption.

45.4 billion

vehicle kilometres driven in Scotland in 2015

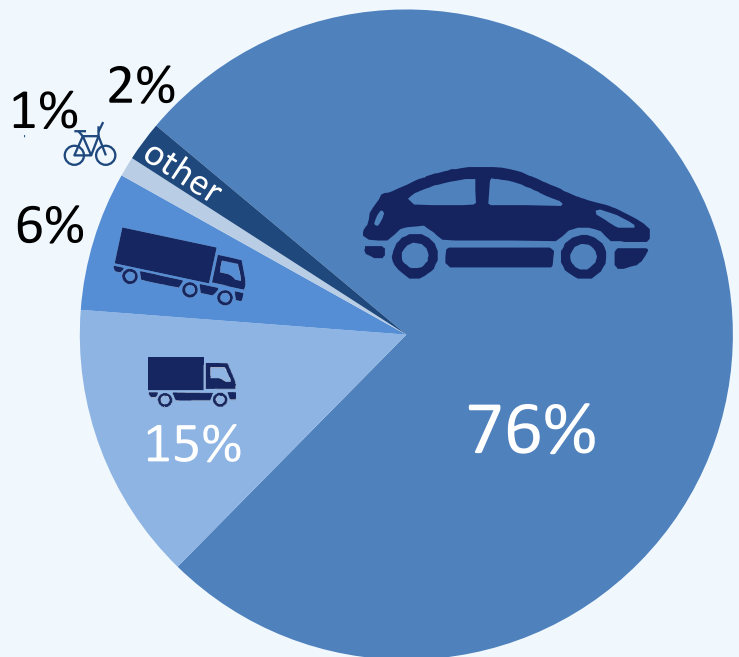


driven on trunk roads, which account for **6%** of the road network



was driven on rural roads

Cars were **76%** of traffic in 2015:



12% increase in pedal cycle traffic volume in the last five years



12.3% of driver journeys were **delayed by congestion** in 2015

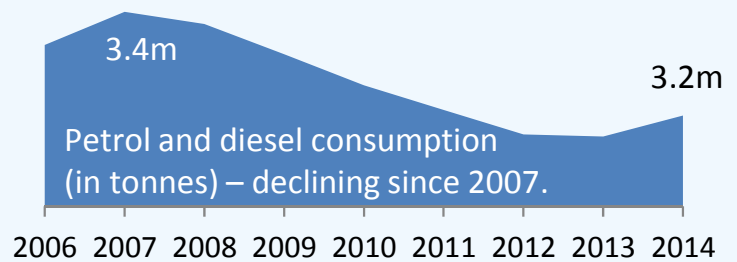
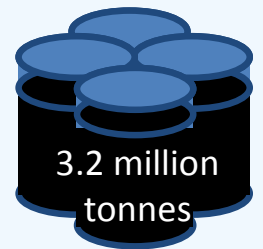


Some **types of journeys** were more likely to be **delayed by congestion**:

% journeys reported delayed in 2015:



Traffic on Scottish roads consumed just over 3 million tonnes of **petrol and diesel** in 2014



For web publication and further information, visit <http://bit.ly/STS2016-Traffic>



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

- **45.4 billion vehicle km were driven in 2015**
- **38% of distance travelled is on Trunk roads, which account for only 6% of the road network.**
- **12.3% of driver journeys were delayed by congestion in 2015.**

2 Main Points

Major & Minor Roads

2.1 The estimated volume of traffic on Scotland's roads in 2015 was around 45.4 billion (thousand million) vehicle km: 1.2% more than 2014. There have been slight increases in the last three years, following the steady downward trend seen between 2007 and 2011. (*Table 5.1*)

2.2 The total volume of traffic on major roads (Motorways and A roads) in 2015 was estimated to be 30 billion vehicle-km. Traffic on Motorways accounted for 7.5 billion vehicle km (16% of all traffic). This was less than the estimated 9.9 billion vehicle km on trunk A roads (22% of the total), and the 12.5 billion on non-trunk A roads (28%). Three quarters of A road traffic was in rural areas: 16.9 billion out of the A roads total of 22.4 billion vehicle km. (*Table 5.1*)

2.3 Minor roads (B, C and unclassified roads) accounted for the remaining 34% of traffic in 2015: an estimated 15.5 billion vehicle km (*Table 5.1*)

2.5 The total volume of traffic on major roads (Motorways and A roads) in 2015 was 1% higher than in the previous year (Motorways increased by 1%). Minor road traffic was about 1% higher than in 2014. Traffic levels are around 6 per cent higher than in 2005. (*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, 5 per cent higher than they had been in 2003. Traffic volumes then fell back slightly but after increases in the last couple of years are now slightly (0.2%) higher than they were in 2007. Motorway traffic saw a 14 per cent rise between 2003 and 2008, fell slightly over the next two years and has started to rise again over the last three years; now 2% higher than the earlier peak in 2008. (*Table 5.1*)

2.7 Traffic on minor roads is estimated to have risen by 9% between 2003 and 2007, falling by 6% since and the total volume of traffic on all roads in Scotland was also estimated to have risen by 6% between 2003 and 2007, falling 1% since. (*Table 5.1*)

2.8 Cars account for over three quarters (76%) 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 15% and heavy goods vehicles for 6%. After increases in the previous seven years there was a slight fall in the amount of pedal cycle traffic in 2015. However, with traffic volumes increasing by 43% since 2007, pedal cycles still account for less than one percent of estimated traffic volume. (*Table 5.2 & 5.3*)

2.9 In 2015, the volume of car traffic was 4 per cent higher than in 2005 but 0.4 per cent below the 2007 peak, light goods vehicle traffic 14 per cent higher, but heavy goods vehicle traffic 10% lower. (*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 34% 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 79,000 vehicles per day. In contrast, the average daily flow at the A835 Aultguish site was around 1,700 vehicles. Traffic levels also vary considerably depending on the month: e.g. the A87 Kyle of Lochalsh site in September averaged over 5,000 vehicles per day – compared to under 2,000 in February. (*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 78,624 vehicles per day in 2015. Its Monday-Friday average was 85,149 vehicles per day, and its Monday-Friday peak hourly flows were 7,048 vehicles in the morning and 7,231 vehicles in the evening. At the opposite end of the scale, the A835 Aultguish averaged 1,694 vehicles per day over the year as a whole and its Monday-Friday peak hourly flows were around 200. The A7 Langholm had the highest percentage of heavy goods vehicle traffic in 2015 at 28% for the week, followed by the A80 Cumbenauld (26%). (*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 2015, 12.3% 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 2006 congestion level, with a peak of around 14% in 2007. Short delays were more common than longer ones - 4% of car drivers' journeys were delayed by around 5 minutes compared to almost 2% by 15 minutes and just over 2% by 20 minutes or longer. Weekday journeys were most likely to suffer congestion delays between 7 and 9 am and 4 and 6 pm (25% and 24-29% respectively). Fewer

delays (5%) were experienced by people residing in remote small towns than those in accessible small towns (10%). (*Tables 5.8 and 5.9*)

2.15 These statistics 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 just over 3 million tonnes of petrol and diesel in 2014. 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 Notes and Definitions section, page 225.

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*)

Fig 5.1

Scottish Trunk Road Map

TRANSPORT SCOTLAND
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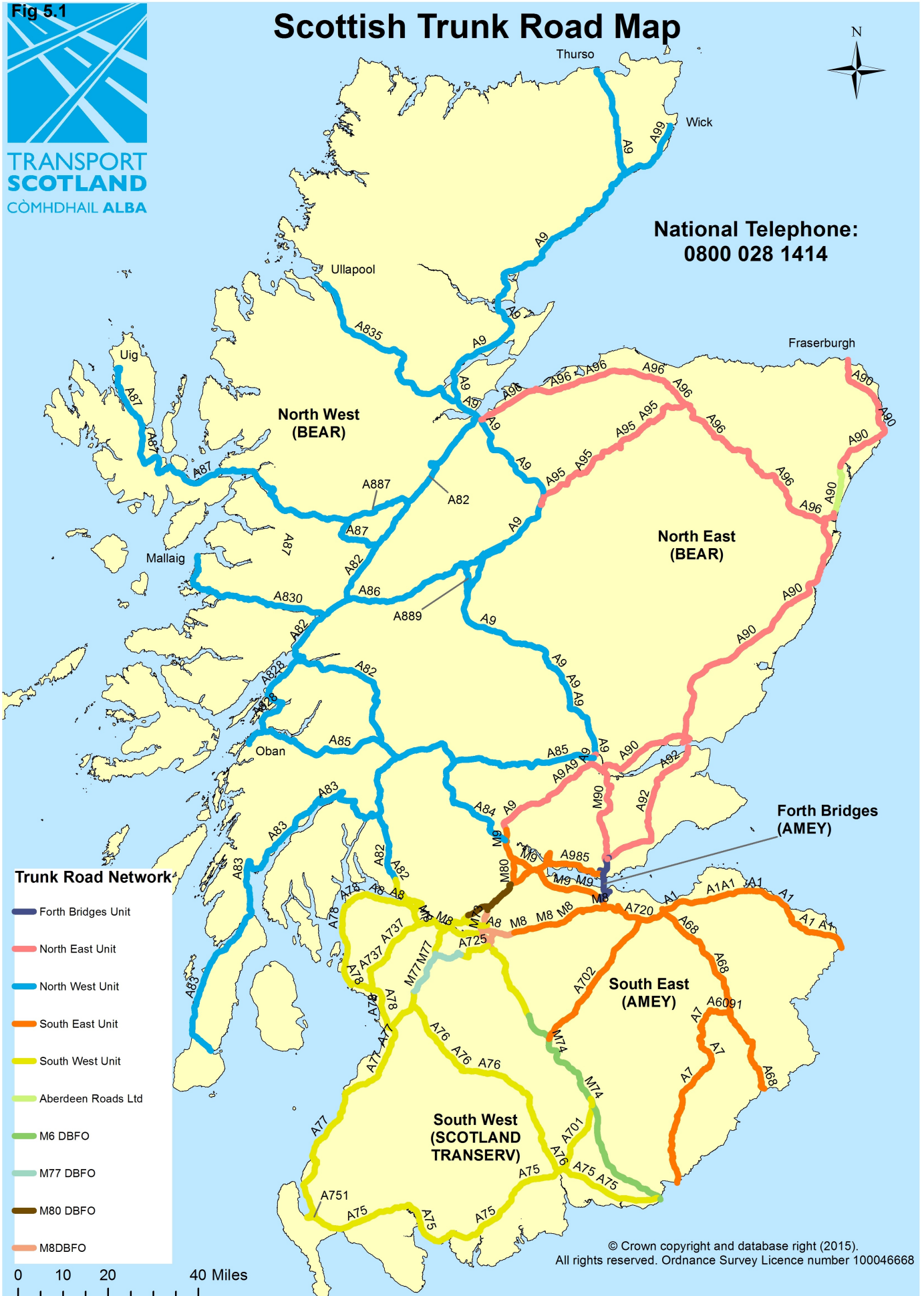


Table 5.1 Traffic (vehicle kilometres) by road class and type

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 ¹	2015
	<i>million vehicle kilometres</i>										
Major roads (M and A)											
Motorways	6,151	6,433	6,577	6,683	6,633	6,503	6,570	7,140	7,262	7,421	7,477
Trunk A roads											
Urban *	922	966	928	942	952	945	951	973	960	965	960
Rural *	8,834	8,976	9,042	8,878	8,960	8,773	8,793	8,678	8,766	8,726	8,905
Total	9,756	9,942	9,970	9,820	9,913	9,719	9,744	9,651	9,725	9,691	9,864
Non-trunk A roads											
Urban *	4,551	4,595	4,505	4,493	4,530	4,522	4,471	4,395	4,390	4,478	4,501
Rural *	7,598	7,928	7,933	7,813	7,885	7,752	7,781	7,666	7,670	7,856	8,029
Total	12,149	12,523	12,438	12,307	12,415	12,273	12,252	12,061	12,061	12,334	12,530
All A roads											
Urban *	5,473	5,561	5,433	5,435	5,482	5,467	5,422	5,368	5,350	5,443	5,461
Rural *	16,431	16,904	16,975	16,691	16,845	16,525	16,574	16,344	16,436	16,582	16,934
Total	21,904	22,465	22,408	22,126	22,327	21,992	21,996	21,712	21,786	22,025	22,395
All major roads	28,055	28,898	28,986	28,810	28,961	28,496	28,565	28,853	29,048	29,446	29,872
Minor roads (B, C and unclassified)											
B roads											
Urban *	1,336	1,312	1,335	1,315	1,283	1,246	1,250	1,254	1,235	1,263	1,261
Rural *	2,589	2,647	2,734	2,748	2,661	2,660	2,577	2,502	2,519	2,662	2,711
Total	3,925	3,959	4,069	4,063	3,944	3,906	3,827	3,756	3,754	3,925	3,972
C & Unclassified roads											
Urban *	6,832	6,957	7,133	7,079	6,942	6,732	6,767	6,813	6,725	6,891	6,890
Rural *	3,906	4,306	4,479	4,517	4,371	4,354	4,232	4,127	4,314	4,578	4,639
Total	10,738	11,263	11,611	11,596	11,314	11,086	10,998	10,941	11,038	11,469	11,530
All minor roads											
Urban *	8,168	8,269	8,468	8,394	8,225	7,978	8,016	8,067	7,960	8,154	8,151
Rural *	6,495	6,952	7,212	7,266	7,033	7,014	6,809	6,630	6,832	7,240	7,350
All minor roads	14,663	15,221	15,680	15,659	15,258	14,992	14,825	14,696	14,792	15,394	15,501
All roads											
Motorways	6,151	6,433	6,577	6,683	6,633	6,503	6,570	7,140	7,262	7,421	7,477
Urban *	13,641	13,830	13,901	13,829	13,708	13,445	13,438	13,434	13,310	13,597	13,612
Rural *	22,926	23,857	24,187	23,957	23,878	23,539	23,383	22,974	23,269	23,822	24,284
All roads	42,718	44,119	44,666	44,470	44,219	43,488	43,390	43,549	43,840	44,839	45,374

Source: Department for Transport - Not National Statistics

1. DfT have made some small revisions to 2014 estimates.

* DfT's classification of urban and rural roads differs from the built up/non-built up classification - see section 5.1.4 of the traffic estimates notes and definitions at the back of this publication.

Totals may not equal sum of parts due to rounding.

Table 5.2 Traffic (vehicle kilometres) on major roads (by class / type) and minor roads (by type) by vehicle type, 2015

	Cars	Two wheeled motor vehicles	Buses	Light goods vehicles	Heavy goods vehicles	All motor vehicles	Pedal cycles	All vehicle traffic	Percent of all roads
<i>million vehicle kilometres</i>									
Major roads (M and A)									
Motorways ¹	5,461	28	55	1,121	812	7,477	0	7,477	16.5
Trunk A roads - urban ²	741	4	8	144	62	959	1	960	2.1
Trunk A roads - rural ²	6,592	70	93	1,358	787	8,900	4	8,905	19.6
Non-trunk A roads - urban ²	3,662	18	105	568	128	4,480	21	4,501	9.9
Non-trunk A roads - rural ²	6,117	62	108	1,289	439	8,015	15	8,029	17.7
All major roads	22,573	182	369	4,480	2,228	29,831	41	29,872	65.8
Minor roads (B, C and unclassified)									
Urban roads ²	6,573	53	164	1,139	102	8,030	121	8,151	18.0
Rural roads ²	5,523	59	55	1,359	174	7,171	180	7,351	16.2
All minor roads	12,096	112	219	2,499	276	15,201	300	15,502	34.2
All roads									
Motorways	5,461	28	55	1,121	812	7,477	0	7,477	16.5
Urban roads ²	10,975	75	277	1,851	292	13,469	143	13,612	30.0
Rural roads ²	18,233	190	256	4,007	1,400	24,086	198	24,284	53.5
All roads	34,669	293	588	6,979	2,504	45,032	342	45,374	100.0
Percentage of all vehicles	76.4	0.6	1.3	15.4	5.5	99.2	0.8	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 5.1.4 of the notes and definitions at the back of this publication.

Totals may not equal sum of parts due to rounding.

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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 ¹	2015
<i>million vehicle kilometres</i>											
Major roads (M and A)											
Cars	22,060	22,610	22,392	22,221	22,496	21,998	21,986	22,170	22,217	22,418	22,573
Two wheeled motor vehicles	181	176	187	190	196	181	181	171	176	184	181
Buses	285	299	308	320	329	353	352	363	365	366	369
Light goods vehicles	3,261	3,459	3,689	3,690	3,684	3,701	3,816	3,906	4,032	4,242	4,481
Heavy goods vehicles	2,234	2,315	2,378	2,349	2,210	2,217	2,184	2,198	2,210	2,193	2,228
All motor vehicle traffic	28,021	28,859	28,953	28,770	28,917	28,450	28,519	28,807	29,001	29,404	29,831
Pedal cycles	34	39	32	40	45	46	47	45	47	42	41
All traffic on major roads	28,055	28,898	28,986	28,810	28,961	28,496	28,565	28,853	29,048	29,446	29,872
Minor roads (B, C and unclassified)											
Cars	11,418	11,857	12,153	12,136	11,895	11,593	11,592	11,606	11,594	11,997	12,096
Two wheeled motor vehicles	132	125	139	125	125	109	114	120	111	113	112
Buses	300	310	342	310	306	298	257	222	242	243	219
Light goods vehicles	2,200	2,303	2,436	2,455	2,343	2,406	2,306	2,216	2,287	2,434	2,499
Heavy goods vehicles	404	406	403	402	347	333	298	268	277	280	276
All motor vehicle traffic	14,453	15,000	15,473	15,427	15,016	14,740	14,567	14,432	14,510	15,066	15,201
Pedal cycles	210	221	207	232	243	253	258	264	282	327	300
All traffic on minor roads	14,663	15,221	15,680	15,659	15,258	14,992	14,825	14,696	14,792	15,393	15,502
All roads											
Cars	33,478	34,466	34,545	34,357	34,392	33,591	33,578	33,777	33,811	34,415	34,669
Two wheeled motor vehicles	313	302	326	315	322	290	295	290	286	297	293
Buses	586	609	650	630	635	650	609	585	607	610	588
Light goods vehicles	5,460	5,761	6,125	6,145	6,027	6,107	6,122	6,121	6,319	6,676	6,979
Heavy goods vehicles	2,637	2,721	2,781	2,751	2,557	2,550	2,482	2,466	2,487	2,473	2,504
All motor vehicle traffic	42,475	43,859	44,426	44,197	43,932	43,189	43,085	43,239	43,511	44,470	45,032
Pedal cycles	243	260	240	273	287	298	305	310	329	369	342
All traffic on all roads	42,718	44,119	44,666	44,470	44,219	43,488	43,390	43,549	43,840	44,839	45,374

Source: Department for Transport - Not National Statistics

1. DfT have made some small revisions to 2014 estimates.

Totals may not equal sum of parts due to rounding.

Table 5.4 Traffic on major roads (by class / type) and on minor roads, by Council, 2015 ¹

Council	All motorways 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
<i>million vehicle kilometres</i>								
Aberdeen City	-	155	108	264	91	618	720	1,338
Aberdeenshire	-	5	903	28	745	1,681	1,211	2,892
Angus	-	-	358	84	305	748	372	1,120
Argyll & Bute	-	-	376	28	325	729	198	927
Clackmannanshire	-	-	-	33	123	156	160	316
Dumfries & Galloway	709	11	629	52	329	1,730	343	2,073
Dundee City	-	163	4	166	8	342	520	863
East Ayrshire	125	-	244	35	284	688	372	1,060
East Dunbartonshire	-	-	-	111	88	199	346	544
East Lothian	-	-	362	32	188	582	295	877
East Renfrewshire	230	-	-	99	91	420	367	787
Edinburgh, City of	348	-	407	632	341	1,728	1,281	3,009
Eilean Siar	-	-	-	-	154	154	65	219
Falkirk	597	-	11	239	176	1,023	568	1,592
Fife	242	49	550	272	716	1,829	1,088	2,917
Glasgow, City of	1,499	-	-	726	30	2,256	1,282	3,537
Highland	-	70	1,544	8	536	2,158	561	2,719
Inverclyde	-	18	55	131	57	261	263	524
Midlothian	-	8	128	49	202	388	283	671
Moray	-	28	246	25	167	466	285	751
North Ayrshire	-	15	305	88	116	524	248	772
North Lanarkshire	782	299	110	362	253	1,806	1,260	3,066
Orkney Islands	-	-	-	-	83	83	60	142
Perth & Kinross	401	-	980	75	507	1,964	407	2,371
Renfrewshire	536	-	221	175	109	1,042	501	1,543
Scottish Borders	-	17	388	28	457	890	351	1,241
Shetland Islands	-	-	-	-	148	148	68	215
South Ayrshire	-	-	395	105	121	621	366	986
South Lanarkshire	1,026	107	130	248	469	1,981	594	2,575
Stirling	257	-	243	104	365	970	284	1,253
West Dunbartonshire	-	15	206	144	57	421	244	665
West Lothian	724	-	-	157	388	1,269	539	1,808
Scotland	7,477	960	8,905	4,501	8,029	29,872	15,502	45,374

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 at the back of the publication.

2. Motorways include A(M) roads.

Totals may not equal sum of parts due to rounding.

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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 ⁴	2015
	<i>million vehicle kilometres</i>										
Trunk roads²											
Aberdeen City	275	286	265	264	253	255	258	263	260	264	263
Aberdeenshire	844	866	840	820	829	822	824	861	872	902	908
Angus ³	292	341	319	328	324	335	334	343	357	370	358
Argyll & Bute	344	360	358	356	359	352	353	351	355	362	376
Dumfries & Galloway	1,258	1,241	1,299	1,302	1,290	1,274	1,270	1,252	1,272	1,311	1,349
Dundee City	184	187	187	179	182	180	178	186	182	169	168
East Ayrshire ³	312	361	372	368	375	366	365	365	359	374	369
East Lothian	378	390	409	372	359	354	355	349	349	359	362
East Renfrewshire	116	154	177	175	181	172	208	205	209	214	230
Edinburgh, City of	688	682	714	686	725	677	712	700	719	715	755
Falkirk	534	560	571	567	550	531	537	577	580	581	608
Fife	822	870	889	868	879	848	839	820	833	842	841
Glasgow, City of ³	1,300	1,241	1,259	1,305	1,302	1,288	1,313	1,481	1,522	1,510	1,499
Highland	1,468	1,503	1,525	1,519	1,556	1,530	1,535	1,528	1,546	1,557	1,614
Inverclyde	78	80	78	76	75	72	72	71	71	72	73
Midlothian	141	142	142	140	141	135	136	140	138	143	136
Moray	283	270	277	272	269	263	264	265	266	270	274
North Ayrshire	276	319	326	330	326	318	317	309	308	316	320
North Lanarkshire	1,133	1,114	1,143	1,166	1,154	1,161	1,129	1,414	1,402	1,253	1,191
Perth & Kinross	1,345	1,381	1,379	1,345	1,332	1,299	1,324	1,296	1,322	1,363	1,381
Renfrewshire ³	616	717	710	725	711	693	699	689	703	732	758
Scottish Borders	392	400	400	383	390	382	388	386	387	394	406
South Ayrshire	385	387	393	379	381	384	384	379	379	387	395
South Lanarkshire ³	1,095	1,142	1,130	1,169	1,197	1,162	1,163	1,219	1,236	1,261	1,264
Stirling	466	501	513	505	499	481	478	470	468	485	500
West Dunbartonshire	195	199	189	191	209	204	205	206	206	213	220
West Lothian	687	682	688	711	700	682	675	671	688	693	724
Total trunk roads	15,906	16,375	16,548	16,504	16,546	16,222	16,313	16,791	16,987	17,112	17,342
Local authority roads											
Aberdeen City	1,081	1,141	1,126	1,115	1,075	1,053	1,039	1,040	1,041	1,067	1,075
Aberdeenshire	1,852	1,964	1,993	1,994	1,933	1,894	1,859	1,825	1,860	1,945	1,984
Angus	704	734	747	758	752	740	731	722	725	749	762
Argyll & Bute	515	551	552	548	541	532	526	516	525	542	551
Clackmannanshire ³	297	293	299	301	316	313	314	310	301	312	316
Dumfries & Galloway	686	711	723	719	708	700	693	676	684	709	724
Dundee City	685	698	719	722	703	687	688	685	676	693	695
East Ayrshire ³	639	704	688	684	674	668	662	647	656	679	691
East Dunbartonshire	537	545	556	547	547	534	533	529	525	542	544
East Lothian	478	499	509	508	503	501	498	484	488	508	516
East Renfrewshire ³	497	563	569	574	565	556	547	537	536	552	557
Edinburgh, City of	2,285	2,306	2,326	2,271	2,253	2,207	2,190	2,179	2,169	2,230	2,254
Eilean Siar	176	208	209	205	206	203	202	203	206	214	219
Falkirk	902	931	953	950	955	949	952	944	945	974	983
Fife	1,949	1,987	2,022	2,023	2,015	2,000	2,000	1,980	1,992	2,059	2,076
Glasgow, City of ³	2,117	2,119	2,147	2,124	2,089	2,042	2,027	2,011	2,014	2,056	2,039
Highland	1,022	1,053	1,070	1,078	1,067	1,055	1,044	1,024	1,044	1,086	1,105
Inverclyde	452	460	468	465	458	447	443	438	436	449	451
Midlothian	486	498	507	509	520	517	517	504	504	523	534
Moray	438	457	466	467	460	451	444	446	451	471	477
North Ayrshire	445	463	466	462	456	452	450	435	433	448	452
North Lanarkshire	1,831	1,869	1,906	1,894	1,871	1,840	1,829	1,822	1,819	1,867	1,875
Orkney Islands	128	136	137	137	137	135	133	131	133	139	142
Perth & Kinross	928	960	972	958	960	945	933	918	933	968	989
Renfrewshire ³	741	766	781	781	766	759	757	753	755	778	786
Scottish Borders	776	801	812	813	808	798	792	779	787	817	836
Shetland Islands	198	205	206	206	203	202	202	200	204	210	215
South Ayrshire	576	595	600	607	602	595	590	572	568	585	592
South Lanarkshire	1,240	1,311	1,333	1,298	1,294	1,282	1,273	1,258	1,254	1,296	1,311
Stirling ³	709	750	763	759	751	747	733	718	719	744	753
West Dunbartonshire	425	436	439	439	438	429	431	434	432	443	444
West Lothian	1,015	1,031	1,055	1,051	1,046	1,034	1,042	1,038	1,039	1,071	1,085
Total LA roads	26,811	27,745	28,118	27,966	27,673	27,266	27,077	26,757	26,853	27,727	28,032

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.

3. DfT have made some minor changes to the traffic estimates from 2006 onwards. This was due to incorrect LA codes being assigned to a few sections of major road.

4. DfT have made some small revisions to 2014 estimates.

Totals may not equal sum of parts due to rounding.

Table 5.5(continued) Traffic on all roads, by Council area¹

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014 ³	2015
	<i>million vehicle kilometres</i>										
All roads											
Aberdeen City	1,357	1,427	1,391	1,379	1,329	1,308	1,297	1,303	1,301	1,331	1,338
Aberdeenshire	2,697	2,830	2,834	2,814	2,762	2,716	2,683	2,686	2,732	2,847	2,892
Angus ²	996	1,076	1,066	1,086	1,075	1,075	1,065	1,065	1,082	1,119	1,120
Argyll & Bute	858	911	910	904	900	884	879	866	879	904	927
Clackmannanshire ²	297	293	299	301	316	313	314	310	301	312	316
Dumfries & Galloway	1,944	1,952	2,021	2,021	1,998	1,974	1,963	1,927	1,956	2,020	2,073
Dundee City	869	885	906	902	885	867	865	871	858	862	863
East Ayrshire ²	951	1,064	1,059	1,052	1,050	1,033	1,027	1,012	1,015	1,053	1,060
East Dunbartonshire	537	545	556	547	547	534	533	529	525	542	544
East Lothian	856	889	918	880	862	855	852	833	836	868	877
East Renfrewshire ²	613	717	745	750	747	728	755	741	745	766	787
Edinburgh, City of	2,973	2,988	3,040	2,957	2,978	2,885	2,902	2,879	2,888	2,945	3,009
Eilean Siar	176	208	209	205	206	203	202	203	206	214	219
Falkirk	1,436	1,492	1,524	1,517	1,505	1,479	1,489	1,521	1,526	1,555	1,592
Fife	2,770	2,856	2,911	2,891	2,894	2,848	2,839	2,800	2,825	2,902	2,917
Glasgow, City of ²	3,417	3,360	3,406	3,429	3,390	3,329	3,341	3,492	3,537	3,566	3,537
Highland	2,490	2,556	2,595	2,597	2,623	2,586	2,580	2,552	2,590	2,643	2,719
Inverclyde	530	539	545	541	533	519	515	509	507	522	524
Midlothian	627	640	649	649	661	652	653	644	642	666	671
Moray	722	727	743	739	729	714	708	711	716	740	751
North Ayrshire	720	781	792	792	782	770	766	744	740	764	772
North Lanarkshire	2,964	2,983	3,049	3,060	3,025	3,001	2,959	3,235	3,222	3,120	3,066
Orkney Islands	128	136	137	137	137	135	133	131	133	139	142
Perth & Kinross	2,273	2,340	2,351	2,303	2,292	2,244	2,257	2,215	2,254	2,331	2,371
Renfrewshire ²	1,357	1,483	1,490	1,506	1,477	1,452	1,456	1,442	1,457	1,510	1,543
Scottish Borders	1,168	1,201	1,212	1,196	1,198	1,180	1,180	1,165	1,174	1,211	1,241
Shetland Islands	198	205	206	206	203	202	202	200	204	210	215
South Ayrshire	962	981	992	987	983	979	974	951	946	973	986
South Lanarkshire ²	2,335	2,453	2,462	2,468	2,491	2,444	2,436	2,476	2,490	2,557	2,575
Stirling ²	1,175	1,251	1,276	1,264	1,249	1,228	1,211	1,188	1,187	1,229	1,253
West Dunbartonshire	620	635	629	630	646	634	637	639	638	656	665
West Lothian	1,702	1,713	1,742	1,761	1,747	1,716	1,717	1,709	1,726	1,764	1,808
Total all roads	42,718	44,119	44,666	44,470	44,219	43,488	43,390	43,549	43,840	44,839	45,374

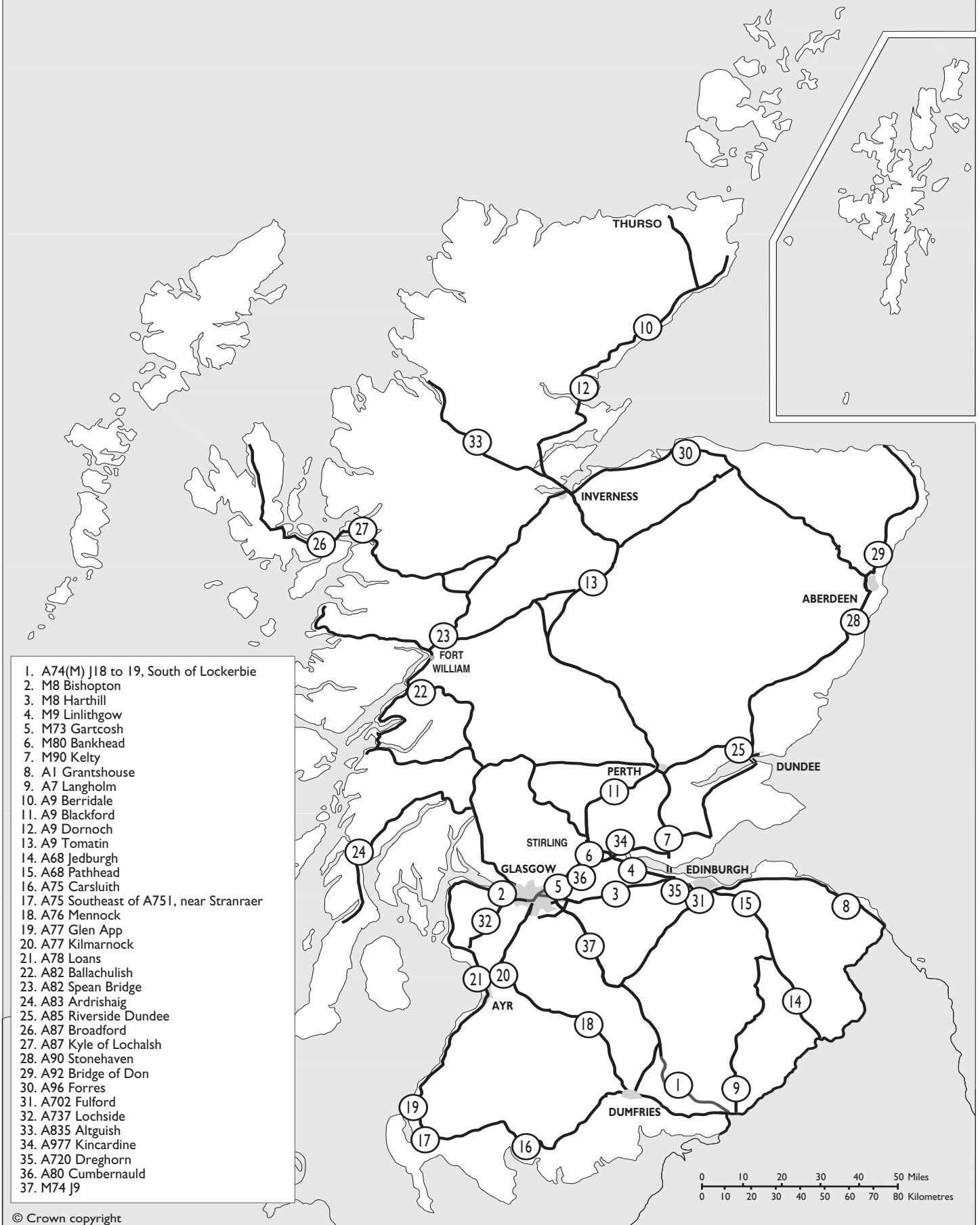
1. Source: Department for Transport - Not National Statistics. They provide only a rough estimate of the likely total volume of traffic on roads in each area. For further information, please see the notes on the traffic estimates in the text.

2. DfT have made some minor changes to the traffic estimates from 2006 to 2013. This was due to incorrect LA codes being assigned to a few sections of major road.

3. DfT have made some small revisions to 2014 estimates.

Totals may not equal sum of parts due to rounding.

Fig. 5.2 Selected points used to show average daily traffic flows, peak hourly flows and percentages of HGVs (see Table 5.7)



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Table 5.6 Average Daily Traffic Flows¹ at Selected Automated Traffic Classifier Sites² by Month, 2015

Description	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
A74(M) J18 to 19	25,025	29,253	29,869	34,104	34,397	35,332	39,677	39,793	36,325	36,019	30,980	29,950
M8 Bishopton	..	..	..	..	..	..	..	..	..	..	..	..
M8 Harthill	-	-	52,103	54,662	54,496	56,686	56,052	52,291	56,370	54,570	52,964	45,193
M9 Linlithgow	..	..	..	..	..	..	..	..	..	..	..	..
M73 Gartcosh	38,522	44,131	43,065	43,501	-	45,173	44,846	43,918	-	46,257	42,429	-
M74 J9	-	-	-	-	-	25,560	40,511	40,198	37,652	37,469	33,383	-
M80 Bankhead	..	..	..	..	..	..	..	..	..	..	..	..
M90 Kelty	16,165	26,132	31,214	33,243	33,775	34,838	35,489	28,587	23,857	-	-	-
A1 Grantshouse	6,168	6,799	7,114	8,272	8,212	8,441	9,924	9,918	8,523	8,456	7,345	6,652
A7 Langholm	3,028	3,421	3,492	3,586	3,680	3,850	3,848	3,883	3,903	3,766	3,578	3,331
A9 Berrisdale	..	..	..	..	..	..	..	..	..	..	..	..
A9 Blackford	19,318	23,654	24,602	26,100	26,224	26,884	28,074	28,278	27,680	27,618	24,732	29,034
A9 Dornoch	6,211	4,516	5,324	5,751	6,405	6,604	6,971	7,418	7,551	6,977	6,408	5,627
A9 Tomatin	6,351	7,793	8,301	9,745	9,590	10,076	11,175	12,319	10,324	9,871	8,352	7,672
A68 Jedburgh	4,289	4,946	-	3,849	5,947	5,766	6,107	6,281	5,770	5,799	5,151	4,796
A68 Pathhead	-	-	9,014	10,078	10,519	10,543	10,459	11,231	10,333	9,769	9,138	8,250
A75 Carsluith	-	-	-	-	-	-	-	5,768	5,143	4,828	4,220	4,052
A75 Southeast of A751	4,547	6,491	6,575	6,809	6,963	7,056	7,117	7,246	6,997	6,571	6,349	6,070
A76 Mennock	..	..	..	..	..	..	..	..	..	..	..	..
A77 Glen App	..	..	..	..	..	..	..	..	..	..	..	..
A77 Kilmarnock	22,725	25,621	26,707	29,304	27,311	28,500	29,582	30,285	29,632	28,378	25,238	24,731
A78 Loans	10,935	14,042	14,467	14,909	14,821	15,194	14,910	15,346	16,880	-	12,553	13,543
A80 Cumbernauld	61,566	70,142	-	-	-	-	66,291	77,257	77,625	77,777	73,726	69,537
A82 Ballachulish	-	3,604	3,792	5,034	6,042	6,164	6,615	7,156	5,984	5,031	3,352	3,101
A82 Spean Bridge	..	..	..	..	..	..	..	..	..	..	..	..
A83 Ardrishaig	-	-	-	-	-	3,049	3,250	3,231	3,089	2,796	2,461	2,259
A85 Riverside Dundee	..	..	..	..	..	..	..	..	..	..	..	..
A87 Broadford	..	..	..	..	..	..	..	..	..	..	..	..
A87 Kyle of Lochalsh	2,147	1,837	-	-	4,528	4,880	5,206	5,517	4,613	3,623	2,761	2,496
A90 Stonehaven	34,529	25,060	25,417	27,618	26,167	27,993	27,157	12,147	12,336	25,677	24,967	22,346
A90 Bridge of Don	16,598	18,038	18,404	18,556	18,511	19,059	18,446	18,953	18,753	17,728	17,479	17,392
A96 Forres	8,625	9,879	10,217	10,588	10,974	11,242	11,678	12,286	11,423	10,904	10,319	9,628
A702 Fulford	11,061	11,805	11,491	10,693	12,435	13,087	12,287	-	13,090	11,844	11,278	11,151
A720 Dregghorn	70,573	79,063	80,833	-	-	-	-	-	84,337	83,116	80,032	-
A737 Lochside	-	-	-	22,707	21,975	22,660	22,505	23,277	22,868	22,503	20,245	19,997
A835 Aultguish	830	1,091	1,364	1,724	1,796	1,837	2,318	2,375	2,047	1,683	1,268	716
A977 Kincardine	4,220	4,531	4,781	4,572	4,535	4,705	4,263	4,648	4,662	4,366	4,585	5,487

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: 2015 ^{1,2}

Location	Site No. in Fig 5.2	Average Daily Flow				HGV (Year) Percentage		Peak Hourly Flows			
		7 Day		5 Day		7 Day	5 Day	AM		PM	
		Year	August	Year	August			7 Day	5 Day	7 Day	5 Day
A74(M) J18 to J19	1	33,313	39,793	35,335	40,834			2,469	2,511	2,809	2,867
M8 Bishopton	2	..	..	..	..	..	..	..	..	..	..
M8 Harthill	3	53,566	52,291	58,385	56,344	14%	16%	4,177	4,584	4,285	4,575
M9 Linlithgow	4	..	..	..	..	..	..	..	..	..	..
M73 Gartcosh	5	43,588	43,918	48,883	48,676	18%	18%	3,733	4,311	4,234	4,769
M80 Bankhead	6	..	..	..	..	..	..	..	..	..	..
M90 Kely	7	31,787	28,587	32,530	29,072	8%	9%	2,332	2,274	2,785	2,822
A1 Grantshouse	8	8,047	9,918	8,236	9,954	24%	28%	670	658	711	708
A7 Langholm	9	3,614	3,883	3,878	4,120	28%	31%	323	343	340	354
A9 Berridale	10	..	..	..	..	..	..	..	..	..	..
A9 Blackford	11	26,338	28,278	27,394	29,010	13%	15%	2,240	2,366	2,044	1,970
A9 Dornoch	12	6,211	7,551	6,595	7,936	11%	13%	510	528	597	618
A9 Tomatin	13	9,307	12,319	9,674	12,318	13%	15%	771	783	840	840
A68 Jedburgh	14	5,437	6,281	5,697	6,517	8%	10%	450	454	509	520
A68 Pathhead	15	10,022	11,231	10,579	11,859	9%	11%	822	840	893	915
A75 Carsluith	16	4,714	5,768	5,032	6,089	24%	27%	401	413	429	447
A75 Southeast of A751	17	6,600	7,246	7,119	7,800			516	549	599	629
A76 Mennock	18	..	..	..	..	..	..	..	..	..	..
A77 Glen App	19	..	..	..	..	..	..	..	..	..	..
A77 Kilmarnock	20	27,340	30,285	28,852	31,325	8%	9%	2,134	2,313	2,503	2,572
A78 Loans	21	14,378	15,346	15,661	16,784	6%	7%	1,317	1,456	1,442	1,570
A82 Ballachulish	22	5,208	7,156	5,079	6,900	18%	20%	461	436	512	487
A82 Spean Bridge	23	..	..	..	..	..	..	..	..	..	..
A83 Ardrishaig	24	2,857	3,231	3,078	3,460	19%	22%	252	265	298	310
A85 Riverside Dundee	25	..	..	..	..	..	..	..	..	..	..
A87 Broadford	26	..	..	..	..	..	..	..	..	..	..
A87 Kyle of Lochalsh	27	3,947	5,517	4,139	5,686	6%	7%	382	391	387	397
A90 Stonehaven	28	..	12,147	36,902	69,492			3,303	3,678	3,775	4,222
A90 Bridge of Don	29	18,157	18,953	19,423	20,505	8%	10%	1,481	1,629	1,647	1,714
A96 Forres	30	10,651	12,286	11,134	12,897	9%	10%	847	858	1,032	1,035
A702 Fullford	31	11,963		12,913		7%	8%	1,141	1,279	1,147	1,240
A737 Lochside	32	22,055	23,277	23,392	24,629	6%	7%	1,771	1,926	2,008	2,108
A835 Aultguish	33	1,694	2,375	1,718	2,320	8%	10%	191	194	205	203
A977 Kincardine	34	4,613	4,648	4,953	4,992	9%	10%	363	390	450	474
A720 Dregghorn	35	78,624		85,149		12%	13%	6,486	7,048	6,877	7,231
A80 Cumbernauld	36	77,257	77,257	63,406	83,134	26%	27%	4,896	5,309	5,165	5,475
M74 J9	37	40,198	40,198	31,748	41,836			2,221	2,252	2,433	2,447

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 5.2	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
A74(M) J18 to J19	1	32,156	33,066	31,870	31,910	31,047	31,164	30,902	31,410	32,906	33,313
M8 Bishopton	2	24,845	27,800	25,357	24,838	24,563	24,186	24,059	25,318	25,475	..
M8 Harthill	3	51,567	51,628	54,463	55,589	55,911	53,629	50,170	40,526	..	53,566
M9 Linlithgow	4	41,117	..	30,324	26,070	28,706	..	28,190	24,853	..	..
M73 Gartcosh	5	39,480	41,711	39,042	38,597	35,666	36,786	41,685	43,330	45,500	43,588
M80 Bankhead	6	..	..	..	..	..	..	33,758	35,386	..	..
M90 Kelty	7	26,511	..	30,787	32,832	32,304	29,572	31,286	31,117	32,224	31,787
A1 Grantshouse	8	8,554	8,989	8,659	8,845	8,616	8,446	8,284	8,427	7,063	8,047
A7 Langholm	9	3,604	3,573	3,456	3,336	3,434	3,434	3,426	3,487	3,576	3,614
A9 Berridale	10	1,967	2,193	1,947	2,089	1,938	1,603	1,806	1,714	..	..
A9 Blackford	11	25,870	26,888	25,901	24,690	23,671	24,098	24,672	25,667	24,456	26,338
A9 Dornoch	12	5,499	5,766	5,633	5,743	5,721	5,922	5,863	5,934	6,100	6,211
A9 Tomatin	13	8,717	9,110	9,043	8,987	8,850	8,725	8,453	8,749	10,314	9,307
A68 Jedburgh	14	6,929	7,139	5,845	5,860	5,530	5,668	5,882	5,574	5,493	5,437
A68 Pathhead	15	10,932	11,927	8,888	8,919	8,354	9,204	9,362	8,931	..	10,022
A75 Carsluith	16	4,827	4,924	4,771	4,849	4,724	4,658	4,598	4,244	5,302	4,714
A75 Southeast of A751	17	6,620	6,904	6,830	6,770	6,792	6,830	6,712	6,752	6,734	6,600
A76 Mennock	18	3,108	3,166	3,324	3,147	3,054	2,947	2,891	2,900	2,871	..
A77 Glen App	19	3,076	3,579	3,027	2,805	3,520	3,423	3,483	3,537	..	..
A77 Kilmarnock	20	27,470	27,984	27,520	27,069	26,763	26,172	25,876	25,062	26,843	27,340
A78 Loans	21	15,682	16,093	15,767	15,295	15,074	14,542	13,873	13,096	13,619	14,378
A82 Ballachulish	22	4,581	4,696	4,609	4,772	4,625	4,504	4,461	4,631	6,426	5,208
A82 Spean Bridge	23	3,436	3,524	3,185	3,629	3,351	3,289	3,084	4,103	1,729	..
A83 Ardrishaig	24	2,779	2,792	..	..	..	..	2,638	2,629	..	2,857
A85 Riverside Dundee	25	18,921	18,854	18,299	17,581	16,129	16,992	15,430	15,279	..	..
A87 Broadford	26	3,066	1,610	2,188	3,417	3,227	3,235	3,148	2,083	..	..
A87 Kyle of Lochalsh	27	3,396	3,678	3,437	3,577	3,367	3,088	3,307	3,418	3,581	3,947
A90 Stonehaven	28	24,921	26,045	26,427	26,778	26,907	26,704	25,796	33,486	39,205	26,650
A90 Bridge of Don	29	17,291	17,686	17,339	17,308	17,860	16,875	17,143	17,412	17,773	18,157
A96 Forres	30	11,276	11,317	11,277	11,309	11,416	11,075	11,097	10,244	10,820	10,651
A702 Fulford	31	10,479	10,939	11,875	11,295	10,334	..	11,146	10,181	13,786	11,963
A737 Lochside	32	20,469	21,439	21,764	21,755	21,528	21,199	20,512	20,311	20,787	22,055
A835 Aultguish	33	1,596	1,623	1,545	1,628	1,246	1,788	1,749	1,048	1,767	1,694
A977 Kincardine	34	15,870	15,264	13,723	4,583	4,370	4,436	4,536	4,532	4,405	4,613
A720 Dreghorn	35	78,386	80,448	78,179	79,936	77,735	74,858	75,697	76,704	78,110	78,624
A80 Cumbernauld	36	64,599	65,409	64,885	63,830	..	..	67,416	69,314	71,242	71,740
M74 J9	37	33,490	35,065	33,716	28,620	34,060	33,020	29,454	33,302	..	35,795

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: 2015

	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)	20 to 30 mins ⁴ (18-32)	over half an hour (33+)	All delayed journeys		
									<i>row percentages</i>	<i>n =</i>
All car driver journeys	87.6	0.7	4.4	3.0	1.7	2.1	0.4	12.3	9,690	
by purpose of journey:										
Commuting	77.8	0.9	5.6	6.1	3.9	4.6	0.7	21.8	2,470	
Business	83.2	.	6.5	2.8	1.5	3.9	2	16.5	360	
Education	84.6	0.5	5.7	4.6	1.5	3.1	-	15.4	500	
Shopping	94.3	0.4	3.3	1.4	0.2	0.2	0	5.7	2,160	
Visit hospital or other health	85.6	0	4.6	4.8	3	1	0	14.4	220	
Other personal business	93.1	0.4	4.2	1	1	1	-	6.9	520	
Visit friends or relatives	91.7	0.7	3.2	1.6	1.3	1.3	0	8.3	1,140	
Eating / drinking	93.5	-	3	3	1	-	-	6.5	180	
Entertainment	92.5	0	2.5	0.5	.	3.0	1	120		
Sport	92.8	1	2.2	1.6	0	1.7	.	6.9	410	
Holiday/day trip ⁴	94.0	-	3	0.2	-	-	1	3.6	160	
Other	87.1	2.5	6.7	1.6	.	2.1	-	12.9	170	
Escort	87.2	2	8.1	1.5	1	-	-	12.8	280	
Go home	89.9	1.0	4.1	2.2	1.1	1.2	0.5	10.1	870	
Just go for a walk	91.9	2	3.0	2	0.0	1	-	8.1	150	
by day of the week:										
Monday	87.5	0.4	5.9	2.6	1.8	1.3	0.1	12.1	1,770	
Tuesday	84.4	0.5	5.3	4.7	2.3	2.5	0.2	15.5	1,780	
Wednesday	82.4	0.9	6.1	3.5	2.8	3.2	1.1	17.6	1,660	
Thursday	86.6	1.0	4.6	3.2	1.7	2.5	0.3	13.2	1,300	
Friday	85.2	0.9	3.5	3.8	2.2	3.6	0.4	14.5	1,180	
Saturday	94.2	1	2.8	1.5	0.1	0.2	0	5.7	790	
Sunday	95.6	0.3	1.9	1.2	0.3	0.4	0	4.4	1,210	
Weekday journeys - by start time										
midnight to 6:59 a.m.	85.7	1	2.5	5.0	2.5	2.8	0.5	14.1	300	
7:00 to 7:59 a.m.	74.1	1.0	5.3	5.5	5.0	7.0	1.2	25.0	530	
8:00 to 8:59 a.m.	75.3	1.6	9.6	6.5	3.2	3.3	0.5	24.6	680	
9:00 to 9:59 a.m.	91.8	0.5	3.7	1.7	0.9	1.4	0	8.2	430	
10:00 to 10:59 a.m.	94.7	0.5	2.1	1.1	0.6	0.8	-	5.1	480	
11:00 to 11:59 a.m.	93.1	0.9	2.4	1.3	1.1	1	-	6.9	490	
noon to 12:59 p.m.	89.8	1	4.4	2.6	0.5	1.4	-	9.8	520	
1:00 to 1:59 p.m.	91.5	0.4	3.0	2.4	0.5	1	0.2	7.9	430	
2:00 to 2:59 p.m.	89.3	0.6	5.3	1.8	1.2	1.6	0.1	10.7	520	
3:00 to 3:59 p.m.	88.4	0.1	5.1	3.2	1.2	1.2	0.2	11.0	600	
4:00 to 4:59 p.m.	76.1	0.9	8.3	7.2	3.1	3.1	1.3	23.9	730	
5:00 to 5:59 p.m.	71.1	1.7	8.0	6.0	5.7	7.0	0.4	28.8	700	
6:00 to 6:59 p.m.	85.0	0	6.5	2.6	2.4	2.6	0.5	15.0	480	
7:00 to 7:59 p.m.	97.1	-	1.4	0.2	1	0	1	2.9	330	
8:00 to 8:59 p.m.	98.1	-	1.9	-	-	-	-	1.9	200	
9:00 to 9:59 p.m.	100.0	-	-	-	-	-	-	0.0	150	
10:00 to 11:59 p.m.	97.5	-	0	1	-	1	-	2.5	140	
Weekend journeys - by start time:										
Before 9:30am	98	-	1	0	-	1	-	2.4	180	
After 9:30am to before 12noon	94.9	0.9	2.2	1	-	0.1	1	4.9	430	
12noon to 2 pm	92.6	0.6	3.7	2.5	0	0.3	0	7.4	500	
After 2pm to before 4:30pm	94.6	1	1.8	1.5	0.2	0.3	0	5.4	380	
4:30pm to before 6:30pm	95.5	0	1.8	1.4	0.2	0	0	4.5	300	
6:30pm onwards	98.0	-	2.0	-	-	-	-	2.0	210	
by type of area in which driver lives:										
Large urban areas	84	1	5	4	3	2	0.5	15.8	2,450	
Other urban areas	86.5	1.0	5.0	2.8	1.7	2.2	0.5	13.2	3,250	
"Accessible" small towns	89.8	0.5	3.6	2.4	1.6	1.9	0.1	10.2	980	
"Remote" small towns	94.5	1.2	1.5	0.5	0.3	0.9	1	5.1	610	
"Accessible" rural areas	91.4	0.4	3.1	2.3	1	2	0.3	8.6	1,340	
"Remote" rural areas	93.9	0.2	2.2	2.3	0.3	1	0	6.0	1,060	

1 This information is obtained from the Scottish Household Survey Travel Diary questions about the (stages of) journeys which the respondent had said that he or she made as the driver of a car or van

The table does *not* include those (stages of) journeys for which the questions about traffic congestion were *not* asked

2 Car drivers were asked "was this part of your trip delayed due to traffic congestion?"

No definition of "traffic congestion" is given, so respondents can interpret the term as they wish.

3 Those drivers who said that they had been delayed by traffic congestion were asked

"how much time do you think was lost due to traffic congestion?"

4 Previously split into 'about 20 mins' and '25 to 30 mins' but now combined to be '20 to 30 mins'. If previous split needed please request via Transtat@transportscotland.gsi.gov.uk

Table 5.9a: Percentage of car/van stages delayed by traffic congestion 2005-2014

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Driver congestion	12.7	14.4	13.1	11.0	10.5	11.2	9.9	9.7	11.7	12.5
Sample size (=100%)	14,010	9,260	9,320	8,680	7580	8,310	9,830	10,200	9,820	9,320

Table 5.9b Percentage of bus stages where passenger experienced delay 2005-2013

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Service Bus	8.9	12.5	14.4	9.9	12.3	10.5	11.1	10.2	10.7	9.9
Sample size (=100%)	2,726	1,674	1,724	1,456	1311	1,439	1,536	1,685	1,630	1,690

Table 5.10 Petrol and diesel consumption of road vehicles

	2006 ²	2007 ²	2008 ²	2009 ²	2010 ²	2011 ²	2012 ²	2013 ²	2014 ²	
	<i>thousands of tonnes</i>									
by type of vehicle										
Buses	174.2	183.9	175.3	176.0	179.8	165.5	157.9	163.0	163.4	
Diesel cars	619.1	673.2	745.2	761.4	765.6	801.5	834.4	872.1	903.6	
Petrol cars	1,448.4	1,403.9	1,316.7	1,292.3	1,220.1	1,164.8	1,106.5	1,043.9	1,024.0	
Motorcycles	12.3	13.2	12.6	12.9	11.6	11.6	11.2	11.0	11.4	
Heavy Goods Vehicles	601.9	620.5	619.3	574.7	576.0	560.9	551.9	557.3	559.1	
Diesel Light Goods Vehicles	413.8	441.7	447.6	444.0	450.8	454.6	452.3	464.6	492.0	
Petrol Light Goods Vehicles	41.9	39.0	35.4	32.4	29.7	27.4	24.8	23.0	21.9	
Total	3,311.6	3,375.4	3,352.0	3,293.6	3,233.6	3,186.3	3,138.9	3,134.9	3,175.4	
by Council area ¹										
Aberdeen City	103.9	102.4	101.7	97.2	95.5	93.6	92.8	92.3	93.4	
Aberdeenshire	198.0	200.3	198.4	193.7	190.2	185.8	183.2	185.0	189.5	
Angus	77.3	77.9	78.1	76.8	76.7	75.1	74.3	74.4	75.7	
Argyll & Bute	62.4	62.9	62.4	61.0	60.1	59.4	58.7	59.1	60.1	
Clackmannanshire	21.0	21.6	21.8	21.8	21.6	21.2	20.7	20.2	20.6	
Dumfries & Galloway	168.2	175.9	174.2	167.1	165.7	164.0	161.3	162.6	165.0	
Dundee City	66.6	68.4	68.3	66.9	65.3	64.4	63.6	62.3	62.4	
East Ayrshire	79.7	79.9	78.9	78.3	76.6	75.3	73.1	73.1	74.6	
East Dunbartonshire	43.0	44.2	43.8	43.6	42.4	41.5	40.4	39.8	40.6	
East Lothian	64.8	67.2	64.9	62.7	61.7	60.9	58.9	58.6	60.0	
East Renfrewshire	55.1	56.3	57.1	56.6	55.6	54.5	52.3	52.3	53.0	
Edinburgh, City of	233.3	237.9	235.0	234.7	228.3	224.1	219.6	218.5	219.2	
Eilean Siar	13.9	14.0	13.6	13.7	13.8	13.7	13.6	13.6	13.0	
Falkirk	115.9	119.1	118.2	116.0	113.6	112.8	111.2	111.5	114.1	
Fife	197.9	203.0	201.5	198.3	194.3	191.4	186.3	186.3	189.3	
Glasgow, City of	269.6	273.9	273.7	267.9	262.5	261.3	261.1	260.8	260.7	
Highland	179.1	182.8	181.5	182.5	180.3	178.9	176.7	178.5	180.2	
Inverclyde	39.2	39.5	39.2	38.3	37.1	36.2	35.2	34.9	35.4	
Midlothian	47.7	48.7	48.5	47.9	47.0	46.6	45.4	45.0	46.1	
Moray	49.9	51.4	51.2	50.8	49.8	49.0	48.6	48.4	49.7	
North Ayrshire	55.8	56.0	56.2	55.1	54.1	53.3	51.3	50.8	51.5	
North Lanarkshire	243.2	247.5	247.0	242.0	237.7	230.4	234.9	231.4	233.9	
Orkney Islands	9.4	9.6	9.7	9.5	9.6	9.4	9.1	9.3	9.6	
Perth & Kinross	181.1	185.1	180.6	177.1	172.6	173.4	168.7	169.9	172.7	
Renfrewshire	107.2	108.4	109.2	106.2	103.9	102.4	99.8	100.1	101.5	
Scottish Borders	82.9	84.3	83.8	82.8	81.4	80.5	78.9	79.1	80.6	
Shetland Islands	13.2	13.4	13.4	13.1	13.0	12.8	12.6	12.8	13.1	
South Ayrshire	71.2	72.7	72.2	71.5	70.9	69.7	67.0	66.2	67.0	
South Lanarkshire	208.2	211.9	209.8	206.4	202.3	199.2	198.5	198.4	200.1	
Stirling	86.5	89.2	87.9	85.8	84.3	82.4	80.1	79.3	80.8	
West Dunbartonshire	45.4	45.4	45.3	45.7	44.7	44.3	43.9	43.5	44.1	
West Lothian	121.1	124.4	124.8	122.4	120.5	118.9	116.9	117.1	118.0	
Total	3,311.6	3,375.4	3,352.0	3,293.6	3,233.6	3,186.3	3,138.9	3,134.9	3,175.4	

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:

<https://www.gov.uk/government/statistics/naei-road-transport-inventory-changes-made-in-2010-a-briefing-note-produced-by-aea-on-changes-in-fuel-consumption>

Chapter 6: Reported Injury Road Accidents

- Number and severity of injury road accidents
- Number and severity of casualties
- Costs of injury and non-injury accidents

10,968

road accident casualties in Scotland in 2015

3% lower than the previous year







168

People were killed in road accidents

17% less than 2014



Road accident casualties by mode of transport:

	Share of total	% change in casualties by mode since 2014
	61%	-1%
	15%	-3%
	7%	-11%
	7%	-11%







1,596 people recorded as seriously injured in road accidents in 2015, 108 less than in 2014



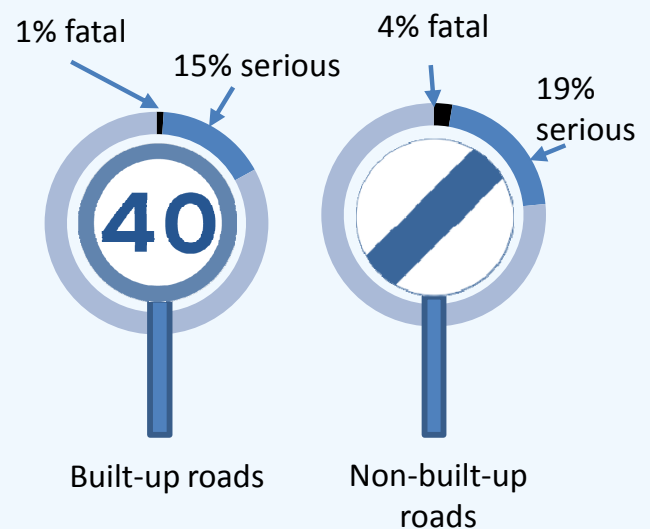
6%

9,204 people recorded as slightly injured in road accidents in 2015, 196 fewer than in 2014

Modal share of vehicle types involved in accidents in 2015

Share of all road accidents		% change in number of vehicles involved since 2014
75%		-2%
3%		-10%
6%		+1%
3%		-9%
5%		-12%
6%		-11%

Accidents on built-up roads (roads with a speed limit of 40 mph or less) are less likely to be serious or fatal



For web publication and further information, visit <http://bit.ly/STS2016-Accidents>



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.

More information can be found in the Transport Scotland National Statistics publication Reported Road Casualties Scotland: <http://bit.ly/TSSStats-RRCS>.

Key points

- There were 168 people killed in road accidents in 2015, 35 (17%) less than the previous year.
- There were 1,596 people recorded as seriously injured in road accidents in 2015, 108 (6%) less than in 2014.
- Just over three quarters of casualties in 2015 were car users or pedestrians. Sixty one per cent of casualties were car users and 15 per cent were pedestrians. Motorcycles and pedal cycles both accounted for 7 per cent.

2. Main Points

Accidents

2.1 There were 8,474 injury road accidents reported in 2015, 368 (4%) fewer than in 2014. The number of reported accidents has been falling over the past ten years, and in 2015 was 37% lower than in 2005; the lowest figure since current records began in 1970. There were 157 fatal accidents in 2015: 24 (13%) less than in 2014. The reported number of accidents in which someone was seriously injured, but no-one died decreased by 5% to 1,417 and the number of reported slight accidents (6,900) was 270(4%) fewer than the previous year. (*Table 6.1*)

2.2 In 2015, over one third of all reported injury road accidents (3,076: 36%) were on non-built up roads (speed limit of more than 40 m.p.h. - see Notes and Definitions section, page 225). However, such roads accounted for a higher proportion of fatal accidents (110: 70%), partly because speeds tend to be higher on non-built up roads than on built up roads. There was a decrease in accidents on non-built up roads (down by 2%) between 2014 and 2015 compared to a reduction in accidents on built up roads of 5%. (*Table 6.1*)

2.3 The long term trends in the number of injury road accidents reported between 2005 and 2015 varied between the Police Force divisions across Scotland, ranging from a 17% fall (West Lothian) to a 70% fall (Orkney). The figures for an area may fluctuate from year to year, especially in smaller areas, although the trends appear to be downwards. (*Table 6.2*)

2.4 There were 14,667 vehicles involved in reported injury road accidents in 2015. Three-quarters of them were cars (10,930: 75%); light goods vehicles were the next vehicle type most often involved in accidents (888: 6%), though pedal cycles 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.*

REPORTED INJURY ROAD ACCIDENTS

For example there was an increase of 2 per cent in the numbers of pedal cycles involved in injury accidents between 2010 and 2015, however, over the same period it was estimated that the distance cycled increased by 15 per cent (see chapter 5 table 5.3).

Casualties

2.5 168 people were killed in road accidents in 2015, 35 (17%) less than the previous year. This was 42% 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 1,596 people recorded as seriously injured in road accidents in 2015, 108 (6%) less than in 2014, 39% less than the 2004-08 average. 9,204 people were recorded as slightly injured in 2015, 196 (2%) fewer than in 2014, and the lowest number since 1950. There were a total of 10,968 casualties in 2015, 339 (3%) lower than in 2014. (Table 6.4)

2.7 In the context of the total volume of traffic on the roads in Scotland, the 10,968 total casualties recorded represented 24.17 casualties per 100 million vehicle kilometres. The Road Safety Framework also monitors the numbers of slight injuries per 100 million vehicle kilometres. The 9,204 people who were recorded as slightly injured in 2015 represented 20.28 casualties per 100 million vehicle-kilometres. This was 38% 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 972 reported child casualties in 2015, representing 9% of the total number of casualties of all ages. There were 4 child fatalities, 139 children were seriously injured (57% less than the 2004-08 average), and 829 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 2015, there was an average of 7 child fatalities. The number of child serious casualties fell by 33 (19%) between 2014 and 2015. Slight casualties were down by 25 or 3%. (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 2.04 casualties per thousand population in 2015. The casualty rate for children (0-15 years) was 1.07 per thousand population. However, the child and young adult pedestrian casualty rates (0.50 and 0.45 per thousand population respectively) were almost double the pedestrian casualty rate for adults (0.26). The young persons' (16-24 years) casualty rate in 2015 was 3.57 per thousand population, just under twice the rate for all ages. The young persons' casualty rate in cars (2.54 per thousand population) was almost double the rate for adults aged 25-59 (which was 1.48 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 National Records of Scotland, here <http://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/mid-year-population-estimates> (Table 6.5)

2.10 The cost of all road accidents (including damage only non-injury accidents) in 2015 is estimated at £1,130 million at 2015 prices. (Table 6.6)

REPORTED INJURY ROAD ACCIDENTS

Table 6.1 Reported accidents by type of road and severity

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Built up roads											
Fatal	76	83	71	82	56	56	61	64	44	67	47
Serious	1,224	1,264	1,136	1,277	1,033	925	954	985	810	858	830
Fatal and Serious	1,300	1,347	1,207	1,359	1,089	981	1,015	1,049	854	925	877
Slight	7,087	6,850	6,575	6,105	5,902	5,360	5,344	5,116	4,909	4,787	4,521
All severities	8,387	8,197	7,782	7,464	6,991	6,341	6,359	6,165	5,763	5,712	5,398
Non-built up roads											
Fatal	188	210	184	163	140	133	114	98	115	114	110
Serious	1,028	993	913	965	965	788	722	751	619	633	587
Fatal and Serious	1,216	1,203	1,097	1,128	1,105	921	836	849	734	747	697
Slight	3,835	3,710	3,628	3,567	3,460	3,033	2,790	2,763	2,491	2,383	2,379
All severities	5,051	4,913	4,725	4,695	4,565	3,954	3,626	3,612	3,225	3,130	3,076
All roads											
Fatal	264	293	255	245	196	189	175	162	159	181	157
Serious	2,252	2,257	2,049	2,242	1,998	1,713	1,676	1,736	1,429	1,491	1,417
Fatal and Serious	2,516	2,550	2,304	2,487	2,194	1,902	1,851	1,898	1,588	1,672	1,574
Slight	10,922	10,560	10,203	9,672	9,362	8,393	8,134	7,879	7,400	7,170	6,900
All severities	13,438	13,110	12,507	12,159	11,556	10,295	9,985	9,777	8,988	8,842	8,474

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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Aberdeen City	431	393	408	514	445	350	364	385	354	272	228
Aberdeenshire & Moray	772	715	807	886	884	740	655	662	590	518	429
Aberdeenshire	606	552	632	692	687	599	518	533	467	424	347
Moray	166	163	175	194	197	141	137	129	123	94	82
Tayside	977	1,021	927	931	909	741	750	742	641	534	475
Angus	306	280	284	286	232	192	220	202	178	141	144
Dundee City	270	332	253	270	281	219	237	227	185	168	131
Perth & Kinross	401	409	390	375	396	330	293	313	278	225	200
Argyll & West Dunbartonshire	550	535	469	436	455	436	377	344	350	304	345
Argyll & Bute	323	310	268	288	282	275	232	211	208	193	227
West Dunbartonshire	227	225	201	148	173	161	145	133	142	111	118
Forth Valley	657	701	675	680	634	538	545	568	559	462	508
Clackmannanshire	83	102	88	85	77	69	64	84	69	62	62
Falkirk	310	285	297	310	303	240	261	270	251	232	249
Stirling	264	314	290	285	254	229	220	214	239	168	197
Dumfries & Galloway	497	443	475	419	388	360	319	320	300	311	276
Ayrshire	853	807	766	698	706	576	653	580	540	543	589
East Ayrshire	261	256	240	230	215	201	204	173	163	165	205
North Ayrshire	308	280	264	248	225	177	230	205	190	179	191
South Ayrshire	284	271	262	220	266	198	219	202	187	199	193
Greater Glasgow	2,271	2,197	2,052	1,901	1,761	1,581	1,539	1,527	1,283	1,435	1,390
East Dunbartonshire	190	186	149	141	147	141	140	114	104	102	96
East Renfrewshire	127	138	119	109	103	104	116	97	98	93	94
Glasgow City	1,954	1,873	1,784	1,651	1,511	1,336	1,283	1,316	1,081	1,240	1200
Lothians & Scottish Borders	1,370	1,304	1,180	1,257	1,152	1,083	994	1,029	943	900	973
East Lothian	206	217	210	193	174	199	159	170	154	179	158
Midlothian	233	236	210	221	207	193	177	216	164	187	190
Scottish Borders	448	371	336	383	363	307	274	263	255	221	222
West Lothian	483	480	424	460	408	384	384	380	370	313	403
Edinburgh	1,405	1,445	1,330	1,285	1,192	1,179	1,181	1,167	1,158	1,264	1111
Highlands & Islands	784	747	738	702	724	574	568	594	512	516	449
Eilean Siar	41	41	44	60	39	42	35	28	20	37	32
Highland	657	621	626	586	616	475	488	514	444	431	380
Orkney Islands	40	40	27	36	27	27	13	22	23	24	12
Shetland Islands	46	45	41	20	42	30	32	30	25	24	25
Fife	701	677	606	576	588	556	448	421	420	411	428
Renfrewshire & Inverclyde	640	654	631	565	458	485	509	472	374	387	367
Inverclyde	172	199	206	195	146	165	155	136	120	130	109
Renfrewshire	468	455	425	370	312	320	354	336	254	257	258
Lanarkshire	1,530	1,471	1,443	1,309	1,260	1,096	1,083	966	964	985	906
North Lanarkshire	791	750	754	639	664	585	569	512	506	480	448
South Lanarkshire	739	721	689	670	596	511	514	454	458	505	458
Scotland	13,438	13,110	12,507	12,159	11,556	10,295	9,985	9,777	8,988	8,842	8,474

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

REPORTED INJURY ROAD ACCIDENTS

Table 6.3 Reported vehicles involved by type of vehicle

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Pedal cycle	808	801	740	768	821	810	855	934	919	923	825
Motor cycle ¹	1,098	1,091	1,109	1,050	1,038	859	828	890	777	836	737
Car	16,770	16,398	15,585	15,061	14,578	12,805	12,400	12,214	11,236	11,195	10,930
Taxi	469	474	413	367	391	355	387	333	327	310	269
Minibus	84	87	74	65	79	57	52	54	39	43	36
Bus/coach	1,040	979	836	796	697	611	617	520	469	433	389
Light goods	912	923	924	918	760	752	784	806	877	876	888
Heavy goods	739	697	643	654	554	546	464	453	408	420	384
Other	556	509	480	541	469	447	365	326	269	259	209
Total	22,476	21,959	20,804	20,220	19,387	17,242	16,752	16,530	15,321	15,295	14,667

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
2005	11	356	367	1,796	2,163	286	2,666	2,952	14,933	17,885	34.96
2006	25	350	375	1,646	2,021	314	2,635	2,949	14,320	17,269	32.46
2007	9	269	278	1,538	1,816	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	2,287	2,503	12,540	15,043	28.36
2010	4	223	227	1,151	1,378	208	1,969	2,177	11,161	13,338	25.66
2011	7	203	210	1,106	1,316	185	1,880	2,065	10,721	12,786	24.71
2012	2	194	196	971	1,167	176	1,981	2,157	10,555	12,712	24.24
2013	9	143	152	904	1,056	172	1,671	1,843	9,659	11,502	22.03
2014	7	172	179	854	1,033	203	1,704	1,907	9,400	11,307	20.96
2015	4	139	143	829	972	168	1,596	1,764	9,204	10,968	20.28
Per cent change: 2015 on 2004-08 average	-74	-57	-58	-51	-52	-42	-39	-39	-35	-36	-38

1. Including those casualties whose age was not known.

Table 6.5 Reported casualties by mode of transport and age group, 2015

	Numbers						Rates per 1,000 population				
	Age not known	Children 0-15	Young Persons		Older Adults 60+	Total	Children 0-15	Young Persons		Older Adults 60+	Total
			16-24	25-59				16-24	25-59		
Pedestrian	0	460	275	625	334	1,694	.50	.45	.25	.26	.32
Pedal cycle	1	71	89	591	42	794	.08	.14	.23	.03	.15
Motorcycle	1	1	165	517	50	734	.00	.27	.20	.04	.14
Car	6	378	1,562	3,761	1,005	6,712	.41	2.54	1.48	.77	1.25
Taxi	0	10	14	86	26	136	.01	.02	.03	.02	.03
Minibus	0	3	6	14	4	27	.00	.01	.01	.00	.01
Bus/Coach	0	42	21	114	155	332	.05	.03	.04	.12	.06
Light goods	0	4	51	268	31	354	.00	.08	.11	.02	.07
Heavy goods	1	0	3	97	15	116	.00	.00	.04	.01	.02
Other ¹	0	3	10	42	14	69	.00	.02	.02	.01	.01
Total	9	972	2,196	6,115	1,676	10,968	1.07	3.57	2.40	1.29	2.04

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	Non Built-up	Built-up			
2005	49.4	765.8	614.9	1,430.0	431.7	1,861.7
2006	42.9	801.1	621.9	1,465.9	421.3	1,887.2
2007	46.7	724.9	561.8	1,333.4	401.5	1,734.9
2008	46.8	691.3	600.5	1,338.6	389.0	1,727.5
2009	49.0	618.4	499.2	1,166.6	368.4	1,535.0
2010	32.1	566.9	455.2	1,054.2	329.6	1,383.8
2011	39.8	473.1	469.1	982.0	322.3	1,304.3
2012	31.8	471.1	480.0	982.8	314.8	1,297.6
2013	35.3	461.2	393.0	889.6	290.7	1,180.2
2014	35.1	462.9	453.4	951.3	286.4	1,237.8
2015	47.4	416.1	393.3	856.8	273.4	1,130.2

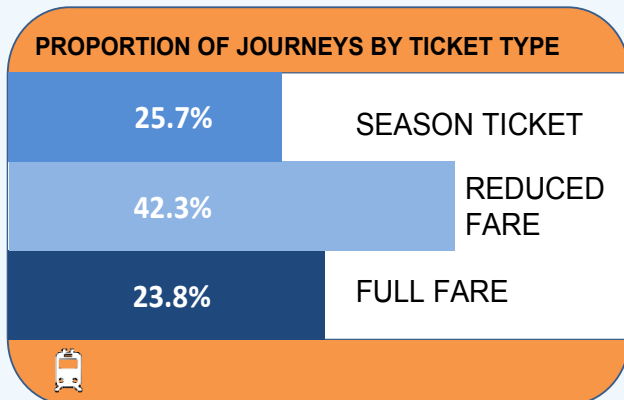
£ million at 2015 prices

Chapter 7: Rail Services

- Rail travel and freight in Scotland
- Passenger numbers
- Journey types
- Passenger receipts

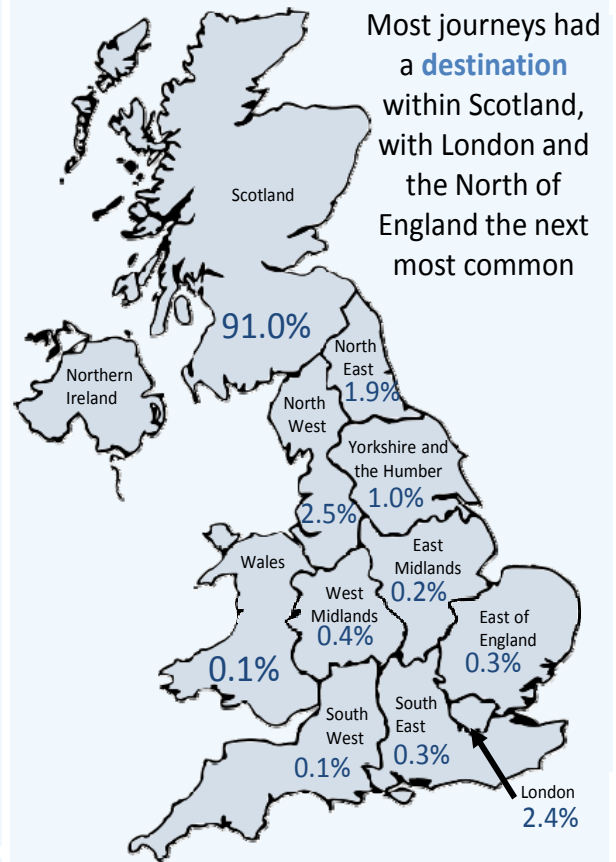
93.2 million

Scotrail passenger journeys in 2015/16
34% increase since 2005/06



Based on ORR data for 2014-15

2,819 km of rail network and
358 stations in Scotland



Rail passenger satisfaction has generally increased in the last ten years

2005	(% satisfied)	2015
85%	Overall opinion	89%
79%	Punctuality/reliability	85%
83%	Frequency	83%
77%	Cleanliness	78%
80%	Comfort	82%
64%	Station environment	81%
57%	Value for money	60%

31% of people used a train at least once a month
9% used a train at least once a week
2% used a train nearly every day in 2014

960 persons injured in railway accidents in 2015

For web publication and further information, visit <http://bit.ly/STS2016-Rail>



8.43m

tonnes of freight lifted by rail in 2013

90.6%

of Scotrail trains arrived within 5 minutes in 2015

£482m

passenger revenue for train journeys originating in Scotland in 2014

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; between 17 October 2004 and 31 March 2015, it was operated by First Group, again under the name First ScotRail. From 1 April 2015 Abellio and Serco began operating ScotRail and Caledonian Sleeper services.

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 have been revised. Note that Office of Rail and Road figures are compiled on a different basis and do not adjust for this.

Key Points

- **There were 93 million passenger journeys on Scotrail services in 2015-16**
- **As of the end of 2015/16 Scotland had 2,819 kms of rail network and 358 stations.**
- **30% of respondents to the Scottish Household Survey had used the train in the last month in 2015.**

2. Main Points

Journeys & Trends

2.1 Passenger journeys on ScotRail services increased by 0.6% to 93.2 million in the 2015-16 financial year, an increase of 34% since 2005-06 (*Table 7.1*).

2.2 There were 91.7 million rail passenger journeys originating in Scotland in the 2014-15 financial year. This was 5 million (6%) 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 show 4.3 million cross-border passenger journeys originating outwith Scotland in 2014-15, 0.3 million more than in 2013-14. Cross-border passenger journeys originating outwith Scotland have been increasing since 1994-95 (2.1 million). However, they fell slightly in 2000-01 and 2002-03 due to the reasons referred to above. (*Table 7.3*)

2.4 Passenger revenue from journeys originating *in* Scotland was £482 million in 2014-15 of which cross-border journeys originating in Scotland accounted for £160 million. A similar

amount (£160 million) of passenger revenue was generated from passenger journeys originating *outwith* Scotland and ending in Scotland. (Table 7.2)

Journey Stages & Distances

2.5 Tables 7.4 to 7.8 show passenger journeys as recorded by ORR. Of the 96 million passenger journeys to/from/within Scotland and England in 2014-15, 91% were solely within Scotland. London, the North West and North East of England were the main origins/destinations of cross-border passenger journeys with around 2 million journeys each (Table 7.4).

2.6 In 2014-15, there were 87.4 million passenger journeys, wholly within Scotland. Thirty eight per cent of start and end points were in Glasgow and 12% were in Edinburgh. There were almost 9 million cross border journeys starting or finishing in Scotland. Of these, 47% started or finished in Edinburgh and 27 per cent started or finished in Glasgow. (Table 7.6a and 7.6c)

2.7 Table 7.6c shows travel between Local Authorities in 2014-15. Of the journeys wholly within Scotland, 13 million (15%) start and finish in Glasgow. Seven million are made between Glasgow and North and South Lanarkshire. (Table 7.6c)

Stations

2.8 In 2015-16, Glasgow Central was the busiest national rail station in Scotland, with 30 million passenger journeys. Edinburgh Waverley was used by 22 million passengers, Glasgow Queen Street by 16 million, Paisley Gilmour Street by 4.2 million, Aberdeen by 3.5 million, Partick by 2.9 million, Haymarket by 2.6 million, Stirling by 2.4 million, Charing Cross by 2 million, Dundee by 1.9 million and Hyndland by 1.7 million. Including those already listed, there were 80 stations for which more than half a million passenger journeys each were recorded in the national ticketing system. (Table 7.7)

2.9 Of the stations in Scotland which have opened (or re-opened) since 1970, Exhibition Centre (1,742,500), Argyle Street (1,382,900), Bathgate (1,223,100), Livingston North (1,155,000), Edinburgh Park (889,500), Dyce (664,400), Bridgeton (631,800), Anderston (624,600) and South Gyle (587,400) had the largest passenger volumes in 2015-16. (Table 7.8)

Punctuality & Service

2.10 In 2015-16, 90.6% of ScotRail services, 85.2% of Virgin Trains East Coast, 89.5% of Cross Country, 86.0% of Virgin Trains West Coast and 86.0% of Caledonian Sleeper trains arrived on time. For all GB long-distance operators it was 87.6% and for all GB regional operators it was 91.4%. (Table 7.9)

2.11 In 2015-16, 96.1% of ScotRail trains arrived within 10 minutes of the scheduled arrival time, 1.4% arrived 20 or more minutes late, and 1.2% were cancelled. (Table 7.10)

2.12 In 2015, 89% of ScotRail passengers were either *satisfied* or said *good* when asked their opinion of their overall journey. The equivalent figure was 91% for non-ScotRail passengers whose journeys started in Scotland and 86% for all GB regional operators and 87% for all GB long-distance operators. The table shows ScotRail passengers' ratings of 14 aspects of service: in 2015, there were 12 for which at least 75% of those surveyed were satisfied, or said good and 10 above 80%. (Table 7.11)

2.13 The Scottish Household Survey also collects data from Scottish households on satisfaction with rail services. In 2014, around 91% were satisfied with train services offered, their timeliness, cleanliness and frequency and ability to find out about tickets and routes. There were noticeable differences in those who felt safe on the train during the day and in the evening (day: 97%, evening: 81%). 'Fares are good value' had the lowest agreement rate for trains with 57% of respondents doing so. These questions are asked every other year in the Scottish Household Survey, data for 2016 will be available in summer of 2017. (*Table 7.20*)

Rail Freight

2.14 In 2012-13, 8.4 million tonnes of freight was lifted in Scotland by rail, 15% less than the previous year, and 41% less than the 2005-06 peak. Since 2005-06 minerals and coal have fallen by 63% while other goods have increased by 25%. Of all freight lifted in Scotland, 34% 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).

2.15 The amount of freight lifted in Scotland with a destination in Scotland increased by 48% between 2002-03 with a peak in 2007-08 and is currently 19% below this level. In 2012-13, coal and minerals accounted for 4.0 million tonnes (48%) of the freight lifted in Scotland. Dividing the number of tonne-kilometres by the number of tonnes gives an average length of haul of 231 kilometres for traffic remaining in Scotland, 386 kilometres for traffic to other parts of the UK, and 712 kilometres for traffic destined for outwith the UK. (*Table 7.12*)

2.16 A total of 1.65 million tonnes of freight lifted elsewhere in the UK was delivered in Scotland in 2012-13, along with 0.40 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 18%, from 8.77 million tonnes in 2011-12 to 7.16 million tonnes in 2012-13, the reduction is a result of a fall in freight lifted in the UK, as that lifted in Scotland saw a slight increase on the previous year. (*Table 7.13*)

Railway Network

2.17 The total route length of the railway network in Scotland is 2,819 kilometres, of which 709 kilometres is electrified. These figures do not represent the total length of railway track: a kilometre of single-track and a kilometre of double-track both count as one kilometre of route length. (*Table 7.14*)

2.18 The number of passenger stations has increased from 340 in 2003-04 to 358 in 2014-15. (*Table 7.15*)

2.19 The local authorities which had the largest numbers of stations located in their areas in 2014-15 were Glasgow (61) and Highland (59). Since the completion of the Borders Railway Project in 2015 there are now 4 stations in the Midlothian and 3 in the Scottish Borders council areas, see here for more information <http://bit.ly/1s2dAUa> (*Table 7.16*)

Subway

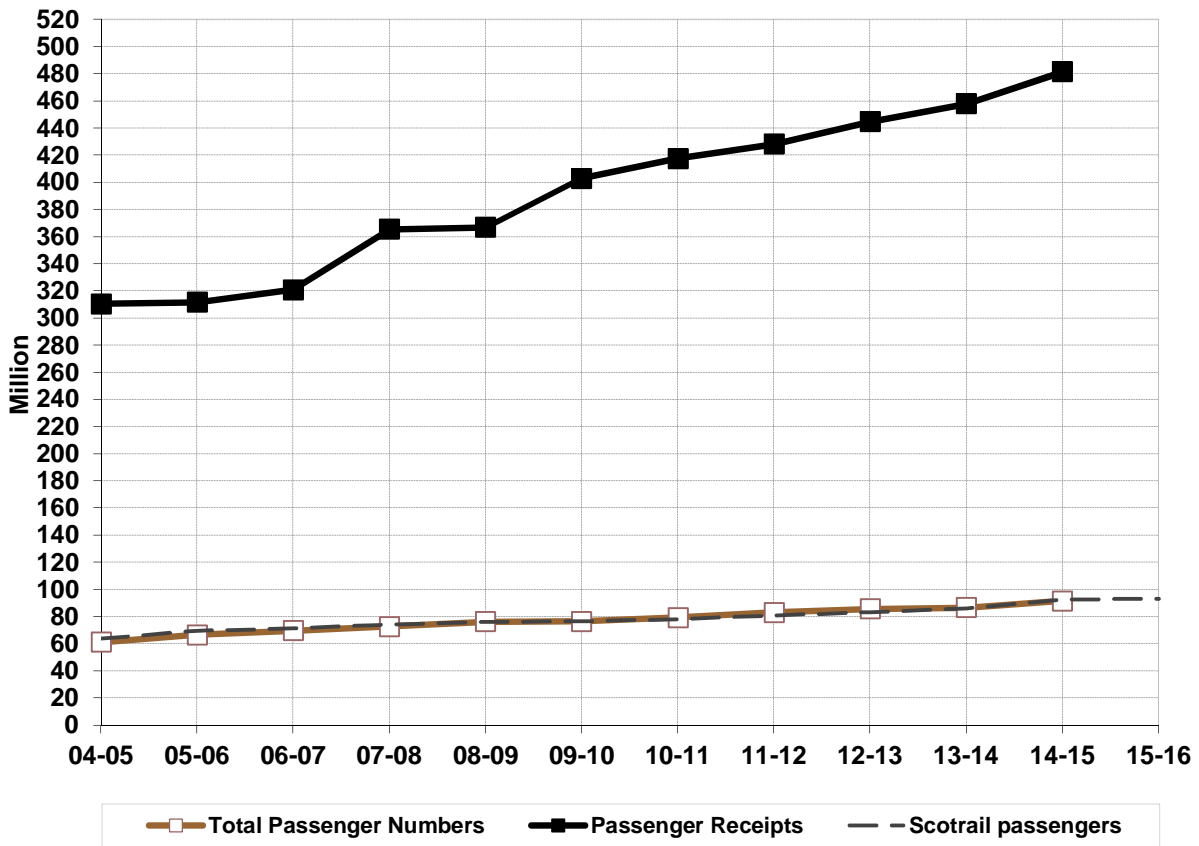
2.20 On the Glasgow Subway, the number of passenger journeys decreased by two per cent between 2014-15 and 2015-16, and were the third lowest in the last 10 years. Passenger receipts (excluding other revenue) were £17.6 million in 2015-16, 1% less in cash terms, and 2% less in real terms, than in the previous year. (*Table 7.17*)

Accidents

2.21 The number of railway accidents increased from 129 to 134 in 2015. Injuries from train accidents in stations fell from 608 in 2014 to 564 in 2015. The total number of deaths fell from 24 to 20 between 2014 and 2015. The overall number of injuries relating to railways fell from 1,038 in 2014 to 960 in 2015. (Table 7.18)

2.22 There were 20 suicides in 2015. (Table 7.19)

Figure 7.1 Passenger traffic originating in Scotland, and ScotRail passenger



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

Figure 7.2 Freight traffic lifted in Scotland

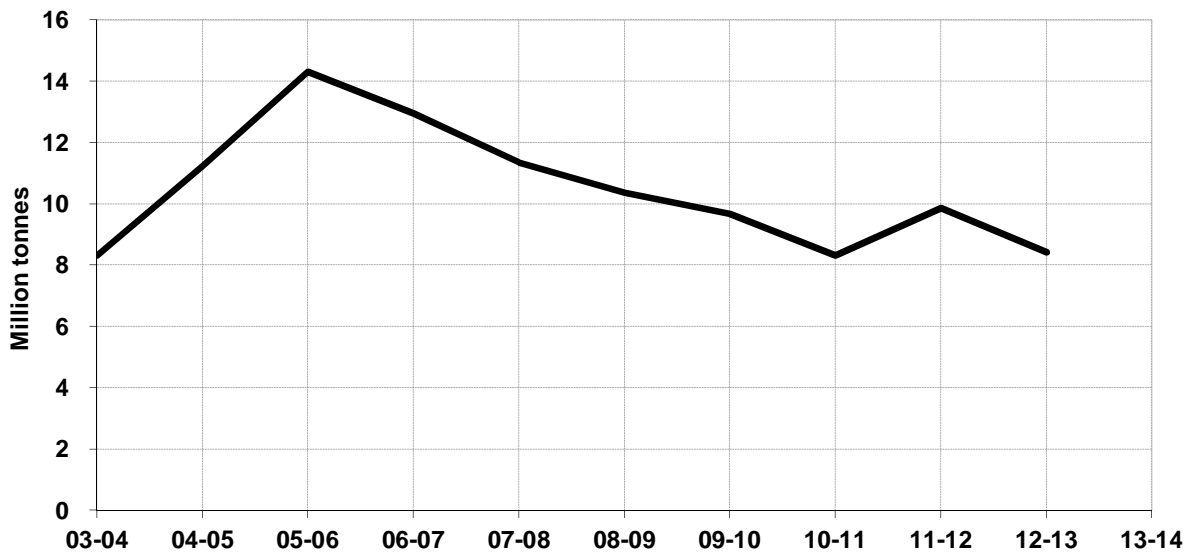


Table 7.1 ScotRail passenger services

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
												<i>million</i>
Passenger journeys ¹	64.02	69.43	71.59	74.47	76.43	76.93	78.29	81.10	83.25	86.34	92.68	93.21
Passenger kilometres	2,162	2,283	2,338	2,426	2,516	2,533	2,642	2,682	2,713	2,828	3,021	2,874
Scheduled train kilometre	36.90	37.64	38.55	38.70	39.17	40.70	41.87	43.80	44.40	44.35	45.38	44.34
Route kilometres operate	3,025	3,032	3,032	3,032	3,042	3,043	3,066	3,066	3,066	3,066	3,066	3,120

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 and Road 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

Type of ticket	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15
<i>Passenger journeys</i> <i>million</i>											
Internal (journeys wholly within Scotland) ^{1,2}											
Full fare	19.7	21.1	22.3	23.8	24.1	24.0	24.7	25.5	22.5	23.2	23.5
Reduced fare	20.6	22.4	22.7	23.5	24.7	25.8	26.8	28.8	33.2	34.5	38.2
Season ticket	18.5	20.6	22.0	22.5	24.4	23.3	24.2	25.3	26.2	25.0	25.7
Total	58.8	64.1	67.0	69.8	73.2	73.2	75.8	79.5	81.9	82.7	87.4
Cross-border originating in Scotland ^{1,2}											
Full fare	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.1	0.2	0.2
Reduced fare	2.1	2.3	2.4	2.6	2.8	3.1	3.5	3.6	3.7	3.8	4.1
Season ticket	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	2.5	2.6	2.8	2.9	3.1	3.3	3.7	3.8	3.9	4.0	4.3
Total passenger traffic originating in Scotland ^{1,2}											
Full fare	20.0	21.4	22.6	24.1	24.3	24.2	24.9	25.7	22.6	23.4	23.8
Reduced fare	22.7	24.7	25.1	26.1	27.6	29.0	30.3	32.3	36.9	38.2	42.3
Season ticket	18.5	20.6	22.0	22.5	24.4	23.3	24.3	25.3	26.2	25.0	25.7
Total ⁵	61.3	66.7	69.8	72.7	76.3	76.5	79.4	83.3	85.8	86.7	91.7
<i>Passenger journeys originating outwith Scotland</i>											
Full fare	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.1	0.2	0.2
Reduced fare	2.1	2.3	2.4	2.5	2.8	3.1	3.5	3.6	3.7	3.8	4.1
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	2.4	2.6	2.8	2.9	3.1	3.3	3.7	3.8	3.9	4.0	4.3
<i>Passenger revenue</i> <i>£ million</i>											
Internal journeys ^{1,2}	161.7	164.9	171.0	210.1	213.1	230.4	236.0	257.6	278.4	296.7	321.6
Cross-border journeys originating in Scotland	64.9	68.9	77.5	84.9	94.8	106.1	128.8	135.8	143.4	150.8	160.0
Total	226.6	233.8	248.4	295.0	307.9	336.5	364.9	393.4	421.8	447.5	481.7
Total at constant prices ⁴	310.7	311.8	321.1	365.6	367.0	403.2	417.8	428.2	444.9	458.1	481.7
Cross-border journeys originating outwith											
Scotland	64.5	68.9	77.5	85.7	94.8	106.1	128.8	135.8	143.4	150.8	160.0
At constant prices ⁴	88.5	91.9	100.1	106.2	113.0	127.1	147.5	147.8	151.2	154.4	160.0

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 methodology and therefore are not comparable with ScotRail passenger figures

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

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

Table 7.4 Passenger journeys using national rail tickets ¹ to, from or within Scotland, 2014-15

		Passenger journeys made using national rail tickets		Change since 1995-96
		<i>thousands</i>	<i>percentage</i>	<i>percentage</i>
All such passenger journeys to, from or within Scotland ²		96,073	100.0%	96.3%
<i>of which:</i>				
within	Scotland ²	87,404	91.0%	97.0%
to / from	England and Wales	8,669	9.0%	89.8%
<i>of which:</i>				
	to / from London	2,263	2.4%	83.7%
	to / from North West England	2,361	2.5%	182.4%
	to / from North East England	1,818	1.9%	150.5%
	to / from Yorkshire and the Humber	981	1.0%	83.0%
	to / from West Midlands	347	0.4%	54.3%
	to / from East England	286	0.3%	1.3%
	to / from South East	265	0.3%	-17.9%
	to / from East Midlands	211	0.2%	-43.4%
	to / from South West	87	0.1%	-53.3%
	to / from Wales	52	0.1%	-32.0%

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 methodology and are therefore not comparable with ScotRail passenger figures.

Table 7.5 Distances travelled by passengers¹ to Aberdeen, Edinburgh and Glasgow ² 2014-15

	Aberdeen	Edinburgh	Glasgow
	<i>percentages</i>		
0 - under 5 kms	0.0	1.0	3.8
5 - under 10 kms	13.7	7.5	19.3
10 - under 20 kms	1.1	7.8	21.4
20 - under 50 kms	25.3	35.3	29.5
50 - under 100 kms	9.9	16.0	12.1
100+ kms	50.0	32.4	13.9
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 Scotland¹

RAIL SERVICES

Journeys (thousands) by District/Unitary Authority

To/From	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	% change 2014-15 on 2013-14
Aberdeen City	256	280	279	289	301	355	338	343	355	337	-5.1
Aberdeenshire	15	15	16	19	22	27	25	26	25	25	0.0
Angus	38	38	42	43	44	50	46	48	47	48	2.1
Argyll And Bute	22	29	31	29	32	33	33	30	30	31	3.3
Clackmannan	-	-	-	3	3	4	4	4	4	4	0.0
Dumfries And Galloway	341	330	339	337	347	372	392	388	390	402	3.1
Dundee City	145	148	158	163	170	194	192	191	179	172	-3.9
East Ayrshire	22	21	20	20	22	28	28	27	29	34	17.2
East Dunbartonshire	3	4	4	5	7	9	11	12	13	16	23.1
East Lothian	33	37	44	48	47	53	56	58	58	59	1.7
East Renfrewshire	2	2	2	3	4	5	5	5	7	8	14.3
Edinburgh, City Of	2,394	2,555	2,689	2,873	3,116	3,377	3,494	3,605	3,757	4,106	9.3
Falkirk	25	50	53	57	58	66	69	72	73	76	4.1
Fife	208	217	229	240	246	287	287	295	286	276	-3.5
Glasgow City ¹	52	1,288	1,336	1,421	1,624	1,873	1,928	1,966	2,046	2,344	14.6
Highland	143	139	147	146	148	166	151	146	144	134	-6.9
Inverclyde	21	21	20	19	20	24	22	23	24	30	25.0
Moray	22	21	19	21	20	25	22	20	18	18	0.0
North Ayrshire	25	26	25	26	29	34	32	34	35	43	22.9
North Lanarkshire	89	95	96	101	96	107	106	100	106	120	13.2
Perth And Kinross	59	63	67	72	79	87	86	87	82	79	-3.7
Renfrewshire	16	16	16	17	19	23	22	22	23	30	30.4
South Ayrshire	35	36	35	34	37	41	41	45	47	55	17.0
South Lanarkshire	11	12	14	15	18	24	24	26	28	34	21.4
Stirling	72	75	82	82	83	97	96	99	96	103	7.3
West Dunbartonshire	6	7	7	7	8	9	10	10	10	13	30.0
West Lothian	30	32	35	38	40	50	59	62	63	71	12.7
Scotland Other ¹	1,129	0	0	0	0	0	0	0	0	0	-
Scotland Total	5,216	5,558	5,807	6,129	6,641	7,419	7,580	7,745	7,978	8,669	8.7

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

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 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	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	% change 2014-15 on 2013-14
Aberdeen City	2,187	2,401	2,646	2,770	2,873	3,191	3,510	3,755	4,055	4,229	4.3
Aberdeenshire	688	740	810	859	954	1,070	1,174	1,258	1,368	1,441	5.3
Angus	774	778	904	828	799	826	843	842	863	879	1.9
Argyll And Bute	1,070	1,405	1,417	1,769	1,716	1,766	1,788	1,767	1,426	1,427	0.1
Clackmannan	-	-	-	333	387	391	397	377	380	398	4.7
Dumfries And Galloway	342	330	332	364	375	399	404	409	418	461	10.3
Dundee City	1,375	1,348	1,448	1,480	1,500	1,532	1,539	1,523	1,594	1,706	7.0
East Ayrshire	820	803	773	808	842	1,043	1,166	1,205	1,139	1,215	6.7
East Dunbartonshire	3,223	3,354	3,472	3,858	3,788	3,920	4,101	4,211	4,066	4,349	7.0
East Lothian	1,300	1,367	1,609	1,788	1,801	1,781	1,884	2,011	2,163	2,257	4.3
East Renfrewshire	2,637	2,762	2,780	3,082	3,009	3,119	3,298	3,348	3,158	3,300	4.5
Edinburgh, City Of	15,426	15,899	16,723	18,195	19,781	20,291	18,526	19,577	20,904	21,919	4.9
Falkirk	2,022	2,694	2,814	2,833	2,856	2,922	2,965	2,978	3,068	3,240	5.6
Fife	4,639	4,862	5,027	5,044	4,902	4,899	5,044	5,103	5,310	5,670	6.8
Glasgow City	23,574	49,819	51,843	58,953	61,182	63,527	64,204	65,765	64,988	69,388	6.8
Highland	1,468	1,558	1,672	1,815	1,918	2,009	2,164	2,208	2,317	2,322	0.2
Inverclyde	2,308	2,322	2,371	2,710	2,669	2,728	2,753	2,813	2,750	2,890	5.1
Moray	393	384	396	417	433	474	493	516	537	559	4.1
North Ayrshire	3,353	3,462	3,436	3,795	3,758	3,884	3,924	4,061	3,862	3,963	2.6
North Lanarkshire	6,423	6,833	6,965	7,724	7,598	7,910	8,528	8,680	8,441	8,903	5.5
Perth And Kinross	793	788	852	927	978	1,019	1,054	1,084	1,117	1,231	10.2
Renfrewshire	5,190	5,405	5,500	6,115	5,982	6,153	6,144	6,362	6,869	7,201	4.8
South Ayrshire	2,554	2,651	3,081	3,340	3,162	3,214	3,153	3,245	3,330	3,351	0.6
South Lanarkshire	5,835	6,419	6,799	7,583	7,556	7,973	8,508	8,785	8,941	9,430	5.5
Stirling	2,469	2,521	2,701	2,809	2,823	2,921	2,928	2,914	2,952	3,148	6.6
West Dunbartonshire	4,367	4,309	4,392	4,825	4,666	4,751	4,775	4,863	4,934	5,140	4.2
West Lothian	2,999	3,029	3,060	3,066	2,981	3,214	3,760	4,108	4,432	4,792	8.1
Scotland Other ²	29,999	5,755	5,833	0	0	0	0	0	0	0	-
Scotland Total	128,229	133,996	139,656	148,091	151,288	156,924	159,031	163,767	165,381	174,808	5.7

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

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 mapped to Glasgow city since 2006-07 so comparisons with earlier years should not be made. For full methodology notes, please view the ORR documentation, which can be found here: <http://www.rail-reg.gov.uk/upload/pdf/odm-summary-1011.pdf>

**Table 7.6c Rail passenger journeys wholly within Scotland, using national rail tickets ¹,
by local authority areas ^{2,3} of origin and destination, 2014-15 ⁴**

RAIL SERVICES

Origin	Destination													thousands
	Aberdeen City	Aberdeenshire	Angus	Argyll & Bute	Clackmannanshire	Dumfries & Galloway	Dundee City	East Ayrshire	East Dunbartonshire	East Lothian	East Renfrewshire	Edinburgh, City of	Falkirk		Fife
Aberdeen City	515	566	136	1	0	1	93	1	2	2	0	234	9	49
Aberdeenshire	566	30	17	0	0	0	15	0	0	0	0	34	1	5
Angus	136	17	40	0	0	0	140	0	0	0	0	42	1	8
Argyll & Bute	1	0	0	77	0	0	1	1	5	0	1	23	2	1
Clackmannanshire	0	0	0	0	0	0	1	0	2	0	0	27	8	0
Dumfries & Galloway	1	0	0	0	0	65	1	11	0	0	1	50	0	2
Dundee City	93	15	140	1	1	1	8	0	1	2	0	210	5	95
East Ayrshire	1	0	0	1	0	11	0	96	2	0	15	10	1	0
East Dunbartonshire	2	0	0	5	2	0	1	2	84	1	6	85	15	1
East Lothian	2	0	0	0	0	0	2	0	1	34	0	1,013	6	12
East Renfrewshire	0	0	0	1	0	1	0	15	6	0	188	23	2	0
Edinburgh, City of	234	34	42	23	27	50	210	10	85	1,013	23	1,340	685	1,973
Falkirk	9	1	1	2	8	0	5	1	15	6	2	685	74	6
Fife	49	5	8	1	0	2	95	0	1	12	0	1,973	6	535
Glasgow, City of	203	21	25	431	84	78	112	412	1,776	34	1,298	2,065	563	77
Highland	116	13	3	4	0	1	10	0	2	1	0	124	3	11
Inverclyde	2	0	0	3	0	0	0	2	5	0	5	17	2	1
Moray	115	9	1	0	0	0	3	0	0	0	0	15	0	3
North Ayrshire	3	0	0	1	0	1	1	1	6	0	6	27	3	1
North Lanarkshire	4	0	1	8	2	1	2	4	37	3	12	434	23	5
Perth & Kinross	26	4	17	1	1	1	119	0	2	1	0	119	5	28
Renfrewshire	2	0	0	4	1	3	1	10	21	0	20	32	7	1
South Ayrshire	3	0	1	2	1	11	2	28	7	1	7	46	3	2
South Lanarkshire	1	0	0	5	1	0	1	7	33	1	52	92	5	1
Stirling	26	2	4	6	70	1	25	1	26	3	3	421	158	5
West Dunbartonshire	1	0	0	133	1	0	0	3	51	0	8	26	4	1
West Lothian	5	0	0	2	1	0	4	0	4	11	2	1,792	28	9
Scotland	2,115	721	439	713	199	230	853	608	2,174	1,128	1,650	10,959	1,620	2,835

Origin	Destination												thousands	
	Glasgow, City of	Highland	Inverclyde	Moray	North Ayrshire	North Lanarkshire	Perth & Kinross	Renfrewshire	South Ayrshire	South Lanarkshire	Stirling	West Dunbartonshire		West Lothian	Scotland
Aberdeen City	203	116	2	115	3	4	26	2	3	1	26	1	5	2,115
Aberdeenshire	21	13	0	9	0	0	4	0	0	0	2	0	0	721
Angus	25	3	0	1	0	1	17	0	1	0	4	0	0	439
Argyll & Bute	431	4	3	0	1	8	1	4	2	5	6	133	2	713
Clackmannanshire	84	0	0	0	0	2	1	1	1	1	70	1	1	199
Dumfries & Galloway	78	1	0	0	1	1	1	3	11	0	1	0	0	230
Dundee City	112	10	0	3	1	2	119	1	2	1	25	0	4	853
East Ayrshire	412	0	2	0	1	4	0	10	28	7	1	3	0	608
East Dunbartonshire	1,776	2	5	0	6	37	2	21	7	33	26	51	4	2,174
East Lothian	34	1	0	0	0	3	1	0	1	1	3	0	11	1,128
East Renfrewshire	1,298	0	5	0	6	12	0	20	7	52	3	8	2	1,650
Edinburgh, City of	2,065	124	17	15	27	434	119	32	46	92	421	26	1,792	10,959
Falkirk	563	3	2	0	3	23	5	7	3	5	158	4	28	1,620
Fife	77	11	1	3	1	5	28	1	2	1	5	1	9	2,835
Glasgow, City of	13,097	125	780	13	1,033	3,227	165	2,266	643	3,697	496	1,562	410	34,694
Highland	125	602	1	78	1	2	40	1	2	1	16	2	2	1,161
Inverclyde	780	1	281	0	9	9	1	292	10	14	2	7	1	1,445
Moray	13	78	0	36	0	0	2	0	0	0	1	0	0	279
North Ayrshire	1,033	1	9	0	365	12	1	221	251	22	3	10	2	1,981
North Lanarkshire	3,227	2	9	0	12	321	2	39	16	187	21	40	38	4,451
Perth & Kinross	165	40	1	2	1	2	33	1	2	1	39	1	2	616
Renfrewshire	2,266	1	292	0	221	39	1	470	116	56	7	23	4	3,601
South Ayrshire	643	2	10	0	251	16	2	116	486	21	5	7	3	1,676
South Lanarkshire	3,697	1	14	0	22	187	1	56	21	457	5	47	6	4,715
Stirling	496	16	2	1	3	21	39	7	5	5	203	4	19	1,574
West Dunbartonshire	1,562	2	7	0	10	40	1	23	7	47	4	632	4	2,570
West Lothian	410	2	1	0	2	38	2	4	3	6	19	4	47	2,396
Scotland	34,694	1,161	1,445	279	1,981	4,451	616	3,601	1,676	4,715	1,574	2,570	2,396	87,404

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 methodology and are therefore not comparable with ScotRail passenger figures.
- Note: Previous versions of this table for the years 2008-09 to 2012-13 can be found in the STS no 33 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: 2015-16 ^{1, 2, 3, 4}

Rank		<i>thousands</i>	Rank		<i>thousands</i>
1	Glasgow Central	30,001	51	Shettleston	715
2	Edinburgh	21,724	52	Bellgrove	692
3	Glasgow Queen Street	16,424	53	Barrhead	689
4	Paisley Gilmour Street	4,158	54	Falkirk Grahamston	688
5	Aberdeen	3,460	55	Queen's Park (Glasgow)	687
6	Partick	2,858	56	Crossmyloof	675
7	Haymarket	2,650	57	Troon	671
8	Stirling	2,442	58	Dyce	664
9	Charing Cross (Glasgow)	2,039	59	Coatbridge Sunnyside	661
10	Dundee	1,890	60	Bishopton	654
11	Hyndland	1,744	61	Singer	647
12	Exhibition Centre Glasgow	1,743	62	Bridgeton	632
13	Ayr	1,556	63	Anderston	625
14	Argyle Street	1,383	64	Blantyre	611
15	Inverkeithing	1,381	65	Kilmarnock	593
16	Johnstone	1,315	66	South Gyle	587
17	Inverness	1,307	67	Cathcart	587
18	Croy	1,302	68	Newton	585
19	Motherwell	1,258	69	Uphall	582
20	Bathgate	1,223	70	North Berwick	572
21	Mount Florida	1,194	71	Greenock West	570
22	Kirkcaldy	1,158	72	Bearsden	565
23	Livingston North	1,155	73	Gourock	563
24	Anniesland	1,154	74	Leuchars	561
25	Perth	1,146	75	Clarkston	553
26	East Kilbride	1,137	76	Balloch	547
27	Linlithgow	1,133	77	Dunblane	539
28	Rutherglen	1,110	78	Port Glasgow	538
29	Airdrie	1,075	79	Stonehaven	536
30	Kilwinning	1,009	80	Inverurie	534
31	Milngavie	992	81	Dalmeny	499
32	Irvine	975	82	Musselburgh	478
33	Hamilton West	935	83	Wishaw	465
34	Dalmuir	907	84	Garrowhill	463
35	Edinburgh Park	889	85	Blairhill	463
36	Bellshill	879	86	Scotstounhill	459
37	Falkirk High	870	87	Dunbar	453
38	Larbert	850	88	Patterton	439
39	Lenzie	837	89	Dumbarton East	431
40	Uddingston	827	90	Largs	430
41	Hamilton Central	825	91	Larkhall	420
42	Helensburgh Central	811	92	Springburn	419
43	Westerton	795	93	Neilston	408
44	Bishopbriggs	784	94	Drumgelloch	404
45	Cambuslang	774	95	Dalreoch	397
46	Dumbarton Central	751	96	Pollokshields East	397
47	High Street	735	97	Carluke	396
48	Polmont	733	98	Prestwick	393
49	Dunfermline	727	99	Easterhouse	393
50	Hairmyres	719	100	Greenock Central	392

Table 7.8 Passenger journeys to or from stations¹ in Scotland that have opened (or re-opened) since 1970

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
	<i>thousands</i>										
Dun Craig (1971)	0.4	0.3	0.5	0.4	0.4	0.6	0.7	0.8	0.5	0.4	0.5
Kingsknowe (1971)	18.5	19.9	19.3	20.3	19.7	15.8	17.5	25.3	24.7	21.2	20.2
Alness (1973)	7.6	9.8	11.6	13.7	14.3	17.7	25.5	28.4	27.8	25.9	23.6
Muir of Ord (1976)	24.7	32.6	39.2	51.1	57.4	62.4	74.5	74.1	72.8	66.6	66.5
IBM (1978)	117.3	94.0	93.5	205.7	145.7	136.4	127.8	122.6	71.1	47.4	22.0
Anderston (1979)	340.7	381.9	428.6	651.3	551.9	576.8	647.2	630.8	602.8	633.7	624.6
Argyle Street (1979)	574.3	616.7	606.4	911.8	734.8	783.6	1196.5	1336.7	1369.9	1438.4	1382.9
Bridgeton * (1979)	240.0	286.2	308.7	466.9	394.0	409.1	489.3	617.2	647.0	647.0	631.8
Dalmarnock (1979)	58.1	61.1	61.2	79.8	77.3	76.8	79.6	21.5	100.4	217.1	283.2
Exhibition Centre * (1979)	632.9	762.8	866.5	1153.1	1054.2	1170.0	1317.8	1369.4	1375.5	1639.9	1742.5
Dyce (1984)	334.7	401.0	453.6	488.0	515.5	542.5	677.9	759.9	810.7	823.9	664.4
Livingston South (1984)	227.4	225.6	231.4	245.6	250.2	295.8	285.4	287.7	296.3	317.2	342.8
Kilmaurs (1984)	69.4	72.5	73.4	84.4	81.0	95.5	102.1	107.3	105.8	109.8	103.5
Auchinleck (1984)	37.8	39.0	35.7	38.5	37.8	43.3	55.7	57.1	56.0	62.7	62.0
Dunrobin Castle (1985)	0.4	0.4	0.4	0.6	0.5	0.6	0.6	0.6	0.9	0.8	0.8
Loch Eil Outward Bound * (1985)	0.5	0.6	0.9	0.9	0.5	0.8	0.7	0.6	0.5	0.6	0.5
South Gyle (1985)	424.3	410.3	464.0	496.9	475.8	473.7	513.8	555.1	574.6	558.1	587.4
Loch Awe (1985)	2.8	2.2	2.3	2.5	2.9	3.1	2.5	2.7	3.0	4.8	4.8
Portlethen (1985)	14.9	21.1	22.1	19.9	15.2	18.3	19.1	28.0	48.2	57.2	56.3
Bridge of Allan (1985)	167.1	191.8	224.1	224.6	235.2	227.3	243.5	248.2	258.7	275.0	278.9
Livingston North (1986)	621.6	624.2	602.4	566.0	552.7	631.0	825.5	924.3	1030.6	1125.3	1155.0
Bathgate (1986)	645.4	650.6	650.0	645.8	607.3	694.9	871.0	973.9	1060.7	1176.5	1223.1
Uphall (1986)	248.7	250.7	255.2	254.1	226.7	220.9	325.1	431.2	511.0	557.6	581.6
Wester Hailes (1987)	20.9	18.9	18.9	20.4	22.7	23.1	29.8	35.8	36.2	37.5	38.6
Curriehill (1987)	43.6	41.0	43.3	47.1	46.9	48.5	52.9	63.9	65.8	67.2	67.0
Ardrossan Town (1987)	16.5	16.5	15.2	22.9	18.6	18.7	20.6	21.0	21.2	21.9	20.1
Falls of Cruachan (1988)	0.1	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.5	0.7	0.7
Musselburgh (1988)	193.4	202.9	306.2	385.3	389.2	362.9	386.7	420.8	438.7	456.7	478.1
Greenfaulds (1989)	83.0	93.7	107.0	121.4	131.3	136.1	132.6	122.9	130.5	136.5	130.9
Drumgelloch (1989) !	172.9	165.2	168.4	193.0	170.9	58.5	269.2	307.2	345.0	387.3	403.5
Stepps (1989)	228.2	263.4	277.3	343.0	301.2	291.0	302.2	305.6	277.4	296.9	300.4
Airbles (1989)	78.6	89.2	94.2	114.9	104.5	107.8	110.1	113.6	112.8	119.1	127.0
Milliken Park (1989)	110.2	118.0	124.2	154.9	137.4	142.3	151.2	169.4	190.3	198.2	206.1
Whinhill (1990)	36.7	32.8	32.2	37.9	35.2	37.7	40.0	45.3	52.4	52.6	53.6
Dumbreck (1990)	97.3	97.6	92.5	124.0	111.5	109.5	114.1	117.2	131.4	150.6	164.0
Corkerhill (1990)	147.2	153.1	154.7	212.8	192.4	211.9	236.6	233.5	245.0	247.8	266.2
Mosspark (1990)	91.9	93.1	100.3	125.7	111.0	111.2	117.4	116.0	110.7	119.0	143.1
Crookston (1990)	99.8	113.2	114.7	132.6	115.1	120.0	126.4	127.2	132.6	149.8	174.8
Paisley Canal (1990)	176.2	187.5	189.9	231.7	215.2	219.1	232.8	218.5	340.6	363.2	367.7
Priesthill & Darnley (1990)	51.4	69.9	78.6	94.5	86.0	105.1	115.9	125.1	125.8	134.2	137.7
Shieldmuir (1990)	8.2	10.6	23.0	44.8	48.9	57.3	56.8	69.5	81.4	89.2	105.2
Hawkhead (1991)	100.5	109.5	117.0	157.1	137.7	139.5	145.5	138.7	167.3	183.8	201.3
New Cumnock (1991)	23.1	21.8	19.9	23.0	22.1	26.2	28.0	28.5	27.2	31.9	28.4
Glenrothes with Thornton (1992)	47.6	54.5	53.7	52.2	52.6	49.6	57.5	60.9	63.0	67.3	76.7
Whifflet (1992)	203.8	219.0	229.6	282.3	246.6	246.7	254.5	257.4	233.4	234.1	247.4

Source: ORR - Not National Statistics

1. Figures have not been adjusted to reflect ScotRail's revised methodology 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)

! The station closed on 9 May 2010 and then re-opened on 6 March 2011.

Table 7.8 Passenger journeys to or from stations¹ in Scotland that have opened (or re-opened) since 1970

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
	<i>thousands</i>										
Ashfield (1993)	38.7	42.5	43.8	57.9	58.0	54.7	69.7	76.4	74.2	80.5	76.5
Possilpark & Parkhouse (1993)	38.2	60.2	79.2	106.7	93.8	90.3	112.0	123.8	99.2	97.7	91.4
Gilshochill * (1993)	33.1	74.0	82.4	103.0	96.0	84.8	89.5	98.9	94.5	101.9	87.0
Summerston (1993)	68.5	83.5	90.5	118.2	119.7	116.5	140.5	156.8	154.1	166.9	152.4
Maryhill (1993)	49.3	53.3	55.6	77.4	69.1	65.3	80.3	83.3	77.3	92.3	90.5
Carmyle (1993)	100.0	102.2	106.2	131.6	124.3	127.0	135.3	143.3	132.1	131.1	132.5
Mount Vernon (1993)	34.9	36.8	41.1	58.2	51.4	55.7	56.7	63.3	57.3	59	60.2
Baillieston (1993)	50.3	57.4	66.4	90.8	89.1	97.0	109.2	114.7	112.0	112.9	126.2
Bargeddie (1993)	66.8	74.4	78.1	97.4	85.8	89.8	99.4	98.3	88.0	85.9	95.2
Kirkwood (1993)	114.3	114.8	120.8	158.9	140.6	138.9	150.0	153.2	130.2	131.6	138.9
Gretna Green (1993)	32.2	27.0	28.8	28.2	31.3	32.9	36.6	37.4	38.0	40.2	38.9
Camelon (1994)	90.0	90.5	96.6	97.3	92.1	97.7	104.5	110.9	116.4	130.5	136.1
Wallyford (1994)	126.7	135.8	159.9	209.3	227.9	220.9	240.8	255.8	268.1	295.9	311.9
Sanquhar (1994)	25.8	25.4	23.4	24.3	23.9	22.4	28.4	28.2	26.3	27.5	24.5
Prestwick Airport (1994)	95.3	113.7	569.7 ²	766.8	532.3	315.3	337.0	343.8	454.0	293.9	93.0
Dalgety Bay (1998)	246.9	262.3	270.9	272.7	247.8	244.3	264.2	268.4	284.3	307.8	341.0
Drumfrochar (1998)	49.0	45.7	43.3	58.5	59.1	61.3	55.2	60.0	69.8	72.9	68.4
Dunfermline Queen Margaret (2000)	206.4	211.1	202.5	214.7	205.3	195.5	210.5	206.1	208.5	224.1	250.5
Howwood (2001)	32.7	50.3	48.3	42.9	41.5	41.3	47.9	51.3	112.7	119.9	124.9
Beaully (2002)	28.4	35.9	41.9	52.4	51.1	49.8	54.5	55.2	57.9	57.4	59.4
Brunstane (2002)	119.9	121.8	109.5	135.1	134.3	128.2	132.8	144.2	159.6	164.5	166.0
Newcraighall (2002)	159.8	176.9	190.0	182.9	194.2	182.0	191.0	206.9	221.9	242.8	224.0
Edinburgh Park (2003)	353.3	367.6	382.6	434.2	451.8	499.4	646.0	816.7	960.3	893.5	889.5
Gartcosh (2005)		99.6	111.0	124.3	131.7	134.3	143.8	142.0	153.4	177	156.8
Kelvindale (2005)	17.4	95.0	107.7	109.5	109.7	90.4	94.4	96.5	98.0	105.5	91.6
Chatelherault (2005)	3.5	17.3	23.5	41.0	49.8	57.1	59.5	62.5	66.9	74.9	85.9
Merryton (2005)	20.0	81.1	97.6	99.5	104.0	102.6	106.3	113.1	111.4	116.2	113.5
Larkhall (2005)	83.2	268.7	307.9	334.4	323.1	316.8	327.1	342.7	406.1	420.1	420.4
Alloa (May 2008)				336.0	390.0	390.7	401.1	380.9	383.8	402.4	386.5
Laurencekirk (May 2009)					56.5	73.1	86.1	92.5	102.8	112.9	104.5
Blackridge (2010)						12.4	43.3	42.6	47.3	51.5	53.2
Armadale (2011)						11.2	126.1	141.1	164.7	186.3	215.4
Caldercruix (2011)						11.1	91.0	93.0	101.9	109	111.5
Conon Bridge (2013)								3.8	18.1	15.5	15.3
Eskbank (Sept 2015)											128.3
Galashiels (Sept 2015)											213.8
Gorebridge (Sept 2015)											59.3
Newtongrange (Sept 2015)											86.4
Shawfair (Sept 2015)											13.2
Stow (Sept 2015)											39.7
Tweedbank (Sept 2015)											300.6

Source: ORR - Not National Statistics

1. Figures have not been adjusted to reflect ScotRail's revised methodology 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 ⁶

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
	<i>percentage of trains arriving on time</i>										
GNER ¹	83.5	82.7	-	-	-	-	-	-	-	-	-
East Coast ^{1,3,5,7}	-	-	82.6	86.9	87.4	83.3	86.6	83.9	84.2	-	-
Virgin Trains East coast ⁷	-	-	-	-	-	-	-	-	-	88.6	85.2
ScotRail (First) ^{2,9}	85.8	88.8	90.6	90.7	90.6	90.1	90.7	93.0	91.4	90.5	-
ScotRail (Abellio) ^{2,9}	-	-	-	-	-	-	-	-	-	-	90.6
Virgin CrossCountry ¹	80.9	83.9	-	-	-	-	-	-	-	-	-
CrossCountry ^{1,4}	-	-	87.0	90.1	90.1	87.9	89.6	86.8	86.7	88.8	89.5
Virgin Train West Coast ^{1,8}	83.5	86.0	86.2	80.0	84.6	86.6	85.9	83.6	85.8	84.8	86.0
Caledonian Sleeper ^{1,9}	-	-	-	-	-	-	-	-	-	-	86.0
GB long-distance operators ¹	82.2	84.9	86.2	87.2	88.7	87.7	89.1	87.0	86.9	87.4	87.6
GB regional operators ²	84.7	87.2	89.2	90.6	92.5	91.5	92.5	91.1	91.0	91.6	91.4

Source: ORR - Not National Statistics

- 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)
- 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)
- National Express East Coast has taken over the franchise previously operated by GNER.
- CrossCountry is now operating most of the Virgin CrossCountry franchise routes and some routes from the Central Trains franchise.
- National Express East Coast services were transferred to East Coast on 13 November 2009
- Figures subject to revision on annual basis.
- From 1 March 2015 Virgin trains took over the East Coast operation.
- Virgins Trains has been renamed Virgin West Coast.
- Having been part of the ScotRail franchise until 2014-15, Caledonian Sleeper began operating as a separate franchise in 2015-16. Abellio took over the ScotRail franchise from First at the start of 2015-16.

Table 7.10 ScotRail services: arrival times at final destinations ¹

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
	<i>percentages</i>										
Total within 5 minutes	85.8	88.8	90.6	90.6	90.7	90.1	90.7	93.0	91.4	90.5	90.6
Total within 10 minutes	94.4	95.2	95.9	96.1	95.8	95.3	95.7	97.3	96.4	95.9	96.1
Total within 20 minutes	97.4	97.3	97.5	97.7	97.3	97.0	97.1	98.4	97.7	97.4	97.4
20 minutes and over ²	1.5	1.5	1.4	1.4	1.7	1.6	1.4	1.0	1.3	1.4	1.4
Cancelled ³	1.1	1.2	1.1	0.9	1.0	1.4	1.5	0.7	1.0	1.2	1.2
	<i>thousands</i>										
Number of trains due to be run ⁴	691	693	706	697	715	715	719	726	744	750	752

Source: ORR - Not National Statistics

- For example, Total within 5 minutes gives the percentage which were no more than 4 minutes and 59 seconds late
- Includes part-cancelled trains (those which failed to reach their final destination but ran at least half their planned mileage)
- Includes trains which ran less than half their planned mileage
- 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 Rail Passenger Survey

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
ScotRail passengers											
	<i>percentage who were satisfied or said good</i> ¹										
Overall opinion of journey	85	87	84	89	89	88	88	89	88	89	89
How deals with delays	40	46	33	40	41	42	34	39	42	47	50
Value for money	57	56	57	59	57	59	57	52	50	58	60
How station staff handle requests	83	83	82	88	86	81	89	90	87	90	93
Overall station environment	64	67	71	74	78	77	76	76	74	80	81
Ticket buying facilities	71	74	78	85	83	81	80	82	81	79	85
Info. re. times, platforms	78	79	78	83	85	85	85	88	85	87	87
Punctuality / reliability	79	86	83	89	88	87	84	87	83	84	85
Length of journey time	87	89	88	89	90	88	90	91	90	89	89
Ease of getting on/off	84	84	83	85	88	86	87	88	87	88	87
Amount of seats / standing space	72	71	71	72	77	75	73	78	78	77	75
Frequency	83	82	80	82	84	82	83	82	83	83	83
Train Cleanliness	77	79	79	79	81	77	80	83	82	83	78
Comfort of seats	80	80	78	76	79	76	80	81	80	81	82
Sample size	2114	2015	2029	2091	2067	2113	2568	2539	2187	2095	2220
Others whose journeys started in Scotland ²											
	<i>percentage who were satisfied or said good</i> ¹										
Overall opinion of journey	80	89	87	85	90	92	91	87	92	88	91
How deals with delays	52	69	58	54	56	62	54	55	70	48	68
Value for money	64	70	70	65	65	69	62	65	68	66	69
How station staff handle requests	94	87	82	90	87	90	86	91	90	90	93
Overall station environment	78	79	79	80	83	82	78	63	75	83	86
Ticket buying facilities	85	78	82	78	90	86	89	81	82	86	90
Info. re. times, platforms	89	86	87	86	91	91	87	86	86	89	94
Punctuality / reliability	73	87	86	87	90	88	87	89	89	89	90
Length of journey time	78	86	84	82	87	88	88	87	87	86	91
Ease of getting on/off	77	78	83	81	83	85	85	86	87	84	85
Amount of seats / standing space	73	71	77	72	80	79	77	79	79	79	80
Frequency	73	83	78	72	84	82	80	79	81	84	88
Train Cleanliness	83	84	89	84	86	86	81	86	86	86	86
Comfort of seats	80	78	77	74	78	80	77	81	82	78	81
Sample size	420	480	323	391	481	562	672	706	825	786	753
All GB regional operators											
	<i>percentage who were satisfied or said good</i> ¹										
Overall opinion of journey	83	85	82	86	86	87	86	86	84	85	86
Punctuality / reliability	79	82	82	84	86	86	84	84	81	82	84
All GB long-distance operators											
Overall opinion of journey	83	88	86	84	86	87	86	88	87	86	87
Punctuality / reliability	78	86	84	81	86	86	85	87	84	83	84

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

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
Freight lifted (weight)											
											<i>million tonnes</i>
by destination											
within Scotland	4.27	3.75	4.36	4.80	5.30	6.30	6.13	6.08	4.86	5.03	5.11
elsewhere in the UK	4.36	4.13	6.38	8.97	7.13	4.55	3.84	3.25	3.11	4.47	2.89
outwith the UK ¹	0.49	0.43	0.51	0.54	0.53	0.50	0.39	0.36	0.36	0.37	0.43
Total	9.12	8.32	11.25	14.31	12.96	11.35	10.36	9.69	8.33	9.87	8.43
											<i>million tonnes</i>
by commodity											
minerals/ coal, coke	7.18	6.24	8.73	10.80	9.87	7.29	6.09	5.77	5.26	4.17	4.04
other	1.94	2.08	2.52	3.52	3.09	4.06	4.27	3.91	3.07	5.69	4.39
Total	9.12	8.32	11.25	14.32	12.96	11.35	10.36	9.68	8.33	9.86	8.43
Freight moved (weight x distance)											
											<i>million tonne-kilometres</i>
by destination											
within Scotland	632	576	632	623	692	1,143	1,230	1,329	1,380	1,002	1,181
elsewhere in the UK ²	1,871	1,741	2,839	3,337	3,128	2,106	1,785	1,334	1,441	1,370	1,121
outwith the UK ¹	353	308	368	385	375	352	266	249	258	265	306
Total	2,856	2,625	3,839	4,345	4,195	3,601	3,281	2,912	3,079	2,637	2,608
											<i>million tonne-kilometres</i>
by commodity											
minerals/ coal, coke	2,017	1,734	2,797	3,479	2,846	1,749	1,443	1,324	1,180	1,039	1,008
other ²	839	889	1,042	866	1,349	1,853	1,838	1,589	1,899	1,597	1,599
Total	2,856	2,623	3,839	4,345	4,195	3,602	3,281	2,913	3,079	2,636	2,607

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).

2. Revisions have been made to the figures for 2011-12 and earlier years.

Table 7.13 Freight traffic with a destination in Scotland by origin (where lifted) and by commodity

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
Freight lifted (weight)											
											<i>million tonnes</i>
by origin											
lifted within Scotland	4.27	3.75	4.36	4.80	5.30	6.30	6.13	6.08	4.86	5.03	5.11
elsewhere in the UK	1.08	1.04	0.91	2.08	2.06	2.01	2.01	1.27	1.62	3.33	1.65
outwith the UK ¹	0.64	0.52	0.54	0.48	0.45	0.41	0.50	0.42	0.42	0.41	0.40
Total	5.99	5.31	5.81	7.35	7.82	8.72	8.64	7.77	6.90	8.77	7.16
											<i>million tonnes</i>
by commodity											
minerals/ coal, coke	4.28	3.76	4.21	4.45	5.07	4.91	4.53	3.97	3.77	3.03	2.96
other	1.71	1.55	1.61	2.91	2.74	3.80	4.10	3.80	3.11	5.73	4.19
Total	5.99	5.31	5.82	7.36	7.81	8.71	8.63	7.77	6.88	8.76	7.15
Freight moved (weight x distance)											
											<i>million tonne-kilometres</i>
by origin											
lifted within Scotland	632	576	632	623	692	1,143	1,230	1,329	1,380	1,002	1,181
elsewhere in the UK	569	556	487	479	1,012	1,089	1,062	625	890	980	678
outwith the UK ¹	438	376	390	343	327	287	339	302	302	305	296
Total	1,638	1,507	1,509	1,445	2,031	2,519	2,631	2,256	2,572	2,287	2,155
											<i>million tonne-kilometres</i>
by commodity											
minerals/ coal, coke	639	584	607	626	632	591	626	530	502	520	505
other	999	923	902	819	1,399	1,928	2,005	1,726	2,070	1,766	1,649
Total	1,638	1,507	1,509	1,445	2,031	2,519	2,631	2,256	2,572	2,286	2,154

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

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15
	<i>kilometres</i>										
Routes											
Electrified	634	639	639	639	639	672	676	676	676	709	709
Non electrified	2,095	2,097	2,097	2,097	2,106	2,087	2,087	2,087	2,087	2,054	2,110
Total	2,729	2,736	2,736	2,736	2,745	2,759	2,763	2,763	2,763	2,763	2,819

Source: Network Rail - Not National Statistics

Table 7.15 Number of stations^{1,2}

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15
Passenger and parcel	340	344	344	345	346	351	351	351	351	351	358
Freight only	118	118	115	118	118	118	118	119	119	119	119
Total	458	462	459	463	464	469	469	470	470	470	477

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, 2014-15¹

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	3
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	4	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	358

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 Prestwick Airport (South Ayrshire).

Table 7.17 Strathclyde Partnership for Transport - Glasgow Subway¹

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
	<i>numbers</i>										
Vehicles ²	41	41	41	41	41	41	41	41	41	41	41
	<i>thousands</i>										
Loaded train kilometres ⁶	3,002	3,098	3,134	3,173	3,098	2,922	3,469	3,466	3,505	3,564	3,537
Passenger journeys	13,164	13,160	14,449	14,103	13,055	13,009	12,888	12,604	12,702	12,951	12,713
	<i>£ thousands</i>										
Revenue ³	11,786	12,963	13,965	14,690	13,296	14,835	15,147	13,503	17,003	19,194	18,937
Revenue at constant prices ⁴	15,871	16,918	17,476	17,681	16,086	17,153	16,650	14,384	17,577	19,382	18,937
Passenger receipts ⁵	11,190	12,396	13,119	14,015	12,661	13,775	14,166	12,602	15,955	17,752	17,632
Pass. rec. at constant prices ⁴	15,068	16,178	16,417	16,869	15,318	15,927	15,572	13,424	16,493	17,926	17,632
	<i>numbers</i>										
Operational staff	364	361	354	361	351	331	284	170	164	161	165

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.

6. Strathclyde Partnership for Transport have discovered an error in the way loaded train kilometres were calculated. The figures have been revised for previous years.

Earlier editions of this publication have not been revised.

Table 7.18 Railway accidents, Scotland^{1,2}

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Railway accidents											
PHRTA ³											
Train collision ⁴	-	-	-	1	-	1	-	-	1	2	1
Derailments ⁵	3	4	3	2	1	3	2	3	-	1	1
Non- PHRTA ⁶											
Striking level crossing gates or barriers	-	1	1	1	-	-	1	-	-	-	1
Train striking object	10	11	8	9	12	13	20	22	7	11	14
Train striking animal	16	17	13	22	41	60	51	69	110	111	114
Train fire	9	8	10	7	7	5	1	4	-	-	1
Train struck by missile	2	1	-	6	3	2	7	4	3	3	2
Open door collision	-	-	-	1	-	-	-	-	-	1	0
Collisions	-	-	1	-	-	-	-	1	-	-	0
All accidents	40	42	36	49	64	84	82	103	121	129	134
Casualties											
Train accidents - deaths ⁷	-	-	2	-	3	-	-	-	-	-	-
- injuries ⁸	16	6	14	15	6	8	2	8	6	1	4
Accidents in stations											
Train accidents - deaths ⁷	2	-	2	-	-	-	-	-	-	-	-
- injuries ⁸	482	415	553	542	528	486	579	561	537	608	564
Accidents on trains											
Train accidents - deaths ⁷	-	-	-	-	-	-	-	-	-	-	-
- injuries ⁸	188	163	179	159	150	115	120	129	150	162	166
Accidents outside of trains and stations (not including suicides and/or trespassers) ⁹											
Train accidents - deaths ⁷	1	-	2	-	5	3	1	-	-	1	-
- injuries ⁸	207	175	220	211	253	287	251	219	219	261	217
Trespassers and suicides											
- deaths	18	24	17	21	22	19	21	29	24	23	20
- injuries ⁸	6	14	8	9	13	9	8	12	15	6	9
Total deaths	21	24	23	21	30	22	22	29	24	24	20
Total injuries	899	773	974	936	950	905	960	929	927	1,038	960

Source: RSSB - Not National Statistics

Annual Safety Performance Report (ASPR) - <http://www.rssb.co.uk/Library/risk-analysis-and-safety-reporting/2015-07-aspr-full-report-2014-15.pdf>

1. Figures for this table were previously obtained from ORR. We have now changed the source to the RSSB to improve consistency with other official statistics. The figures in this table will therefore not be comparable with the tables published in editions of STS prior to number 34.

2. Minor revisions have been made to figures in previous years.

3. Potentially high risk train accidents- reportable under RIDDOR (ASPR, Chapter 7, Page 102)

4. Train collisions with other trains only

5. Train derailments (ASPR, Chapter 7, Page 108)

6. Riddor reportable Train accidents not classified as PHRTA (ASPR, Chapter 7, Page 114)

7. This includes all accidental fatalities

8. This includes all major and minor injuries (excludes Shock/trauma)

9. Injuries incurred on railway infrastructure outside of trains/ stations e.g. running line, YDS sites

Table 7.19 Railway fatalities by local authority and category, 2015¹

	Trespasser	Suicide	Level Crossing User	Railway Staff	Passenger	Other Member of Public	Total
Aberdeen	-	2	-	-	-	-	2
Aberdeenshire	-	1	-	-	-	-	1
Dumfries and Galloway	-	1	-	-	-	-	1
Dundee	-	1	-	-	-	-	1
Falkirk	-	1	-	-	-	-	1
Fife	-	1	-	-	-	-	1
Glasgow	-	4	-	-	-	-	4
Moray	-	1	-	-	-	-	1
North Lanarkshire	-	1	-	-	-	-	1
Perth and Kinross	-	1	-	-	-	-	1
Renfrewshire	-	3	-	-	-	-	3
Scottish Borders	-	1	-	-	-	-	1
South Lanarkshire	-	1	-	-	-	-	1
West Lothian	-	1	-	-	-	-	1
Scotland	-	20	-	-	-	-	20

Source: RSSB - Not National Statistics

1. Figures for this table prior to edition 34 of STS were obtained from ORR. We have now changed the source to the RSSB to improve consistency with other official statistics. The figures in this table will therefore not be comparable with the tables published in previous editions of STS.

Table 7.20 Adults (16+) - views on train services of those who used them in the past month: 2014^{1,2}

	Agree		No view		Disagree		Sample size (=100%)			
	strongly	tend to	All	neither ... nor opinion	All	strongly				
Trains run to timetable	43	48	91	4	2	5	1	3	4	2640
Train service is stable and not regularly changing	43	48	91	4	2	7	0	2	2	2640
Trains are clean	40	51	91	5	1	6	0	3	3	2640
Feel safe/secure on trains during the day	54	42	97	2	1	3	0	0	1	2640
It is simple decide what type of ticket I need	43	44	87	5	2	7	1	5	6	2640
Finding out about routes and times is easy	45	46	91	4	2	6	1	2	3	2640
Easy to change from trains to other forms of transport	36	44	80	9	7	16	1	3	4	2640
Train fares are good value	20	37	57	11	2	13	10	21	31	2640
Feel safe/secure on trains during the evening	38	43	81	7	7	13	2	5	6	2640

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.

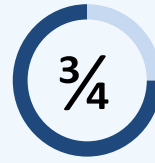
2. Question asked every other year in the survey. 2014 is the most recent data available, next update to be published in Summer 2017

Chapter 8: Air Transport in Scotland

- Air travel and freight in Scotland
- Passenger numbers by origin, destination and type of service
- Flight punctuality
- Freight carried
- Air transport movements

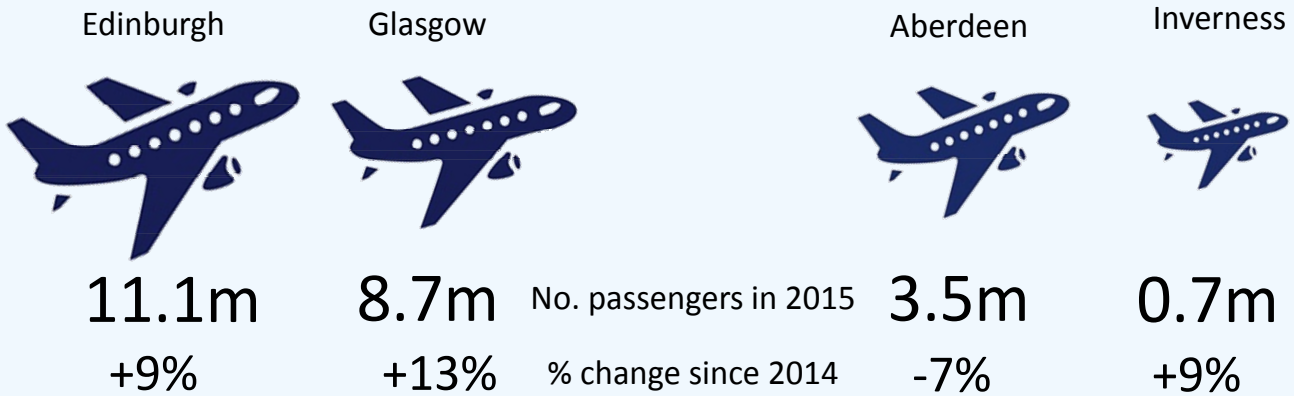
25.6 million

air terminal passengers from Scottish airports in 2015



travelled to or from Edinburgh or Glasgow

Edinburgh Airport had the highest **number of terminal passengers** in 2015, though Glasgow's share has increased in the last year.



Spain was the **most popular destination/origin** for international flights

The next most popular international origins/destinations were:



2.0m

The Netherlands

Ireland

Germany



1.4m



1.1m



0.9m

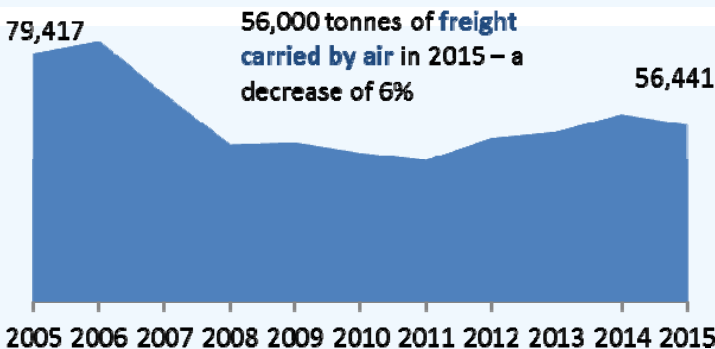
The **average delay** for Glasgow and Edinburgh airports is at a *ten-year low*



DELAYS

	Average Delay	% flights delayed by more than 30 minutes
Edinburgh	12 minutes	10%
Glasgow	14 minutes	13%

480,000 **aircraft movements** were carried out in Scotland in 2015



For web publication and further information, visit <http://bit.ly/STS2016-Air>



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 25.5 million air passengers at Scottish airports in 2015
- Three quarters travel to or from Edinburgh or Glasgow.
- 56 thousand tonnes of freight were carried by air in 2015.

2. Main Points

Passengers & Airports

2.1 There were 25.5 million air terminal passengers in 2015, 1.4 million (5.9%) 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 22 per cent. (*Table 8.1*)

2.2 Edinburgh airport had 11.1 million terminal passengers in 2015 (9% increase) and Glasgow airport had 8.7 million, 13% more than the previous year. Aberdeen had 3.5 million, (down 7%) and Inverness had 0.7 million (9% more). Together these four airports accounted for 94% 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 2015, London Heathrow accounted for 37% of passengers on selected domestic routes to and from Aberdeen, 27% for Edinburgh and 23% for Glasgow. There were no domestic flights from Glasgow Prestwick in 2015. London Gatwick had 35% 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 2.0 million passenger journeys in 2015, 16% of all passengers on direct flights abroad. Other popular origins/destinations were the Netherlands (1.4 million passengers), the Irish Republic (1.1 million passengers) and Germany (around 0.9 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. Tunisia and Austria are mostly served by charter flights (95% and 84%), 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 2015) were Amsterdam with 1.4 million passengers and Dublin with 1.0 million passengers. (*Table 8.5*)

2.7 In 2015, 6% of all terminal passenger traffic was within Scotland, 44% was to/from other parts of the UK, and 38% was between Scotland and mainland Europe. (*Table 8.6*)

Delays & Movements

2.8 In 2015, the overall average delay was 12 minutes for flights to or from Edinburgh and 14 minutes from Glasgow airports (the Notes and Definitions section, page 225 describes the basis for these figures). Around 10% of flights to or from Edinburgh and 13% to or from Glasgow airports were delayed by more than 30 minutes. (*Table 8.8*)

2.9 The total number of aircraft movements in 2015 was 480,000. Aberdeen had the highest number of aircraft movements with 118,000, (94% of which were commercial movements), followed by Edinburgh (112,000) and Glasgow (80,000). (*Table 8.9*)

Air freight

2.10 Air freight carried in 2015 decreased by 3,437 tonnes (6%) over the previous year to 56,441 tonnes. (*Table 8.13*)

Other statistics

2.11 The Civil Aviation Authority's 2013 passenger survey found large differences between the 4 main airports. Business passengers ranged from 27% at Glasgow to 57% at Aberdeen. Forty three per cent of passengers at Aberdeen airport were for leisure, compared with 74 per cent at Glasgow. (*Table 8.14*)

2.12 While around 39-50% 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 12% at Inverness to 38% at Aberdeen; bus/coach travellers varied from 9% at Edinburgh to 17% at Inverness and hire car users from 0.7% at Glasgow to 9% at Inverness. (*Table 8.15*)

Table 8.1 Summary of air transport

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Passengers											<i>thousand</i>
Terminal	23,795	24,437	25,132	24,348	22,496	20,907	22,065	22,207	23,250	24,076	25,507
Transit	91	86	109	85	43	50	46	29	25	27	26
Total	23,886	24,523	25,242	24,433	22,539	20,957	22,111	22,236	23,275	24,103	25,533
Terminal passengers¹ by airport											<i>thousand</i>
Aberdeen	2,852	3,163	3,411	3,290	2,984	2,763	3,083	3,329	3,440	3,723	3,469
Barra	9	10	10	11	10	10	10	11	9	11	11
Benbecula	31	33	35	34	33	30	34	31	31	31	32
Campbeltown	9	9	9	9	9	9	9	9	9	9	8
Dundee	49	51	65	61	72	70	62	55	28	22	22
Edinburgh	8,449	8,607	9,037	8,992	9,043	8,594	9,384	9,194	9,775	10,159	11,113
Glasgow	8,775	8,820	8,726	8,135	7,213	6,522	6,858	7,150	7,358	7,709	8,710
Glasgow Prestwick	2,405	2,395	2,421	2,414	1,817	1,660	1,296	1,067	1,145	912	610
Inverness	589	671	697	671	583	528	579	602	607	611	668
Islay	22	26	28	29	26	25	26	21	26	27	29
Kirkwall	104	117	132	138	138	129	134	132	150	151	150
Lerwick (Tingwall)	4	4	5	5	5	5	5	5	4	4	4
Scatsta	239	255	253	243	270	279	288	304	298	280	254
Stornoway	115	120	126	131	122	112	122	116	120	127	125
Sumburgh	121	128	147	154	139	139	143	149	210	263	270
Tiree	7	7	8	8	8	8	8	7	8	9	10
Unst	0	0	0	0	0	0	0	0	0	0	0
Wick John O'Groats	16	20	21	23	21	22	24	25	33	28	24
Terminal passengers by airport group²											<i>thousand</i>
Heathrow Airport Holdings ^{8,9}	20,076	20,590	21,174	20,418	19,240	17,879	19,325	10,479	10,798	11,432	12,179
HIAL airports ⁷	1,072	1,193	1,279	1,269	1,161	1,082	1,151	1,158	1,231	1,289	1,349
other airports ^{7,9}	2,648	2,655	2,679	2,662	2,092	1,944	1,589	10,570	11,222	11,355	11,981
Freight	79,417	83,260	66,103	50,228	50,886	47,532	45,162	52,200	54,225	59,878	56,441
Aircraft movements³											<i>thousand</i>
Air transport											
Domestic ⁴	255	256	254	247	225	206	206	204	201	202	207
International ^{4,5}	128	138	144	139	129	124	135	138	145	146	142
Air taxi ⁴	26	26	30	31	28	24	26	29	30	28	30
Other movements ⁶	135	133	131	126	108	102	100	107	104	107	101
Total	544	554	560	543	490	457	467	478	480	483	480

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. 'Aircraft movements' excludes both Campbeltown and Barra pre-1999 (see table 8.11).
4. 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.
5. Including UK offshore flights.
6. Other includes positioning flights, local movements, test & training, other flights by air transport operators, aero club, private, official, military and business
7. Revisions have been made to these figures as Dundee airport had been included in 'Other airports' rather than 'HIAL'.
8. Heathrow Airport Holdings took over from BAA in 2006
9. Heathrow Airport Holdings sold Edinburgh Airport in April 2012. Edinburgh now included in 'other airports'

Table 8.2 Passengers on selected domestic routes, to/from certain Scottish airports ¹

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>thousands</i>										
Aberdeen											
Glasgow	1.1	-	-	0.1	-	-	0.2	0.1	0.1	0.1	0
Kirkwall	39.1	42.2	42.8	44.4	39.5	38.6	41.5	47.2	48.6	49.1	48.2
Scatsta	129.9	138.4	137.0	130.8	145.1	151.4	154.1	168.1	165.7	159.9	142.7
Stornoway	-	5.4	6.8	7.1	6.4	6.3	6.0	5.6	5.5	6.2	5.5
Sumburgh	64.3	68.8	73.3	74.9	63.8	63.5	69.1	75.2	115.3	150.7	143.7
Wick John O'Groats	10.1	12.7	14.9	16.6	14.5	14.7	14.8	14.6	13.9	14.4	12.8
Gatwick	217.3	216.7	214.9	148.0	135.5	129.9	177.8	233.9	173.2	161.8	163.2
Heathrow	664.0	673.2	659.0	656.0	641.3	617.7	652.5	663.8	712.2	776.9	726.7
London City	-	-	-	-	-	-	-	15.8	73.2	72.0	63.3
Luton	156.7	148.7	149.9	139.4	126.9	129.0	147.7	120	82.8	74.5	71.3
Belfast ²	26.7	29.9	25.7	25.4	24.2	19.0	18.9	21.5	30.2	37.5	40
Birmingham	60.5	77.9	151.5	146.5	111.1	89.9	83.0	87.3	96.8	125.1	115.8
Bristol	19.5	28.7	26.7	26.9	23.2	22.7	32.8	32.9	34.9	31.8	26.4
Cardiff Wales	13.7	1.4	-	-	6.9	0.5	10.5	14.1	13.2	12.9	10.6
Durham Tees valley	24.3	33.7	33.4	33.2	31.9	29.9	31.3	33.4	32.7	35	28.2
East Midlands	-	-	-	20.8	19.5	18.1	18.9	19.8	18.4	16.7	15.5
Exeter	-	3.3	24.6	17.6	28.1	30.1	22.4	4.8	-	-	-
Humberside	29.9	29.6	32.5	33.7	32.0	27.1	30.2	32.2	34.2	36.6	30.1
Leeds/Bradford	16.6	20.9	26.7	21.6	15.5	8.1	0.5	0.6	12.3	7.0	9.2
Manchester	119.4	134.7	121.6	132.3	104.6	93.1	144.5	180.7	203.3	226.1	202.6
Newcastle	21.2	26.7	21.8	22.4	18.5	26.4	24.8	24.9	30.8	30.2	20.8
Norwich	57.6	68.7	65.6	65.8	60.9	60.0	61.7	64.6	63.8	60.2	50.6
Southampton	30.0	33.2	40.3	55.5	45.2	27.9	22.6	16.3	9.5	14.0	13.9
Total these routes	1,701.9	1,794.8	1,869.0	1,819.0	1,694.6	1,603.9	1,765.8	1,877.4	1,970.6	2,098.7	1,941.1
Channel Islands	1.6	1.5	1.5	2.4	2.0	2.2	2.1	2.3	2.2	13.0	17.9
Edinburgh											
Inverness	17.1	15.3	10.5	7.5	0.9	1.0	-	-	-	-	-
Kirkwall	20.4	23.2	29.2	35.7	39.1	35.6	36.5	40.0	43.5	45.4	44.5
Stornoway	29.8	27.1	25.2	28.3	31.8	21.9	21.7	19.9	19.3	20.5	20.6
Sumburgh	21.9	23.3	26.7	30.8	32.9	32.4	35.6	36.9	39.9	45	44.8
Wick John O'Groats	4.9	4.8	6.1	7.3	7.6	7.8	9.1	9.6	11.4	11.7	11.1
Gatwick	753.8	754.1	748.3	704.9	647.9	604.1	669.1	696.8	693.7	690.4	672.9
Heathrow	1,660.3	1,495.0	1,436.6	1,319.0	1,306.1	1,244.8	1,271.5	1,255.0	1,355.9	1,472.8	1,383.9
London City	236.6	313.9	353.9	371.5	326.6	334.7	344.9	322.7	333.9	352.3	532.9
Luton	475.9	444	429.1	359.5	315.6	242.1	259.4	269.8	273.5	259.7	266.6
Stansted	520.6	470.2	448.7	401.9	373.7	329.9	390.4	346.4	326.6	360.3	622.2
Belfast ²	439.1	423.3	401.8	363.4	351.5	331.2	351.9	361.5	372.8	377.9	400.8
Birmingham	471.1	495.3	435.3	401.1	336.2	288.0	289.0	285.9	284.2	284	277.9
Bournemouth	-	-	-	19.3	88.4	17.7	-	0.2	0.1	-	0
Bristol	329.7	318.2	260.6	249.8	235.2	227.0	286.6	295.5	305.2	322.8	352
Cardiff Wales	159.5	156.3	158.1	162.6	161.0	111.5	83.6	77.7	77.0	57.6	69.2
East Midlands	240.4	175.8	169.8	164.1	130.2	108.7	109.8	72.7	86.7	92.7	95.3
Exeter	70.9	82.9	67.7	68.0	61.1	53.8	51.4	40.2	36.5	38.3	45.1
Leeds/Bradford	51.8	50.8	51.3	36.5	19.0	13.0	9.8	2.2	-	-	-
Manchester	285.9	257.6	237.8	228.6	158.3	126.7	119.6	108.3	118.5	109.3	114.1
Manston (Kent Int)	-	-	-	-	-	17.6	26.5	3.4	-	-	-
Newquay	-	5.4	20.4	17.9	12.2	13.1	13.7	9.9	4.5	2.3	2.4
Norwich	52.7	64.0	57.3	58.6	50.4	47.8	46.4	39.7	24.7	28.5	29.3
Southampton	221.4	237.5	208.1	205.1	191.5	194.0	203.6	204.5	207.6	203.2	194.1
Southend	-	-	-	-	-	-	-	-	39.1	23.7	0
Total these routes	6,063.8	5,838.0	5,582.5	5,241.4	4,877.2	4,404.4	4,630.1	4,498.8	4,615.5	4,774.7	5,180.0
Channel Islands	9.2	26.5	31.1	28.7	23.2	18.3	14.6	11.1	9.2	3.2	6.4
Isle of Man	-	6.0	11.9	13.0	11.5	11.4	11.6	10.8	4.2	-	-

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 (e.g. 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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>thousands</i>										
Glasgow											
Barra	7.4	8.1	8.7	9.1	8.7	8.6	8.4	9	9.1	10.5	10.7
Benbecula	21	22.6	24.3	25.2	24.7	21.9	22.6	19.7	21.8	23	23.5
Campbeltown	8.7	8.8	8.6	9.1	9.3	8.7	9.2	8.6	9.3	9.3	8.2
Inverness	5.6	1.9	0.1	0.1	-	-	-	-	-	0.1	0
Islay	21.8	26.1	28.4	29.3	26	25	26	25.1	25.6	27.2	28.7
Kirkwall	6.9	11.6	15.5	15.1	15.4	14.9	15.3	15.1	17.6	17.3	17.4
Stornoway	45.9	50.2	53.8	58.1	53.7	51.0	55.1	55.6	57.5	61.9	62.4
Sumburgh	15.2	15.1	16.5	17.2	17.4	16.8	17.9	18.0	20.1	24.5	28.6
Tiree	6.7	7.0	7.4	7.9	7.3	7.2	7.8	7.9	7.6	8	8.7
Gatwick	372.3	433.0	570.7	521.9	514.7	488.8	565.8	607.4	606.3	613.3	612.5
Heathrow	1,427.1	1,284.5	1,207.1	1,143.5	1,080.0	1,003.3	820.9	828.5	870.0	871.0	907.9
London City	-	-	78.1	112.7	114.9	111.1	149.4	158.2	175.4	207.9	238.4
Luton	451.7	413.9	407.7	352.4	326.0	247.7	274.6	276.5	280.7	270.2	215.1
Stansted	436.4	461.6	448.0	358.6	305.1	301.8	342.8	331.6	308.7	304.2	533.3
Belfast ²	457.9	426.1	392.8	324.2	323.9	308.2	352.8	367.0	370.1	384.6	421.5
Birmingham	324.3	326.5	347.0	337.1	269.4	212.6	211.9	208.1	203.5	229.4	226.7
Bristol	299.3	279.9	243.1	220.2	212.3	201.2	222.2	239.7	257.4	245.3	267.2
Cardiff Wales	0.1	82.5	76.9	84.0	56.4	52.4	47.2	39.8	48.2	27.9	18.1
City of Derry	14.3	15.9	11.9	9.4	-	-	-	-	-	13.3	76
East Midlands	170.1	184.0	172.6	150.9	115.0	99.7	103.4	70.7	85.5	91.9	95
Exeter	42.0	53.1	56.3	39.4	33.4	26.5	24.4	25.6	23.8	20.7	3.1
Leeds/Bradford	42.8	41.0	38.7	30.4	19.9	14.6	13.2	11.9	10.0	9.8	8.3
Manchester	169.9	171.2	167.2	151.8	100.4	68.3	49.4	50.0	52	68.3	45.4
Newquay	-	-	-	2	0.3	0.2	0.9	3.6	1.8	-	0
Plymouth	-	-	-	17.2	24.4	23.3	13.6	-	-	-	0
Southampton	192.6	202.6	166.5	161.6	156.3	143.4	139.6	173.6	182.6	173	158.3
Total these routes	4,502.9	4,487.7	4,506.3	4,144.6	3,772.4	3,417.8	3,453.7	3,513.9	3,604.4	3,669.8	3,972.6
Channel Islands	10.3	7.4	6.3	5.6	5.4	9.2	17.0	28.3	36.4	34.1	34.7
Isle of Man	29.7	21.8	18.5	16.7	13.8	11.0	11.0	11.1	4.0	7.5	9.9
Glasgow Prestwick											
Stansted	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	-	-	-	-	-
Bournemouth	97.5	93.3	94.1	129.0	34.3	-	-	-	-	-	-
Cardiff Wales	32.8	4.9	-	-	-	-	-	-	-	-	-
City of Derry	-	2.8	58.6	64.0	51.3	55.0	70.6	72.8	69.5	52.1	-
Total these routes	635.2	570.6	591.6	682.0	455.6	340.8	159.1	72.8	69.5	52.1	-
Channel Islands	-	-	-	-	-	1.4	-	-	-	-	-
Isle of Man	-	-	-	-	-	-	-	-	-	-	-
Inverness											
Benbecula	0	1.1	1.4	0	0	0	0	0	0.7	1.4	2.1
Kirkwall	18.5	22.0	25.9	25.1	24.8	23.1	21.7	16.8	19.2	19.1	19.9
Stornoway	33.0	32.4	36.4	35.6	33.1	29.8	36.4	36.2	32.9	29.1	27.1
Sumburgh	0.1	0.2	0.1	0.2	-	-	1.5	4.2	3.3	3.4	3.7
Gatwick	235.0	240.8	221.6	243.2	224.9	206.8	222.7	230.4	219.3	192.9	207.1
Heathrow	65.7	51.0	53.5	7.9	-	-	-	-	-	-	0
London City	-	-	-	-	-	-	-	-	-	7.6	4.9
Luton	102.4	100.5	102.3	102.5	86.6	90.3	99.6	88.8	91.8	89.6	93.5
Stansted	-	-	0.3	-	-	-	0.2	0.1	-	-	0
Belfast ²	29.2	40.7	24.4	22.6	19.3	16.8	21.5	23.6	23.3	27.2	29.2
Birmingham	15.3	18.2	15.1	24.9	30.3	30.4	30.3	33.0	34.8	41.2	41.4
Bristol	41.3	82.5	82.1	74.0	73.3	69.2	75.4	78.1	81.2	77.6	82.4
East Midlands Int	-	-	33.5	40.2	20.4	-	-	-	-	-	0
Manchester	18.1	20.6	16.7	42.9	50.5	46.4	49.2	51.0	55.8	70.5	84.5
Southampton	-	-	3.3	14.9	3.9	2.4	2.1	1.8	-	-	0
Total these routes	558.6	608.9	615.2	634.0	567.1	515.2	560.6	564.0	561.6	558.2	593.7
Channel Islands	-	-	-	0.9	1.2	1.3	1.8	1.6	1.7	1.8	2.1

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 (e.g. flights between Aberdeen and Edinburgh will appear in both the 'Aberdeen' and the 'Edinburgh' sections).

2. Belfast includes Belfast and Belfast City airport.

AIR TRANSPORT

Fig. 8.1 Terminal air passenger traffic, 2005 and 2015

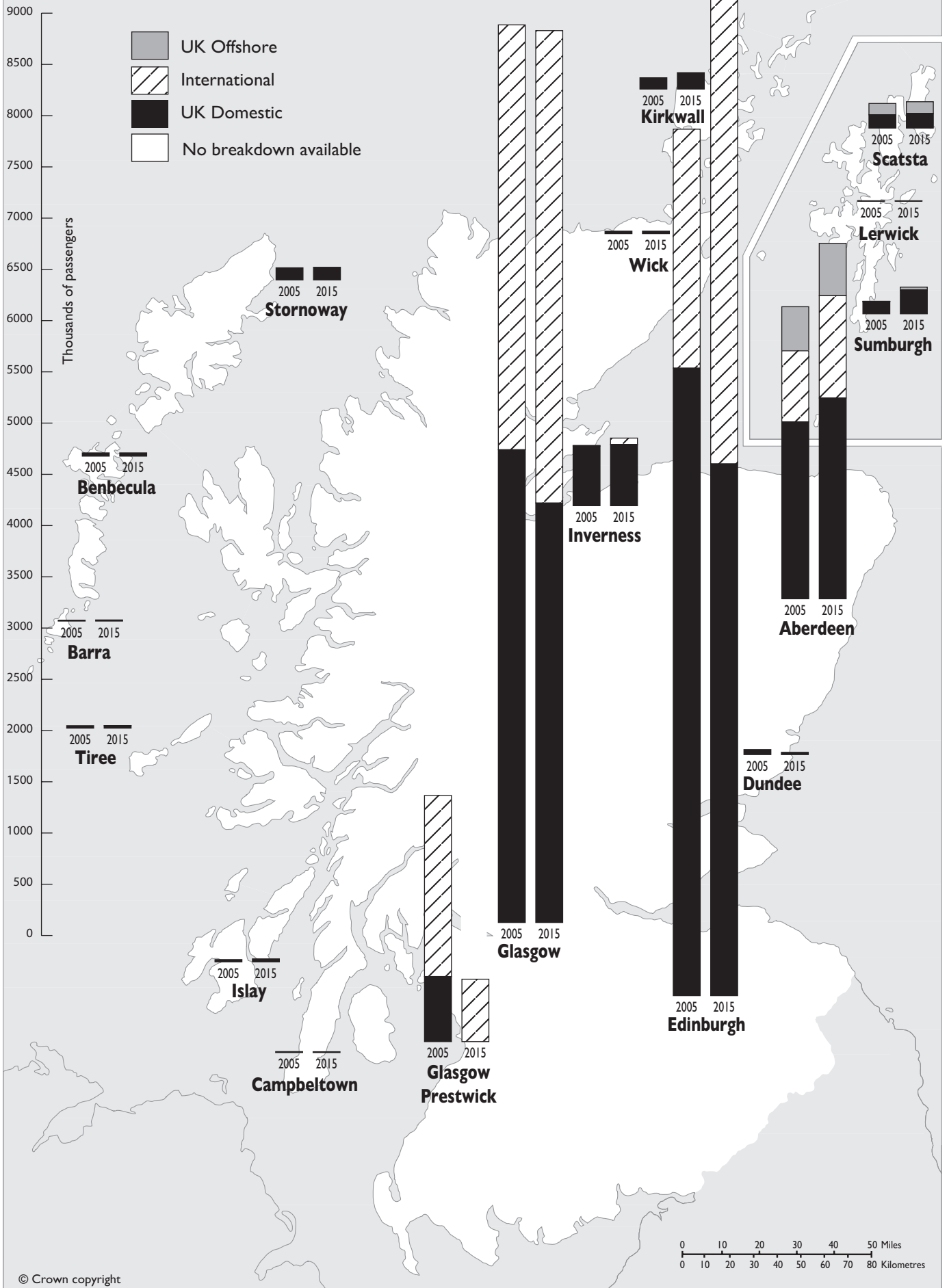


Table 8.3 (a) International air passenger traffic to and from the main Scottish international airports¹

REGIONAL AREA / COUNTRY	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
EU 28 countries (Excl UK)											<i>thousand</i>
Austria	28.4	23.3	21.9	21.7	28.9	24.9	28.2	28.3	28.6	29.9	29.0
Belgium	161.8	140.1	121.0	121.0	113.3	134.0	110.6	115.6	153.7	153.0	172.2
Bulgaria	71.7	65.4	60.1	63.1	48.4	45.2	45.6	46.8	46.1	39.3	39.3
Croatia ³	5.7	11.7	15.6	12.9	24.3	11.6	7.1	12.9	31.6	42.0	56.3
Cyprus	153.6	151.2	139.4	152.8	139.4	95.9	148.7	152.9	119.6	112.4	134.3
Czech Republic	207.0	142.5	70.0	63.4	47.5	44.6	47.9	48.0	89.6	79.0	96.3
Denmark	102.8	135.8	129.6	147.2	178.1	175.8	178.2	188.6	220.3	187.0	254.0
Estonia	-	-	-	-	-	-	-	29.1	-	-	0.2
Finland	6.2	22.0	16.6	5.7	3.5	34.6	37.4	32.1	3.7	4.5	4.8
France	525.6	569.4	690.0	859.4	862.1	790.7	787.5	808.3	806.7	727.2	725.7
Germany	493.1	484.4	566.4	641.7	663.7	660.3	682.0	698.7	761.2	823.5	852.6
Greece	248.6	235.2	209.8	161.6	158.9	153.8	163.7	212.9	193.0	270.3	258.6
Hungary	0.1	0.1	6.9	33.1	30.2	19.6	24.4	36.5	37.9	37.1	60.6
Irish Republic	1,024.5	1,113.7	1,143.3	1,186.3	1,015.9	849.4	852.8	816.6	843.9	950.8	1,102.3
Italy	365.0	331.0	380.3	348.1	401.8	359.2	342.3	384.3	396.9	375.4	398.7
Latvia	-	7.3	49.5	31.5	36.5	47.2	46.5	20.2	31.9	38.5	20.3
Lithuania	-	0.8	4.2	6.0	-	28.3	32.3	29.0	24.8	21.3	29.8
Luxembourg	-	-	-	-	-	-	-	0.2	0.1	0.1	0.0
Malta	45.9	35.7	40.9	37.9	45.6	52.7	71.2	57.5	61.5	67.1	74.8
Netherlands	988.8	1,072.4	1,125.3	1,078.8	987.2	1,006.9	1,135.0	1,223.3	1,244.6	1,323.5	1,353.4
Poland	15.1	227.4	341.3	384.3	374.2	328.0	326.9	341.3	431.4	355.7	489.7
Portugal (excl Madeira)	214.2	252.5	261.0	266.0	207.5	212.4	280.0	273.9	298.3	294.8	306.5
Portugal (Madeira)	22.2	20.0	25.7	36.1	34.4	21.7	23.1	22.8	21.3	29.3	53.4
Romania	-	-	-	-	3.0	-	-	-	-	0.4	1.9
Slovak Republic	-	-	-	6.6	50.3	49.9	44.2	33.6	32.1	23.1	23.6
Slovenia	0.8	0.1	-	0.1	0.1	0.2	0.9	-	-	0.3	-
Spain (excl Canary Isles)	1,799.1	1,948.7	2,101.8	1,908.4	1,679.7	1,483.7	1,726.8	1,746.8	1,929.4	1,874.3	1,987.3
Spain (Canary Islands)	766.9	773.2	771.2	795.6	666.0	658.1	838.3	816.6	849.5	934.1	933.1
Sweden	192.8	143.9	152.5	149.5	159.3	131.9	137.4	128.2	112.6	83.5	105.7
Total EU28 countries (Excl UK)	7,439.8	7,907.7	8,444.5	8,518.8	7,959.8	7,420.7	8,148.2	8,275.7	8,770.4	8,877.3	9,564.2
<i>Total EU15 countries²</i>	<i>6,940.0</i>	<i>7,265.7</i>	<i>7,716.5</i>	<i>7,727.1</i>	<i>7,160.3</i>	<i>6,697.4</i>	<i>7,323.5</i>	<i>7,497.1</i>	<i>7,863.9</i>	<i>8,061.0</i>	<i>8,537.2</i>
Other identified countries											
Azerbaijan	-	-	-	-	-	-	4.1	5.8	-	-	0.2
Barbados	-	-	3.5	7.1	8.0	8.4	7.6	6.0	5.2	6.4	7.3
Canada	216.7	189.5	207.7	160.0	107.5	103.3	112.4	117.8	106.1	112.3	148.4
Cape Verde Islands	-	-	-	-	-	-	13.4	22.0	0.2	-	-
Cuba	-	-	-	-	-	0.8	1.3	0.8	0.6	0.6	0.9
Dominican Republic	23.7	13.5	14.0	22.8	25.5	23.1	16.8	0.7	-	6.1	-
Egypt	25.5	64.0	55.8	67.5	97.9	97.8	72.9	66.3	67.0	46.8	44.9
Faroe Islands	5.0	3.8	3.8	0.7	0.5	1.1	0.9	0.6	1.5	1.4	8.6
Greenland	-	-	-	-	-	4.1	8.7	-	0.2	-	-
Iceland	62.3	55.4	46.5	30.8	9.7	25.0	33.2	42.6	72.8	97.0	112.6
Jamaica	-	-	-	-	2.3	0.5	0.9	-	-	0.2	1.3
Mexico	21.6	19.8	27.9	22.1	22.9	28.6	35.3	33.2	30.5	29.2	37.1
Morocco	-	-	-	-	-	19.7	25.2	0.2	0.2	5.4	30.9
Norway	271.4	285.9	307.2	305.2	302.1	281.2	309.4	337.4	339.9	352.8	320.5
Pakistan	2.5	27.9	9.3	18.4	25.5	26.3	1.9	-	-	-	-
Qatar	-	-	-	-	-	-	-	-	-	54.0	115.5
Russia	0.7	0.4	0.7	-	0.8	0.7	-	0.7	0.8	-	0.1
Switzerland	52.8	118.4	149.8	155.5	148.2	154.9	215.4	236.5	241.1	266.0	276.9
Tunisia	28.8	35.6	35.7	34.0	38.9	66.3	21.6	32.7	61.4	67.7	35.2
Turkey	176.0	165.9	216.3	260.4	268.6	329.3	328.0	316.0	351.7	404.0	425.7
United Arab Emirates	167.6	192.9	231.1	240.7	244.7	268.5	275.0	314.7	402.3	424.6	502.4
United States of America	438.5	559.9	569.5	483.5	459.7	366.1	411.3	367.7	367.0	446.8	489.1
Total these countries	1,493.0	1,733.0	1,878.9	1,808.7	1,762.8	1,805.5	1,895.3	1,901.6	2,048.4	2,321.3	2,557.5
All identified countries for these airports	8,932.8	9,640.7	10,323.4	10,327.5	9,722.6	9,226.2	10,043.5	10,177.3	10,818.7	11,198.7	12,121.7

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.

3. Croatia joined the EU in 2013.

Table 8.3(b) Scheduled international passenger traffic to/from the main Scottish international airports¹

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Foreign airports served ²	71	83	93	95	103	100	101	107	113	110	120
Routes ³	97	122	142	150	168	145	146	154	167	176	185
											<i>thousand</i>
Passengers on scheduled services	6,279.2	7,141.3	7,938.3	8,153.4	8,054.5	7,390.8	8,172.6	8,396.7	9,240.5	9,824.0	10,805.1

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 is shown in the CAA table as the destinations of international scheduled services from Scottish airports in that year. For example, the CAA table shows Rome (Ciampino) and Rome (Fiumicino) separately (for services from Glasgow Prestwick and Edinburgh respectively, in 2003) so they are counted as two separate foreign airports.

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, 2015

	Scheduled	Charter	Total
Armenia	-	218	218
Austria	4,773	24,187	28,960
Azerbaijan	-	218	218
Barbados	3,637	3,645	7,282
Belgium	171,629	548	172,177
Bulgaria	-	39,292	39,292
Canada	148,164	273	148,437
Croatia	55,362	912	56,274
Cuba	223	637	860
Cyprus	61,365	72,919	134,284
Czech Republic	96,155	114	96,269
Denmark	252,167	1,872	254,039
Egypt	-	44,940	44,940
Estonia	-	196	196
Faroe Islands	8,285	288	8,573
Finland	-	4,799	4,799
France	709,805	15,893	725,698
Georgia	-	254	254
Germany	851,611	1,015	852,626
Greece	139,142	119,476	258,618
Hungary	60,456	143	60,599
Iceland	112,273	311	112,584
Irish Republic	1,100,003	2,293	1,102,296
Italy	353,031	45,620	398,651
Jamaica	-	1,323	1,323
Jordan	-	112	112
Latvia	20,325	-	20,325
Lithuania	29,498	261	29,759
Luxembourg	1	-	1
Macedonia	-	198	198
Malta	68,209	6,586	74,795
Mexico	19,115	17,983	37,098
Morocco	30,913	-	30,913
Netherlands	1,351,540	1,842	1,353,382
Norway	318,193	2,269	320,462
Poland	487,939	1,737	489,676
Portugal (other than Madeira)	288,032	18,457	306,489
Portugal (Madeira)	43,695	9,697	53,392
Qatar	115,529	-	115,529
Romania	1,923	-	1,923
Russia	-	87	87
Slovak Republic	23,561	-	23,561
Spain (other than Canary Islands)	1,587,818	399,502	1,987,320
Spain (Canary Islands)	738,287	194,772	933,059
Sweden	104,023	1,697	105,720
Switzerland	265,201	11,679	276,880
Tunisia	1,775	33,422	35,197
Turkey	208,662	216,993	425,655
United Arab Emirates	502,375	1	502,376
United States of America	470,424	18,701	489,125
Total passenger traffic counted for these countries for Scotland's main airports²	10,805,119	1,317,164	12,122,283
Other international traffic at main Scottish airports²	..	..	218
All international traffic for Scotland's main airports	..	..	12,122,501
International traffic at other Scottish airports	..	..	68,102
Total International traffic at all Scottish airports	..	..	12,190,603

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, 2015

	Scheduled	Charter	Total
Amsterdam	1,351,540	1,198	1,352,738
Dublin	1,028,152	1,786	1,029,938
Paris (Charles De Gaulle)	520,754	1,429	522,183
Tenerife (Surreina Sofia)	372,541	113,797	486,338
Palma De Mallorca	256,870	196,480	453,350
Dubai	429,602	-	429,602
Alicante	386,191	30,190	416,381
Malaga	358,447	27,442	385,889
Frankfurt Main	343,919	318	344,237
Faro	240,690	18,233	258,923

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, 2015

	Other Scottish Airports	Other UK Airports ¹	UK offshore	Eire	Europe	North America	Rest of world	Total
Aberdeen	352,968	1,606,396	510,962	40,826	957,679	-	-	3,468,831
Barra	10,683	-	-	-	-	-	-	10,683
Benbecula	32,087	-	-	-	-	-	-	32,087
Campbeltown	8,252	-	-	-	-	-	-	8,252
Dundee	-	21,830	-	232	48	-	-	22,110
Eday	684	-	-	-	-	-	-	684
Edinburgh	121,136	5,068,082	-	581,792	4,855,938	257,285	210,555	11,094,788
Fair Isle	2,417	-	-	-	-	-	-	2,417
Foula	1,063	-	-	-	-	-	-	1,063
Glasgow	188,526	3,904,637	-	479,678	3,184,808	380,277	565,075	8,703,001
Inverness	52,836	545,117	325	24,469	37,647	-	-	660,394
Islay	28,716	-	-	-	-	-	-	28,716
Kirkwall	159,631	-	1	-	196	-	-	159,828
Lerwick (Tingwall)	3,501	-	3	-	-	-	-	3,504
North Ronaldsay	5,624	-	-	-	-	-	-	5,624
Out Skerries	69	-	-	-	-	-	-	69
Papa Stour	64	-	-	-	-	-	-	64
Papa Westray	4,802	-	-	-	-	-	-	4,802
Glasgow Prestwick	304	20	-	-	608,588	-	-	608,912
Sanday	3,126	-	-	-	-	-	-	3,126
Scatsta	142,655	-	114,434	-	-	-	-	257,089
Stornoway	122,108	513	-	-	-	-	-	122,621
Stronsay	3,282	-	-	-	-	-	-	3,282
Sumburgh	229,352	-	25,887	4,358	978	-	-	260,575
Tiree	8,675	-	-	-	-	-	-	8,675
Westray	3,630	-	-	-	-	-	-	3,630
Wick John O'Groats	23,841	12	895	-	174	-	-	24,922
Total	1,510,032	11,146,607	652,507	1,131,355	9,646,056	637,562	775,630	25,499,749

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 percent of travel to other UK airports.

Table 8.7 Terminal air passengers by airport, international/domestic and type of service, 2015

Airport	International/UK Offshore			Domestic ¹		Total
	Scheduled	Charter	Total	Scheduled	Charter	
Aberdeen	888,852	620,567	1,509,419	1,753,364	206,545	1,959,909
Barra	-	-	-	10,658	-	10,658
Benbecula	-	-	-	32,125	-	32,125
Campbeltown	-	36	36	8,252	-	8,288
Dundee	-	337	337	20,110	1,495	21,605
Edinburgh	5,667,859	247,702	5,915,561	5,195,553	2,272	5,197,825
Glasgow	3,650,371	959,651	4,610,022	4,097,224	2,285	4,099,509
Glasgow Prestwick	608,421	959	609,380	182	27	209
Inverness	59,268	3,135	62,403	604,682	475	605,157
Islay	-	-	-	28,993	-	28,993
Kirkwall	-	197	197	149,298	29	149,327
Lerwick (Tingwall)	-	3	3	4,166	6	4,172
Scatsta	-	114,434	114,434	-	139,092	139,092
Stornoway	-	2	2	124,485	497	124,982
Sumburgh	978	30,245	31,223	170,202	68,701	238,903
Tiree	-	-	-	9,564	-	9,564
Wick John O'Groats	-	1,069	1,069	21,759	1,324	23,083
Total	10,875,749	1,978,337	12,854,086	12,230,617	422,748	12,653,365

Source: Civil Aviation Authority - Not National Statistics

1. 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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Edinburgh											
Flights to/from UK origins / destinations											
Matched	82,233	79,818	75,021	72,499	64,086	58,282	58,404	56,926	55,314	54,580	58,822
Unmatched - actual ¹	318	278	308	366	193	268	106	82	83	71	71
Unmatched - planned ²	1,326	932	816	517	365	1,083	274	257	224	212	285
Percentage of flights late ³											
early to 15 mins late	74	74	73	79	84	79	84	84	85	82	80
16 to 30 mins late	13	13	13	10	8	9	8	8	7	9	10
31 to 60 mins late	8	8	8	7	5	6	5	5	5	5	6
1 hr 1 min to 3 hrs late	4	5	5	4	3	5	3	3	3	4	4
3hrs 1 min to 6 hrs late	0	0	0	0	0	1	0	0	0	0	0
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
Average delay ⁴											
	14	15	15	12	10	13	9	9	9	10	12
All flights (UK and international)											
Matched	108,802	109,307	109,402	107,172	100,408	94,863	99,823	97,645	98,670	96,292	102,038
Unmatched - actual ¹	526	508	613	518	387	492	276	188	150	113	134
Unmatched - planned ²	1,536	1,107	1,074	769	575	2,061	552	312	275	260	394
Percentage of flights late ³											
early to 15 mins late	74	74	73	77	82	77	83	84	84	82	78
16 to 30 mins late	13	13	13	11	9	10	9	8	8	9	11
31 to 60 mins late	8	8	8	7	5	7	5	5	4	5	6
1 hr 1 min to 3 hrs late	4	5	5	4	3	5	3	3	3	3	4
3hr 1 min to 6 hrs late	0	0	1	0	0	1	0	0	0	0	0
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
Average delay ⁴											
	14	15	16	13	11	15	10	9	9	9	12
Glasgow											
Flights to/from UK origins / destinations											
Matched	66,243	66,121	65,538	60,243	51,934	47,933	46,214	47,010	46,137	47,175	50,524
Unmatched - actual ¹	308	466	906	636	198	233	118	88	70	77	132
Unmatched - planned ²	390	778	726	375	274	763	305	240	205	229	247
Percentage of flights late											
early to 15 mins late	79	76	77	79	85	80	85	85	84	83	77
16 to 30 mins late	10	11	11	10	7	8	7	7	7	8	10
31 to 60 mins late	6	7	7	7	4	6	4	4	5	5	7
1 hr 1 min to 3 hrs late	4	4	5	4	3	5	3	3	3	3	5
3hrs 1 min to 6 hrs late	0	0	0	0	0	1	0	0	0	0	1
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
Average delay ⁴											
	12	13	13	12	10	12	9	9	10	10	14
All flights (UK and international)											
Matched	95,198	95,383	91,886	85,274	73,262	68,291	69,507	71,637	71,901	73,396	79,618
Unmatched - actual ¹	522	730	1,146	814	294	482	176	160	136	152	238
Unmatched - planned ²	568	966	908	526	330	1,175	393	297	252	262	314
Percentage of flights late											
early to 15 mins late	78	75	74	75	82	77	83	83	83	82	76
16 to 30 mins late	11	12	11	11	8	9	8	8	8	9	11
31 to 60 mins late	7	8	8	8	5	7	5	5	5	5	7
1 hr 1 min to 3 hrs late	4	5	5	5	4	6	4	4	3	3	5
3hrs 1 min to 6 hrs late	1	1	1	1	1	1	1	1	1	0	1
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
Average delay ⁴											
	14	15	17	16	12	16	11	11	11	11	14

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.

Up to December 1999, an early flight was counted as a "negative delay"; from January 2000, an early flight is counted as "zero delay"

Table 8.9 Aircraft movements, by airport and type of movement, 2015 ¹

Airport	Commercial Movements				Non-commercial Movements							Total	
	Air Transport	Positioning Flights	Local Movements	Total	Test and Training	Other Flights by air transport operators	Aero Club	Private	Official	Millitary	Business		Total
Aberdeen	106,755	4,314	2	111,071	4,293	89	2,346	82	2	73	263	7,148	118,219
Barra	881	2	-	883	-	1	-	78	-	4	-	83	966
Benbecula	3,286	280	4	3,570	6	1	-	101	-	28	2	138	3,708
Campbeltown	1,123	96	1	1,220	6	-	-	197	-	173	-	376	1,596
Dundee	1,543	250	227	2,020	540	110	36,597	719	5	31	405	38,407	40,427
Edinburgh	106,748	1,610	4	108,362	58	29	447	287	5	162	2,386	3,374	111,736
Glasgow	75,585	1,757	6	77,348	146	54	1,224	118	10	199	421	2,172	79,520
Glasgow Prestwick	8,623	302	-	8,925	2,610	1	6,886	2,045	-	3,838	-	15,380	24,305
Inverness	14,425	1,396	20	15,841	1,925	158	8,530	1,664	-	62	767	13,106	28,947
Islay	1,739	150	-	1,889	2	-	-	583	-	158	5	748	2,637
Kirkwall	12,951	726	14	13,691	292	27	63	312	-	8	10	712	14,403
Lerwick (Tingwall)	1,748	288	1	2,037	8	9	4	17	-	-	9	47	2,084
Scatsta	13,338	1,007	-	14,345	310	13	-	-	-	-	-	323	14,668
Stornoway	8,644	357	294	9,295	883	1	-	454	-	412	4	1,754	11,049
Sumburgh	13,606	1,073	328	15,007	1,683	4	-	49	-	28	-	1,764	16,771
Tiree	1,111	12	-	1,123	-	-	1	121	-	2	-	124	1,247
Wick John O'Groats	4,276	1,227	5	5,508	1,126	1	-	1,111	-	36	5	2,279	7,787
Total	376,382	14,847	906	392,135	13,888	498	56,098	7,938	22	5,214	4,277	87,935	480,070

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, 2015 ²

Airport	Scheduled			Charter			Air taxi ¹ movements	Total
	UK Operators	Over seas Operators	Total	UK Operators	Over seas Operators	Total		
Aberdeen	39,721	13,604	53,325	46,057	511	46,568	6,862	106,755
Barra	880	-	880	-	-	-	1	881
Benbecula	1,887	-	1,887	-	-	-	1,399	3,286
Campbeltown	1,018	-	1,018	-	4	4	101	1,123
Dundee	14	1,296	1,310	41	6	47	186	1,543
Edinburgh	68,192	29,070	97,262	4,642	1,924	6,566	2,920	106,748
Glasgow	55,269	10,620	65,889	5,561	1,056	6,617	3,079	75,585
Glasgow Prestwick	4	8,520	8,524	2	80	82	17	8,623
Inverness	9,891	26	9,917	67	27	94	4,414	14,425
Islay	1,558	-	1,558	-	-	0	181	1,739
Kirkwall	10,639	-	10,639	144	3	147	2,165	12,951
Lerwick (Tingwall)	1,329	-	1,329	-	-	-	419	1,748
Scatsta	-	-	-	13,174	-	13,174	164	13,338
Stornoway	6,316	-	6,316	22	2	24	2,304	8,644
Sumburgh	6,604	-	6,604	2,508	85	2,593	4,409	13,606
Tiree	985	-	985	-	-	-	126	1,111
Wick John O'Groats	1,930	-	1,930	184	1,223	1,407	939	4,276
Total	206,237	63,136	269,373	72,402	4,921	77,323	29,686	376,382

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 movements¹

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Aberdeen	85,302	94,382	102,989	108,453	106,366	99,419	92,287	99,452	104,227	106,755	112,537	106,755
Barra	1,227	1,232	1,265	1,209	1,262	1,199	1,178	1,183	1,319	881	888	881
Benbecula	3,702	3,911	4,052	4,320	4,145	4,292	3,965	3,912	3,958	3,286	3,013	3,286
Campbeltown	1,357	1,293	1,268	1,307	1,216	1,359	1,251	1,133	1,105	1,123	1,150	1,123
Dundee	2,513	2,536	2,523	3,513	3,910	4,159	3,838	3,033	2,872	1,543	1,407	1,543
Edinburgh	115,205	119,061	118,690	120,096	118,899	111,059	104,288	108,708	106,958	106,748	103,388	106,748
Glasgow	96,278	99,700	99,157	97,277	90,977	77,874	71,598	72,377	74,615	75,585	77,447	75,585
Glasgow Prestwick	19,189	20,554	19,464	20,454	20,427	15,496	13,135	10,017	8,166	8,623	6,659	8,623
Inverness	18,427	20,139	20,601	19,352	17,936	15,791	13,254	15,097	14,814	14,425	13,886	14,425
Islay	1,528	1,579	1,738	1,731	1,869	1,677	1,809	2,004	1,817	1,739	1,730	1,739
Kirkwall	11,714	11,954	13,226	14,008	14,121	13,849	12,945	12,599	12,400	12,951	12,935	12,951
Lerwick (Tingwall)	2,127	2,328	2,029	1,913	1,863	2,011	1,652	1,817	1,783	1,748	1,583	1,748
Scatsta	10,012	10,430	11,445	11,333	10,743	12,704	12,731	13,199	13,915	13,338	12,503	13,338
Stornoway	7,259	8,135	9,646	9,741	10,028	9,484	8,842	9,190	9,367	8,644	8,358	8,644
Sumburgh	6,157	7,562	8,453	9,861	9,812	8,435	8,237	9,156	10,963	13,606	14,677	13,606
Tiree	724	724	753	755	937	1,109	1,023	1,019	1,121	1,111	1,138	1,111
Unst	-	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats	2,905	3,280	3,253	2,860	2,571	2,776	2,394	2,416	2,660	4,276	2,885	4,276
Total	385,626	408,800	420,552	428,183	417,082	382,693	354,427	366,312	372,060	376,382	376,184	376,382

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 airport¹

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Aberdeen	98,598	109,232	116,971	121,927	119,831	109,876	102,396	108,862	115,013	118,219	124,282	118,219
Barra	1,358	1,323	1,321	1,296	1,310	1,356	1,252	1,258	1,403	966	988	966
Benbecula	4,209	4,466	4,462	4,810	4,660	4,779	4,402	4,366	4,478	3,708	3,504	3,708
Campbeltown	1,913	2,500	3,837	3,674	1,921	2,418	2,334	1,993	1,527	1,596	1,628	1,596
Dundee	32,099	37,261	37,444	37,292	36,297	39,274	37,169	36,815	40,926	40,427	35,730	40,427
Edinburgh	125,317	127,122	126,914	128,172	125,550	115,969	108,997	113,357	110,288	111,736	109,545	111,736
Glasgow	107,885	110,581	110,034	108,305	100,087	85,281	77,755	78,111	80,472	79,520	84,000	79,520
Glasgow Prestwick	55,998	54,996	48,189	47,910	42,708	34,230	33,087	28,546	25,670	24,305	25,643	24,305
Inverness	33,477	37,879	40,826	39,139	40,538	30,290	28,155	30,755	31,764	28,947	28,495	28,947
Islay	2,306	2,334	2,558	2,650	2,625	2,603	2,775	3,003	2,969	2,637	2,610	2,637
Kirkwall	13,466	13,375	14,719	15,574	15,982	15,590	14,535	14,131	13,980	14,403	14,420	14,403
Lerwick (Tingwall)	2,214	2,416	2,131	2,050	2,085	2,157	1,859	1,926	1,924	2,084	2,169	2,084
Scatsta	10,958	11,257	12,335	12,961	12,951	14,364	13,841	14,475	15,587	14,668	13,778	14,668
Stornoway	9,508	10,665	12,363	12,716	13,072	11,627	10,952	11,255	11,564	11,049	10,909	11,049
Sumburgh	8,655	10,409	12,185	13,984	14,758	12,159	11,118	12,228	14,045	16,771	18,171	16,771
Tiree	868	858	858	868	1,071	1,316	1,210	1,111	1,224	1,247	1,295	1,247
Unst	-	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats	5,624	6,931	6,721	6,327	7,221	6,231	4,754	4,734	5,474	7,787	5,711	7,787
Total	514,453	543,605	553,868	559,655	542,667	489,520	456,591	466,926	478,308	480,070	482,878	480,070

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 airport¹

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
											<i>tonnes</i>
Aberdeen	4,089	4,022	3,434	4,006	3,822	4,211	5,311	6,166	7,102	6,278	6,545
Barra ³	86	56	37	34	34	29	29	27	26	21	19
Benbecula ³	1,416	910	590	587	564	531	466	475	457	310	313
Campbeltown ³	2	1	2	1	1	1	1	-	1	-	-
Dundee	-	-	-	-	-	-	-	-	-	-	-
Edinburgh ²	29,595	36,389	19,292	12,418	23,791	20,357	19,332	19,115	18,624	19,369	19,322
Glasgow ²	8,733	6,289	4,276	3,546	2,334	2,914	2,430	9,497	11,837	15,411	13,193
Glasgow Prestwick	29,199	28,537	31,517	22,966	13,385	12,163	11,846	10,314	9,526	12,540	11,242
Inverness ³	1,722	2,170	2,347	2,104	2,443	2,800	1,833	2,601	2,524	2,507	2,507
Islay ³	252	246	312	335	340	310	287	284	273	276	288
Kirkwall ³	904	904	709	730	646	777	132	97	103	107	94
Lerwick (Tingwall)	1	-	-	-	-	-	-	-	-	-	-
Scatsta	725	730	765	723	752	765	808	873	849	788	702
Stornoway ³	1,562	1,881	1,717	1,610	1,641	1,630	1,659	1,704	1,752	1,200	1,173
Sumburgh ³	1,068	1,061	1,036	1,109	1,075	990	979	990	1,095	1,018	998
Tiree ³	57	59	60	56	56	52	49	57	55	52	44
Unst	-	-	-	-	-	-	-	-	-	-	-
Wick John O'Groats ³	5	6	8	3	2	2	1	-	1	1	1
Total	79,417	83,260	66,103	50,228	50,886	47,532	45,162	52,200	54,225	59,878	56,441

Source: Civil Aviation Authority - Not National Statistics

1. Statistics are not collected for some of the smaller airports on Orkney and Shetland, which are therefore not included in any overall totals.

2. The change in the figures for Glasgow and Edinburgh in 1998 was due to a company switching its parcel hub from Glasgow to Edinburgh in 1998.

3. Data for these airports previously came from CAA which does not hold detailed information (passengers/freight carried) etc for charter services operated by aircraft below 15 tonnes Maximum Take Off Mass. However, more detailed information including smaller aircraft has now been obtained from Highland & Islands airports Ltd and the figures have been revised back to 2000.

Table 8.14 Characteristics of terminal passengers, 2013 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.					
	<i>row percentages</i>												
Aberdeen	12.4	7.5	10.7	5.5	33.8	3.0	24.3	2.9	56.7	43.4	81.2	18.9	100
Edinburgh	4.4	3.6	26.6	17.8	21.2	1.3	20.7	4.4	30.5	69.5	72.9	27.1	100
Glasgow	2.5	2.1	38.9	7.1	20.7	1.2	24.5	3.1	26.5	73.6	86.6	13.5	100
Inverness	1.0	0.5	1.6	3.0	29.7	1.3	56.4	6.6	32.5	67.6	88.7	11.4	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			
	<i>row percentages</i>									
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 ³	5.7	3.3	9.0	48.1	3.9	36.6	88.6	2.4	100
	2013 ³	9.0	3.5	12.5	43.6	4.0	38.4	85.9	1.6	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 ³	26.9	2.6	29.5	43.2	5.3	21.3	69.9	0.6	100
	2013 ³	9.2	3.8	13.0	38.5	1.0	21.8	61.3	25.7	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 ³	11.6	3.1	14.7	51.6	4.0	27.0	82.5	2.8	100
	2013 ³	14.1	4.2	18.3	50.4	0.7	25.7	76.7	5.0	100
Glas. Prestwick	2005	3.6	20.8	24.4	57.2	12.5	5.2	74.9	0.7	100
	2009 ³	11.0	26.7	37.7	44.8	5.5	9.8	60.2	2.1	100
Inverness	1990	7	0	7	62	15	15	92	1	100
	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 ³	9.1	2.2	11.4	55.6	18.3	12.5	86.4	2.3	100
	2013 ³	17.1	3.3	20.4	49.6	8.5	11.8	69.9	9.7	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.

3. A small adjustment has been made to the percentages due to an error in the calculations used to produce the figures.

*. The figures for 1996 and earlier years may appear not to total 100% because they were rounded independently and then given only as whole percentages. The mode of transport includes cases where more than one form of transport is used.

Table 8.16 Origins/destinations of terminating passengers: 2013 ¹

	Aberdeen	Edinburgh	Glasgow	Inverness	Total
	<i>thousands</i>				
Borders	-	188	21	-	209
Central	2	541	278	-	821
Dumfries & Galloway	-	38	81	-	119
Fife	9	994	139	-	1,142
Grampian	2,354	223	159	110	2,846
Highlands & Islands	67	160	166	470	863
Lothian	7	5,753	303	1	6,064
Strathclyde	20	828	5,667	-	6,515
Tayside	67	781	267	2	1,117
Total all Scottish areas	2,526	9,506	7,081	583	19,696
England & Wales	17	117	59	-	193
All passengers ²	2,543	9,623	7,140	583	19,889

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

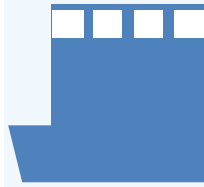
- Foreign and domestic freight traffic by type of freight and country of origin and destination
- Ferry passengers and vehicles • HM Coastguard search and rescue operations.

70 million

tonnes of freight handled by ports in 2015 in Scotland

One quarter

of Scotland's **total freight tonnage**, including exports, was by water



7.8m passengers

2.7m vehicles

carried on **ferry routes within Scotland** in 2015



1.7m passengers and 0.4m vehicles carried between Scotland and Northern Ireland in 2015

43,000 vehicles carried between Scotland and Europe in 2015



2% decrease in vehicle traffic between Scotland and Northern Ireland between 2014 and 2015

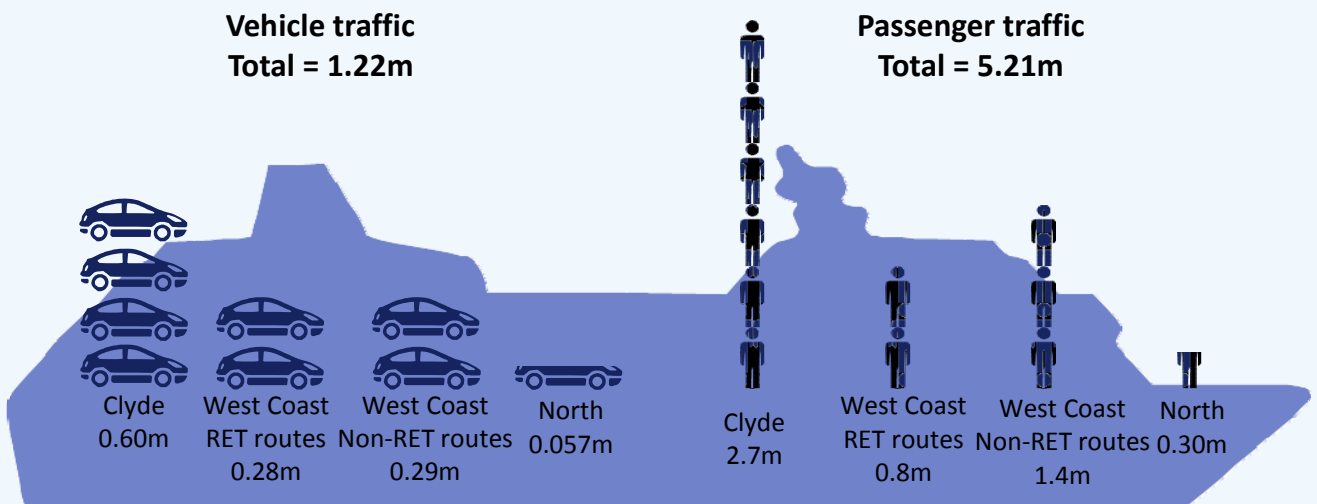


92% of passenger traffic to Northern Ireland was from Cairnryan

Scottish Government Subsidised Ferry Traffic 2015

Vehicle traffic
Total = 1.22m

Passenger traffic
Total = 5.21m



See table 9.15 for more information

2,538 incidents responded to by the Maritime and Coastguard agency in 2015



For web publication and further information, visit bit.ly/STS2016-Water



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 Port traffic statistics methodology changed in 2000, to comply with the requirements of a new EC Maritime Statistics Directive. This produced large changes in the figures for one-port and coastwise traffic, and in the split between domestic and foreign traffic, between 1999 and 2000. Details of the method and notes on the effect of the change are given in the Notes and Definitions section, page 225.

1.3 From 2015 DfT no longer publish a detailed breakdown of data for coastwise, one port and inland waterway traffic and we are unable to update table 9.1 as fully as we previously did.

Key Points

- **There were 44 million tonnes of freight lifted by water transport in Scotland in 2015 (around a quarter of freight lifted in Scotland, including exports).**
- **There was a total of 7.8 million passengers and 2.7 million vehicles carried on ferry routes within Scotland in 2015.**
- **There were 1.7 million passengers and 0.4 million vehicles carried between Scotland and Northern Ireland and 43,000 vehicles carried between Scotland and Europe in 2015.**

2. Main Points

Freight

Tonnage

2.1 In 2015, a total of 44 million tonnes of freight was recorded as being lifted by water transport in Scotland: 14.2 million tonnes of coastwise traffic to other ports in the United Kingdom (including Scotland) and 30.3 million tonnes of exports from the major Scottish ports. Only 10.3 million tonnes of waterborne freight was carried for part of its journey on inland waterways in 2015. (*Table 9.1[a]*)

2.2 Exports through major (see section 9.16.3 page 278) Scottish ports rose from 61 million tonnes in 1997 to 68 million tonnes in 2002 before steadily falling to 31 million tonnes in 2014 (there has been a 43% 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 2015, a total of 4.6 million tonnes of coastwise freight was discharged in Scotland: considerably less than lifted in Scotland.

Imports totalled 13.5 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 2015 to 70 million tonnes. This was 36% less than in 2005, continuing a steady fall. In 2015, the eleven major ports accounted for 95% of the total traffic through Scottish ports. Exports accounted for 43% of the total freight through Scottish ports and domestic traffic (either coastwise or one port) accounted for 33%. Imports, and incoming domestic freight were much lower, together accounting for 28% of the total freight through Scottish ports. (*Table 9.2*)

Ports & Destinations

2.5 Forth (27 million tonnes), Clyde (12 million tonnes) and Sullom Voe (6 million tonnes) accounted for the highest freight traffic in 2015. Forth traffic is 10% higher than 2014, and is 21% below 2005. Clyde's freight traffic has fluctuated between 2005 and 2015, falling overall from 15.7 million tonnes to 12.5 million tonnes in 2015. 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 45 million tonnes (68%) of the total traffic through major Scottish ports in 2015. (*Table 9.4*)

2.7 Top exporting ports for foreign traffic were: Forth (19 million tonnes); Glensanda (4 million tonnes) and Sullom Voe (3 million tonnes). Clyde (8.9 million tonnes) and Forth (3.5 million tonnes) together accounted for almost all the imports from foreign traffic. Forth (3.6 million tonnes), Sullom Voe (2.7 million tonnes), and Aberdeen and Glensanda (both 2 million tonnes) had most outward domestic traffic; Aberdeen (1.6 million tonnes) was the main port for inwards domestic traffic. (*Table 9.6*)

2.8 The main types of traffic through the major ports in 2015 were crude oil (30 million tonnes), oil products (10 million tonnes), other dry bulk (7 million tonnes) and coal (4million tonnes. (*Table 9.7*)

2.9 In 2015 most exports were destined for Netherlands (8.9 million tonnes), Asia (6.5 million tonnes), Germany (4.9 million tonnes), Belgium (2.7 million tonnes) and France (2.4 million tonnes) while most imports arrived from Nigeria (2.7 million tonnes) and Columbia (2.5 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 9% and 18% respectively between 2004 and 2014. (*Table 9.9*)

2.11 Inland waterway traffic mainly comprises those parts of coastwise and foreign traffic that are carried on inland waterways. About 9.4 million tonnes of freight were lifted in Scotland and carried on inland waterways in 2014, 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 (80%). (*Table 9.10*)

Passenger Services

Routes to Northern Ireland and Europe

2.12 In 2015, 1.7 million passengers were carried on ferry services between Scotland and Northern Ireland, the busiest Scottish port for this traffic being Cairnryan, which accounted for 92% of the total. Just under half a million vehicles were carried between Scotland and Northern Ireland in 2015, a 2 per cent decrease on 2014. The Rosyth to Zeebrugge freight route is the only ferry route between Scotland and Europe. This carried 43,400 vehicles in 2015, a 7 per cent increase on 2014. (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 the Notes and Definitions section, page 225.

2.14 There were 7.8 million passengers carried on routes within Scotland in 2015, a rise of 1 per cent compared to 2014 and 8 per cent below the recent peak in numbers in 2007. Caledonian MacBrayne carried 4.6 million of these passengers (59%) and Western Ferries carried a further 17 per cent on the Gourock-Dunoon route. (Table 9.12)

2.15 There were 2.7 million vehicles carried on routes within Scotland in 2015, a 3 per cent rise on 2014. Of these vehicles, 47 per cent were carried by Caledonian MacBrayne and a further 23 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 4.6 million passengers in 2015, 27,000 (1%) less than in 2014. There were 1.2 million cars carried, or 7 per cent more than in 2014, and 98,000 commercial vehicles and buses, 6 per cent less than 2014. (Table 9.14)

2.17 Serco Northlink Ferries carried 298,000 passengers in 2015, a three per cent increase compared to 2014. There were 57,000 cars carried on these routes in 2014, four per cent more than 2014. (Table 9.14)

Local Authority ferry services

2.18 Shetland Islands Council services carried 733,000 passengers in 2015, four per cent less than 2014. There were 366,000 vehicles carried, fall of 1 per cent on 2014.

2.19 Orkney Ferries services carried 315,000 passengers in 2015, two per cent less than in 2014. There were 85,000 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 141,000 passengers in 2015. Although Highland Council only records passenger numbers for the

Camusnagaul - Fort William service operated by Highland Ferries on behalf of Highland Council they have estimated that 568,000 passengers have been carried 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 1,331,100 passengers in 2015. There were 599,600 cars carried on this route and 34,900 commercial vehicles and buses in 2015. (*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 Cairnryan / Belfast route. This route carried 1.1 million passengers in 2015. (*Table 9.13 and Figure 9.4*)

2.23 The second busiest route in terms of cars carried is the Corran Ferry from Ardgour to Nether Lochaber operated by Highland Council. This route carried 247.2 thousand vehicles in 2015. (*Table 9.16 and Figure 9.5*)

2.24 The busiest subsidised ferry routes are operated by Caledonian MacBrayne. The busiest route in terms of passengers in 2015 was Ardrossan - Brodick, with 761,900 passengers. Ardrossan - Brodick was also the busiest subsidised route for car traffic in 2015 with 189,900 car crossings, an increase of 36 per cent over the previous year. (*Table 9.15*)

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 the Notes and Definitions section, page 225. The West Coast routes where Road Equivalent Tariff (RET) has been rolled out carried 824,200 passengers in 2015 and 276,400 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 99.6% in 2015-16 and the level of punctuality (against the published timetable) was 99.7%. For Northlink the level of lifeline ferry services that were both punctual and reliable was 99.9% for Aberdeen routes and 99.5% for the Pentland Firth in 2015-16. (*Table 9.17*)

Coastguard callouts

2.27 Due to 'Industrial action short of a strike' undertaken by Coastguard staff during 2015, the Maritime and Coastguard Agency is unable to provide a detailed breakdown of incident details for 2015. Overall there were 2,538 incidents. (*Table 9.18*)

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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 ⁸
Freight lifted (weight)	<i>million tonnes</i>										
Coastwise traffic ¹											
Liquid bulks	16.95	12.54	15.07	15.79	13.59	11.49	11.12	7.22	5.93	5.41	..
Coal	2.15	1.59	1.28	1.40	1.02	1.23	0.67	0.76	0.67	0.78	..
Other	6.44	6.45	6.43	6.09	5.23	5.23	4.54	4.56	4.79	5.62	..
Total	25.53	20.58	22.79	23.28	19.84	17.95	16.33	12.54	11.39	11.81	14.20
One Port traffic ²											
To rigs	1.76	1.48	1.83	1.75	3.59	1.88	2.42	2.57	2.10	2.19	..
Sea dumped	-	-	-	-	-	-	-	-	-	-	..
Total	1.76	1.48	1.83	1.75	3.59	1.88	2.42	2.57	2.10	2.19	..
Inland waterway traffic											
Internal	-	-	-	-	-	-	-	-	-	0.05	..
Coastwise	4.77	4.19	4.10	3.99	3.43	3.04	2.74	2.18	1.93	1.64	..
One Port	0.02	0.11	0.03	0.02	0.04	0.05	0.01	0	0.02	0.01	..
Foreign	5.41	5.86	6.36	8.18	6.63	7.80	7.95	8.61	8.74	7.71	..
Total	10.19	10.16	10.50	12.19	10.10	10.89	10.70	10.79	10.69	9.41	10.27
All above traffic ³	32.70	27.92	30.98	33.21	30.06	27.63	26.70	23.72	22.23	21.76	24.47
Port exports ⁴	45.00	43.99	45.58	42.42	38.32	39.89	33.36	32.06	31.58	30.84	30.26
All freight lifted ⁵	72.29	66.06	70.20	67.44	61.75	59.72	52.11	47.17	45.07	44.89	44.45
Freight moved (weight x distance)	<i>million tonne-kilometres</i>										
Coastwise traffic ¹											
Liquid bulks	13,523	10,550	13,155	14,456	12,360	10,777	10,628	6,723	4,888	4,783	..
Coal	391	368	305	343	261	302	303	316	277	312	..
Other	3,543	3,573	3,449	3,090	2,700	2,478	2,080	2,012	2,287	2,936	..
Total	17,457	14,491	16,909	17,890	15,321	13,557	13,011	9,051	7,452	8,031	11,414
One Port traffic ²											
To rigs	1,762	1,482	1,832	1,746	2,287	1,885	2,190	2,571	2,100	2,182	..
Sea dumped	-	-	-	-	-	-	-	-	-	-	..
Total	1,762	1,482	1,832	1,746	2,287	1,885	2,190	2,571	2,100	2,182	..
Inland waterway traffic											
Internal	-	-	-	-	-	-	-	-	-	-	-
Coastwise	115	101	101	101	83	80	80	60	53	22	..
One Port	-	-	-	-	-	-	-	-	-	-	..
Foreign	135	146	166	210	160	200	190	209	209	137	..
Total	251	249	268	312	244	280	270	269	262	234	236
All above traffic ⁶	19,470	16,222	19,009	19,948	17,852	15,722	15,471	11,891	9,814	10,447	11,649
Port exports ⁷	..	..	..	..	..	..	..	..	..	..	..
All freight ⁷	..	..	..	..	..	..	..	..	..	..	..

Source: DfT Maritime Statistics

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).
8. DfT have now discontinued the publication of a number of tables in their publication. We are no longer able to update most of this table.

Fig. 9.1 Foreign and domestic freight traffic by port

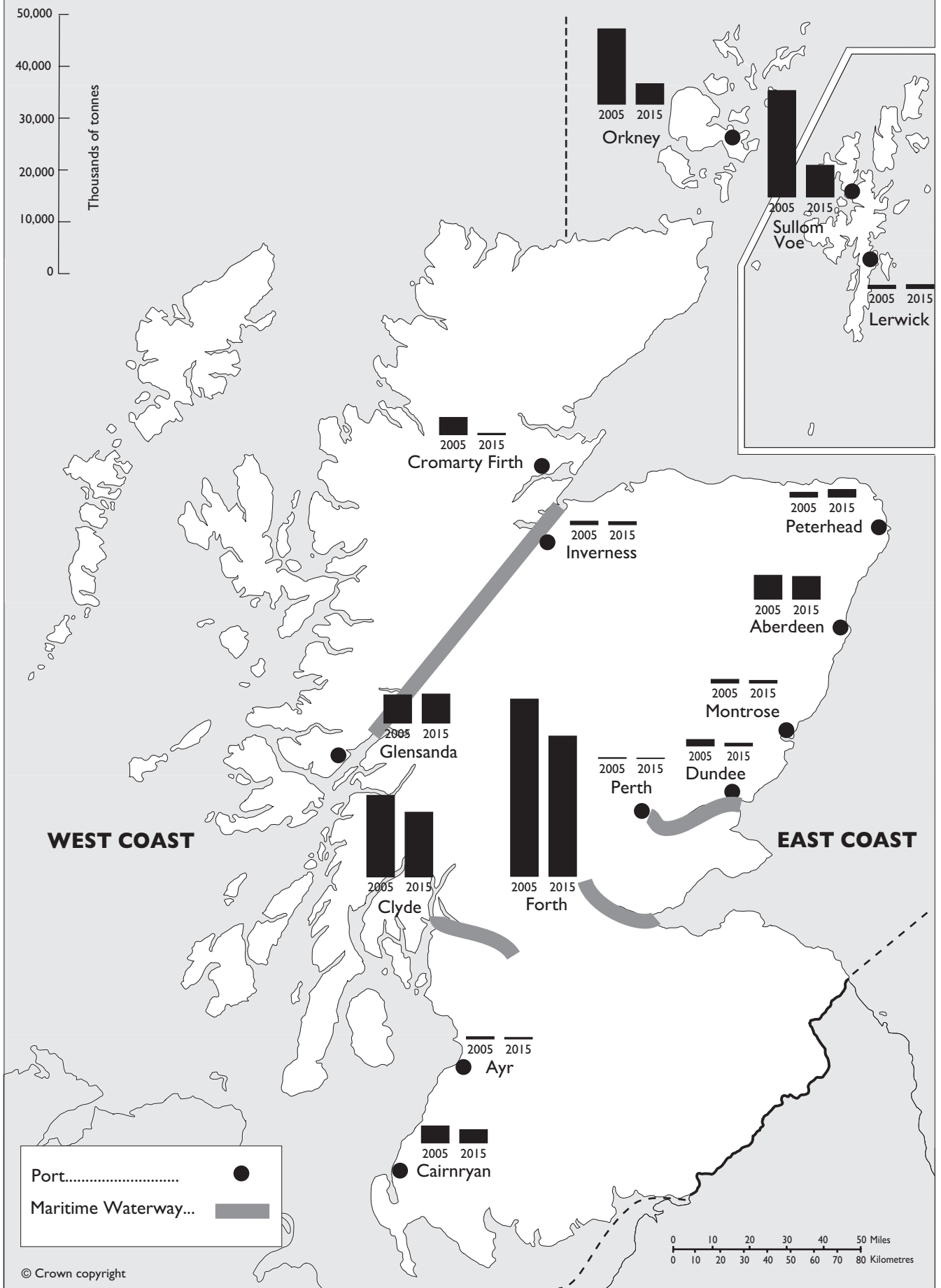


Table 9.1 (continued) Waterborne freight lifted, discharged and moved, by type of traffic

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

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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 ⁶
Freight discharged (weight)	<i>million tonnes</i>										
Coastwise traffic ¹											
Liquid bulks	4.29	3.56	3.62	2.79	2.52	3.01	2.06	2.14	1.91	1.74	..
Coal	-	0.01	0.04	0.02	-	0.01	0.08	0.01	0.02	-	..
Other	4.17	4.22	4.13	4.20	3.77	4.25	3.83	4.28	3.98	4.06	..
Total	8.46	7.79	7.79	7.01	6.29	7.26	5.97	6.43	5.91	5.79	4.62
One Port traffic ²											
From rigs	9.57	8.31	7.86	4.06	2.75	3.12	2.86	3.89	2.23	2.07	..
Sea dredged	0.02	0.02	0.02	0.02	0.01	-	-	-	-	-	..
Total	9.58	8.33	7.87	4.07	2.76	3.12	2.86	3.89	2.23	2.07	..
Inland waterway traffic ³	..	..	..	..	..	..	..	..	..	..	..
Port imports ⁴	17.02	17.91	14.61	16.11	13.53	13.17	14.22	16.25	16.50	16.55	13.48
Freight moved (weight x distance)	<i>million tonne-kilometres</i>										
Coastwise traffic ¹											
Liquid bulks	2,120	1,811	1,907	1,444	1,445	2,070	1,459	1,529	1,253	1,126	..
Coal	-	-	39	12	-	12	61	9	12	-	..
Other	963	1,048	943	1,031	953	1,056	958	1,092	986	1,017	..
Total	3,083	2,859	2,890	2,487	2,398	3,138	2,478	2,626	2,250	2,143	1,846
One Port traffic ²											
From rigs	9,580	8,325	7,870	4,067	2,762	3,146	2,885	3,898	2,241	2,091	..
Sea dredged	-	-	-	-	-	-	-	-	-	-	..
Total	9,580	8,325	7,870	4,067	2,762	3,146	2,885	3,898	2,241	2,091	..
Inland waterway traffic ³	..	..	..	..	..	..	..	..	..	..	..
Port imports ⁵	..	..	..	..	..	..	..	..	..	..	..

Source: DfT Maritime Statistics

- Covers all coastwise cargo discharged in Scotland, whether it was loaded in Scotland or elsewhere in the UK.
- One port traffic covers cargoes from offshore installations and sea dredged aggregates unloaded in Scotland; figures from 2012 subject to revision.
- Information about Inland Waterway traffic discharged in Scotland is not available from the statistics compiled by DfT.
- 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
- Figures for tonne-kilometres are not available for imports (and, in any case, would not be relevant to Scottish transport statistics).
- DfT have now discontinued the publication of a number of tables in their publication. We are no longer able to update most of this table.

Table 9.2 Foreign and domestic freight traffic at (major) Scottish ports¹

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>thousand tonnes</i>										
Foreign											
Imports	17,024	17,909	14,612	16,106	13,532	13,169	14,216	16,254	16,501	16,554	13,481
Exports	45,002	43,994	45,581	42,416	38,321	39,891	33,358	32,060	31,583	30,842	30,259
Total	62,025	61,903	60,193	58,521	51,853	53,060	47,573	48,313	48,084	47,396	43,740
Domestic											
Inwards	16,572	14,680	14,138	9,611	7,670	8,722	7,999	9,447	7,160	7,053	6,281
Outwards	26,395	21,039	23,482	23,975	22,558	18,745	18,378	15,072	12,673	13,167	16,531
Total	42,967	35,718	37,619	33,586	30,228	27,468	26,379	24,519	19,833	20,219	22,813
Total - major ports only	104,992	97,621	97,812	92,108	82,081	80,525	73,952	72,832	67,917	67,615	66,552
Total - all ports	108,890	101,587	101,952	96,346	85,547	84,817	77,414	76,139	71,639	71,381	69,968

Source: DfT Maritime Statistics

- 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	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>thousand tonnes</i>										
Stranraer ³											
Inwards	630	644	647	634	646	553	543	-	-	-	-
Outwards	535	578	584	556	531	465	442	-	-	-	-
Total traffic	1,165	1,222	1,231	1,190	1,177	1,017	986	-	-	-	-
Loch Ryan ^{4,5}											
Inwards	-	-	-	-	-	-	-	943	898	1,022	1,076
Outwards	-	-	-	-	-	-	-	872	885	1,016	1,087
Total traffic	-	-	-	-	-	-	-	1,815	1,783	2,038	2,163
Cairnryan											
Inwards	1,479	1,446	1,440	1,294	1,123	1,150	1,340	1,246	1,103	1,096	1,179
Outwards	1,795	1,699	1,723	1,633	1,448	1,484	1,592	1,364	1,261	1,272	1,370
Total traffic	3,274	3,145	3,163	2,928	2,572	2,634	2,932	2,610	2,365	2,368	2,548
Ayr											
Inwards	185	172	174	182	182	276	212	205	347	284	217
Outwards	233	247	379	375	153	282	190	99	123	71	63
Total traffic	418	419	553	557	335	558	402	304	470	355	280
Clyde											
Inwards	11,868	11,702	9,323	10,885	9,474	8,982	9,981	12,026	12,148	13,221	9,678
Outwards	3,870	3,279	2,740	3,453	3,078	3,301	3,450	3,394	2,635	2,980	2,806
Total traffic	15,737	14,981	12,063	14,338	12,552	12,283	13,431	15,421	14,783	16,201	12,484
Glensanda											
Inwards	-	-	-	-	-	-	-	-	-	-	-
Outwards	5,439	6,004	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597
Total traffic	5,439	6,004	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597
Other West Coast ¹											
Inwards	371	408	448	489	368	649	347	337	284	337	271
Outwards	381	536	518	538	530	651	362	342	369	466	386
Total traffic	752	944	967	1,028	896	1,300	709	680	653	803	656
Orkneys											
Inwards	5,344	4,158	3,655	776	169	184	186	200	180	182	195
Outwards	9,190	7,091	6,937	4,014	3,073	3,059	2,158	1,529	874	969	3,750
Total traffic	14,534	11,249	10,592	4,789	3,241	3,244	2,344	1,729	1,054	1,151	3,945
Lerwick											
Inwards	342	311	352	372	309	323	344	407	495	437	410
Outwards	280	230	263	287	250	245	241	263	328	401	336
Total traffic	622	541	615	658	560	568	585	670	824	838	746
Sullom Voe											
Inwards	3,937	3,705	2,747	2,379	840	1,021	748	2,196	201	1	6
Outwards	16,603	15,743	13,826	12,160	10,377	10,250	9,405	9,202	6,192	7,183	6,114
Total traffic	20,541	19,447	16,573	14,539	11,217	11,270	10,153	11,398	6,394	7,185	6,120
Cromarty Firth											
Inwards	1,648	1,608	1,688	1,174	1,300	1,659	1,882	1,313	1,605	810	145
Outwards	1,677	1,598	1,814	1,078	1,565	2,004	2,138	1,314	1,773	781	117
Total traffic	3,325	3,206	3,502	2,252	2,864	3,663	4,020	2,628	3,378	1,591	262
Inverness											
Inwards	568	549	562	551	524	520	437	368	409	321	394
Outwards	97	122	123	146	127	151	162	154	155	154	172
Total traffic	665	671	684	697	651	671	599	521	563	475	566
Peterhead											
Inwards	606	647	468	524	482	538	541	584	589	768	950
Outwards	322	300	321	347	315	568	513	440	382	608	518
Total traffic	928	947	790	871	797	1,107	1,054	1,024	971	1,377	1,468
Aberdeen											
Inwards	2,401	2,407	2,541	2,407	2,227	2,035	1,966	2,084	2,055	1,986	2,031
Outwards	2,208	2,256	2,591	2,426	1,343	2,129	2,198	2,409	2,209	2,245	2,345
Total traffic	4,609	4,663	5,131	4,833	4,570	4,164	4,165	4,493	4,264	4,231	4,376
Montrose											
Inwards	466	397	366	413	283	395	359	336	417	452	387
Outwards	232	244	216	196	140	116	129	182	171	150	106
Total traffic	697	640	582	609	423	512	488	518	588	601	493
Dundee											
Inwards	905	918	809	788	632	754	721	666	704	463	468
Outwards	317	284	226	190	177	209	208	176	111	54	47
Total traffic	1,222	1,202	1,035	978	810	962	929	842	815	517	515
Perth											
Inwards	133	147	144	141	120	99	61	42	37	49	58
Outwards	7	1	-	1	6	4	13	19	23	12	5
Total traffic	139	148	144	141	125	103	74	62	60	61	63
Forth ⁶											
Inwards	4,778	5,353	5,431	4,856	4,309	5,015	4,307	4,442	4,177	4,056	4,035
Outwards	29,440	26,203	31,249	34,199	32,381	29,321	23,571	20,890	22,188	20,552	23,039
Total traffic	34,218	31,556	36,681	39,054	36,690	34,335	27,878	25,332	26,365	24,608	27,074
Other East Coast ²											
Inwards	254	263	272	281	284	291	302	289	326	348	345
Outwards	349	339	324	263	1,192	289	303	263	239	284	268
Total traffic	604	602	595	549	476	580	605	552	565	632	612
Scotland											
Inwards	35,915	34,835	31,067	28,147	23,272	24,444	24,277	27,684	25,976	25,835	21,845
Outwards	72,975	66,752	70,885	68,198	62,277	60,374	53,135	48,454	45,663	45,546	48,126
Total traffic	108,890	101,587	101,952	96,345	85,547	84,817	77,414	76,139	71,639	71,381	69,968

Source: DfT Maritime Statistics

1. Other West Coast ports are: Troon; Ardrishaig; Corpach; Stornoway; Kyle of Lochalsh; Girvan; Kirkcubright; Port Askaig.

2. Other East Coast ports are: Scrabster; Wick; Gills Bay; Buckie; Fraserburgh; Inverkeithing; Scalloway.

3. Stranraer port was closed from 20 November 2011 and operations were transferred to Loch Ryan port.

4. Figures for 2012 may include some traffic from 2011 due to the transfer of operations from Stranraer.

5. The increase in tonnage on the new Loch Ryan route compared to Stranraer is due to larger ships being used.

6. Includes Rosyth, Braefoot Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil

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

Port	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Stranraer ⁸											<i>thousand tonnes</i>
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	1,165	1,222	1,231	1,190	1,177	1,017	986	-	-	-	-
Loch Ryan ^{5,6}											
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	-	-	-	-	-	-	-	1,815	1,783	2,038	2,163
Cairnryan											
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	3,274	3,145	3,163	2,928	2,572	2,634	2,932	2,610	2,364	2,368	2,548
Ayr											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	418	419	553	557	335	558	402	304	470	355	280
Clyde											
Bulk fuel	13,785	13,106	9,825	12,197	10,672	10,209	11,464	13,547	12,877	14,090	10,332
All other traffic	1,952	1,875	2,238	2,141	1,880	2,074	1,967	1,874	1,906	2,111	2,152
Glensanda											
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	5,439	6,004	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597
Other West Coast ²											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	752	944	967	1,028	896	1,300	709	680	653	803	656
Orkney											
Bulk fuel	14,379	11,103	10,414	4,595	3,027	2,999	2,096	1,487	825	918	3,689
All other traffic	155	146	178	194	214	245	248	242	229	233	256
Lerwick											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	622	541	615	658	560	568	585	670	824	838	746
Sullom Voe											
Bulk fuel	20,494	19,417	16,537	14,507	11,217	11,202	10,134	11,339	6,352	7,180	6,108
All other traffic	47	30	36	32	-	69	19	59	41	5	12
Cromarty Firth											
Bulk fuel	3,164	3,031	3,336	2,101	2,730	3,454	3,821	2,410	3,181	1,339	87
All other traffic	161	175	166	151	134	209	199	218	197	252	175
Inverness											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	665	671	684	697	651	671	599	521	563	475	566
Peterhead											
Bulk fuel	451	369	143	230	309	365	260	282	305	236	330
All other traffic	477	578	647	641	488	742	794	742	667	1,141	1,138
Aberdeen											
Bulk fuel	1,396	1,517	1,487	1,468	1,044	1,022	1,018	1,073	1,073	1,019	1,388
All other traffic	3,213	3,146	3,644	3,365	3,526	3,142	3,147	3,420	3,190	3,212	2,988
Montrose											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	697	640	582	609	423	512	488	518	588	601	493
Dundee											
Bulk fuel	664	595	528	493	448	486	560	457	378	169	149
All other traffic	558	607	507	485	362	476	369	385	437	349	366
Perth											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	139	148	144	141	125	103	74	62	60	61	63
Forth ⁷											
Bulk fuel	29,586	27,455	32,738	34,863	32,438	30,405	23,208	21,028	22,039	19,982	23,081
All other traffic	4,632	4,101	3,943	4,191	4,252	3,930	4,670	4,304	4,326	4,626	3,993
Other East Coast ³											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
Other	604	602	595	549	476	580	605	552	565	632	612
Major ports ⁴											
Bulk fuel ¹	83,919	76,593	75,008	70,454	61,885	60,142	52,561	51,623	47,030	44,933	45,164
All other traffic	21,073	21,029	22,803	21,654	20,196	20,384	21,391	21,210	20,887	22,683	21,388
All traffic:											
Major ports only	104,992	97,622	97,811	92,108	82,081	80,526	73,952	72,833	67,917	67,615	66,552
All ports	108,889	101,587	101,951	96,347	85,547	84,818	77,414	76,140	71,639	71,381	69,968

Source: DfT Maritime Statistics

- From 1995 onwards, separate figures for bulk fuel and other are available for major ports only (see notes and sources).
- Other West Coast ports are: Troon; Ardrishaig; Corpach; Stornoway; Kyle of Lochalsh; Givran; Kirkcubright; Port Askaig.
- Other East Coast ports are: Scrabster; Wick; Gills Bay; Buckie; Fraserburgh; Inverkeithing; Scalloway.
- 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.
- Figures for 2012 may include some traffic from 2011 due to the transfer of operations from Stranraer.
- The increase in tonnage on the new Loch Ryan route compared to Stranraer is due to larger ships being used.
- Includes Rosyth, Braefoot Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil
- Stranraer port was closed from 20 November 2011 and operations were transferred to Loch Ryan port.

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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
West Coast:											<i>thousand tonnes</i>
Stranraer¹ *											
Liquid bulk	-	-	-	-	-	-	-	-	-	-	-
Dry bulk	-	-	-	-	-	-	-	-	-	-	-
Container & roll on traffic	1,165	1,222	1,231	1,190	1,177	1,017	986	-	-	-	-
Other general cargc	-	-	-	-	-	-	-	-	-	-	-
All traffic	1,165	1,222	1,231	1,190	1,177	1,017	986	-	-	-	-
Loch Ryan^{2,3}											
Liquid bulk	-	-	-	-	-	-	-	-	-	-	-
Dry bulk	-	-	-	-	-	-	-	-	-	-	-
Container & roll on traffic	-	-	-	-	-	-	-	1,815	1,783	2,038	2,163
Other general cargc	-	-	-	-	-	-	-	-	-	-	-
All traffic	-	-	-	-	-	-	-	1,815	1,783	2,038	2,163
Cairnryan*											
Liquid bulk	-	-	-	-	-	-	-	-	-	-	-
Dry bulk	-	-	-	-	-	-	-	-	-	-	-
Container & roll on traffic	3,274	3,145	3,163	2,928	2,572	2,632	2,932	2,610	2,364	2,368	2,548
Other general cargc	-	-	-	-	-	3	-	-	1	-	-
All traffic	3,274	3,145	3,163	2,928	2,572	2,634	2,632	2,610	2,365	2,368	2,548
Clyde											
Liquid bulk	3,473	3,626	3,568	5,149	4,685	4,853	5,124	5,945	5,777	6,952	6,729
Dry bulk	11,334	10,397	7,249	8,095	6,904	6,793	7,564	8,778	8,377	8,451	4,899
Container & roll on traffic	370	398	469	439	447	509	599	588	499	576	634
Other general cargc	560	560	777	654	516	128	144	109	130	221	223
All traffic	15,737	14,981	12,063	14,338	12,552	12,283	13,431	15,421	14,783	16,201	12,484
Glensanda											
Liquid bulk	-	-	-	-	-	-	-	-	-	-	-
Dry bulk	5,439	6,004	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargc	-	-	-	-	-	-	-	-	-	-	-
All traffic	5,439	6,004	7,050	6,336	5,591	5,846	6,060	5,541	5,746	6,347	5,597
East Coast:											
Orkney											
Liquid bulk	14,375	11,100	10,413	4,594	3,026	2,998	2,095	1,486	824	918	3,688
Dry bulk	15	12	10	6	12	20	25	15	11	12	16
Container & roll on traffic	115	115	153	161	181	213	211	215	208	209	234
Other general cargc	29	21	16	29	21	14	13	13	11	12	7
All traffic	14,534	11,249	10,592	4,789	3,241	3,244	2,344	1,729	1,054	1,151	3,945
Sullom Voe											
Liquid bulk	20,494	19,417	16,537	14,507	11,217	11,202	10,134	11,339	6,357	7,180	6,114
Dry bulk	-	-	-	-	-	69	12	57	13	-	5
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargc	47	30	36	32	-	-	7	2	24	5	-
All traffic	20,541	19,447	16,573	14,539	11,217	11,270	10,153	11,398	6,394	7,185	6,120
Cromarty Firth											
Liquid bulk	3,156	3,026	3,336	2,100	2,727	3,460	3,821	2,408	3,178	1,337	89
Dry bulk	86	79	70	70	73	125	159	144	115	174	109
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargc	84	101	97	81	64	78	41	76	85	80	64
All traffic	3,325	3,206	3,502	2,252	2,864	3,663	4,020	2,628	3,378	1,591	262
Peterhead*											
Liquid bulk	503	532	377	440	377	453	390	386	364	536	735
Dry bulk	140	102	73	101	88	144	158	100	53	155	97
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargc	286	313	340	331	331	510	506	538	554	686	635
All traffic	928	947	790	871	797	1,107	1,054	1,024	971	1,377	1,468
Aberdeen											
Liquid bulk	2,073	2,209	2,214	2,184	2,065	1,957	1,922	2,059	1,987	1,986	2,298
Dry bulk	394	373	371	308	331	549	606	439	474	487	455
Container & roll on traffic	354	317	334	355	345	365	405	468	474	430	408
Other general cargc	1,790	1,765	2,213	1,986	1,829	1,293	1,231	1,527	1,329	1,328	1,215
All traffic	4,609	4,663	5,131	4,833	4,570	4,164	4,165	4,493	4,264	4,231	4,376
Dundee*											
Liquid bulk	664	594	530	501	451	493	571	467	379	183	157
Dry bulk	335	317	333	373	300	412	277	294	369	259	310
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-	-
Other general cargc	223	291	172	104	59	57	81	82	67	75	48
All traffic	1,222	1,202	1,035	978	810	962	929	842	815	517	515
Forth *											
Liquid bulk	29,090	26,220	31,578	33,941	31,913	29,432	23,353	20,739	22,109	20,363	23,183
Dry bulk	1,596	2,264	2,051	1,994	1,840	1,904	1,392	1,283	1,125	1,056	958
Container & roll on traffic	2,361	2,407	2,582	2,627	2,494	2,751	2,666	2,798	2,858	2,834	2,643
Other general cargc	1,171	663	470	492	442	249	466	512	273	355	290
All traffic	34,218	31,556	36,681	39,054	36,690	34,335	27,878	25,332	26,365	24,608	27,074

Source: DfT Maritime Statistics

* 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.

1. Stranraer port was closed from 20 November 2011 and operations were transferred to Loch Ryan port.

2. Figures for 2012 may include some traffic from 2011 due to the transfer of operations from Stranraer.

3. The increase in tonnage on the new Loch Ryan route compared to Stranraer is due to larger ships being used.

4. Includes Rosyth, Braefoot Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil

Table 9.6 (a) Foreign and domestic freight traffic at the major ports by type of traffic, 2014

	Foreign traffic			Domestic traffic			Total
	Imports	Exports	Total	Inwards	Outwards	Total	
	<i>thousand tonnes</i>						
Loch Ryan	-	-	-	1,022	1,016	2,038	2,038
Cairnryan	-	-	-	1,096	1,272	2,368	2,368
Clyde	12,129	1,036	13,165	1,092	1,944	3,036	16,201
Glensanda	-	4,371	4,371	-	1,977	1,977	6,347
Orkney	7	885	891	176	84	260	1,151
Sullom Voe	1	4,935	4,936	1	2,249	2,249	7,185
Cromarty Firth	146	637	783	664	144	808	1,591
Peterhead	36	103	139	733	505	1,238	1,377
Aberdeen	406	526	931	1,580	1,719	3,300	4,231
Dundee	428	22	450	35	32	67	517
Forth ¹	3,402	18,327	21,729	654	2,225	2,879	24,608
All Major Ports	16,554	30,842	47,396	7,053	13,167	20,219	67,615

Source: DfT Maritime Statistics

1. Includes Rosyth, Braefoot Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil

Table 9.6 (b) Foreign and domestic freight traffic at the major ports by type of traffic, 2015

	Foreign traffic			Domestic traffic			Total
	Imports	Exports	Total	Inwards	Outwards	Total	
	<i>thousand tonnes</i>						
Loch Ryan	-	-	-	1,076	1,087	2,163	2,163
Cairnryan	-	-	-	1,179	1,370	2,548	2,548
Clyde	8,924	1,478	10,402	754	1,329	2,082	12,484
Glensanda	-	3,545	3,545	-	2,052	2,052	5,597
Orkney	5	1,905	1,910	190	1,845	2,035	3,945
Sullom Voe	6	3,398	3,404	-	2,715	2,715	6,120
Cromarty Firth	123	21	145	22	96	117	262
Peterhead	73	40	113	877	478	1,355	1,468
Aberdeen	382	415	797	1,648	1,930	3,579	4,376
Dundee	445	37	481	23	10	34	515
Forth ¹	3,523	19,419	22,942	513	3,619	4,132	27,074
All Major Ports	13,481	30,259	43,740	6,281	16,531	22,813	66,552

Source: DfT Maritime Statistics

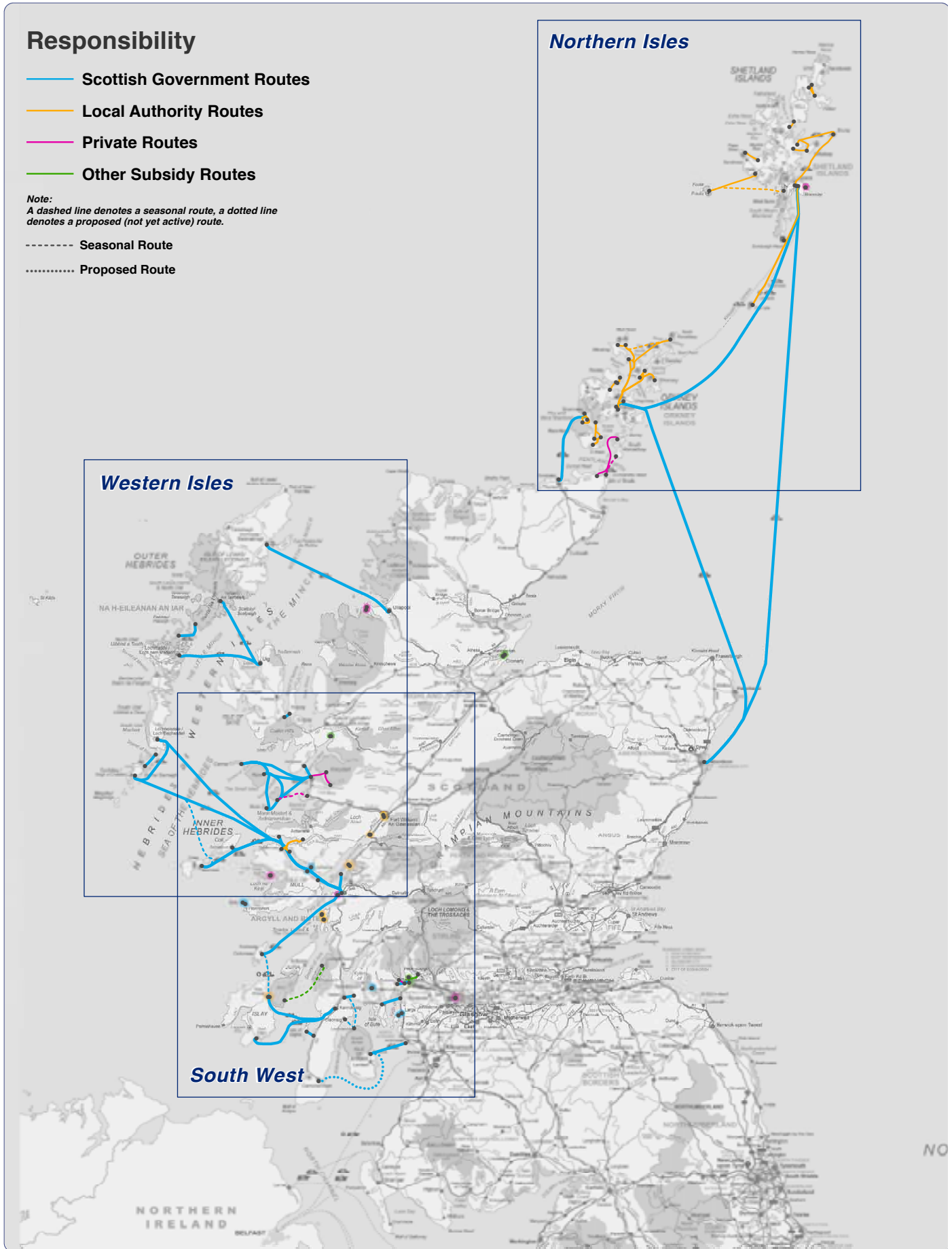
1. Includes Rosyth, Braefoot Bay, Burntisland, Grangemouth, Hound Point, Kirkcaldy, Leith and Methil

Table 9.7 All traffic at the major ports by mode of appearance and commodity, 2015

	Foreign traffic		All foreign traffic	Domestic traffic		All domestic traffic	All foreign & domestic traffic
	Imports	Exports		Inwards	Outwards		
<i>thousand tonnes</i>							
Liquid bulk							
Liquefied gas	43	1,448	1,491	21	386	407	1,898
Crude oil	4,054	18,247	22,300	431	7,026	7,457	29,757
Oil products	2,409	4,292	6,701	1,357	1,827	3,183	9,885
Other liquid bulk products	220	-	220	471	762	1,234	1,454
All liquid bulk traffic	6,725	23,987	30,712	2,279	10,001	12,281	42,993
Dry bulk							
Ores	27	401	428	1	76	78	506
Coal	3,395	-	3,395	-	229	229	3,624
Agricultural products (eg grain, soya, tapioca)	707	141	848	82	58	140	988
Other dry bulk	951	3,670	4,621	557	2,151	2,707	7,328
All dry bulk traffic	5,080	4,212	9,292	640	2,514	3,155	12,446
Containers							
20' freight units	187	380	567	93	159	252	819
40' freight units	461	804	1,264	86	251	338	1,602
Freight units >20' & <40'	15	125	140	0	1	1	140
Freight units >40'	184	182	367	3	6	9	376
All container traffic	847	1,491	2,338	182	417	599	2,937
Roll-on/roll-off (self-propelled)							
Road goods vehicles with or without accompanying trailers	3	3	6	1,283	1,467	2,750	2,756
Import/Export motor vehicles	20	0	21	2	6	8	28
All ro-ro self-propelled traffic	24	3	27	1,285	1,473	2,758	2,785
Roll-on/roll-off (non self-propelled)							
Unaccompanied road goods trailers & semi-trailers	57	50	107	1,177	1,187	2,364	2,470
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	254	156	409	15	13	27	437
Other mobile non self-propelled units	-	-	-	-	-	-	-
All ro-ro non self-propelled traffic	311	206	516	1,192	1,201	2,392	2,909
Other general cargo							
Forestry products	181	41	222	8	-	8	230
Iron and steel products	202	137	339	0	0	0	340
Other general cargo & containers <20'	113	181	293	695	925	1,620	1,913
All other general cargo traffic	496	359	855	703	925	1,628	2,483
All traffic	13,481	30,259	43,740	6,281	16,531	22,813	66,552

Source: DfT Maritime Statistics

Fig 9.2: Maps showing all routes



Scottish Ferry Routes

National Overview



Water Transport

Table 9.8 Major ports traffic by cargo category and country of loading or unloading - 2015

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
<i>thousand tonnes</i>									
European Union (as at 1 May 2007)									
Belgium	331	1,336	1,667	26	362	388	14	2	15
Bulgaria	-	-	-	-	-	-	-	-	-
Cyprus	-	-	-	-	-	-	-	2	2
Denmark	204	44	248	11	22	32	8	10	18
Estonia	-	-	-	4	-	4	-	-	-
Finland	110	5	114	70	-	70	11	4	14
France	26	1,998	2,024	262	306	568	14	-	14
Germany	22	3,151	3,173	343	1,748	2,092	127	12	139
Greece	-	-	-	28	-	28	2	-	2
Ireland	3	596	600	27	-	27	12	-	12
Italy	-	193	193	-	-	-	13	-	13
Latvia	-	21	21	41	30	71	12	-	12
Lithuania	-	-	-	8	-	8	-	-	-
Netherlands	885	7,311	8,197	250	1,019	1,270	61	18	78
Poland	71	284	355	15	237	252	-	-	-
Portugal	-	-	-	-	82	82	2	5	7
Romania	-	-	-	19	-	19	-	-	-
Spain	1	1,731	1,732	195	359	554	7	4	11
Sweden	676	443	1,118	26	13	39	52	30	82
All EU countries (as at 1 May 2007)	2,329	17,113	19,442	1,326	4,178	5,504	333	86	419
All other Europe & Mediterranean									
Algeria	97	-	97	-	-	-	-	-	-
Egypt	-	-	-	-	-	-	1	-	1
Georgia	-	-	-	-	-	-	1	18	19
Iceland	2	-	2	5	6	11	-	-	-
Israel	-	-	-	-	-	-	-	-	-
Lebanon	-	-	-	-	-	-	-	-	-
Libya	-	-	-	-	19	19	-	-	-
Morocco	-	4	4	29	-	29	-	-	-
Norway	1,078	132	1,210	97	-	97	112	191	303
Russia	303	-	303	510	-	510	2	2	5
Turkey	-	-	-	25	-	25	-	-	-
Ukraine	-	-	-	15	-	15	-	-	-
Other Europe & Mediterranean	-	-	-	-	4	4	-	-	-
All other Europe & Med.	1,479	136	1,615	681	29	694	117	211	328
Africa (excluding Mediterranean countries)									
Angola	-	-	-	-	-	-	2	4	6
Congo	-	-	-	-	-	-	-	6	6
Cote D'Ivoire	-	-	-	-	-	-	-	3	3
Gabon	139	-	139	-	-	-	-	1	1
Ghana	-	-	-	-	-	-	-	2	2
Nigeria	2,706	18	2,725	-	5	5	-	2	2
Senegal	-	-	-	-	-	-	2	-	2
South Africa	-	40	40	-	-	-	4	15	20
Tanzania	-	-	-	7	-	7	-	-	-
Other African countries	-	-	-	-	-	-	-	-	-
All Africa (excl. Med.)	2,845	59	2,904	7	5	12	9	33	43
America									
Argentina	-	-	-	116	-	116	-	-	-
Brazil	-	-	-	-	-	-	-	-	-
Canada	13	45	59	316	-	316	-	-	-
Chile	-	-	-	-	-	-	-	-	-
Colombia	-	-	-	2,499	-	2,499	-	-	-
Falkland Islands	-	-	-	-	-	-	-	16	16
Martinique	-	93	93	-	-	-	-	-	-
Mexico	-	-	-	-	-	-	4	-	4
Netherlands Antilles	-	-	-	-	-	-	1	-	1
Panama	-	-	-	-	-	-	-	1	1
USA	60	68	128	122	-	122	2	-	2
Other American countries	-	-	-	-	-	-	-	-	-
All America	73	206	279	3,053	-	3,053	6	17	23
Asia and Australasia									
Australia	-	-	-	-	-	-	-	2	2
China	-	1,064	1,064	-	-	-	14	-	14
Hong Kong	-	-	-	-	-	-	-	-	-
India	-	5	5	-	-	-	-	-	-
Indonesia	-	-	-	13	-	13	-	-	-
Japan	-	-	-	-	-	-	3	-	3
Korea	-	4,930	4,930	-	-	-	-	-	-
Malaysia	-	-	-	-	-	-	-	-	-
New Zealand	-	-	-	-	-	-	3	-	3
Singapore	-	-	-	-	-	-	11	8	19
Sri Lanka	-	-	-	-	-	-	-	-	-
Taiwan	-	474	474	-	-	-	-	-	-
Vietnam	-	-	-	-	-	-	-	1	1
Other Asian and Australasian countries	-	-	-	-	-	-	-	-	-
All Asia and Australasia	-	6,473	6,473	13	-	13	30	12	42
Unspecified countries	-	-	-	-	-	-	-	-	-
All foreign countries	6,725	23,987	30,712	5,080	4,212	9,276	496	359	855
All domestic traffic	2,279	10,001	12,281	640	2,514	3,155	703	925	1,628
All foreign and domestic traffic	9,004	33,989	42,993	5,720	6,726	12,431	1,198	1,284	2,483

..* 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 - 2015

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
<i>thousand tonnes</i>									
European Union (as at 1 May 2007)									
Belgium	114	770	884	326	199	525	811	2,669	3,480
Bulgaria	-	-	-	-	-	-	-	-	-
Cyprus	1	-	1	-	-	-	1	2	3
Denmark	-	-	-	-	-	-	223	76	299
Estonia	1	-	1	-	-	-	5	-	5
Finland	-	-	-	-	-	-	190	8	199
France	2	55	57	-	-	-	304	2,359	2,663
Germany	11	19	30	-	-	-	503	4,930	5,433
Greece	1	-	1	-	-	-	30	-	30
Ireland	-	-	-	-	-	-	42	596	638
Italy	17	-	17	-	-	-	30	193	223
Latvia	1	-	1	-	-	-	53	52	105
Lithuania	1	-	1	-	-	-	9	-	9
Netherlands	512	530	1,042	-	-	-	1,708	8,879	10,587
Poland	-	-	-	-	-	-	87	521	607
Portugal	-	-	-	-	-	-	2	87	89
Romania	-	-	-	-	-	-	19	-	19
Spain	103	111	214	-	-	-	307	2,204	2,511
Sweden	-	-	-	-	-	-	754	486	1,240
All EU countries (as at 1 May 2007)	765	1,485	2,249	326	199	525	5,078	23,062	28,140
All other Europe & Mediterranean									
Algeria	-	-	-	-	-	-	97	-	97
Egypt	-	-	-	-	-	-	1	-	1
Georgia	-	-	-	-	-	-	1	18	19
Iceland	-	-	-	-	-	-	7	6	13
Israel	1	-	1	-	-	-	1	-	1
Lebanon	-	-	-	-	-	-	-	-	-
Libya	-	-	-	-	-	-	-	19	19
Morocco	-	-	-	-	-	-	29	4	33
Norway	4	1	5	8	10	18	1,299	333	1,632
Russia	10	-	10	-	-	-	825	2	827
Turkey	8	-	8	-	-	-	33	-	33
Ukraine	-	-	-	-	-	-	15	-	15
Other Europe & Mediterranean	-	-	-	-	-	-	-	4	4
All other Europe & Med.	24	1	24	8	10	18	2,308	387	2,695
Africa (excluding Mediterranean countries)									
Angola	1	2	2	-	-	-	3	5	8
Congo	-	-	-	-	-	-	-	6	7
Cote D'Ivoire	-	-	-	-	-	-	-	3	3
Gabon	-	-	-	-	-	-	139	1	140
Ghana	-	-	-	-	-	-	-	2	2
Nigeria	-	-	-	-	-	-	2,706	25	2,732
Senegal	-	-	-	-	-	-	2	-	2
South Africa	2	3	5	-	-	-	6	59	65
Tanzania	-	-	-	-	-	-	7	-	7
Other African countries	-	-	-	-	-	-	-	-	1
All Africa (excl. Med.)	3	5	8	-	-	-	2,864	102	2,966
America									
Argentina	-	-	-	-	-	-	116	-	116
Brazil	1	-	1	-	-	-	1	-	1
Canada	1	-	1	-	-	-	331	46	377
Chile	1	-	1	-	-	-	1	-	1
Colombia	-	-	-	-	-	-	2,499	-	2,499
Falkland Islands	-	-	-	-	-	-	-	16	16
Martinique	-	-	-	-	-	-	-	93	93
Mexico	-	-	-	-	-	-	4	-	4
Netherlands Antilles	-	-	-	-	-	-	1	-	1
Panama	-	-	-	-	-	-	-	1	1
USA	8	-	8	-	-	-	191	68	259
Other American countries	-	-	-	-	-	-	-	-	-
All America	11	-	11	-	-	-	3,143	223	3,366
Asia and Australasia									
Australia	-	-	-	-	-	-	-	2	2
China	27	-	27	-	-	-	41	1,064	1,104
Hong Kong	2	-	2	-	-	-	2	-	2
India	9	-	9	-	-	-	9	5	14
Indonesia	1	-	1	-	-	-	13	-	14
Japan	1	-	1	-	-	-	3	-	3
Korea	-	-	-	-	-	-	-	4,930	4,930
Malaysia	2	-	2	-	-	-	2	-	2
New Zealand	-	-	-	-	-	-	3	-	3
Singapore	1	-	1	-	-	-	12	8	21
Sri Lanka	2	-	2	-	-	-	2	-	2
Taiwan	-	-	-	-	-	-	-	474	474
Vietnam	-	-	-	-	-	-	-	1	2
Other Asian and Australasian countries	1	-	1	-	-	-	1	-	1
All Asia and Australasia	45	-	45	-	-	-	88	6,485	6,573
Unspecified countries	-	-	-	-	-	-	-	-	-
All foreign countries	847	1,491	2,338	334	209	543	13,481	30,259	43,740
All domestic traffic	182	417	599	2,476	2,674	5,150	6,281	16,531	22,813
All foreign and domestic traffic	1,029	1,908	2,937	2,811	2,883	5,693	19,762	46,790	66,552

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

WATER TRANSPORT

Table 9.9 Foreign and coastwise container and roll-on traffic by type¹

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 ³
Main Freight Units											<i>thousand</i>
Containers	223	232	250	252	251	242	269	286	268	264	..
Wheeled ²	472	456	468	463	420	427	464	473	506	476	..
Total	695	689	718	715	672	670	733	759	774	740	..
Weight											<i>thousand tonnes</i>
Containers	2,590	2,714	3,033	3,115	2,894	2,794	2,928	3,190	3,118	3,162	..
Wheeled ²	5,386	5,317	5,527	5,264	5,027	5,382	5,696	5,695	5,505	5,747	..
Total	7,976	8,030	8,560	8,378	7,920	8,177	8,624	8,886	8,624	8,908	..

Source: DfT Maritime Statistics

1. With effect from 1995, traffic at smaller ports is estimated

2. Includes road goods vehicles, unaccompanied trailers, and shipborne port to port trailers

3. DfT have now discontinued the publication of a number of tables in their publication. We are no longer able to update this table.

Table 9.10 Inland waterway freight traffic lifted and moved

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Freight lifted in Scotland											<i>million tonnes</i>
River Clyde	1.59	1.53	2.08	2.53	1.46	2.34	2.56	2.25	1.88	1.8	1.91
River Forth	8.47	8.49	8.28	9.52	8.52	8.22	7.99	8.50	8.76	7.54	8.24
All waterways ^{1,2}	10.19	10.16	10.50	12.19	10.10	10.89	10.70	10.79	10.65	9.41	10.14
Freight moved (weight x distance)											<i>million tonne-kilometres</i>
River Clyde	70	60	90	110	60	90	100	89	76	74	77
River Forth	180	180	170	200	180	170	170	178	184	158	173
All waterways ^{1,2}	250	250	268	320	250	280	270	269	260	234	250

Source: DfT Maritime Statistics

1. Includes also Caledonian Canal, lochs Fyne, Leven and Linnhe, Moray Firth, River Tay.

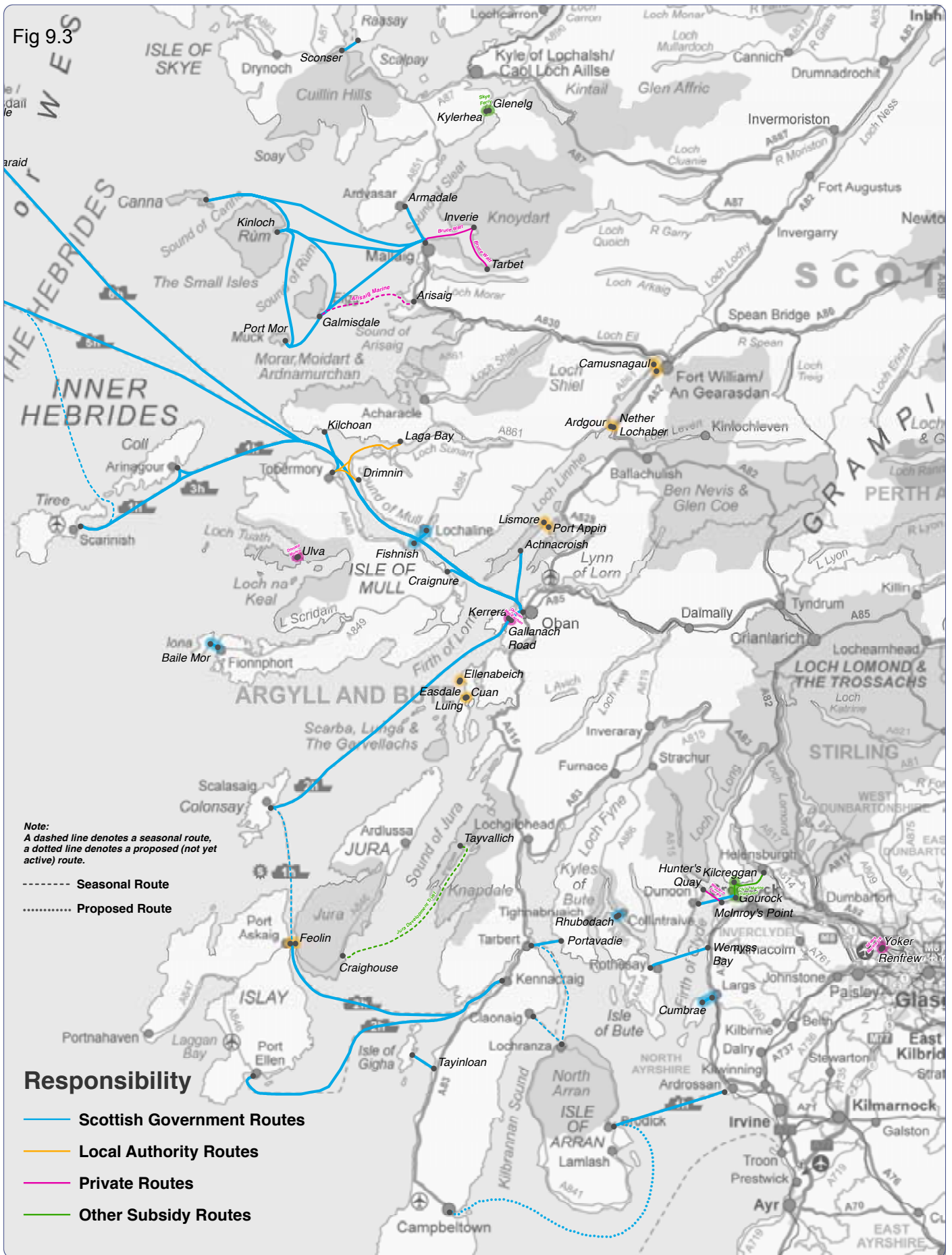
2. From 2015 the totals do not include other waterways.

Table 9.11 Inland waterway freight traffic lifted and moved by mode of appearance

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Freight lifted in Scotland											<i>million tonnes</i>
Bulk-liquid	6.61	6.49	6.73	7.48	6.57	6.55	6.18	6.97	6.84	5.31	6.49
Bulk-dry	1.38	1.40	1.43	1.51	1.02	2.05	2.15	1.39	1.40	1.50	1.49
Unitised forest products	0.17	0.21	0.20	0.24	0.16	0.14	0.11	0.03	0.01	0.04	..
Other semi-bulk	..	..	..	..	..	..	..	..	..	..	..
Break bulk	..	..	..	..	..	..	..	..	..	..	..
Other general cargo	0.14	0.23	0.17	0.60	0.10	0.10	0.17	0.14	0.17	0.25	0.13
Unit loads	1.89	1.83	1.97	2.37	2.26	2.05	2.10	2.27	2.29	2.35	2.12
Total	10.19	10.16	10.50	12.19	10.10	10.89	10.70	10.80	10.7	9.41	10.27
Freight moved (weight x distance)											<i>million tonne-kilometres</i>
Bulk-liquid	150	140	160	170	150	150	140	161	152	115	126
Bulk-dry	60	50	60	60	40	80	90	56	57	60	54
Unitised forest products	-	-	-	10	-	..	-	-	-	2	..
Other semi-bulk	..	..	..	..	..	..	..	..	..	..	..
Break bulk	..	..	..	..	..	..	..	..	..	..	..
Other general cargo	-	-	-	20	-	..	10	4	5	8	..
Unit loads	40	40	40	60	50	40	40	48	48	50	..
Total	250	250	268	320	250	280	280	269	262	234	256

Source: DfT Maritime Statistics

Fig 9.3



Scottish Ferry Routes

South Western Scotland

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 Scottish Government GI Science & Analysis Team
 December 2012, Job 5349 - KT



Table 9.12 Total passengers and vehicles carried by operator¹

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>thousands</i>										
PASSENGERS											
Caledonian MacBrayne	5,358.2	4,774.6	4,732.2	4,533.2	4,762.3	4,736.6	4,575.0	4,510.7	4,594.5	4,654.0	4,627.0
Cowal Ferries ⁵	..	615.2	607.2	550.8	533.5	499.2	..	..	..	..	..
Argyll Ferries Ltd ⁵	..	..	..	..	..	..	409.2	341.3	299.2	310.1	305.5
P&O Scottish Ferries	..	..	..	..	..	..	..	..	..	..	..
Serco Northlink ²	300.9	304.0	307.0	296.0	309.0	305.0	304.0	298.0	282.9	289.0	298.0
Orkney Ferries	312.6	317.9	316.4	319.0	329.5	330.7	337.8	335.6	328.4	320.3	315.2
Shetland Islands Council ⁶	708.7	760.5	795.6	634.1	636.5	625.0	615.0	811.3	777.1	761.5	733.0
Argyll & Bute Council	140.2	138.4	138.6	141.6	138.0	135.3	133.8	139.6	138.4	138.2	141.2
Highland Council ⁴	5.6	7.0	16.7	1.0	3.9	4.4	3.0	5.1	10.3	10.0	11.2
Strathclyde Partnership for Transport	217.9	224.7	220.8	211.4	219.4	63.5	57.7	52.6	57.0	54.4	53.6
Western Ferries	1,280.3	1,306.9	1,329.4	1,308.5	1,336.2	1,313.8	1,332.7	1,389.3	1,342.7	1,347.2	1,331.1
Bruce Watt Cruises ⁷	3.0	3.4	2.6	4.9	3.3	3.0	4.9	4.6	-	-	-
Cromarty Ferry Company	..	..	..	..	..	..	..	..	..	..	..
West Highland Seaways	..	..	..	..	..	..	..	..	..	..	..
Orkney Line (Previously Orcargo) ³	..	..	..	..	..	..	..	..	..	..	..
Total within Scotland	8,327.4	8,452.7	8,466.5	8,000.6	8,271.6	8,016.4	7,773.1	7,888.1	7,830.6	7,884.7	7,815.8
Scotland and Northern Ireland	2,051.0	2,015.0	2,094.0	1,938.0	1,916.0	1,920.0	1,857.7	1,809.4	1,831.0	1,794.2	1,729.3
Scotland and Europe	194.3	121.0	111.0	75.0	31.0	54.0	0.6	0.7	0.7	0.7	0.5
Total	10,572.8	10,588.7	10,671.5	10,013.6	10,218.6	9,990.4	9,631.4	9,698.3	9,662.3	9,679.5	9,545.6
VEHICLES (cars, commercial vehicles and buses)											
Caledonian MacBrayne	1,123.3	1,136.6	1,177.7	1,151.8	1,215.8	1,186.8	1,173.3	1,156.0	1,168.1	1,200.0	1,267.0
Cowal Ferries ⁵	..	83.8	85.4	75.6	74.5	64.9	27.3	..	..	..	..
Argyll Ferries Ltd ⁵	..	..	..	..	..	..	..	..	..	..	..
P&O Scottish Ferries	..	..	..	..	..	..	..	..	..	..	..
Serco Northlink ²	67.5	69.0	70.0	68.0	68.0	64.0	63.0	61.2	55.6	55.0	57.0
Orkney Ferries	82.9	83.0	81.2	81.2	87.4	88.7	86.6	87.4	83.8	83.9	84.7
Shetland Islands Council ⁶	319.8	342.2	363.6	273.5	281.2	282.8	297.4	392.3	377.0	366.3	362.4
Argyll & Bute Council	45.0	39.9	36.6	36.5	36.5	33.8	33.4	32.8	29.9	32.9	35.9
Highland Council	257.9	244.2	262.2	262.1	266.3	235.8	254.4	252.8	246.0	259.2	258.6
Western Ferries	606.8	611.5	635.0	620.2	617.8	597.2	615.8	645.5	616.4	627.9	634.5
Cromarty Ferry Company	..	..	..	..	..	..	..	..	..	..	..
Orkney Line (Previously Orcargo) ³	..	..	..	..	..	..	..	..	..	..	..
Total within Scotland	2,503.3	2,610.2	2,711.6	2,568.9	2,647.5	2,554.0	2,551.4	2,628.1	2,576.7	2,625.2	2,700.1
Scotland and Northern Ireland	435.0	440.0	479.0	452.0	460.0	457.0	479.0	411.8	354.3	407.9	398.1
Scotland and Europe	88.0	63.0	55.0	35.0	27.4	60.6	41.1	36.3	41.2	40.6	43.4
Total	3,026.3	3,113.2	3,245.6	3,055.9	3,134.9	3,071.5	3,071.5	3,076.2	2,972.2	3,073.8	3,141.6

Source: Ferry operators - Not National Statistics

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. Figures for passenger numbers on the Corran ferry service have not been included in the total for Scotland. Figures for 2013 and 2014 are new estimates and considered as 'data under development'.

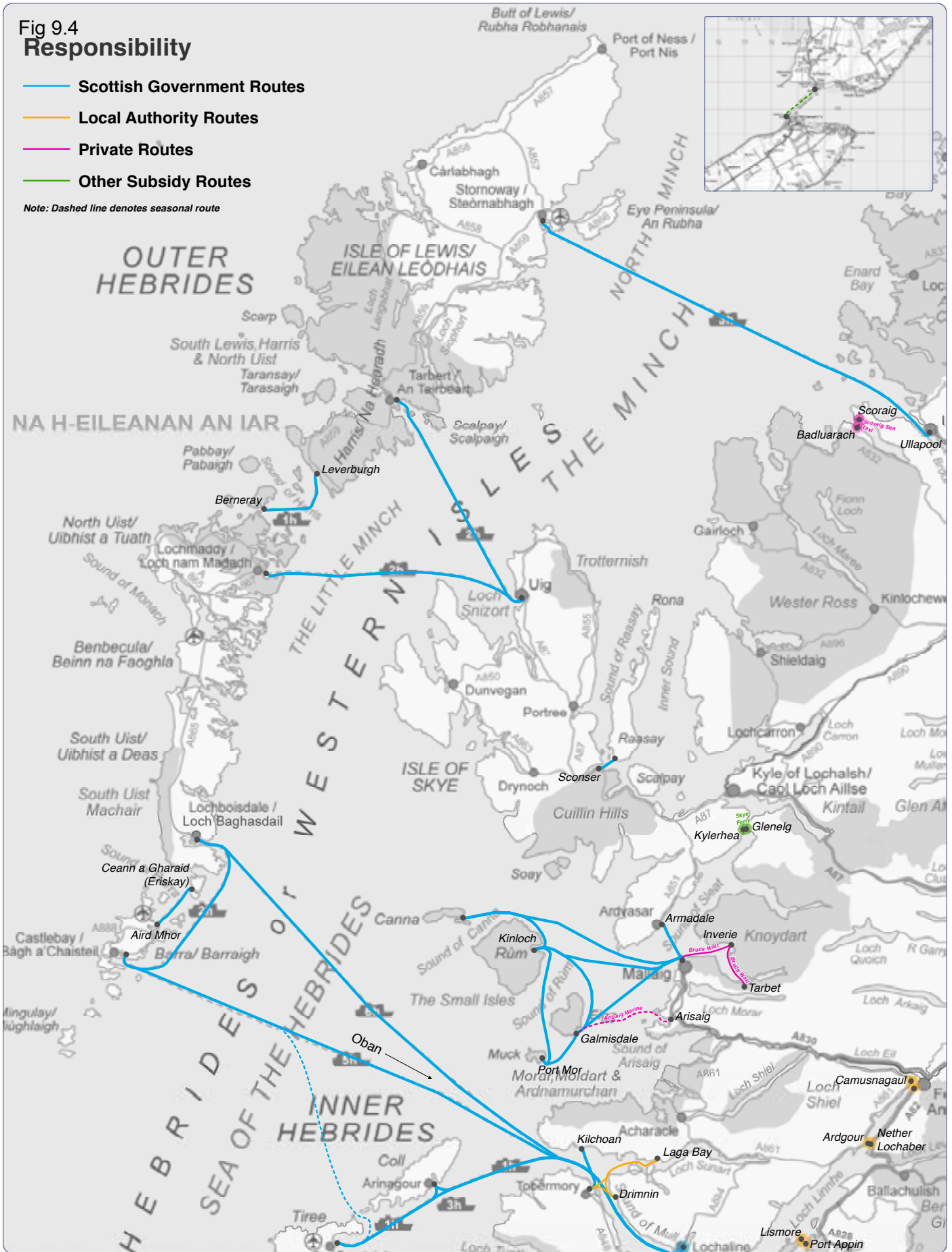
5. Cowal Ferries operated the Gourock-Dunoon route from October 2006 until June 2011 when Argyll Ferries took over operation and carry passengers only. It is not possible to split passenger figures for 2011 between the two operators.

6. Only includes main routes listed in Table 9.16

7. Bruce Watt Cruises no longer operates due to retirement.

Fig 9.4
Responsibility

- Scottish Government Routes
 - Local Authority Routes
 - Private Routes
 - Other Subsidy Routes
- Note: Dashed line denotes seasonal route*



Scottish Ferry Routes

Western Isles



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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>thousands</i>									
Cairnryan - Larne										
Numbers of cars	134	156	154	154	151	153	126	117	121	119
Numbers of passengers	595	646	628	602	611	631	524	501	492	472
Cairnryan - Belfast¹										
Numbers of cars	..	..	..	..	..	49	239	187	237	243
Numbers of passengers	..	..	..	..	..	96	1,116	1,150	1,124	1,126
Stranraer - Belfast¹										
Numbers of cars	250	257	239	244	244	217	..	..	..	..
Numbers of passengers	1,212	1,217	1,104	1,101	1,084	922	..	..	..	..
Troon - Belfast²										
Numbers of cars	..	..	..	..	..	..	..	..	..	..
Numbers of passengers	..	..	..	..	..	..	..	..	..	..
Troon - Larne										
Numbers of cars	56	66	59	62	62	60	47	50	50	36
Numbers of passengers	208	231	206	213	225	208	169	180	178	131
Total										
Numbers of cars	440	479	452	460	457	479	412	354	408	398
Numbers of passengers	2,015	2,094	1,938	1,916	1,920	1,858	1,809	1,831	1,794	1,729

Source: DfT Maritime Statistics

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 other EU countries

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>thousands</i>									
Rosyth - Zeebrugge¹										
Numbers of passengers	112	110	74	31	54	0.56	0.71	0.69	0.67	0.48
Numbers of cars	28	31	21	9	16	0.003	0.013	0.001	0.002	0.006
Roads goods vehicles	6	6	4	1	12	0.50	0.48	0.55	0.45	0.41
Unaccompanied trailers	22	8	5	3	7	6	6	6	6	5
Import/export vehicles	7	10	5	7	17	14	11	13	14	16
Unaccompanied caravans, other road, agricultural & indust vehs	-	-	-	-	-	0.016	0.028	0.039	0.064	0.095
Rail wagons, shipborne port to port trailers & shipborne barges engaged	-	-	-	7	9	21	19	21	21	22
Lerwick - Bergen²	4	..	..	..	..	..	..	..	..	..
Lerwick - Hanstholm²	..	..	..	..	..	..	..	..	..	..
Lerwick - Torshaven²	5	1	1	..	..	..	..	..	..	..
Total passengers	121	111	75	31	54	0.56	0.71	0.69	0.67	0.48
Total vehicles	63	55	35	27	61	41	36	41	41	43

Source: DfT Maritime Statistics

1. Does not include containers carried on shipborne port to port trailers.
There was no service in the fourth quarter of 2008.

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.

2. These are passenger numbers only as car and commercial vehicles are not recorded.

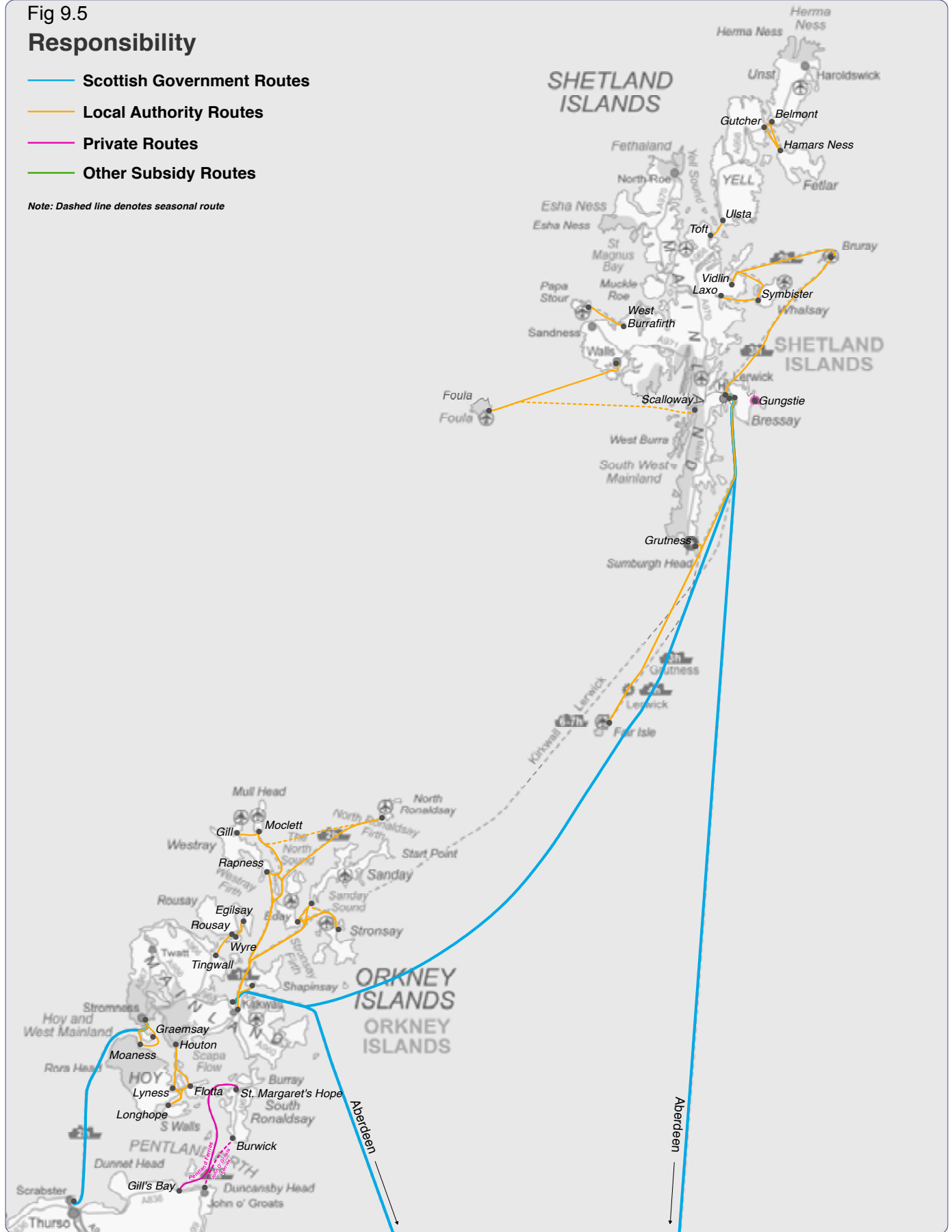
3. Records for Rosyth-Zeebrugge indicate a nil return for 2004. However, there are some 4,230 units attributed to an unknown port of load/unload. We believe some element of this value includes import/export vehicles for R-Z, although we are unable to estimate what proportion.

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



Table 9.14a Shipping services (Operators on subsidised routes)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Caledonian MacBrayne^{1,11}											<i>thousand</i>
Cars carried	1,019	1,031	1,068	1,042	1,112	1,079	1,062	1,046	1,064	1,096	1,169
Commercial vehicles and buses	104	105	110	110	104	108	111	110	104	104	98
Vehicles (Cowl ferries)		84	85	76	75	65	27				
Vehicles (Argyll ferries)											
Passengers	5,358	4,775	4,732	4,533	4,762	4,737	4,575	4,511	4,595	4,654	4,627
Passengers (Cowl ferries)		615.2	607.2	550.8	533.5	499.2					
Passengers (Argyll ferries)							409.2	341.3	299.2	310.1	305.5
										<i>thousand tonnes</i>	
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
											<i>£ thousand</i>
Revenue from users ¹	51,687	55,205	59,204	57,950	55,856	57,535	58,667	62,118	64,717	67,658	66,055
Subsidy ³	31,400	33,200	38,286	53,338	57,338	58,113	69,308	73,163	88,777	103,397	122,602
Cowl ferries (subsidy) ³			2,270	3,130	3,040	3,163	1,008				
Argyll Ferries (subsidy) ³							1,309	1,616	3,037	3,542	3,440
P&O Scottish Ferries¹⁴											<i>thousand</i>
Cars carried											
Commercial vehicles											
Passengers											
											<i>£ thousand</i>
Revenue from users ⁵											
Subsidy ⁵											
Northlink Orkney & Shetland Ferries / Northlink Ferries Ltd / Serco Northlink Ferries⁶											<i>thousand</i>
Cars carried	67	69	70	68	68	64	63	61	56	55	57
Commercial Vehicles ^{7,10}	1										
Passengers	301	304	307	296	309	305	304	298	283	289	298
											<i>£ thousand</i>
Revenue from users ^{8,9}	20,064	21,260	20,914	22,171	21,694	25,011	25,718	28,426	29,385	30,875	31,976
Subsidy ⁸	22,450	29,177	30,173	29,207	34,444	36,064	37,172	39,195	28,358	24,773	21,584
Total for these Shipping Services											<i>thousand</i>
Vehicles carried	1,191	1,289	1,333	1,295	1,358	1,316	1,264	1,217	1,224	1,255	1,324
Passengers	5,659	5,694	5,646	5,380	5,605	5,541	5,288	5,150	5,177	5,253	5,231
											<i>thousand tonnes</i>
Loose freight ¹⁵	5.1	5.1	5.0	5.0	5.7	5.3	4.8	4.9	4.7	4.8	4.8
											<i>£ thousand</i>
Revenue from users	73,610	78,404	82,171	82,384	79,830	84,975	86,935	93,366	96,710	101,146	100,713
Subsidy	59,404	68,634	76,936	92,593	102,357	103,620	114,335	119,060	124,059	135,210	151,527

Table 9.14b: Local Authority operators

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Orkney Ferries											<i>thousand</i>
Vehicles carried	83	83	81	81	87	89	87	87	84	84	85
Passengers	313	318	316	319	330	331	338	336	328	320	315
											<i>thousand tonnes</i>
Loose freight	2.1	2.1	2.0	2.0	2.7	2.3	1.8	1.9	1.7	1.8	1.8
											<i>£ thousand</i>
Revenue from users ^{3,4}	1,859	1,939	2,053	2,263	2,280	2,429	2,550	2,822	2,608	2,613	2,682
Subsidy ^{3,4}	5,554	6,257	6,207	6,918	7,535	6,280	6,847	6,702	6,924	7,040	7,341
Shetland Islands Council^{12,17}											<i>thousand</i>
Vehicles carried	320	342	364	273	281	283	297	392	377	366	362
Passengers	709	761	796	634	637	625	615	811	777	762	733
Highland Council											
Vehicles carried	257.9	244.2	262.2	262.1	266.3	235.8	254.4	252.8	246.0	259.2	258.6
Passengers ¹⁶	5.6	7.0	16.7	1.0	3.9	4.4	3.0	5.1	570.3	576.0	568.2
Argyll and Bute Council											
Vehicles carried	45.0	39.9	36.6	36.5	36.5	33.8	33.4	32.8	29.9	32.9	35.9
Passengers	140.2	138.4	138.6	141.6	138.0	135.3	133.8	139.6	138.4	138.2	141.2
Total for Local Authority operators											<i>thousand</i>
Vehicles carried	706	709	744	653	671	641	672	765	737	742	742
Passengers	1,167	1,224	1,267	1,096	1,108	1,095	1,090	1,292	1,814	1,796	1,758

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 Gourrock-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 until 2013 when they are included in the series.

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										
		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Clyde												
Ardrossan-Brodick	CalMac	742.6	735.9	749.0	707.4	715.7	731.1	692.4	688.7	706.1	715.1	761.9
Ballycastle-Rathlin ⁴	Rathlin Ferries	48.2	49.8	50.0	..	..	..	..	..	..	..	..
Colintraive-Rhubodach	CalMac	279.9	264.6	257.5	256.3	260.6	264.3	228.0	217.1	222.1	214.5	209.4
Gourock-Dunoon ^{5,6}	CalMac	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	299.2	310.1	305.5
Largs-Cumbræ	CalMac	698.6	722.6	750.4	710.8	720.4	727.3	697.7	695.4	708.9	706.1	687.1
Lochranza-Tarbet/Claonaig ¹	CalMac	54.0	52.4	54.5	50.2	54.4	52.1	46.9	43.7	43.0	46.7	58.8
Tarbert-Portavadie	CalMac	57.9	67.6	60.4	59.5	69.7	68.1	61.7	60.9	61.7	62.7	63.3
Wemyss Bay-Rothesay	CalMac	750.1	759.7	770.3	741.0	755.9	735.3	711.5	690.1	676.9	674.1	631.7
Total Clyde		3,256.0	3,267.8	3,299.3	3,076.1	3,110.3	3,077.4	2,847.5	2,737.3	2,718.0	2,729.3	2,717.7
West Coast - Road Equivalent Tariff (RET) routes												
Kennacraig-Islay ^b	CalMac	150.9	152.5	157.4	159.3	171.4	169.3	174.1	178.4	180.7	189.8	194.8
Kennacraig to Islay/C'say/Oban ^b	CalMac	10.6	11.1	8.7	9.9	10.1	8.1	11.0	11.4	19.0	19.2	20.8
Oban-Castlebay- Lochboisdale ^a	CalMac	43.3	45.3	46.5	46.2	57.0	58.2	61.6	59.3	58.2	57.7	55.8
Oban-Coll/Tiree ^a	CalMac	45.7	44.1	46.4	46.5	53.0	52.2	50.3	51.4	52.4	52.5	51.5
Oban to Coll/Tiree/Castlebay ^a	CalMac	7.7	9.5	9.4	10.1	11.7	8.6	10.6	9.5	9.9	10.7	9.6
Oban to Colonsay ^b	CalMac	15.5	16.0	16.3	15.6	16.2	16.4	14.7	14.2	15.7	13.4	11.8
Tayinloan-Gigha ^b	CalMac	59.0	64.0	62.4	57.8	64.7	66.5	57.9	56.1	58.4	64.1	59.8
Uig-Tarbert-Lochmaddy ^{2,a}	CalMac	159.4	161.7	160.3	161.7	185.8	181.8	182.3	183.1	185.1	194.4	188.2
Ullapool-Stornoway ^a	CalMac	183.2	181.2	185.5	182.8	219.9	227.7	230.9	224.2	223.0	226.0	231.9
Total West Coast RET		675.3	685.6	692.9	690.0	789.9	788.8	793.5	787.5	802.3	827.8	824.2
West Coast - Non RET routes												
Ardmhor (Barra) to Eriskay	CalMac	37.1	37.3	38.7	39.7	48.8	46.1	48.4	46.1	45.5	47.4	48.1
Berneray-Leverburgh ³	CalMac	52.2	51.4	53.8	53.9	58.2	58.0	58.1	52.8	54.4	57.7	54.4
Fishnish-Lochaline	CalMac	121.7	132.9	130.0	118.2	125.0	115.6	117.1	110.7	108.8	110.9	109.7
Fionnphort-Iona	CalMac	245.9	255.5	246.8	222.3	232.2	233.2	221.7	213.5	224.2	223.9	215.4
Mallaig-Armadale	CalMac	189.5	188.9	190.5	187.5	208.8	212.4	220.8	217.3	237.4	239.4	247.6
Mallaig to Eigg/Muck/Rum/Canna	CalMac	20.0	21.4	23.4	23.9	26.1	26.7	25.6	26.6	25.9	29.8	27.8
Oban-Craignure	CalMac	649.8	640.4	596.7	554.6	578.3	564.5	543.7	549.4	553.4	572.0	555.2
Oban to Lismore	CalMac	13.1	12.4	13.7	15.2	18.2	20.0	20.1	20.1	20.3	19.7	19.9
Ottemish-Leverburgh ³	CalMac	..	..	..	..	..	..	..	..	..	..	..
Raasay-Sconser	CalMac	56.5	55.5	62.7	64.5	61.6	58.0	53.6	56.5	57.6	57.4	60.3
Tobermory to Kilchoan	CalMac	41.2	40.6	40.3	38.1	38.3	35.0	34.3	34.2	35.7	35.3	36.4
Total West Coast Non RET		1,427.0	1,436.5	1,396.6	1,318.0	1,395.6	1,369.5	1,343.4	1,327.2	1,363.2	1,393.5	1,374.8
North⁸												
Aberdeen - Kirkwall ^{7,8,9}	Serco Northlink	38.2	37.3	36.5	34.2	37	36	36.6	35	34	32	34
Aberdeen - Lerwick ^{8,9}	Serco Northlink	101.4	102.6	102.4	101.6	105.9	112.4	113.1	108	117	119	122
Aberdeen - Stromness ^{7,8,9}	Serco Northlink	..	..	..	..	..	..	..	..	..	..	..
Lerwick - Kirkwall ^{8,9}	Serco Northlink	16.6	16.4	14.0	13.9	14.6	15.4	16.0	16	16	17	16
Scrabster - Stromness ^{8,9}	Serco Northlink	144.7	148.0	154.8	145.0	151.0	141.5	138.0	139	116	121	126
Total North		300.9	304.3	307.7	294.7	308.5	305.3	303.7	298.0	283.0	289.0	298.0
Total subsidised routes		5,659.1	5,694.2	5,696.4	5,378.8	5,604.3	5,541.1	5,288.1	5,150.0	5,166.5	5,239.6	5,214.7

Route	Operator	Cars										
		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Clyde												
Ardrossan-Brodick	CalMac	131.0	132.0	137.4	131.1	136.0	134.2	127.9	127.0	130.4	139.6	189.9
Colintraive-Rhubodach	CalMac	93.5	89.6	90.2	88.2	87.3	84.6	80.9	76.4	75.5	74.6	83.7
Gourock-Dunoon ^{5,6}	CalMac	84.9	..	..	..	..	..	..	..	..	..	..
Gourock-Dunoon ⁶	Cowal Ferries	..	77.8	80.1	71.8	70.7	61.4	25.8	..	..	..	..
Gourock-Dunoon ⁶	Argyll Ferries	..	..	..	..	..	..	..	..	..	..	..
Largs-Cumbræ	CalMac	135.9	139.4	151.3	143.1	139.8	138.7	136.0	134.1	134.9	135	138.2
Lochranza-Tarbet/Claonaig ¹	CalMac	17.7	17.3	17.9	16.7	17.6	16.6	14.7	14.0	13.9	14.9	20.8
Tarbert-Portavadie	CalMac	18.8	19.1	20.9	21.0	21.6	21.2	19.7	19.0	18.5	18.5	17.9
Wemyss Bay-Rothesay	CalMac	152.5	158.2	164.2	159.9	162.7	155.7	152.9	150.1	144.8	147.5	145.1
Other		2.6	2.6	2.6	..	..	..	..	..	..	..	..
Total Clyde		636.7	636.0	664.6	631.7	635.9	612.4	557.9	520.7	518.0	530.1	595.6
West Coast - Road Equivalent Tariff (RET) routes												
Kennacraig-Islay ^b	CalMac	48.9	49.3	51.3	52.2	56.3	54.2	56.0	57.3	61.8	65.8	66.8
Kennacraig to Islay/C'say/Oban ^b	CalMac	2.9	3.0	2.4	2.8	2.8	2.3	3.2	3.1	5.5	6.0	6.6
Oban-Castlebay- Lochboisdale ^a	CalMac	12.6	13.2	13.7	13.6	18.3	18.0	19.3	18.6	17.9	18.4	18.0
Oban-Coll/Tiree ^a	CalMac	12.7	12.4	13.0	13.0	15.8	15.6	15.2	15.9	16.0	15.7	15.8
Oban to Coll/Tiree/Castlebay ^a	CalMac	1.9	2.3	2.2	2.3	2.8	2.3	2.5	2.6	2.6	2.6	2.5
Oban to Colonsay ^b	CalMac	4.2	4.5	4.7	4.5	4.4	4.6	4.3	4.3	4.8	4.4	4.2
Tayinloan-Gigha ^b	CalMac	12.5	13.2	14.2	13.7	14.5	14.2	12.7	12.7	14.3	15.8	15.7
Uig-Tarbert-Lochmaddy ^{2,a}	CalMac	53.0	54.0	55.3	57.0	69.8	67.9	67.6	69.8	72.0	76.1	74.8
Ullapool-Stornoway ^a	CalMac	46.9	46.9	49.0	48.8	66.7	67.6	67.8	67.2	68.6	70.3	72.0
Total West Coast - RET routes		195.7	198.9	205.8	208.0	251.6	246.8	248.6	251.5	263.5	275.1	276.4
West Coast - Non RET routes												
Ardmhor (Barra) to Eriskay	CalMac	13.7	13.2	14.4	13.9	17.0	16.0	17.0	16.7	16.6	17.0	17.3
Berneray-Leverburgh ³	CalMac	19.2	20.8	21.5	21.5	24.7	23.7	23.4	21.7	22.2	23.9	22.5
Fishnish-Lochaline	CalMac	46.0	47.9	48.0	45.2	47.9	45.3	46.2	43.7	43.4	44.6	45.1
Fionnphort-Iona	CalMac	5.2	5.3	4.6	4.8	4.6	5.2	5.6	6.1	6.7	6.7	6.7
Mallaig-Armadale	CalMac	44.0	44.2	46.9	46.6	54.3	51.9	52.4	50.3	52.4	53.1	54.9
Mallaig to Eigg/Muck/Rum/Canna	CalMac	0.5	0.6	0.9	0.9	0.8	1.0	0.8	1.0	0.9	1.1	1.1
Oban-Craignure	CalMac	117.8	117.4	114.7	110.1	114.3	108.5	108.9	105.8	109.9	112.6	115.4
Oban to Lismore	CalMac	1.9	2.0	2.3	2.2	2.5	2.8	2.7	3.1	3.1	3.4	3.8
Ottemish-Leverburgh ³	CalMac	..	..	..	..	..	..	..	..	..	..	..
Raasay-Sconser	CalMac	17.2	16.7	20.2	22.9	22.9	21.2	19.0	19.8	20.1	19.2	20.3
Tobermory to Kilchoan	CalMac	5.8	6.2	5.9	5.4	6.1	5.6	5.3	5.2	5.3	5.5	6.1
Total West Coast - Non RET		271.3	274.3	279.3	273.7	295.2	281.0	281.4	273.4	280.7	287.1	293.2
North⁸												
Aberdeen - Kirkwall ^{7,8,9}	Serco Northlink	5.4	5.4	5.4	4.9	5.3	4.9	5.0	4.6	4.8	4.7	4.2
Aberdeen - Lerwick ^{8,9}	Serco Northlink	17.0	16.9	15.7	16.7	16.7	17.4	17.2	16.3	16.9	16.1	16.4
Aberdeen - Stromness ^{7,8,9}	Serco Northlink	..	..	..	..	..	..	..	..	..	..	..
Lerwick - Kirkwall ^{8,9}	Serco Northlink	2.7	2.8	2.4	2.3	2.3	2.4	2.4	2.3	2.2	2.4	2.3
Scrabster - Stromness ^{8,9}	Serco Northlink	41.9	44.0	46.2	43.9	43.5	39.4	38.0	38	31.7	32.1	34.1
Total North		67.0	69.1	69.7	67.8	67.8	64.1	62.6	61.2	55.6	55.3	57.0
Total subsidised routes		1,170.8	1,178.3	1,219.4	1,181.2	1,250.4	1,204.2	1,150.5	1,106.7	1,117.8	1,147.6	1,222.2

Table 9.15 (Continued) Traffic on subsidised ferry services

Route		Commercial Vehicles and Buses										
		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Clyde												
Ardrossan-Brodick	CalMac	12.2	11.4	13.5	12.5	11.6	13.2	11.4	12.0	12.4	12.1	9.2
Colintraive-Rhubodach	CalMac	15.3	16.5	17.4	17.5	15.7	14.9	15.0	14.1	12.9	12.4	11.6
Gourock-Dunoon ^{5,6}	CalMac	6.0	..	..	..	..	..	..	..	..	..	..
Gourock-Dunoon ⁶	Cowal Ferries	..	6.0	5.3	3.9	3.8	3.5	1.5	..	..	..	..
Gourock-Dunoon ⁶	Argyll Ferries	..	..	..	..	..	..	..	..	..	..	..
Largs-Cumbræ	CalMac	5.3	6.5	7.4	6.6	5.3	5.0	5.4	5.6	6.8	6.2	6.5
Lochranza-Tarbet/Claonaig ¹	CalMac	0.4	0.4	0.6	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4
Tarbert-Portavadie	CalMac	0.6	0.9	0.6	0.5	0.7	0.5	0.6	0.6	0.5	0.4	0.7
Wemyss Bay-Rothesay	CalMac	11.0	14.2	13.6	14.1	12.1	12.6	14.1	14.2	13.2	13.7	11.9
Other		0.3	0.4	0.4	..	..	..	..	..	..	..	..
Total Clyde		51.2	56.2	58.8	55.6	49.7	50.3	48.5	47.1	46.2	45.2	40.3
West Coast - Road Equivalent Tariff (RET) routes												
Kennacraig-Islay ^b	CalMac	8.3	8.8	9.5	10.0	9.7	9.8	10.9	12.4	10.3	10.8	10.8
Kennacraig to Islay/C'say/Oban ^b	CalMac	0.5	0.5	0.5	0.5	0.4	0.4	0.6	0.6	0.6	0.6	0.8
Oban-Castlebay- Lochboisdale ^a	CalMac	1.0	1.1	1.0	1.1	1.2	1.3	1.3	1.3	1.3	1.4	1.3
Oban-Coll/Tiree ^a	CalMac	1.8	1.8	1.9	1.7	1.9	1.8	2.2	1.7	1.6	1.7	1.7
Oban to Coll/Tiree/Castlebay ^a	CalMac	0.2	0.3	0.3	0.3	0.4	0.3	0.3	0.2	0.3	0.3	0.3
Oban to Colonsay ^b	CalMac	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.3	0.2	0.1
Tayinloan-Gigha ^b	CalMac	2.2	2.0	2.0	1.4	1.6	1.6	1.4	1.4	1.3	1.1	1.2
Uig-Tarbert-Lochmaddy ^{2,a}	CalMac	7.6	7.4	6.9	7.2	6.9	7.7	8.0	6.7	6.0	6.2	6.1
Ullapool-Stornoway ^a	CalMac	12.5	12.3	12.5	12.7	13.6	14.1	15.9	13.2	12.3	13.0	11.6
Total West Coast - RET routes		34.4	34.6	34.9	35.2	35.9	37.5	40.7	38.0	34.0	35.3	33.9
West Coast - Non RET routes												
Ardmhor (Barra) to Eriskay	CalMac	1.2	1.4	1.3	1.3	1.5	1.5	1.3	1.4	1.2	1.3	1.3
Berneray-Leverburgh ³	CalMac	1.6	1.7	2.3	2.1	2.2	1.9	2.2	2.0	1.9	1.3	1.8
Fishnish-Lochaline	CalMac	2.7	3.5	4.0	4.0	3.5	3.8	3.8	4.5	4.0	3.4	3.7
Fionnphort-Iona	CalMac	1.0	1.0	0.7	0.9	0.9	1.0	0.9	0.9	1.1	0.9	1.2
Mallaig-Armadale	CalMac	1.6	1.8	1.6	1.9	1.6	1.9	1.9	2.2	2.5	2.5	2.7
Mallaig to Eigg/Muck/Rum/Canna	CalMac	0.1	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.3
Oban-Craignure	CalMac	9.2	9.5	9.4	10.9	10.6	11.2	11.3	12.2	10.9	10.7	10.6
Oban to Lismore	CalMac	0.4	0.5	0.5	0.6	0.5	0.6	0.6	0.6	0.5	0.5	6.0
Otternish-Leverburgh ³	CalMac	..	..	..	..	..	..	..	..	..	..	..
Raasay-Sconser	CalMac	0.8	0.8	1.0	1.5	1.2	1.5	1.1	1.3	1.0	0.5	0.6
Tobermory to Kilchoan	CalMac	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.05
Total West Coast - Non RET		18.8	20.4	21.1	23.3	22.2	23.8	23.5	25.4	23.5	21.5	28.3
North^{8,10}												
Aberdeen - Kirkwall ^{7,8,9}	Serco Northlink	..	..	..	..	..	..	..	..	..	..	..
Aberdeen - Lerwick ^{8,9}	Serco Northlink	..	..	..	..	..	..	..	..	..	..	..
Aberdeen - Stromness ^{7,8,9}	Serco Northlink	..	..	..	..	..	..	..	..	..	..	..
Lerwick - Kirkwall ^{8,9}	Serco Northlink	..	..	..	..	..	..	..	..	..	..	..
Scrabster - Stromness ^{8,9}	Serco Northlink	..	..	..	..	..	..	..	..	..	..	..
Total North		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total subsidised routes		104.4	111.2	114.7	114.1	107.8	111.6	112.8	110.5	103.8	102.0	102.5

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 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.

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. Road Equivalent Tariff (RET) was introduced on these routes in October 2008

b. Road Equivalent Tariff (RET) was introduced on these routes in October 2012

Table 9.16 Traffic on other major ferry routes

Route	Passengers											
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
<i>thousands</i>												
Western Ferries ²												
Gourock-Dunoon	1,280.3	1,306.9	1,329.4	1,308.5	1,336.2	1,313.8	1,332.7	1,389.3	1,342.7	1,347.2	1,331.1	
Strathclyde Partnership for Transport												
Renfrew - Yoker ⁷	145.1	149.9	149.5	141.4	147.8	..	..	..	..	..	..
Gourock - Kilcreggan ⁸	72.8	74.9	71.3	70.0	71.6	63.5	57.7	52.6	57.0	54.4	53.6	
Total	217.9	224.7	220.8	211.4	219.4	63.5	57.7	52.6	57.0	54.4	53.6	
Argyll & Bute Council												
Appin-Lismore ⁹	35.7	29.5	39.1	40.2	39.0	38.2	33.4	37.3	44.4	40.2	39.1	
Islay - Jura	67.7	73.3	71.6	72.4	69.1	65.8	71.3	70.2	62.8	67.7	68.1	
Cuan-Luing ^{3,9}	23.4	21.3	15.2	14.6	13.9	16.3	16.0	17.7	16.1	14.4	17.1	
Seil-Easdale ⁹	13.4	14.3	12.7	14.4	16.0	15.0	13.1	14.4	15.1	15.9	16.9	
Total	140.2	138.4	138.6	141.6	138.0	135.3	133.8	139.6	138.4	138.2	141.2	
Highland Council												
Ardgour-Nether Lochaber (Corran Ferry) ⁴	..	..	..	..	..	..	..	..	560	566	557
Camusnagaul - Fort William ⁵	5.6	7.0	16.7	1.0	3.9	4.4	3.0	5.1	10.3	10.0	11.2	
Total ¹⁸	5.6	7.0	16.7	1.0	3.9	4.4	3.0	5.1	10.3	10.0	11.2	
West Highland Seaways ¹²												
Gairloch (Wester Ross) - Portree (Skye)	..	..	..	..	..	..	..	..	..	..	..
Bruce Watt Cruises ¹⁷												
Mallaig-Loch Nevis	3.0	3.4	2.6	4.9	3.3	3.0	4.9	4.6	-	-	-	
Orkney Ferries ¹												
Houton - Lyness/Flotta	75.4	74.8	74.2	76.2	76.0	78.8	81.7	77.1	79.3	77.5	77.7	
Tingwall - Rousay/Egilsay/Wyre	58.7	58.6	60.5	55.0	60.6	58.8	58.4	56.3	58.8	54.8	55.0	
Kirkwall - Shapinsay	63.8	64.0	65.0	65.2	69.9	64.2	67.0	68.7	65	64.9	58.7	
Kirkwall - Westray/Stronsay	96.7	101.6	98.3	102.1	102.0	105.8	104.6	108.6	99.3	96.6	97.4	
Stromness-Hoy/Graensay	18.2	18.9	18.4	20.5	21.1	23.1	26.2	24.9	26	26.5	26.4	
Total	312.6	317.9	316.4	319.0	329.5	330.7	337.8	335.6	328.4	320.3	315.2	
Shetland Islands Council ¹												
Laxo or Vidlin - Symbister	146.3	169.2	177.5	170.9	166.2	164.0	169.0	173.1	166.1	165.8	163.4	
Toft - Uista	238.8	245.0	256.0	248.8	264.4	272.0	254.0	269.3	280.9	270.0	261.1	
Gutcher - Belmont ¹¹	108.4	117.9	131.8	..	..	..	..	172.1	159.3	152.7	137.8
Lerwick - Bressay ⁶	196.8	207.9	206.8	214.4	205.9	189.0	192.0	196.8	170.9	173.0	170.7	
Gutcher - Oddsta ¹⁰	18.4	20.5	23.5	..	..	..	..	..	..	..	..
Vidlin/Lerwick - Skerries	..	..	..	..	..	..	..	..	..	..	5.5
West Burrafirith - Papa Stour	..	..	..	..	..	..	..	..	..	..	3.0
Fair Isle - Grutness/Lerwick	..	..	..	..	..	..	..	..	..	..	0.5
Total	708.7	760.5	795.6	634.1	636.5	625.0	615.0	811.3	777.1	761.5	733.0	
Cromarty Ferry Company												
Cromarty-Nigg	..	..	..	..	..	..	..	..	..	..	..
Total all routes	2,668.3	2,758.8	2,820.1	2,620.6	2,666.8	2,475.6	2,484.9	2,738.1	2,653.9	2,631.6	2,585.3	

Route	Cars *											
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
<i>thousands</i>												
Western Ferries												
Gourock-Dunoon	571.5	577.8	602.0	588.0	584.0	564.2	577.9	605.5	578.5	590.0	599.6	
Argyll & Bute Council												
Islay - Jura	23.8	23.9	24.0	23.9	26.5	23.9	22.8	22.5	22.2	23.7	23.5	
Cuan-Luing ^{3,9}	16.3	10.9	7.6	7.7	7.2	7.0	7.1	7.2	5.8	5.6	7.4	
Total	40.1	34.8	31.6	31.6	33.7	30.9	29.9	29.7	28.0	29.3	30.9	
Highland Council												
Ardgour-Nether Lochaber (Corran Ferry)	247.6	234.2	252.4	245.0	249.4	221.4	242.0	238.5	234.7	247.4	247.2	
Orkney Ferries ^{1,13}												
Houton - Lyness/Flotta	20.7	21.0	20.6	18.2	19.3	19.0	17.8	15.9	15.6	14.8	15.4	
Tingwall - Rousay/Egilsay/Wyre	10.4	10.0	9.7	9.2	9.8	10.2	9.1	10.4	9.4	10.7	10.2	
Kirkwall - Shapinsay	7.4	7.9	8.0	8.0	7.8	7.5	7.2	8	7.8	8.1	8.0	
Kirkwall - Westray/Stronsay	21.1	21.0	20.1	20.9	21.1	21.4	21.3	20.8	19.5	20.4	21.1	
Total	59.6	59.9	58.4	56.3	58.0	58.1	55.5	55.1	52.3	54.0	54.7	
Shetland Islands Council ¹												
Laxo or Vidlin - Symbister	63.2	73.2	76.4	73.3	74.3	72.2	78.0	77.9	77.8	75.6	78.7	
Toft - Uista	112.9	115.4	119.6	116.7	123.8	129.2	134.0	130.6	138.1	126.9	139.6	
Gutcher - Belmont ¹¹	50.7	56.4	65.8	..	..	..	..	88.8	78.3	73.9	78.2
Lerwick - Bressay	62.5	65.5	69.6	67.9	67.5	66.4	70.0	66.5	65.2	64.6	65.9	
Gutcher - Oddsta ¹⁰	8.1	9.9	11.4	..	..	..	..	..	..	..	..
Vidlin/Lerwick - Skerries	..	..	..	..	..	..	..	..	..	..	2.7
West Burrafirith - Papa Stour	..	..	..	..	..	..	..	..	..	..	1.3
Fair Isle - Grutness/Lerwick	..	..	..	..	..	..	..	..	..	..	0.2
Total	297.4	320.4	342.9	257.9	265.6	267.8	282.0	363.8	359.4	341.0	362.4	
Cromarty Ferry Company												
Cromarty-Nigg	..	..	..	..	..	..	..	..	..	..	..
Total all routes	1,216.2	1,227.1	1,287.3	1,178.8	1,190.7	1,142.4	1,187.2	1,292.6	1,252.9	1,261.7	1,294.8	

Table 9.16 (continued) Traffic on other major ferry routes

Route	Commercial Vehicles and Buses *										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
<i>thousands</i>											
Western Ferries											
Gourock-Dunoon ¹⁴	35.3	33.7	33.0	32.2	33.8	33.0	37.9	40.0	37.9	37.9	34.9
Argyll & Bute Council⁹											
Islay - Jura	3.8	4.9	4.7	4.6	2.5	2.6	3.2	2.8	1.6	3.3	4.4
Cuan-Luing ⁹	1.1	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.6
Total	4.9	5.1	5.0	4.9	2.8	2.9	3.5	3.1	1.9	3.6	5.0
Highland Council											
Ardgour-Nether Lochaber (Corran Ferry)	10.3	10.0	9.8	17.1	16.9	14.4	12.5	14.3	11.3	11.8	11.4
Orkney Ferries^{1,13}											
Houton - Lyness/Flotta	2.9	2.8	2.7	4.9	5.3	5.4	6.0	7.4	8.5	9.0	9.0
Tingwall - Rousay/Egilsay/v	5.4	5.4	6.1	4.7	6.7	6.7	6.8	4.9	4.9	4.5	4.8
Kirkwall - Shapinsay	3.3	3.1	3.0	3.6	4.7	4.7	4.9	4.4	4.3	3.3	3.1
Kirkwall - Westray/Stronsay	11.7	11.8	11.0	11.7	12.7	13.8	13.5	15.7	13.8	13.1	13.1
Total	23.3	23.1	22.8	24.9	29.4	30.6	31.2	32.3	31.5	29.9	30.0
Shetland Islands Council¹											
Laxo or Vidlin - Symbister	3.0	3.5	3.9	3.6	3.3	4.0	4.3	4.0	2.2	2.9	..
Toft - Ulsta	10.2	10.0	9.8	9.8	10.3	7.3	7.6	12.6	9.0	12	..
Gutcher - Belmont ¹¹	4.4	4.0	4.8	..	..	..	..	7.2	3.9	6.4	..
Lerwick - Bressay	4.5	3.8	2.0	2.2	2.0	3.7	3.5	4.7	2.5	4	..
Gutcher - Oddsta ¹⁰	0.3	0.5	0.3	..	..	..	..	..	..	..	..
Total	22.4	21.8	20.7	15.6	15.6	15.0	15.4	28.5	17.6	25.3	0.0
Total all routes	96.2	93.7	91.3	94.7	98.4	95.9	100.4	118.2	100.1	108.5	81.3

Source: Ferry companies - Not National Statistics

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

- 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.
- 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.
- Figures for 2000 and 2001 are estimates.
- As foot passengers carried on the Corran Ferry travel for free, exact numbers are not recorded. However, an estimate of the number is included in the table.
- Until 25 October 1999 this service carried pupils going to Lochaber High School. A bus service now operates to carry school pupils, which mainly accounts for the drop in passenger numbers from 1999 to 2000. Since 2006 this has carried pupils from Fort William who attend Ardnarmurchan High School.
- Passenger numbers in 1999 are high because of special events such as the Tall ships race.
- 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 (Clydelink have run this service commercially since April 2010).
- Since 2001 the Gourock-Kilcreggan route has been tendered by Strathclyde Passenger Transport (SPT), and operated under contract by Clyde Marine. The SPT changed its 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. The figure for 2013/14 continues to be based on 13 x 4 weekly reporting periods (year ending 22/03/2014) and while Clydelink continued to operate this service for 2013/14, Clyde Marine operated the summer Sunday only service between 31 March 2013 and 19 October 2013. The figure for 2014/15 continues to be based on 13 x 4 weekly reporting periods (year ending 21/03/2015) and is still operated by Clydelink. The Sunday summer service expired in October 2014. The figures for 2014/15 & 2015/16 continue to be based on 13 x 4 weekly reporting periods (year ending 19/03/2016 for year 2015/16) and is still operated by Clydelink.
- 2004 is the first full calendar year of the electronic ticketing system and the statistics quoted for the Cuan, Easdale and Appin Services reflect the more accurate counting method.
- Since 2008, there have been no fares charged on this route.
- From 2008 to 2011 there were no fares charged on this route. They were reintroduced in 2012.
- The Gairloch to Portree service operated by West Highland Seaways was withdrawn from 22 August 2004.
- 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.
- 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.
- Only coaches and mini-buses are included under this heading for 2003.
- Data for Pentland Ferries is not available
- Bruce Watt cruises no longer operates due to retirement.
- Figures for passenger numbers on the Corran ferry service have not been included in the total for Highland council as the figures are new estimates and considered as 'data under development'.

Figure 9.6 Top passenger ferry routes within and to/from Scotland, 2015

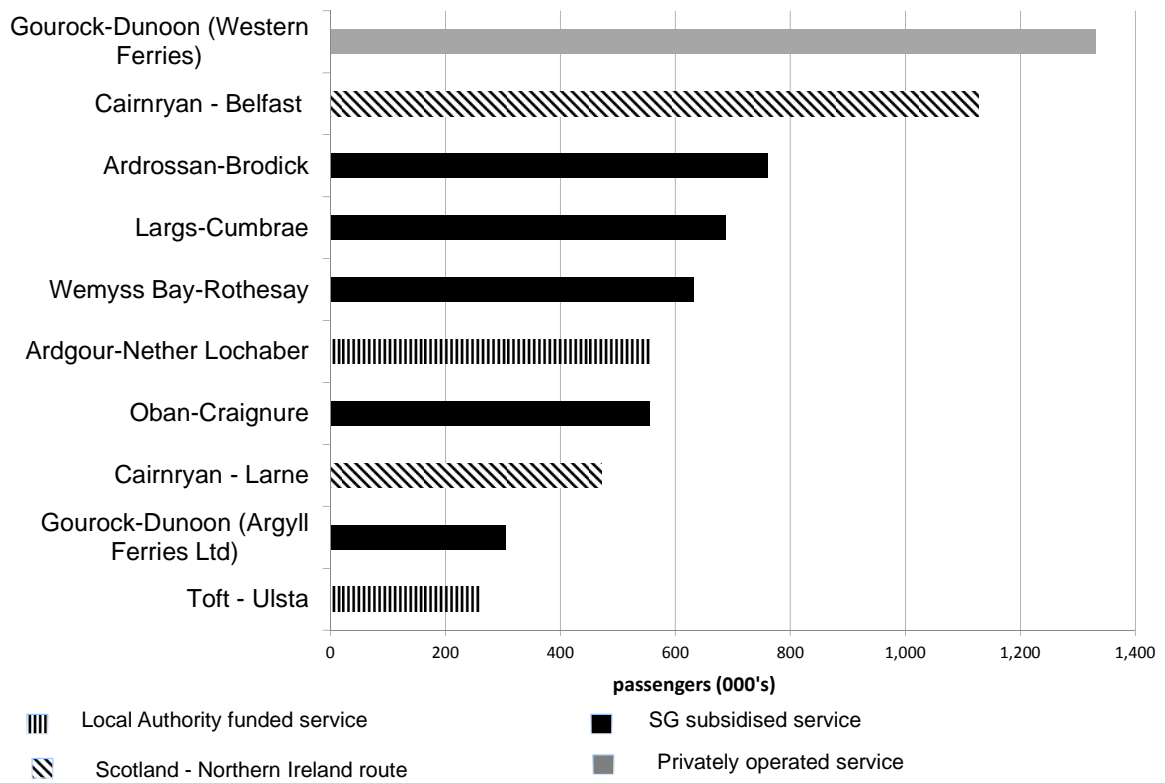


Figure 9.7 Top car ferry routes within and to/from Scotland, 2015

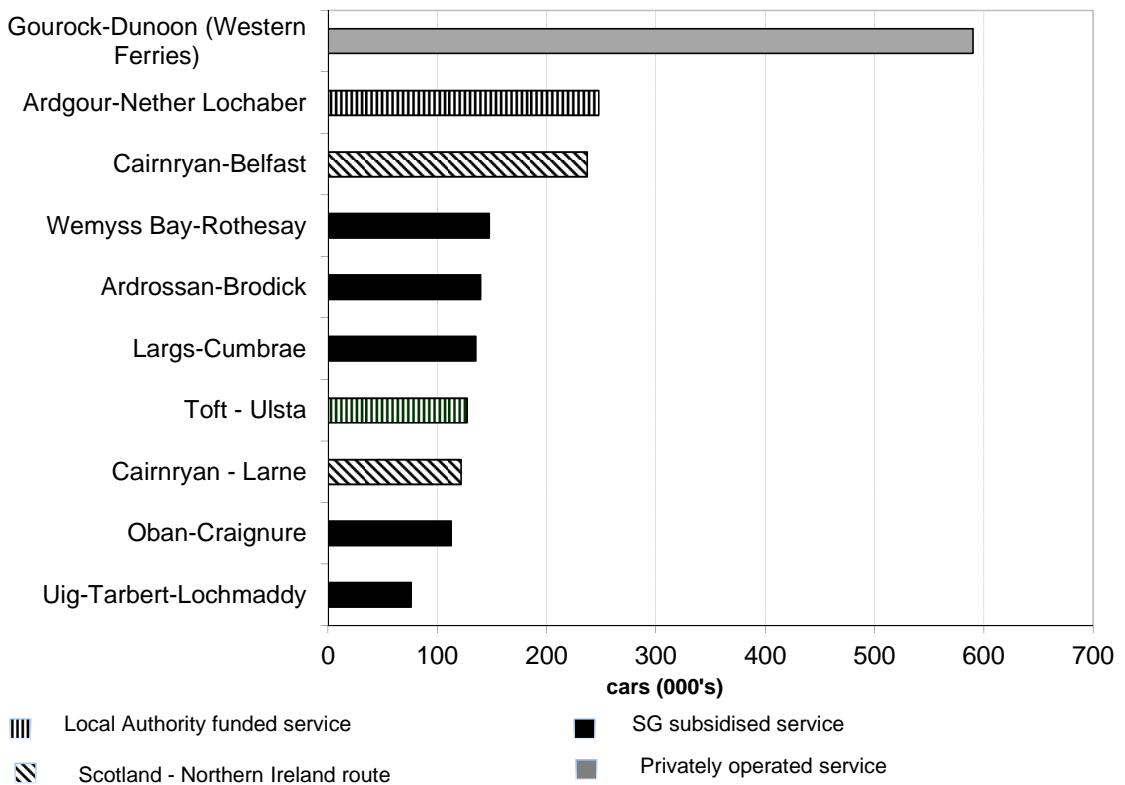


Table 9.17 Reliability and punctuality of lifeline ferry services

	2005 -06	2006 -07	2007 -08	2008 -09	2009 -10	2010 -11	2011 -12	2012 -13	2013 -14	2014 -15	2015 -16
Caledonian MacBrayne											
Scheduled sailings ¹	143,910	142,933	132,558	131,639	131,103	131,317	131,209	131,334	133,477	134,665	133,391
Reliability ²	99.7	99.7	99.8	100.0	99.9	99.8	99.9	99.9	99.9	99.9	99.6
Punctuality ³	99.2	99.2	99.4	99.9	99.9	99.9	99.8	99.8	99.8	99.8	99.7
NorthLink ⁴											
Scheduled sailings ¹	3,254	2,688	3,191	3,247	3,232	3,270	3,308	3,151	2,886	2,868	2,915
Reliability / Punctuality											
Aberdeen routes	100.0	100.0	99.9	99.9	99.9	99.8	99.8	99.8	99.8	99.7	99.9
Pentland Firth	100.0	99.0	98.6	98.9	98.9	99.3	99.1	99.5	92.1	100	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	2005	2006	2007 ¹	2008 ¹	2009 ¹	2010 ¹	2011 ¹	2012 ¹	2013 ¹	2014 ¹	2015 ^{1,2}
Assistance rendered	1,416	1,178	..	..	..	..	..	..	..	..	..
Assistance not rendered	1,434	2,074	..	..	..	..	..	..	..	..	..
Hoax	53	99	92	56	89	62	41	57	60	45	16
Total incidents	2,903	3,351	3,383	3,583	3,765	3,669	3,910	3,283	3,422	3,364	2,538
Coastguard rescue team callouts	1,897	2,591	..	..	..	..	..	..	..	..	..
Number of persons assisted	12,810	13,317	..	..	..	..	..	..	..	..	..
Number of persons rescued	1,273	970	..	..	..	..	..	..	..	..	..
Lives lost	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 2014, the Maritime and Coastguard Agency is unable to provide full incident details for 2007 to 2014. The figures provided are provisional - they have not been audited.
2. Figures prior to 2015 are not comparable due to changes in methodology for collecting the figures.

Chapter 10: Transport and Travel Finance in Scotland

- Transport expenditure • Motorways and trunk roads • Local Authority revenue and capital income
- Government grants • Petrol and diesel prices and duties • Average weekly household expenditure on transport.

£2,015 million

was spent by **Scottish Government and Transport Scotland** on transport in 2015/16

£900 million

was spent by **Local Authorities** on transport in the same period.

£664m by Scottish Government on trunk roads



£223m by Local Authorities on road maintenance

Illustration of a car and a road maintenance worker icon.



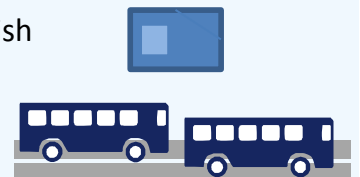
£70m by Local Authorities on road lighting



£745m by Scottish Government on rail services



£196m by Scottish Government on the National Concessionary Travel Scheme

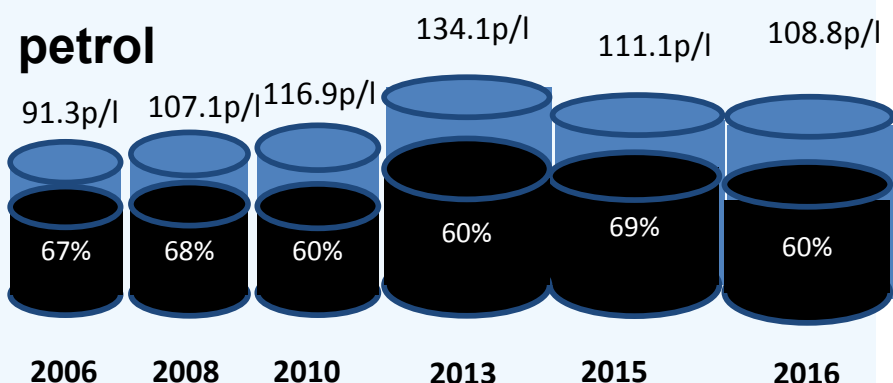


£31 million income to Local Authorities from parking charges in 2014

16% of household spending was on transport and travel in 2014



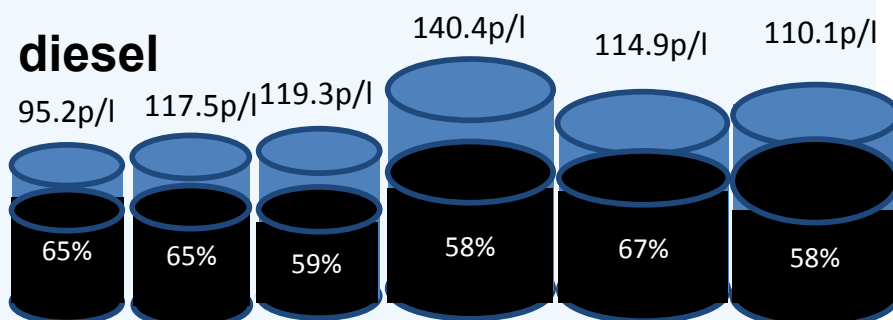
petrol



12.4p rise in petrol prices between Jan and Dec 2016



diesel



14.7p rise in diesel prices over the same period



For web publication and further information, visit <http://bit.ly/STS2016-Finance>



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) spent £1,782 million on transport in 2014/15. Local Authorities spent a further £900 million.**
- **Personal spend on transport and travel accounted for 16% of household spending between 2012 and 2014.**
- **In 2016 petrol prices started at 101.7 pence per litre in January before rising to 114.1 pence in December. Similarly diesel prices rose in 2016 from 102.5 in January to 117.2 pence by December.**

2. Main Points

Motorways & Trunk Roads

2.1 The total of capital and current expenditure on motorways and trunk roads in 2015-16 was estimated at £664 million, £113 million (21%) more than the 2014/15 figure, a big part of which is expenditure on the Forth Replacement Crossing. Total expenditure on transport within Scottish Ministers' responsibility in 2015-16 was budgeted at £2,015 million, £233 million (13%) more than in the previous year. (*Table 10.1*)

2.2 Expenditure on the management and maintenance of the trunk road network totalled £132m in 2014-15. The expenditure is split £18.8m on capitalised maintenance and £113.1m on routine and winter maintenance, network management and network strengthening. (These figures do not include spending on new construction). (*Table 10.2*)

Local Authorities

2.3 In 2014-15, net revenue expenditure on transport controlled by local authorities was £459 million. In cash terms, this was 0.2 per cent less than in 2013-14. Road maintenance (£241 million in 2014-15) accounted for 49% of the expenditure. The other main categories of expenditure in 2014-15 were:

- contributions to passenger transport (excluding concessionary fares) - £115 million;
 - road lighting - £70 million;
 - network and traffic management (excluding school crossing patrols) - £43 million
- In 2014-15, the net income from parking charges was £31 million, 7% more than 2013-14. (*Table 10.1*)

2.4 The Local Authorities with the highest net revenue expenditure on roads and transport (excluding loan charges) in 2014-15 were: Aberdeenshire, (£36.4 million), South Lanarkshire (£35.2 million), Fife (£33.8 million), and Highland (£27.6 million). (*Table 10.3*) The table also shows local authorities' figures for other types of expenditure in 2014/15:

- **Road maintenance/Winter maintenance** South Lanarkshire had the highest expenditure on road maintenance (£19.0 million), followed by Highland (£16.1 million). Highland spent the most on winter maintenance (£6.3 million).
- **Contributions to Public Transport** in terms of the total net revenue expenditure on 'local authority' and 'non LA' public transport, Shetland Islands (£10.1 million) made the largest contributions to passenger transport. Orkney spent £7.1 million.
- **Road Lighting** Glasgow spent most on road lighting (£10.3 million), followed by South Lanarkshire (£5.3 million).
- **Parking** Edinburgh had the largest net income from parking (£17.4 million) followed by Glasgow at £11.4 million.

Gross Capital Expenditure

2.5 Gross capital account expenditure by councils and boards on local authority roads and transport totalled £433 million in 2015-16, slightly less than the previous year. Of this total £293 million was spent on roads and £68 million on other public transport. (*Table 10.4*)

2.6 The local authorities with the highest gross capital account expenditure on roads and transport in 2015-16 were: Aberdeen City (£41.9 million) and Glasgow City (£33.5 million). Aberdeen city spent the most on roads (£37.2 million) followed by Aberdeenshire (£26.3 million). (*Table 10.5*)

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

Travel Costs

2.8 Between 2015 and 2016 the average price of unleaded petrol decreased by 2.3 pence, and diesel decreased by 4.8 pence per litre in Great Britain. In 2016, petrol prices increased by 12.4 pence between January and December and diesel prices increased by 14.7 pence over the same period. Tax (duty plus VAT) represented 70% of the price for unleaded petrol and 69% of the price for diesel in Great Britain in 2016, compared with 74% for unleaded petrol and 72% for diesel in 2004. (*Table 10.6*)

2.9 The UK Retail Prices Index (RPI) rose by 35% between 2005 and 2015. 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 47%, petrol and oil by 28% and there was a 103% rise in the cost of vehicle tax and insurance. However, the cost of purchasing a motor vehicle fell by 14% in cash terms over the last ten years. As a result, motoring expenditure index rose by 24%, less than the 35% increase in the RPI and therefore a real term fall between 2005 and 2015. Over the same period, fares

and other travel costs rose by 61% in cash terms - rail fares by 60% and bus and coach fares by 53%, increases of 19% and 14% above general inflation. (*Table 10.7*)

2.10 Average weekly household expenditure in Scotland on transport and vehicles in 2014-16 was £74.00, representing 15.4% of total household expenditure. On average, £28.60 was spent on the purchase of vehicles, £30.30 on the operation of personal transport (including £21.40 on petrol, diesel and other motor oils) and £15.10 on transport services (such as bus and train fares). (*Table 10.8*)

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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	-06	-07	-08	-09	-10	-11	-12	-13	-14	-15	-16
Expenditure on transport within the Scottish Ministers' responsibility											<i>£ million at outturn prices</i>
Motorways and trunk roads											
Capital ¹											
- New construction and improvements ¹	95	146	132	166	258	207	45	47	101	76	184
- Forth Replacement Crossing	-	-	-	22	30	30	152	242	193	232	217
- Capital maintenance ²	-	-	-	30	31	29	18	12	10	8	14
Total	95	146	132	218	319	266	215	301	304	316	415
Current											
- Routine and winter maintenance etc	67	92	88	73	75	101	69	75	73	78	79
- Network Strengthening and Improvements ³	126	140	140	114	111	105	85	77	85	71	72
- Other	-	-	-	-	-	-	-	32	21	18	18
- Design, build, finance, operate payments	25	28	35	32	32	36	54	57	59	68	80
Total	218	260	263	219	218	242	208	241	238	235	249
Total capital and current (a)	313	406	395	437	537	508	423	542	542	551	664
Central Government support to transport industries ¹²											
Highlands and Islands Airports Ltd	60	34	28	26	26	25	27	23	21	34	38
Caledonian MacBrayne Ltd	52	44	45	51	56	59	68	74	86	107	123
Scottish Canals ¹⁰	12	17	9	12	12	12	11	11	14	11	10
Rail Services in Scotland ¹⁰	542	820	929	831	807	749	777	783	803	676	745
Northern Isles Ferries ¹¹	29	33	29	33	36	40	43	41	38	36	32
Bus Service Operators Grant ¹¹	57	63	67	64	64	63	61	62	50	51	53
Freight Facilities Grant ¹¹	2	3	2	5	2	5	2	1	1	1	1
Integrated Transport Fund ¹¹	110	35	1								
Major public transport projects		160	251	129	159	75	70	36	35	3	3
National Concessionary Travel schemes (incl Smartcards) ¹²	..	163	174	193	201	187	188	193	197	197	196
Other ⁷	129	13	84	45	22	53	52	68	93	115	150
Total (b)	993	1,214	1,369	1,248	1,216	1,193	1,229	1,292	1,336	1,231	1,351
Total Ministers' resp. (sum of a and b)	1,306	1,620	1,764	1,685	1,753	1,701	1,652	1,834	1,878	1,782	2,015
Local transport - gross capital ⁴ expenditure											
Roads - new construction and improvement ⁵	243	299	285	345	310	293	328	318	350	361	357
Public transport investment ⁶	91	149	218	149	164	107	157	185	111	72	76
Total	334	448	503	494	474	400	485	504	461	433	433
Expenditure on transport controlled by local authorities											
Local transport - net revenue expenditure (excl. loan charges) ^{8,9}											
Administration	..	..	..	..	..	..	..	..	..	..	..
Construction	4	5	6	4	4	4	5	6	16	17	..
Road maintenance (incl winter maintenance)	256	252	261	274	293	317	256	271	241	223	..
Road lighting	59	61	65	67	69	66	66	73	69	70	..
Parking	-25	-24	-24	-29	-23	-24	-25	-29	-29	-31	..
Network and traffic management (other than school crossing patrols)	47	39	39	43	42	38	40	44	46	43	..
Concessionary fares	95	10	8	12	13	7	6	7	8	8	..
Contributions to passenger transport	85	72	76	66	72	80	115	101	95	115	..
School crossing patrols	15	16	16	16	16	15	14	14	14	14	..
Total controlled by Local Authorities	535	432	450	453	486	503	477	487	460	459	..

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

- Includes all costs related to the construction of Major Road Projects.
- 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.
- Includes all costs in relation to Roads and Bridges Network Strengthening and Minor Improvements that are not classed as Capitalised Maintenance. Figures for 2008-09 onwards have been amended to include money moved from capital to current expenditure to reflect changes to recording practices.
- 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.
- Includes Network & Traffic Management, Bridges and Parking
- Includes Shipping, Transport Piers and Ferry Terminals
- 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).
- The revenue account figures are reported on an accruals basis (i.e. reflected in the accounts of the period in which they take place).
- Includes support for LA and non-LA transport undertakings, and revenue contributions to capital.
- SG took responsibility for these areas in 2001-02. In respect of rail services in Scotland for rail passenger services, and from 2006-07 it includes funding for Network Rail in Scotland (which was previously the responsibility of the Department for Transport).
British Waterways renamed Scottish Canals following split.
- Separate figures for each of these categories were not available prior to 2003-04
- The NCT schemes were introduced in April 2006. From April 2010 NCT electronic (Smartcards) required on-board Smartcard equipment. 2013/14 NCT schemes included £1.7m transitional aid via s38 of the Transport Scotland Act 2001. (NB 2012/13 spend included £13m transitional aid in total.)

Table 10.2 Net expenditure on management and maintenance of motorways and trunk roads by Operating Companies¹, 2014-15

Description	Capital	Current ²	Total
	Capital Maintenance	Routine, Cyclical and Winter Maintenance and Network Management	
North East Operating Company	676	28,001	28,677
North West Operating Company	10,820	33,393	44,213
South East Operating Company	1,174	23,323	24,497
South West Operating Company	6,128	28,372	34,500
Total	18,798	113,089	131,887

Source: Transport Scotland

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, 2014-15¹

Council	Roads		Network and traffic management				Public Transport			Total	
	Constr- uction	Maintenance	Lighting	School crossing patrols	Other	Parking Services	Local Authority	Non Local Authority			
		Winter mainte- nance					Structural, environmental and safety maintenance and routine repairs	LA public transport	Conces- sionary fares ²		Other non LA public transport
Aberdeen City	-	1,232	5,115	2,775	189	1,113	-	-	152	10,576	
Aberdeenshire	11,535	1,421	11,387	2,461	382	1,545	-130	-	311	7,506	36,418
Angus	3,927	3,087	1,671	1,829	115	-	127	-	13	2,227	12,996
Argyll & Bute	71	2,623	5,356	1,576	261	692	-326	1,053	181	2,718	14,205
Clackmannanshire	129	598	991	703	99	492	97	-	49	482	3,640
Dumfries & Galloway	-	1,706	7,762	1,151	276	2,540	202	-	-	3,890	17,527
Dundee City	-	1,661	2,600	1,303	147	2,924	-629	-	195	880	9,081
East Ayrshire	-	876	4,626	1,636	246	1,228	-252	-	242	2,102	10,704
East Dunbartonshire	-	659	2,904	920	386	887	330	-	219	1,944	8,249
East Lothian	-	1,284	855	869	281	81	-	-	225	1,244	4,839
East Renfrewshire	-	1,086	4,999	1,365	273	215	77	-	178	1,634	9,827
Edinburgh, City of	-	2,279	6,587	4,537	1,987	5,260	-17,355	-	1,029	8,767	13,091
Eilean Siar	-	1,519	2,268	361	-	29	48	-144	34	3,590	7,705
Falkirk	93	1,346	4,166	1,052	486	1,475	-54	-	287	2,303	11,154
Fife	46	4,236	11,749	4,299	305	4,358	-299	-	1,028	8,125	33,847
Glasgow City	-	1,600	6,774	10,328	3,028	5,311	-11,355	-	1,052	6,667	23,405
Highland	-	6,252	9,847	4,883	278	762	-403	167	282	5,521	27,589
Inverclyde	-	399	5,356	1,117	239	245	204	-	171	1,516	9,247
Midlothian	-	1,159	2	4	359	1,297	94	-	39	673	3,627
Moray	-	1,938	1,601	1,013	223	1,108	-237	-	-	504	6,150
North Ayrshire	-	1,005	5,700	1,466	276	393	666	-	283	2,410	12,199
North Lanarkshire	-	4,431	9,529	4,410	1,049	1,088	-	-	575	5,595	24,501
Orkney Islands	-	615	1,852	196	38	330	10	7,079	123	2,257	12,500
Perth & Kinross	-	3,964	3,460	1,881	320	1,673	-653	-	84	2,832	13,561
Renfrewshire	-	1,010	4,232	3,198	596	1,470	-523	-	333	3,014	13,330
Scottish Borders	253	4,212	5,022	1,363	2	640	237	10	0	2,495	14,214
Shetland Islands	147	889	2,820	443	15	516	-	10,052	4	8,571	23,456
South Ayrshire	-	966	4,264	1,888	195	1,618	-246	-	264	1,815	10,764
South Lanarkshire	242	4,931	14,065	5,272	1,349	3,816	-607	-	586	5,541	35,195
Stirling	-	2,417	2,493	1,191	98	1,143	-138	-	-	1,568	8,772
West Dunbartonshire	123	567	2,044	1,308	263	455	90	-	-	1,869	6,719
West Lothian	-	2,682	6,411	3,307	455	348	105	-	701	2,860	16,869
HITRANS	-	-	-	-	-	-	-	-	-	-	-
NESTRANS	-	-	-	-	-	-	-	-	-	-	-
SESTRAN	-	-	-	-	-	-	-	-	-	289	289
SWESTRANS	-	-	-	-	-	-	-	-	-	-	-
SPT	-	-	-	-	-	-	-	-	-	-7,155	-7,155
TACTRAN	-	-	-	-	-	-	-	-	-	-37	-37
ZetTrans	-	-	-	-	-	-	-	-	-	-10	-10
Scotland	16,566	64,650	158,508	70,105	14,216	42,876	-30,921	18,197	8,488	96,359	459,044

Source: Scottish Government Local Government Finance

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 table 11.29.

Table 10.4 Service breakdown of Local Authorities' gross capital expenditure 2015-16¹

Category of expenditure	Tangible Fixed Assets			Intangible	Revenue Expenditure Funded from Capital Resources	Total Gross Capital 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	
<i>£ thousand</i>						
Roads	6,190	274,178	9,170	118	3,180	292,836
Network and Traffic Management	539	39,617	1,177	-	-	41,333
Bridges	56	20,041	106	-	48	20,251
Parking services	164	2,133	131	-	-	2,428
Rail	-	4,407	-	-	-	4,407
Other Public Transport	249	20,311	24,847	89	22,818	68,314
Shipping, Airports, Transport Piers & Ferry Terminals	-	2,778	957	-	-	3,735
Total Roads and Transport	7,198	363,465	36,388	207	26,046	433,304

Source: Scottish Government Local Government Finance

1. Capital Expenditure is recorded on an accruals basis (not cash) and includes Capital Funded from Current Revenue.

Table 10.5 Gross¹ capital account expenditure on local authority roads and transport by Councils and Boards, by type, 2015-16

Authority	Roads	Network and Traffic Management	Bridges	Parking services	Rail	Public Transport	Shipping, Airports, Transport Piers & Ferry Terminals	Total Roads and Transport
<i>£ thousand</i>								
Aberdeen City	37,190	2,325	217	-	-	2,196	-	41,928
Aberdeenshire	26,314	1,110	1,185	-	-	911	-	29,520
Angus	7,746	551	490	-	-	170	-	8,957
Argyll & Bute	6,535	21	374	-	-	485	2,793	10,208
Clackmannanshire	2,596	563	50	-	-	-	-	3,209
Dumfries & Galloway	8,738	217	622	31	26	962	-	10,596
Dundee City	10,298	107	1,295	446	3,326	-	-	15,472
East Ayrshire	4,451	1,338	1,075	8	-	-	-	6,872
East Dunbartonshire	8,946	158	-	-	-	-	-	9,104
East Lothian	7,859	-	-	29	375	-	-	8,263
East Renfrewshire	213	808	113	21	-	-	-	1,155
Edinburgh, City of	12,412	5,921	509	219	-	1,653	-	20,714
Eilean Siar	2,673	638	28	-	-	321	-	3,660
Falkirk	4,520	411	720	-	-	-	-	5,651
Fife	13,431	2,616	65	297	-	-	-	16,409
Glasgow City	12,641	14,731	4,538	9	-	1,590	-	33,509
Highland	25,519	3	2,174	83	1	959	-	28,739
Inverclyde	6,284	273	183	21	-	-	-	6,761
Midlothian	1,527	-	-	-	-	-	-	1,527
Moray	7,536	493	670	-	-	282	-	8,981
North Ayrshire	4,714	-	-	-	-	-	-	4,714
North Lanarkshire	9,406	1,408	1,450	954	85	-	-	13,303
Orkney Islands	2,343	-	-	-	-	1,198	-	3,541
Perth & Kinross	10,592	744	547	271	-	204	-	12,358
Renfrewshire	4,479	337	1,106	-	-	-	-	5,922
Scottish Borders	5,245	2,188	5	-	594	677	-	8,709
Shetland Islands	1,772	46	520	-	-	24	942	3,304
South Ayrshire	2,080	536	46	16	-	249	-	2,927
South Lanarkshire	25,971	-	-	1	-	296	-	26,268
Stirling	7,763	-	460	22	-	60	-	8,305
West Dunbartonshire	6,832	723	-	-	-	-	-	7,555
West Lothian	4,210	3,067	1,208	-	-	-	-	8,485
Forth Estuary Transport ²	-	-	-	-	-	-	-	-
Tay Bridge	-	-	601	-	-	-	-	601
HITRANS	-	-	-	-	-	-	-	-
NESTRANS	-	-	-	-	-	-	-	-
SESTRAN	-	-	-	-	-	633	-	633
SWESTRANS	-	-	-	-	-	850	-	850
SPT	-	-	-	-	-	54,594	-	54,594
TACTRAN	-	-	-	-	-	-	-	-
ZetTrans	-	-	-	-	-	-	-	-
Total	292,836	41,333	20,251	2,428	4,407	68,314	3,735	433,304

Source: Scottish Government Local Government Finance

1. Capital Expenditure is recorded on an accruals basis (not cash) and includes Capital Funded from Current Revenue.

2. Forth Estuary Transport no longer exists.

Table 10.6a Petrol and diesel prices and duties per litre (year average), GB¹

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Unleaded Petrol²												
Price pence	86.7	91.3	94.2	107.1	99.3	116.9	133.3	135.4	134.1	127.5	111.1	108.8
of which:												
Duty	47.1	47.2	48.9	50.5	54.4	57.2	58.2	58.0	58.0	58.0	58.0	58.0
VAT ³	12.9	13.6	14.0	15.8	13.0	17.4	22.2	22.6	22.4	21.3	18.5	18.1
All tax	60.0	60.8	62.9	66.3	67.3	74.6	80.4	80.5	80.3	79.2	76.5	76.1
All tax as a % of price	69	67	67	62	68	64	60	59	60	62	69	70
Diesel (derv)^{4,5}												
Price pence	90.9	95.2	96.8	117.5	103.9	119.3	138.7	141.8	140.4	133.5	114.9	110.1
of which:												
Duty	47.1	47.2	48.9	50.5	54.4	57.2	58.2	58.0	58.0	58.0	58.0	58.0
VAT ³	13.5	14.2	14.4	17.3	13.6	17.8	23.1	23.6	23.4	22.2	19.1	18.4
All tax	60.6	61.4	63.3	67.9	68.0	75.0	81.3	81.6	81.4	80.2	77.1	76.3
All tax as a % of price	67	64	65	58	65	63	59	58	58	60	67	69

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), GB¹

	January	February	March	April	May	June	July	August	September	October	November	December
Unleaded¹												
2009	86.3	89.4	90.1	93.6	97.0	101.8	102.7	103.8	105.9	104.5	108.3	108.2
2010	111.5	111.6	115.5	119.8	121.2	117.7	117.2	116.2	114.6	117.2	118.7	121.6
2011	127.5	128.4	131.9	134.7	136.7	135.6	135.1	135.3	134.7	134.0	133.2	132.1
2012	132.9	134.6	137.7	141.7	137.7	131.6	131.1	134.1	139.1	138.1	134.5	131.6
2013	131.7	136.4	137.2	136.8	132.7	134.1	134.7	136.9	137.2	131.5	129.7	130.8
2014	130.2	129.0	128.6	128.8	129.3	129.7	131.1	129.3	128.5	126.8	122.5	116.2
2015	108.5	107.2	111.0	112.5	115.7	116.4	116.4	114.5	111.5	109.0	107.2	103.7
2016	101.7	101.4	101.7	106.4	108.4	111.0	111.7	109.0	111.2	113.6	115.9	114.1
Diesel												
2009	98.7	100.3	99.9	101.9	103.0	104.3	103.9	104.3	106.6	105.5	109.5	109.3
2010	113.3	113.4	116.2	121.0	122.8	120.1	119.7	118.7	117.2	120.6	122.5	125.8
2011	132.1	133.4	138.1	141.1	141.5	139.6	139.4	139.9	139.2	139.4	140.3	140.6
2012	141.3	142.6	145.0	147.8	144.0	137.4	136.6	139.4	144.0	143.0	141.1	139.7
2013	139.5	143.9	144.6	141.3	138.0	139.3	139.6	141.6	142.3	138.8	137.3	138.8
2014	138.1	136.7	136.0	135.9	136.1	135.4	136.0	133.6	133.1	131.1	127.2	122.4
2015	115.9	114.6	118.2	119.1	121.0	121.2	118.7	111.7	109.8	110.8	110.1	107.8
2016	102.5	101.0	102.4	106.9	109.1	111.9	112.7	110.7	113.2	115.6	118.4	117.2

Source: DECC - Not National Statistics

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.

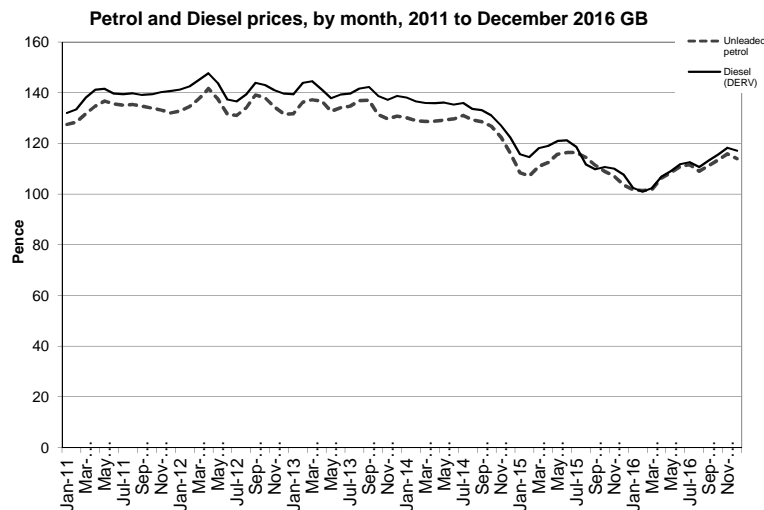
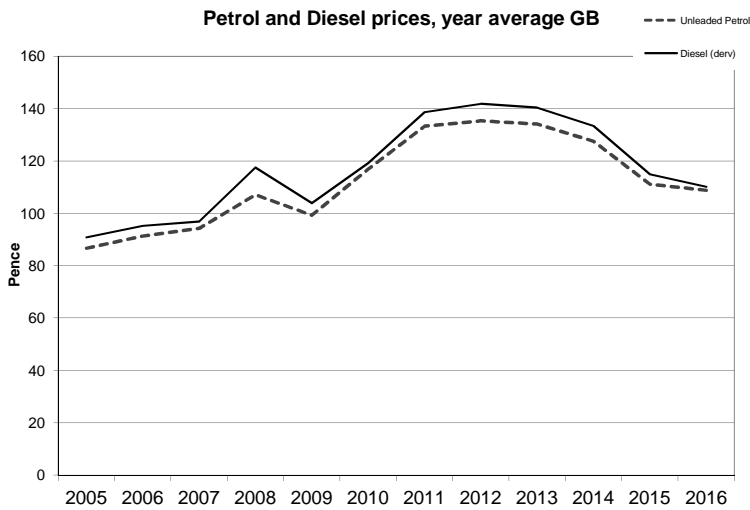


Table 10.7 Transport components of the Retail Prices Index, UK

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Retail Prices Index (all items)	100.0	103.2	107.6	111.9	111.3	116.5	122.5	126.4	130.3	133.3	134.6
<i>Transport components of the RPI:</i>											
Motoring expenditure	100.0	101.5	102.7	105.9	105.2	118.9	129.4	130.5	130.3	129.3	123.7
Purchase of motor vehicles	100.0	97.3	94.7	88.2	87.5	92.8	91.1	89.3	88.2	88.2	86.3
Maintenance of motor vehicles	100.0	106.1	111.6	118.1	123.0	128.7	135.1	137.6	140.9	144.7	147.4
Petrol and oil	100.0	105.5	108.4	124.7	114.7	134.1	153.5	156.5	154.9	147.5	128.0
Vehicle tax and Insurance	100.0	101.3	105.9	109.3	119.9	152.7	184.3	188.2	190.0	194.8	203.8
Fares and other travel costs	100.0	101.8	108.1	115.6	121.0	127.3	136.6	143.1	147.3	152.3	160.9
Rail fares	100.0	104.0	109.3	114.1	120.2	129.8	139.0	145.7	151.8	156.9	160.2
Bus and Coach fares	100.0	101.4	107.2	113.8	120.7	126.1	134.5	141.8	145.4	148.0	152.8
Other travel costs	100.0	100.9	107.5	116.3	120.3	127.8	137.6	142.4	148.3	153.0	162.9
Constant prices - Adjusted for general inflation using all items RPI											
Motoring expenditure	100.0	98.3	95.5	94.7	94.5	102.1	105.7	103.2	100.1	96.9	91.9
Purchase of motor vehicles	100.0	94.3	88.0	78.8	78.7	79.7	74.4	70.6	67.7	66.1	64.1
Maintenance of motor vehicles	100.0	102.8	103.7	105.6	110.5	110.5	110.3	108.8	108.2	108.5	109.5
Petrol and oil	100.0	102.2	100.7	111.4	103.1	115.1	125.3	123.8	118.9	110.6	95.1
Vehicle tax and Insurance	100.0	98.2	98.4	97.7	107.7	131.2	150.4	148.9	145.8	146.1	151.3
Fares and other travel costs	100.0	98.6	100.5	103.3	108.7	109.3	111.5	113.2	113.1	114.2	119.5
Rail fares	100.0	100.8	101.6	102.0	108.0	111.4	113.5	115.3	116.5	117.7	119.0
Bus and Coach fares	100.0	98.3	99.6	101.7	108.4	108.3	109.8	112.2	111.6	111.0	113.5
Other travel costs	100.0	97.7	99.9	104.0	108.1	109.7	112.3	112.7	113.9	114.8	121.0

Source: Office for National Statistics

Table 10.8 Average weekly household expenditure in Scotland on transport and vehicles (£)¹

	2003-04								
	to 2005-06	2006-08	2007-09	2008-10	2009-11	2010-12	2011-13	2012-14	2014-16 ³
	ave. ²								
Purchase of vehicles	23.70	24.30	24.10	23.10	19.90	18.20	21.00	26.20	28.60
Purchase of new cars and vans	11.40	8.80	8.70	7.40	5.70	6.10	8.70	12.50	13.90
Purchase of second hand cars or vans	11.90	14.90	14.70	15.00	13.70	11.80	11.80	12.70	13.40
Purchase of motorcycles and other vehicles	0.50	0.60	0.70	0.70	0.50	[0.30]	[0.50]	[1.00]	[1.40]
Operation of personal transport	23.00	27.20	27.30	27.80	27.80	30.00	32.30	33.30	30.30
Spares and accessories	1.80	1.80	1.80	2.00	1.60	1.70	1.90	2.20	2.10
Petrol, diesel and other motor oils	15.00	18.40	18.40	19.20	19.50	21.60	23.20	23.90	21.40
Repairs and servicing	4.70	5.20	5.30	5.10	5.20	5.20	5.50	5.30	5.10
Other motoring costs	1.50	1.90	1.80	1.50	1.50	1.50	1.70	1.90	1.60
Transport services	7.70	8.40	9.70	12.10	13.50	13.60	12.40	13.80	15.10
Rail and tube fares	1.30	1.80	2.00	2.20	2.00	2.10	2.20	2.40	2.60
Bus and coach fares	1.60	1.70	1.60	1.70	1.90	2.00	2.10	1.80	1.70
Combined fares	[0.10]	[0.20]	0.30	[0.30]	[0.20]	[0.10]	[0.00]	[0.10]	[0.10]
Other travel and transport	4.80	4.60	5.80	7.90	9.40	9.30	8.10	9.60	10.70
Total Transport Expenditure	54.40	59.90	61.10	63.00	61.20	61.80	65.80	73.30	74.00
Total Household Expenditure	393.80	432.80	438.70	447.20	440.60	437.30	449.00	474.40	481.70
Transport as % of total exp	13.8	13.8	13.9	14.1	13.9	14.1	14.7	15.5	15.4

Source: Office for National Statistics

1. Based on weighted data and including children's expenditure.

2. The figures in this column refer to the average expenditure over the three financial year periods to reduce the effect of the sampling errors

3. ONS have changed the reporting period from calendar years to financial years. Users should exercise caution when making comparisons with previous years.

Chapter 11: Personal and Cross-Modal Travel

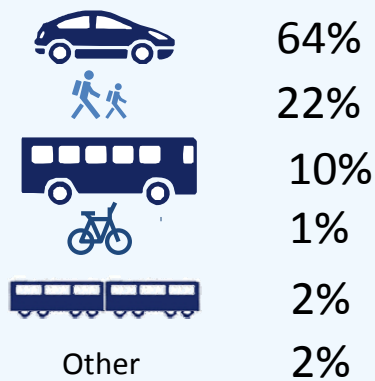
• Information from the Scottish Household Survey • Journey numbers • Journey distance and duration • Personal travel by mode • Travel to work • Travel to school

People in Scotland made less trips in 2015 than 8 years ago with

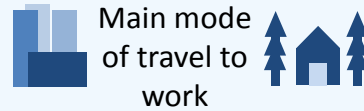
77%

reporting travelling the previous day,
Compared to 80% in 2007.

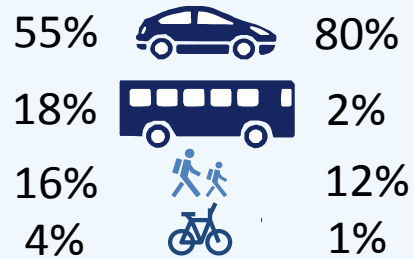
Modal share of all journeys 2015



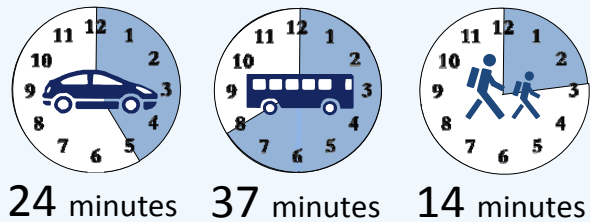
Higher income and rural households were more likely to **travel to work** by car in 2015.



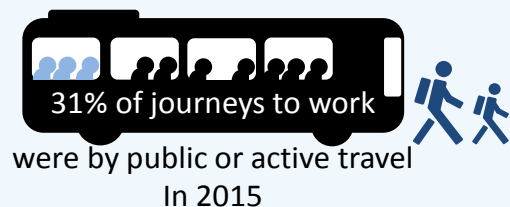
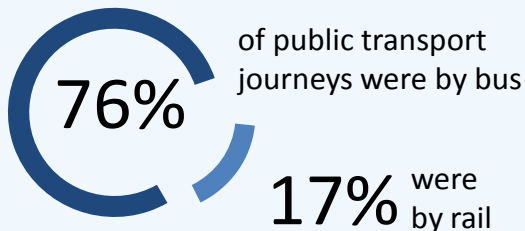
Urban households Rural households



Average **commuting time by mode** in 2015:



537 million **public transport** journeys were made in 2015



Cars accounted for ¾ of distance travelled for personal travel in 2015



41% of adults drove every day in 2015



Rural households tended to drive more often than urban households



For web publication and further information, visit <http://bit.ly/STS2016-Personal>



PERSONAL AND CROSS-MODAL TRAVEL

1. Introduction

1.1 This chapter previously included information from the National Travel Survey (NTS). However, Scottish data are no longer collected in the NTS, estimates for Scotland from the NTS are available in previous editions of this publication. This chapter now focuses on estimates derived mainly from the Scottish Household Survey (SHS), findings from other sources are marked as such within the text.

1.2 The SHS is a sample survey and provide person-based cross-modal information, in contrast to most of the earlier chapters, which tend to be based on particular modes of transport. The SHS also includes a travel diary that asks respondents for information about the journeys they made on the previous day, including information on the duration, distance, purpose and mode of travel. More information and further tables covering transport findings from the Scottish Household Survey can be found in Transport and Travel in Scotland: <http://bit.ly/TSSStats-TATIS>

1.3 In this edition of STS we have also presented relevant information on travel behaviours collected from the 2011 census as previously published by the National Records of Scotland. More information about the sources used can be found in the Sources section on page 225.

Key points

- **77% of people had travelled the previous day when asked in 2015, down from 80% in 2007.**
- **Of the 537 million public transport journeys made in 2015, 76 per cent were by bus, 17 per cent were journeys by rail, air accounts for 5 per cent and ferries 2 per cent.**
- **Thirty one per cent of journeys to work and 72 per cent of journeys to school are by public and active travel**

2. Main Points

Trips

2.1 People in Scotland made less trips in 2015, with 77% reporting having travelled the previous day, down from 80% in 2007. Men were more likely to have travelled the previous day than women (78% compared to 75%) and older people were less likely to have travelled than younger people.

2.2 As in previous years, the car was the most popular mode of transport for journeys made in 2015, with 51% of journeys made as a car driver. This was an increase of 3 percentage points on the previous year. Thirteen per cent of journeys were made as a car passenger. Bus travel accounted for 10% and rail travel for 2%. Just over a fifth of journeys were by walking (22%) and cycling accounted for 1% of all journeys. Three per cent of journeys were multi-stage, involving a change in mode of transport.

2.3 Thirty one per cent of adults used the bus at least once per week in 2015, with 46% using a bus in the past month. Train use appeared to be less frequent;

Personal and Cross-Modal Travel

9% of people had used the train at least once a week and 30% of people had used a train in the last month, in 2015.

Distance travelled

2.4 In 2015, most journeys tended to be over short distances, with 23% of all journeys being under 1 km long and a further 25% between 1 and 3 km. The mean journey distance in 2015 was 8.9 km.

2.5 The average cycling journey was 4.7 km in length and the average walking journey was 1.0 km in length in 2015. Rail and car journeys tended to be over greater distances with car journeys covering an average of 10.8 km and rail journeys 20.6 km. Most journeys by active travel were made over short distances - 89% of walking journeys and 36% of cycling journeys were under 2km.

2.6 In 2015, shopping (23.8%) was the most frequent purpose of a journey, followed by commuting (22.4%), visiting friends or relatives (11.3%), returning home (7.8%) and travelling to education (6.8%). These percentages have stayed fairly stable in the last year.

Duration travelled

2.7 In terms of journey time most journeys in 2014 were short, with 65% lasting for less than 20 minutes: 31% of journeys were between 5 and 10 minutes long, 45% between ten and thirty minutes long and 13% between thirty minutes and an hour long. Only 4.4% of journeys lasted more than an hour and only 3.9% of journeys were very short (lasting under 5 minutes).

Car access

2.8 People in households with more cars were more likely to have travelled the previous day – 67% of people living in households with no cars travelled the previous day, compared to 82% of people with two or more cars. Similarly, 10% of households with no cars made more than four journeys the previous day compared to 23% of those with two or more cars. Residents of households with at least one car available for private use made most of their journeys by car, with 54% of journeys made by households with one car and 67% of journeys made by households with two or more cars made as the driver of a car or van. Households with no car and households with one car made roughly the same number of journeys as a passenger in a car or van (13% of journeys), and those with two or more cars made 12 per cent of journeys as a passenger .

2.9 Households with no car access made a far higher proportion of their journeys by public and active travel. Bicycle use was highest in households with no cars available – 2% of journeys as opposed to 1% for households with one car and 1% for households with two or more cars. People in households with no cars available had a much higher proportion of journeys by foot, with 48% of journeys by members of these households being made by foot, compared to 19% for households with one car and 11% for households with two or more cars. The proportion of trips by bus was also considerably higher for households with no car – 27% compared to 6% for households with one car and 3% for households with two or more cars.

Personal and Cross-Modal Travel

Driving

2.10 The Scottish Household Survey (SHS) provides information about how often people aged 17 or over drive. In 2015, 46% of men, 36% of women and 41% of all people aged 17+ said that they drove every day. A further 21% stated they drove at least once a week (but not every day), 2% drove less frequently, 4% had a full driving licence but never drove, and 32% did not have a full driving licence. (Table 11.10)

2.11 Since the recent peak in 2007, the percentage who drove every day has fallen from 45.2 per cent to 40.9 per cent, but over the same period the proportion of those who drove at least once a week has risen by 4 percentage points. (Table 11.12)

2.12 The frequency of driving varied with age. In 2015, over half of people aged 40 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 three fifths 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 48% in 'remote rural' areas. (Table 11.10)

Walking

2.13 In 2014, 67% of adults made a journey of more than a quarter of a mile by foot to go somewhere in the last seven days – the highest proportion seen in the last decade. Young adults (aged 16-19) were the most likely to have walked to go somewhere (81%), compared with 72% of those aged 30-39, around two thirds of those in their 40s, 50s and 60s, and two fifths of those aged 80 or above (39%). (Tables 11.11 & 11.13)

2.14 In 2014, 58% of adults said that they had walked for pleasure or to keep fit at least once in the last seven days – also the highest in recent times. There was some variation with age: the percentage was highest for those aged 40-49 (64%) and lowest for those aged 80 or above (27%). 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)

2.15 SHS travel to work statistics underpin Scotland's National Indicator: *"Increase the proportion of journeys to work made by public or active travel"*. The Scottish Household Survey is the preferred source of information on travel to work. More information on National Indicators can be found on the Scotland Performs website: <http://www.scotland.gov.uk/About/scotPerforms/indicators/publicTransport>

2.16 The SHS shows that 14% of employed adults worked from home in 2015, an increase from 2005 (27%). Almost two thirds (64%) of self-employed people worked from home, though this is based on a relatively small sample size and therefore may be subject to larger confidence intervals. (Tables 11.17 & 11.21)

2.17 Overall, the SHS found that the majority (66%) of employed adults who did not work from home travelled to work by car or van (as either the driver or as a passenger) in 2015. This percentage tended to increase with age (16-20: 55%, Over 40: around 70%), type of employment (60% of those who work part-time,

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compared to 67% for full-time) and annual net household income (rising to 73% of those in the £40,000+ band). (*Table 11.18*)

2.18 Other usual means of travel to work were: walking (14%); bus (11%); 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 (31%) and the percentage who commuted by bus was highest in large urban areas (18%). Since 2005, 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 2005 (from 7.5% to 5.6%). Walking journeys have remained relatively stable around 13%, and little change has been seen in the use of other modes of transport (*Tables 11.18 & 11.22*)

Travel To Work (*non-SHS data*)

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

2.20 Labour Force Survey results suggest that, between 2005 and 2015, there has been little change in the percentage for whom a car or a van is the usual means of travel to work (68% in 2005 and 70% in 2015). There was also little change to walking which was 13% in 2005 and 11% in 2015. People who work at home are excluded from these figures. These figures are similar to the findings from the SHS shown in table 11.18 (*Table 11.14*)

2.21 There appears to have been little change in recent years in the average times taken to travel to work by the main modes of transport (in 2015: 24 minutes by car; 37 minutes by bus and 14 minutes by foot). (*Table 11.15 b*)

2.22 The Scottish Census 2011 showed 2.4 million people aged between 16 and 74 in employment, excluding full-time students. 11% of these worked mainly from home. Of the remaining 2.1 million people, 36% had a journey of under 5 km to work, 43% had a journey of between 5 km and 30 km to work and 8% travelled 30 km or more to work. The remaining 12% had no fixed place of work, worked offshore or worked outside the UK. (*Table 11.31*).

2.23 Information about travel to work has been collected in population censuses since 1966. Excluding those that worked at home, the percentage of the working population using cars to travel to work had increased from 21% in 1966 to 69% in 2011 and the percentage using buses had fallen from 43% in 1966 to 11% in 2011. There had also been a significant fall in the proportion of the working population who walk to work, from 24% in 1966 to 11% in 2011. (*Table 11.16*)

2.24 The 2011 Census showed that the distance of people's journey to work tended to vary with their access to cars or vans. Seventy-four per cent of people living in households with no car or van available had a commute of fewer than 10km, compared with 60 per cent of those in households with one car or van available and 47 per cent of those in households with two or more cars or vans available. Conversely, the proportion of people who travelled 30km or more to work was higher for people in households with two or more cars or vans available (10 per cent) than for those in households with one car or van available (7 per cent) or with no cars or vans available (4 per cent). (*Table 11.33*)

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Travel to School

2.25 In 2015, 49% of children in full-time education at school usually walked to school, 21% usually went by bus, 26% by car or van, 1% cycled. There was little difference between the sexes, but varied greatly with age: 54% of primary school age pupils (those aged up to 11) usually walked to school compared with only 41% of those of secondary school age (those aged 12 and over); 32% of primary pupils went by car or van compared with only 17% of secondary pupils; and only 14% of primary pupils usually travelled by bus compared with 40% of those of secondary age. (*Table 11.19*)

2.26 Those usually travelling by car/van tended to rise with household income, to 27-32% of pupils from households with an annual net income of £30,000 or more, reflecting patterns seen elsewhere in this chapter e.g. travel to work and car use more generally. Walking to school was lowest (21-33%) in rural areas. Estimates for those walking to school have remained relatively stable whilst those traveling by car has risen since 2005. The Sustrans Hands Up Scotland Survey shows similar findings. (*Tables 11.19, 11.23 & 11.23a*)

2.27 According to the 2011 Scottish Census, 88% of children aged between 4 and 11 travelled less than 5km to school, including 72% who travelled less than 2km. 51% of those aged over 18 travelled less than 5km to their place of study. 430,000 people of any age travelled under 2km to their place of study, with 73% of these people travelling by foot, 6% travelling by bus and 17% as a passenger in a car or van. Of the 428,000 people who travelled 2km or more to their place of study, 31 per cent did so as a car driver or passenger, 43 per cent travelled by bus and 7 per cent travelled by train. (*Table 11.34 & 11.35*)

Travel Abroad

2.28 According to the International Passenger Survey (IPS), Scottish residents made an estimated 3.9 million visits abroad in 2015 with about 3.7 million visits (96%) being made by air. Edinburgh was the main airport used and accounted for about 1.3 million visits (34% of all visits abroad), followed by Glasgow (just under 1.2 million or 31%), Prestwick 282,000 or 7%) and Aberdeen (213,000 or 5%). Around 109,000 visits abroad (3%) were made by sea, and roughly 59,000 (2%) were made using the Channel Tunnel. (*Table 11.24*)

2.29 Around 71% of Scottish residents' visits abroad were made for holiday purposes. Of these, just under a half (1.3 million) were on a package holiday whilst the rest travelled independently. There were 757,000 (19%) visits abroad to visit friends or relatives and 317,000 visits abroad for business purposes (8%). (*Table 11.24*)

2.30 Seventy three per cent (3 million) of Scottish residents' visits abroad were made to EU countries and visits to other European areas totalled 241,000 (6%). Visits to Canada and the USA together totalled about 312,000 (8%). (*Table 11.25*)

2.31 The estimated number of visits abroad by Scottish residents rose from 4.2 million in 2004 to a peak of 4.8 million in 2008, a rise of 14%. The numbers then fell year on year to a low of just under 3.6 million in 2013, a fall of 25%. There has now been an increase of 8% between 2013 and 2015. Between 2005 and 2015 there has been a general decline in the number of package holidays while those travelling independently has generally increased, though are currently below the 2008 peak. Other holidays increased by 51% between 2004 and 2008 but has since fallen back 22%. There was also a large increase in the number of visits to

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friends and relatives over the same period, with numbers almost doubling between 2004 and 2008 and falling 17% since. Some of the apparent year-to-year changes may be due to sampling variability, however, the general trends reflect patterns described elsewhere in this publication. (*Table 11.26*)

Transport Model for Scotland

2.32 Information on travel between different parts of Scotland is available from the Transport Model for Scotland (TMfS). The base year of TMfS is 2014.

2.33 It is estimated that, on an average weekday in 2014, 5.5 million person-trips were made by car, bus or train across the boundaries of one or more of the zones which are within the area covered by the TMfS. Around one third (33%) of these trips were within the Clydeplan region, 22% within SESplan region, 7% within TAYplan, and 9% within Aberdeen and the North East. (*Table 11.27*)

2.34 Of the 5.5 million inter-zonal person trips per weekday it is estimated that 4.5 million were by car. These accounted for over four-fifths of the total, and the main features of the pattern of trips by car were similar to those described in the previous paragraph. There were also an estimated 1.1 million inter-zonal person-trips by bus or train per weekday. Two fifths of these were within Clydeplan, and about a quarter were within SESplan. (*Table 11.27*)

2.35 There was an average of just over 4.6 million trips per weekday by cars and goods vehicles. One third were within Clydeplan, and just over a fifth were within SESplan. (*Table 11.27*)

Concessionary Travel

2.36 154 million passenger journeys were made under all types of concessionary fare schemes in 2015-16, 1% less than in 2014-15. Concessionary travel schemes have varied over the years: a national minimum standard of free off-peak local bus travel for elderly and disabled people in Scotland was introduced from 30 September 2002, the scheme was extended to men aged 60-64 from 1 April 2003. In 2006 this was superseded by the introduction of the National Concessionary Travel Scheme for the elderly and disabled which allowed free bus travel across Scotland. Including the young persons' scheme, concessionary bus travel accounted for 146 million passenger journeys in 2015-16, 95% of concessionary journeys by all modes of transport). (*Table 11.29*)

Traveline Scotland

2.37 In 2015 Traveline Scotland received 222,500 telephone calls which was 25% less than the previous year. Its Web site and smart phone app recorded 20.1 million hits in 2015, up 60% from the previous year. (*Table 11.30*).

Table 11.1 Trips per person per year by main mode

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

Table 11.2 Average distance travelled per person per year by main mode

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

Table 11.3 Average length of trip by main mode

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

Table 11.4 Trips per person per year by purpose

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

Table 11.5 Average distance travelled per person per year by purpose

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

Table 11.6 Average length of trip by purpose

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

Table 11.7 Hours travelled per person per year by purpose

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

Table 11.8 Average duration of travel per trip by purpose

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

Table 11.9 Trips per person per year by main mode and cars available to the household

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

Table 11.10 Frequency of driving* for people aged 17+: 2015 *

	Per Week			Per Month			Holds full licence, never drives	Total with a full driving licence	Doesn't have a full driving licence	Sample size (=100%)
	Every day	At least 3 times	Once or twice	At least 2 or 3 times	At least once	Less than once				
All people aged 17+ in 2015:	40.9	14.5	5.9	0.8	0.5	1.4	4.0	68.0	32.0	9,340
by gender:										
Male	45.7	15.1	6.5	0.6	0.5	1.3	3.6	73.3	26.6	4,210
Female	36.5	14.0	5.4	1.0	0.4	1.5	4.3	63.1	36.9	5,130
by age:										
17-19	16.5	3.4	3.2	0.0	0.0	0.2	2.5	25.8	74.2	190
20-29	33.1	9.8	3.4	1.0	0.4	2.4	4.2	54.3	45.6	1,070
30-39	48.2	12.6	5.2	1.1	0.6	1.2	3.0	71.9	28.2	1,310
40-49	57.7	13.6	5.7	0.3	0.6	0.7	3.3	81.9	18.1	1,470
50-59	49.9	15.5	6.4	0.9	0.2	1.3	3.5	77.7	22.2	1,680
60-69	38.1	21.6	8.8	0.6	0.3	1.4	4.9	75.7	24.4	1,700
70-79	26.2	19.3	6.3	1.0	1.0	2.6	5.7	62.1	38.0	1,220
80+	12.0	14.2	9.0	0.4	0.4	1.0	6.0	43.0	56.9	700
by current situation:										
Self employed	66.7	16.7	6.1	0.3	0.0	0.7	1.4	91.9	8.1	560
Employed full time	57.5	13.2	5.6	0.8	0.4	1.3	2.6	81.4	18.6	3,130
Employed part time	49.6	12.1	4.4	0.5	0.2	1.3	3.6	71.7	28.1	980
Looking after the home or family	25.7	18.8	5.1	0.3	0.5	0.4	2.6	53.4	46.6	450
Permanently retired from work	25.8	20.4	8.5	0.9	0.6	1.5	5.6	63.3	36.7	3,030
Unemployed and seeking work	8.9	6.2	5.0	0.7	0.6	1.8	5.5	28.7	71.3	300
In further/higher education	15.6	6.8	3.2	1.0	1.1	2.3	7.0	37.0	63.0	290
Permanently sick or disabled	7.7	9.3	4.7	0.8	0.6	4.1	9.3	36.5	63.5	450
by annual net household income:										
up to £10,000 p.a.	17.7	11.5	5.4	1.1	0.6	2.0	6.6	44.9	55.0	1,110
over £10,000 - £15,000	21.9	10.7	5.9	0.7	0.7	1.6	7.2	48.7	51.3	1,670
over £15,000 - £20,000	29.0	15.1	5.3	0.9	0.6	2.0	5.4	58.3	41.8	1,450
over £20,000 - £25,000	38.6	16.0	5.8	0.7	0.5	2.3	3.9	67.8	32.3	1,100
over £25,000 - £30,000	45.4	13.7	6.7	0.9	0.1	1.4	3.2	71.4	28.6	860
over £30,000 - £40,000	56.0	14.6	6.1	0.8	0.2	1.0	1.7	80.4	19.6	1,250
over £40,000 p.a.	61.9	17.2	6.3	0.7	0.4	0.8	1.5	88.8	11.2	1,600
by Scottish Index of Multiple Deprivation:										
1 (20 % most deprived)	26.9	8.9	4.1	0.4	0.2	0.8	4.5	45.8	54.1	1,720
2	34.2	11.9	5.0	0.6	0.6	2.2	4.3	58.8	41.1	1,900
3	42.8	14.1	6.4	1.0	0.3	1.5	4.6	70.7	29.3	2,040
4	49.9	18.1	7.6	0.8	0.4	1.4	2.9	81.1	18.9	2,060
5 (20% least deprived)	49.6	19.1	6.5	1.0	0.8	1.3	3.7	82.0	17.9	1,620
by urban/rural:										
Large urban areas	33.5	12.3	6.2	1.0	0.7	1.8	5.3	60.8	39.1	2,740
Other urban	40.4	14.6	5.3	0.8	0.3	1.3	3.5	66.2	33.8	3,200
Small accessible towns	51.0	14.5	6.0	0.2	0.3	0.6	3.2	75.8	24.2	850
Small remote towns	37.5	16.5	5.9	0.4	0.1	1.4	2.6	64.4	35.6	580
Accessible rural	55.1	17.1	6.3	0.6	0.6	1.4	2.8	83.9	16.1	1,000
Remote rural	47.6	20.8	7.4	0.8	0.0	1.3	3.4	81.3	18.8	970

Source: Scottish Household Survey

*The frequency of driving is shown only for those who hold a full driving licence

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Table 11.11 Frequency of Walking in the previous seven days ¹ (people aged 16+): 2014 ²

	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	
All people in 2012:	33.1	19.1	26.2	21.6	66.9	9,735	41.7	20.2	17.7	20.4	58.3	9,687
by gender:												
Male	32.3	19.0	25.9	22.8	67.7	4,412	40.6	20.1	18.4	20.9	59.4	4,386
Female	33.8	19.3	26.4	20.5	66.2	5,323	42.7	20.4	17.0	19.9	57.3	5,301
by age:												
16-19	18.9	15.6	40.7	24.8	81.1	289	40.0	18.2	27.5	14.3	60.0	288
20-29	24.0	19.2	29.4	27.4	76.0	1,152	39.0	23.8	17.3	19.9	61.0	1,144
30-39	27.6	20.4	28.2	23.8	72.4	1,360	36.8	24.0	18.0	21.3	63.2	1,347
40-49	32.7	21.9	25.1	20.4	67.3	1,596	36.1	21.8	19.9	22.2	63.9	1,590
50-59	35.2	19.0	26.0	19.8	64.8	1,675	37.8	19.9	17.7	24.6	62.2	1,665
60-69	36.4	18.8	23.8	20.9	63.6	1,657	43.1	18.2	16.9	21.8	56.9	1,656
70-79	44.3	17.6	19.9	18.2	55.7	1,286	54.1	15.6	13.5	16.7	45.9	1,277
80+	61.4	13.5	14.8	10.3	38.6	720	72.6	10.2	8.3	9.0	27.4	720
by current situation:												
Self employed	35.5	18.7	26.0	19.7	64.5	541	32.0	18.5	22.0	27.5	68.0	538
Employed full time	30.5	21.5	27.1	20.9	69.5	3,240	37.4	24.0	18.9	19.7	62.6	3,231
Employed part time	27.7	20.8	28.6	22.9	72.3	1,001	32.9	21.8	18.9	26.5	67.1	995
Looking after the home/family	25.1	15.8	30.9	28.3	74.9	453	33.8	19.1	17.6	29.5	66.2	451
Permanently retired from work	44.3	17.5	19.8	18.4	55.7	3,095	53.0	15.4	13.9	17.6	47.0	3,084
Unemployed/seeking work	20.1	15.3	32.6	32.0	79.9	425	36.9	18.7	18.6	25.8	63.1	416
In further/higher education	14.4	16.0	36.3	33.3	85.6	323	35.6	26.3	19.6	18.5	64.4	321
Permanently sick or disabled	60.8	13.9	14.0	11.3	39.2	460	71.3	8.0	9.1	11.6	28.7	455
by annual net household income:												
up to £10,000 p.a.	30.8	16.8	26.4	26.0	69.2	1,302	45.8	17.6	15.6	21.0	54.2	1,287
over £10,000 - £15,000	36.6	16.1	25.5	21.8	63.4	1,774	49.0	16.0	16.3	18.6	51.0	1,765
over £15,000 - £20,000	34.5	18.2	23.3	24.0	65.5	1,545	46.1	18.5	14.8	20.7	53.9	1,537
over £20,000 - £25,000	36.2	17.6	26.3	19.9	63.8	1,150	47.2	18.8	17.2	16.8	52.8	1,152
over £25,000 - £30,000	30.0	21.6	27.1	21.3	70.0	917	43.2	19.8	16.2	20.8	56.8	913
over £30,000 - £40,000	30.6	21.7	27.8	19.8	69.4	1,182	33.1	23.9	19.8	23.2	66.9	1,177
over £40,000 p.a.	33.3	21.7	26.6	18.5	66.7	1,598	34.0	24.0	21.1	20.9	66.0	1,595
by Scottish Index of Multiple Deprivation:												
1 (20 % most deprived)	32.3	18.8	26.4	22.5	67.7	1,914	47.4	17.6	16.3	18.7	52.6	1,890
2	35.8	16.9	26.2	21.1	64.2	1,982	48.3	18.9	15.0	17.8	51.7	1,975
3	34.9	18.0	25.9	21.3	65.1	2,096	40.2	18.1	19.8	21.8	59.8	2,092
4	36.1	19.0	24.1	20.8	63.9	2,102	36.2	23.4	17.7	22.8	63.8	2,093
5 (20% least deprived)	26.1	23.0	28.5	22.4	73.9	1,641	36.4	23.1	19.7	20.9	63.6	1,637
by urban/rural classification:												
Large urban areas	26.5	17.9	26.9	28.7	73.5	2,938	44.4	20.2	16.5	18.9	55.6	2,881
Other urban	34.5	20.4	27.2	17.9	65.5	3,216	43.7	20.3	17.2	18.8	56.3	3,218
Small accessible towns	35.4	19.3	31.2	14.0	64.6	923	36.2	23.0	19.9	20.9	63.8	926
Small remote towns	32.2	18.0	24.8	25.0	67.8	594	38.9	19.2	19.9	21.9	61.1	594
Accessible rural	41.9	19.3	21.6	17.2	58.1	1,051	34.3	20.3	20.0	25.3	65.7	1,052
Remote rural	44.4	18.9	17.6	19.1	55.6	1,013	38.7	15.9	17.9	27.5	61.3	1,016
by frequency of driving: #												
every day	40.5	22.2	22.7	14.6	59.5	3,772	37.9	21.5	18.2	22.4	62.1	3,773
at least three times a week	30.7	23.2	30.0	16.1	69.3	1,391	35.0	24.5	22.6	17.8	65.0	1,385
once or twice a week	27.0	20.7	27.6	24.6	73.0	589	39.1	22.2	15.6	23.1	60.9	584
less often	23.4	14.2	27.8	34.5	76.6	289	39.2	24.8	16.7	19.3	60.8	283
Never, but holds full driving	27.1	15.1	22.9	34.8	72.9	461	45.0	20.6	11.6	22.7	55.0	452

Source: Scottish Household Survey

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.

2. Question now asked in survey every other year. 2014 is the most recent data available.

Only includes those with a full driving licence.

Table 11.12 Frequency of Driving^{1,2} for people aged 17+

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Every Day	41.8	40.9	45.2	44.9	43.4	41.4	40.7	42.0	41.9	40.9	40.9
Per Week:											
At least 3 times	11.2	11.6	10.0	10.4	11.9	12.8	13.3	13.1	13.3	13.9	14.5
Once or twice	5.8	6.7	5.1	5.6	5.6	6.0	6.2	6.0	5.6	5.9	5.9
Per Month:											
At least 2 or 3 times	0.8	1.0	0.9	1.0	0.9	0.9	0.9	0.8	1.0	0.9	0.8
At least once	0.5	0.5	0.6	0.4	0.4	0.4	0.4	0.3	0.5	0.7	0.5
Less than once	1.4	1.4	1.7	1.3	1.6	1.8	1.7	1.7	1.6	1.8	1.4
Holds full driving licence, never drives	4.1	4.4	3.5	4.0	4.2	4.3	4.1	4.5	4.5	4.3	4.0
Total with a full driving licence	65.6	66.4	67.0	67.6	68.0	67.6	67.3	68.3	68.4	68.5	68.0
Doesn't have a full driving licence	34.4	33.6	33.0	32.4	32.0	32.4	32.7	31.7	31.6	31.5	32.0
Sample size (=100%)	13,968	14,075	12,152	12,263	12,447	12,361	12,801	9,828	9,838	9,720	9,340

Source: Scottish Household Survey

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^{1,2} (people aged 16+)

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2014
As means of transport											
None	46	46	46	46	48	48	41	38	37	34	33
1-2 days	18	17	15	16	18	17	18	19	19	20	19
3-5 days	22	21	22	21	20	22	22	24	24	23	26
6-7 days	15	16	17	17	14	14	19	19	20	23	22
1+ days	54	54	54	54	52	53	59	62	63	66	67
Sample size (=100%)	13,927	14,715	6,992	7,111	6,116	6,197	6,137	6,178	6,381	9,841	9,735
Just for pleasure or to keep fit²											
None	56	56	54	53	53	55	52	49	46	45	42
1-2 days	18	16	17	17	18	18	19	18	19	19	20
3-5 days	12	13	14	14	14	13	13	17	17	17	18
6-7 days	14	14	15	16	16	14	16	17	19	19	20
1+ days	44	44	46	47	47	45	48	51	54	55	58
Sample size (=100%)	13,925	14,713	6,993	7,111	6,121	6,209	6,119	6,136	6,372	9,805	9,687

Source: Scottish Household Survey

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.

2. Question now asked in survey every other year. 2014 is the most recent data available.

3. This category includes jogging and walking a dog.

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.14 Usual means of travel to usual place of work (in Autumn)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>percentage</i>										
Car,van,minibus,works van	68	69	69	69	70	71	68	68	69	69	70
Bicycle	2	1	2	2	2	2	2	2	2	2	2
Bus,coach,private bus	12	12	12	13	11	10	12	11	11	11	10
Rail (inc Underground)	4	5	4	4	4	4	4	4	5	4	5
Walk	13	12	11	11	12	12	12	12	13	12	11
Other (inc taxi)	2	1	2	2	3	2	2	2	1	1	1
<i>All</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>

Source: Transport Statistics Great Britain

Table 11.15(a) Usual time taken to travel to usual place of work (in Autumn)

	1998	1999	2000	2001	2002	2003	2004	2005
	<i>minutes</i>							
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
<i>All</i>	<i>23</i>	<i>23</i>	<i>24</i>	<i>22</i>	<i>24</i>	<i>21</i>	<i>23</i>	<i>22</i>

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}

	2005	2006	2007	2008	2009 ¹	2010 ¹	2011 ¹	2012 ¹	2013 ¹	2014 ¹	2015 ¹
	<i>minutes</i>										
Car	23	23	24	24	24	25	23	24	25	24	24
Motorcycle	19	*	24	*	19	*	*	*	*	*	*
Bicycle	17	21	19	18	15	20	20	18	22	23	22
Bus/coach	33	35	33	36	35	36	35	39	37	38	37
Rail	49	50	49	57	53	53	51	59	56	49	51
Walk	13	13	12	12	14	14	13	15	14	14	14
Other	61	70	64	75	95	73	47 ³	89	77	74	98
<i>All</i>	<i>24</i>	<i>25</i>	<i>25</i>	<i>26</i>	<i>26</i>	<i>26</i>	<i>25</i>	<i>26</i>	<i>27</i>	<i>26</i>	<i>27</i>

Source: Transport Statistics Great Britain

* 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 work¹ (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
	<i>percentage</i>							
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 Employed¹ adults (16+) - place of work: 2015

	Works from home	Does not work from home	All employed adults	Sample size (=100%)
	<i>row percentages</i>			
All employed adults	13	87	100	4,810
Self-employed	64	36	100	540
Employed full-time	7	93	100	3,800
Employed part-time	10	90	100	4,810

Source: Scottish Household Survey

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

Figure 11.3: Travel to work a) 2005 and b) 2015

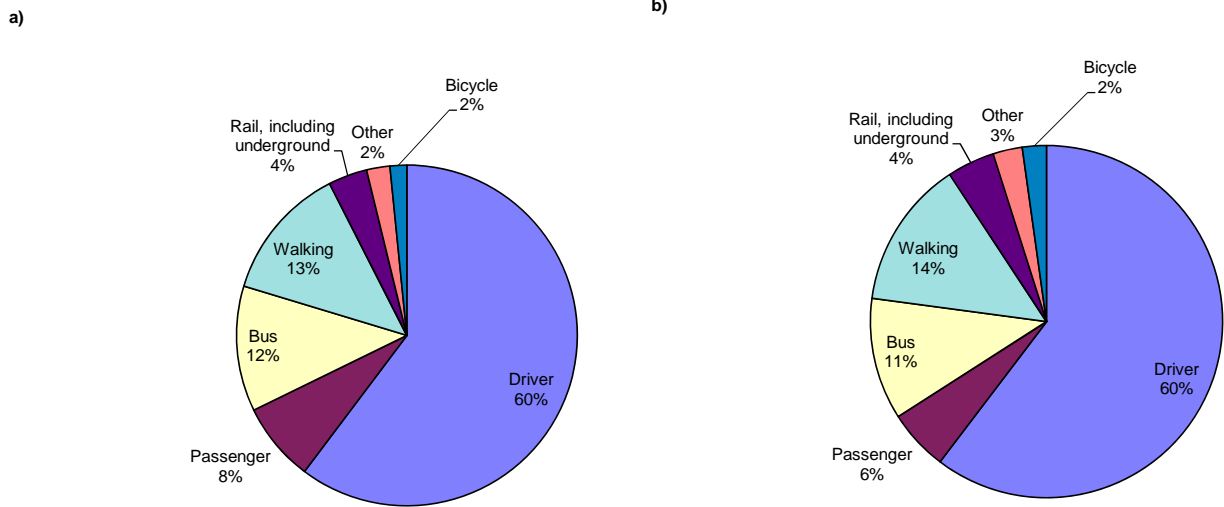
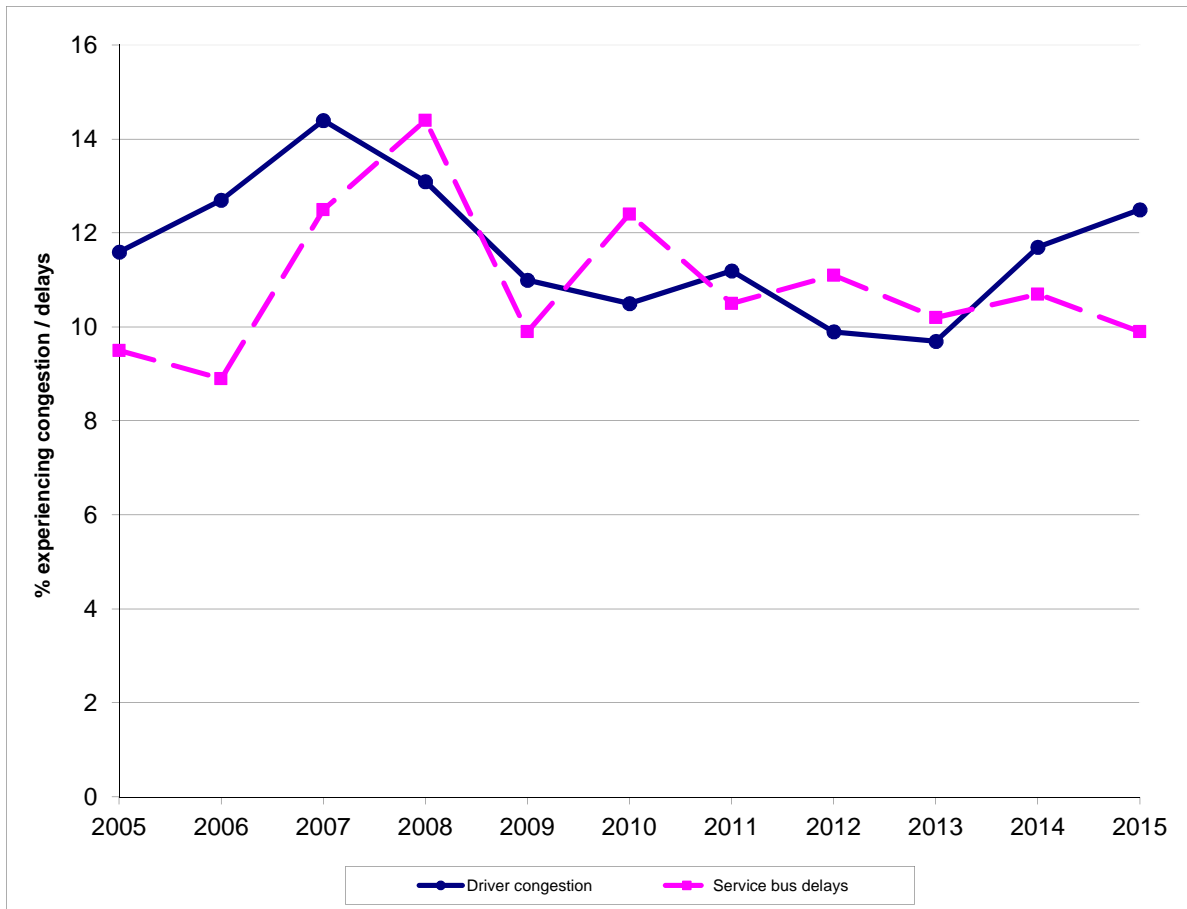


Figure 11.4: Driver experience of congestion and bus passenger experience of delays 2005-2015



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.

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.18 Employed¹ adults (16+) not working from home - usual method of travel to work: 2015

	Walking	Car or van			Bicycle	Bus	Rail ²	Other ³	Sample size (=100%)
		Driver	Pass.	All					
All people aged 16+ in 2014	14	60	6	66	2	11	4	3	3,950
By gender:									
Male	11	62	5	67	3	10	4	4	1,830
Female	16	59	6	65	1	13	4	2	2,120
by age:									
16 - 20	23	42	13	55	.	19	3	0	50
20 - 29	18	48	8	55	4	15	4	3	620
30 - 39	14	60	5	65	2	11	5	2	900
40 - 49	10	66	4	70	2	9	6	3	1,010
50 - 59	12	66	6	72	1	10	3	2	1,010
60 and over	14	64	4	68	0	12	2	4	370
by current situation:									
Self employec	16	73	2	75	2	1	3	3	180
Employed full time	11	61	6	67	2	11	5	3	2,880
Employed part time	22	54	7	60	1	13	2	1	890
by annual net household									
up to £10,000 p.a.	38	34	3	37	3	17	2	4	130
over £10,000 - £15,000	24	36	10	46	3	21	4	2	370
over £15,000 - £20,000	20	48	7	55	3	14	4	4	520
over £20,000 - £25,000	16	57	7	64	2	14	3	1	470
over £25,000 - £30,000	16	57	9	66	2	10	4	2	480
over £30,000 - £40,000	10	65	6	71	2	10	4	2	810
over £40,000 p.a.	8	71	3	73	2	7	6	3	1,140
by Scottish Index of Multiple Deprivation:									
1 (20 % most deprived)	19	46	11	57	1	17	4	2	620
2	18	53	6	59	3	12	4	3	810
3	13	61	6	67	1	10	6	2	900
4	10	69	3	72	2	8	4	4	930
5 (20% least deprived)	9	68	3	71	3	10	4	2	700
by urban/rural classification									
Large urban areas	16	50	5	55	4	18	6	2	1,200
Other urban	13	62	7	69	2	9	5	3	1,350
Small accessible towns	12	70	4	74	3	7	4	1	370
Small remote towns	31	56	2	58	0	4	2	6	240
Accessible rural	7	76	4	80	1	7	2	4	420
Remote rural	12	71	9	80	1	2	0	5	370
by number of cars:									
none	40	1	9	10	6	34	6	3	670
one	13	60	7	67	2	10	5	2	1,820
two +	5	81	3	84	1	4	3	3	1,460
Household type									
Single adult	19	53	4	57	3	13	5	3	960
Small adult	16	61	6	67	3	10	3	2	960
Single parent	19	55	3	58	0	18	4	1	270
Small family	10	66	4	70	2	9	7	2	820
Large family	10	64	6	70	3	10	4	3	250
Large adult	10	57	9	66	1	14	4	5	380
Older smaller	17	61	6	66	0	11	2	3	320

Source: Scottish Household Survey

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.

** value suppressed as cell contains fewer than 5 responses

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.19 Usual main method of travel to school¹: 2015

	Walking	Car or Van	Bicycle	Bus			Rail ³	Other ⁴	Sample size (=100%)
				School ²	Service	All			
All children in full-time education,	48.8	25.8	1.2	15.3	5.7	20.9	1.1	2.1	1,880
By gender:									
Male	47.9	26.1	1.9	15.5	4.6	20.1	1.3	2.6	980
Female	49.7	25.5	0.5	15.0	6.8	21.8	1.0	1.6	900
by age:									
age 4-5	53.0	35.4	0.3	5.7	4.6	10.3	0.0	1.0	170
age 6-7	51.9	38.8	0.6	7.1	1.1	8.2	0.3	0.3	350
age 8-9	61.4	26.0	3.6	4.7	2.0	6.7	0.0	2.3	310
age 10-11	49.5	30.2	2.2	11.3	2.4	13.7	1.2	3.2	270
All 4-11	54.2	32.4	1.9	7.3	2.2	9.5	0.4	1.7	1,100
age 12-13	45.7	15.6	0.6	24.5	9.9	34.4	0.0	3.6	280
age 14-15	39.1	16.5	0.2	28.7	10.6	39.3	2.7	2.2	310
age 16-18	38.1	18.8	0.0	25.3	11.1	36.4	4.6	2.1	190
All 12 - 18	41.3	16.7	0.3	26.4	10.5	36.9	2.2	2.7	780
by annual net household income:									
up to £15,000 p.a.	56.9	18.5	1.1	7.3	12.8	20.1	0.6	2.9	170
over £15,000 - £20,000	54.9	16.5	2.1	17.3	5.7	22.9	0.5	3.0	220
over £20,000 - £25,000	52.2	23.8	0.7	13.6	6.8	20.5	0.7	2.1	240
over £25,000 - £30,000	45.4	25.6	0.7	18.9	6.2	25.1	0.8	2.5	230
over £30,000 - £40,000	45.6	26.6	1.3	18.0	4.9	22.8	1.3	2.5	390
over £40,000 p.a.	46.5	31.6	1.1	14.2	3.8	18.0	1.5	1.3	620
by Scottish Index of Multiple Deprivation:									
1 (20 % most deprived)	51.2	21.7	0.6	12.3	9.2	21.5	0.4	4.6	340
2	52.7	23.5	0.8	13.3	6.1	19.4	1.3	2.4	350
3	45.5	26.4	0.7	22.6	3.4	25.9	0.4	1.1	430
4	43.9	28.5	2.4	16.8	5.5	22.3	1.5	1.4	410
5 (20% least deprived)	51.6	28.8	1.5	10.1	4.5	14.6	2.1	1.4	360
by urban/rural classification:									
Large urban areas	50.2	29.7	1.0	5.9	8.8	14.7	2.4	2.0	520
Other urban	53.3	25.5	1.4	12.5	4.4	16.9	0.3	2.6	640
Small accessible towns and small remote towns	63.2	15.5	1.6	14.0	4.6	18.5	0.5	0.7	300
Accessible rural	32.9	26.3	1.0	31.3	4.7	36.0	1.1	2.8	250
Remote rural	21.4	30.4	0.6	42.7	2.2	45.0	1.0	1.7	170
by number of cars:									
None	65.4	1.7	1.7	13.2	12.7	25.9	0.6	4.7	280
One	50.8	24.6	1.3	14.1	5.6	19.7	1.2	2.4	800
Two +	41.2	35.3	1.0	17.1	3.3	20.4	1.2	1.0	790
Household type:									
Single parent	49.6	21.1	2.3	17.1	7.6	24.6	0.6	1.8	400
Small family	50.4	29.5	0.8	12.2	4.4	16.6	0.4	2.2	820
Large family	47.5	25.5	1.2	16.6	4.9	21.6	1.9	2.2	520
Large adult	41.9	19.7	0.0	22.5	13.2	35.7	2.4	0.4	110

Source: Scottish Household Survey

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}

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

Latest Scottish estimates are given in table 11.19 although this is based on a different source.

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.21 Employed ¹ adults (16+) - place of work

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
											<i>column percentages</i>
Works from home	11.1	10.7	11.2	10.0	11.4	10.1	10.6	13.2	13.3	13.1	14.1
Does not work from home	88.9	89.3	88.8	90.0	88.6	89.9	89.4	86.8	86.7	86.8	85.9
All employed adults	100	100	100	100	100	100	100	100	100	100	100
Sample size (100%)	6,841	6,845	5,888	6,092	6,103	5,862	6,189	4,734	4,848	4,810	4,670

Source: Scottish Household Survey

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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
											<i>column percentages</i>
Walking	12.7	13.8	11.9	12.5	12.3	13.4	12.9	13.6	12.9	12.9	13.6
Car or van											
Driver	59.8	59.8	61.3	59.9	60.7	61.0	59.1	61.4	60.6	61.6	60.3
Passenger	7.5	7.0	6.7	6.1	6.4	6.3	7.5	6.0	5.6	6.0	5.6
All	67.4	66.8	68.0	66.0	67.0	67.3	66.6	67.3	66.2	67.6	65.9
Bicycle	1.6	2.0	1.7	2.3	2.4	2.3	2.0	2.0	2.5	2.6	2.2
Bus	12.1	11.8	12.7	12.1	12.1	10.8	12.0	10.1	11.3	10.2	11.2
Rail ²	3.9	3.6	3.5	4.3	3.9	3.6	3.9	4.3	4.0	4.2	4.4
Other ³	2.3	2.0	2.3	2.7	2.3	2.7	2.6	2.6	3.1	2.5	2.7
Sample size (100%)	6,044	6,068	5,176	5,437	5,371	5,221	5,508	4,103	4,157	4,130	3,950

Source: Scottish Household Survey

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

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
											<i>column percentages</i>
Walking	52.5	51.1	52.8	48.8	50.0	49.7	50.6	51.4	51.7	51.2	48.8
Car or van	21.0	21.7	21.9	23.6	24.4	23.0	23.4	24.1	24.4	24.5	25.8
Bicycle	0.6	0.9	0.8	1.5	1.0	1.4	1.4	0.8	1.2	1.7	1.2
Bus											
School ²	16.5	17.0	14.8	16.5	16.1	16.1	15.1	14.9	14.5	14.5	15.3
Service	7.1	6.7	7.1	7.3	5.9	7.8	6.6	6.2	5.4	5.8	5.7
All	23.3	23.4	21.9	23.9	22.0	23.9	21.7	21.1	19.9	20.3	20.9
Rail ³	0.7	1.2	0.9	0.7	0.7	0.3	0.7	0.4	0.6	0.7	1.1
Other ⁴	1.6	1.3	1.7	1.5	1.8	1.7	2.2	2.2	2.2	1.7	2.1
Sample size (100%)	3,272	3,240	2,517	2,750	2,881	2,676	2,715	1,923	1,975	1,980	1,880

Source: Scottish Household Survey

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

	2009	2010	2011	2012	2013	2014	2015
							<i>column percentages</i>
Walk	47.0	45.8	45.9	45.1	44.1	44.2	43.3
Cycle	2.3	2.8	3.0	2.9	3.5	3.4	3.5
Scooter/Skate	0.6	0.7	1.0	1.6	2.8	2.8	2.9
Park & Stride	6.7	7.4	7.5	7.8	7.5	7.8	7.8
Driven	23.3	22.9	22.4	22.2	21.4	21.9	22.4
Bus	18.1	18.2	18.2	18.2	18.8	17.7	17.9
Taxi	1.6	1.6	1.6	1.7	1.6	1.6	1.7
Other	0.4	0.5	0.3	0.5	0.4	0.5	0.4
Sample size (100%)	415,804	439,401	427,104	457,488	467,397	487,147	480,161

Source: Hands Up Scotland Survey - Not National Statistics

1. All schools excluding nursery

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.24 Scottish residents' visits abroad by means of leaving the UK and purpose of visit, 2015

Means of leaving the UK	Purpose of visit					Total
	Package Holiday	Other Holiday	Business	Visiting Friends or Relatives	Miscellaneous and other Purposes	
<i>thousands</i>						
Air						
Edinburgh	327	520	122	324	15	1,308
Glasgow	599	333	46	203	10	1,191
Prestwick	111	159	1	12	..	282
Aberdeen	31	47	61	74	..	213
Total Edinburgh, Glasgow, Prestwick & Aberdeen	1,068	1,059	230	613	25	2,995
Heathrow	26	59	43	41	5	173
Gatwick	55	73	12	24	7	171
Stanstead	3	26	4	19	..	52
Manchester	90	49	6	12	18	175
Newcastle	34	23	3	3	1	63
Birmingham	3	13	3	2	..	21
Other UK Airports	7	43	2	16	3	71
Total Air	1,287	1,346	302	730	57	3,722
Channel Tunnel	11	30	6	9	3	59
Sea						
English Channel Ports	12	33	8	13	1	67
English East Coast Ports	19	16	2	5	0	42
Other UK Ports ²	..	..	..	..	..	0
Total Sea	31	49	9	17	1	109
Total All Means of Leaving the UK	1,329	1,425	317	757	62	3,890

Source: Office for National Statistics

Table 11.25 Scottish residents' visits abroad by means of leaving the UK and area visited, 2015

Means of leaving the UK	Area Visited					Rest of the World	Total
	EU	Other Europe	Canada & USA	Australia & New Zealand	Asia		
<i>thousands</i>							
Air							
Edinburgh	1073	100	83	1	30	20	1,308
Glasgow	814	54	107	37	127	53	1,191
Prestwick	282	..	..	..	..	..	282
Aberdeen	130	40	9	..	14	21	213
Total Edinburgh, Glasgow, Prestwick & Aberdeen	2,300	194	199	39	171	93	2,995
Heathrow	50	12	56	6	29	21	173
Gatwick	77	9	43	..	..	43	171
Stanstead	46	4	..	..	..	2	52
Manchester	87	12	9	2	8	58	175
Newcastle	51	6	3	2	..	2	63
Birmingham	18	..	2	..	2	..	21
Other UK Airports	64	4	1	..	1	1	71
Total Air	2,693	239	312	48	210	219	3,722
Channel Tunnel	59	..	..	..	..	..	59
Sea							
English Channel Ports	66	1	..	..	..	..	67
English East Coast Ports	41	1	..	..	..	1	42
Other UK Ports ²	..	..	..	..	..	..	0
Total Sea	107	2	0	-	-	1	109
Total All Means of Leaving the UK	2,859	241	312	48	210	220	3,890

Source: Office for National Statistics

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.

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.26 Scottish residents' visits abroad, by means of leaving the UK purpose of visit, and area visited

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
	<i>thousands</i>											
All visits abroad by Scots	4,288	4,792	4,738	4,765	3,899	3,618	3,579	3,645	3,592	3,907	3,890	
by means of leaving the UK												
Air	Total	4,131	4,562	4,517	4,501	3,674	3,362	3,368	3,468	3,399	3,683	3,722
Edinburgh		767	852	1,077	1,194	1,035	1,000	1,038	1,045	1,166	1,213	1,308
Glasgow		1,721	1,868	1,774	1,742	1,339	1,102	1,108	1,176	972	1,178	1,191
Prestwick		566	673	656	644	376	409	414	364	382	328	282
Aberdeen		..	..	..	..	180	164	164	197	179	215	213
Total these airports		3,054	3,393	3,506	3,580	2,931	2,674	2,724	2,782	2,699	2,933	2,995
Heathrow		383	149	117	102	109	87	76	84	74	62	173
Gatwick		186	192	183	215	140	127	147	190	134	137	171
Stanstead		102	109	58	81	47	44	35	36	24	29	52
Manchester		164	159	158	134	130	130	125	132	161	214	175
Newcastle		..	136	176	128	105	119	83	91	80	90	63
Birmingham		..	39	22	18	13	19	14	17	19	25	21
Other UK Airports		242	385	297	243	199	162	164	137	208	193	71
Channel Tunnel		52	55	65	83	63	76	55	64	59	63	59
Sea	Total	105	175	156	182	163	180	156	113	133	161	109
English Channel Ports		57	119	68	107	109	118	108	74	105	106	67
English East Coast Ports		47	45	52	46	37	34	43	35	26	52	42
Other UK Ports		1	11	36	28	16	28	5	4	3	3	..
by purpose of visit												
Package holiday		1,580	1,681	1,687	1,512	1,161	1,195	1,128	1,210	1,123	1,301	1,329
Other holiday		1,505	1,694	1,643	1,828	1,454	1,378	1,323	1,335	1,363	1,474	1,425
Business		394	383	458	407	397	363	399	334	325	350	317
Visit friends / relatives		692	859	824	913	800	611	670	673	711	718	757
Misc. and other		118	174	126	104	88	70	60	93	69	64	62
by area visited												
EU		3,276	3,709	3,662	3,692	2,933	2,709	2,768	2,845	2,761	2,972	2,859
Other Europe		41	61	48	64	50	48	64	50	60	85	241
North America		484	503	465	477	365	344	285	297	267	317	312
Australia & New Zealand		77	60	71	52	57	55	43	38	47	47	48
Asia		128	158	147	154	146	139	132	119	140	167	210
Rest of the World		282	301	345	324	348	322	288	296	317	319	220
by means of leaving the UK and main purposes of visits												
Edinburgh, Glasgow, Prestwick & Aberdeen												
Package holiday		1,218	1,277	1,322	1,175	895	882	850	974	847	997	1,068
Other holiday		1,029	1,164	1,148	1,303	1,055	989	982	975	1,011	1,073	1,059
Business		235	199	306	296	289	242	298	246	211	231	230
Visit friends / relatives		513	634	658	749	651	512	553	543	587	589	613
Other UK airport												
Package holiday		310	297	284	260	188	198	187	187	193	224	218
Other holiday		413	466	408	398	218	214	178	213	183	216	287
Business		149	163	132	94	40	48	49	47	42	47	72
Visit friends / relatives		160	198	147	135	78	54	56	75	64	62	117
Sea or Channel Tunnel												
Package holiday		52	107	81	78	78	115	92	49	83	80	42
Other holiday		63	64	86	127	182	176	162	147	170	185	78
Business		10	21	20	17	67	73	51	41	73	72	16
Visit friends / relatives		19	27	19	29	71	45	62	55	60	68	27
by main purposes of visit and area visited												
Package holiday												
EU		1,305	1,410	1,366	1,227	898	908	912	987	868	1,050	1,061
Elsewhere		275	272	321	285	264	287	216	223	255	252	267
Other holiday												
EU		1,186	1,370	1,353	1,503	1,185	1,120	1,106	1,110	1,152	1,219	1,122
Elsewhere		319	324	290	324	268	258	217	225	212	255	302
Business												
EU		285	263	356	275	274	252	274	237	219	240	170
Elsewhere		108	120	101	132	123	111	124	97	106	109	147
Visit friends / relatives												
EU		407	529	510	609	514	379	430	441	471	423	478
Elsewhere		284	331	314	304	286	232	240	231	240	295	280

Source: Office for National Statistics

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 11.2 (page 283) and 11.7 (page 288) of the notes and definitions. Prestwick airport was added to the International Passenger Survey sample in 2005, so there are no figures for it prior to then. The results for 2003 and earlier years differ from those published previously because ONS has revised the series retrospectively - for example, the EU/Other Europe breakdown now reflects the position following the enlargement of the EU in 2004.

Table 11.27 Transport Model for Scotland: inter-zonal ¹ trips made on an average weekday - within Scotland: circa 2014 ⁵

(a) People: by car, bus or train

Origin	Destination									
	Clydeplan ²	SESplan ³	TAYplan ⁴	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	Rest of UK	Total
Clydeplan ²	1,851	52	5	2	3	62	39	14	9	2,037
SESplan ³	53	1,226	43	3	2	2	41	2	11	1,381
TAYplan ⁴	5	42	411	6	0	0	8	2	2	476
Aberdeen City & Shire	2	3	7	487	0	0	1	8	1	509
Dumfries & Galloway	3	2	0	0	110	3	0	0	3	120
Ayrshire	62	2	0	0	3	283	1	1	1	351
Stirling, Falkirk & Clacks	43	42	8	1	0	1	209	1	1	307
Elsewhere in Scotland	15	3	2	8	0	1	1	298	2	331
Rest of UK	7	10	2	1	3	1	1	2	0	26
Total	2,041	1,381	478	507	121	351	301	329	29	5,538

(b) People: by car

Origin	Destination									
	Clydeplan ²	SESplan ³	TAYplan ⁴	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	Rest of UK	Total
Clydeplan ²	1,439	41	4	1	2	50	34	11	6	1,587
SESplan ³	42	954	36	2	1	1	36	2	6	1,079
TAYplan ⁴	4	36	340	5	0	0	8	2	1	395
Aberdeen City & Shire	1	2	6	426	0	0	1	7	1	444
Dumfries & Galloway	2	1	0	0	97	2	0	0	2	105
Ayrshire	49	1	0	0	2	239	0	1	1	293
Stirling, Falkirk & Clacks	38	37	8	0	0	0	179	1	1	264
Elsewhere in Scotland	12	2	2	7	0	0	1	263	2	289
Rest of UK	5	5	1	1	2	1	1	2	0	17
Total	1,591	1,080	397	442	105	294	259	287	19	4,474

(c) People: by bus or train

Origin	Destination									
	Clydeplan ²	SESplan ³	TAYplan ⁴	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	Rest of UK	Total
Clydeplan ²	413	11	1	1	1	11	5	4	2	449
SESplan ³	11	272	7	1	0	1	5	1	5	302
TAYplan ⁴	1	6	71	1	0	0	1	0	1	81
Aberdeen City & Shire	1	1	1	60	0	0	0	1	1	65
Dumfries & Galloway	0	0	0	0	14	0	0	0	1	16
Ayrshire	13	1	0	0	0	44	0	0	0	59
Stirling, Falkirk & Clacks	5	5	1	0	0	0	31	0	0	43
Elsewhere in Scotland	3	1	0	1	0	0	0	36	0	42
Rest of UK	2	4	1	1	1	0	0	0	0	9
Total	450	302	81	65	16	57	43	42	10	1,065

(d) Vehicle trips: cars and goods vehicles only

Origin	Destination									
	Clydeplan ²	SESplan ³	TAYplan ⁴	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	Rest of UK	Total
Clydeplan ²	1,483	46	5	2	3	55	35	10	7	1,646
SESplan ³	44	1,013	38	2	2	2	36	2	7	1,147
TAYplan ⁴	5	38	328	6	0	0	8	2	1	389
Aberdeen City & Shire	2	2	7	409	0	0	1	7	1	430
Dumfries & Galloway	3	2	0	0	103	3	0	0	2	114
Ayrshire	48	2	0	0	2	238	1	1	1	294
Stirling, Falkirk & Clacks	38	37	8	0	0	1	203	1	1	289
Elsewhere in Scotland	11	2	2	7	0	1	1	251	2	278
Rest of UK	6	7	1	1	3	1	1	2	0	22
Total	1,641	1,149	390	427	113	302	286	276	23	4,609

Source: Transport Scotland (Transport Model for Scotland:14) - Not National Statistics

- All travel movements between the 799 zones used to represent the UK.
The number of shorter distance trips which travel within a model zone area is not known.
- East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire
- City of Edinburgh, East Lothian, Midlothian, Fife (South), Scottish Borders and West Lothian
- Dundee City, Angus, Perth & Kinross and Fife (North)
- This traffic and travel data was extracted from the Transport Model for Scotland 2014 (TMS14) (Base Year Version AE, Model Version TMS14 V1.0).
The data reflects daily travel movements within a 2014 base year and represents the most recent data available from the LATIS service
TMS14 covers the whole of the Scottish Strategic Transport network. England is represented with less detail.
The data reflects 'inter-zonal trips', which includes all travel movements between the 799 zones used to represent the UK.
The data does not include more local or short distance movements travelling wholly within model zones.

PERSONAL AND CROSS-MODAL TRAVEL

Table 11.29 Passenger journeys made under concessionary fare schemes

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
	<i>millions</i>										
(a) all journeys made under concessionary fare schemes¹											
Strathclyde Concessionary Travel scheme											
Buses ²	78.30	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rail	2.87	2.97	3.05	3.18	3.25	3.29	3.37	3.19	3.17	3.37	3.36
Underground	0.68	0.73	0.76	0.79	0.81	0.77	0.71	0.70	0.77	0.82	0.81
Ferries	0.54	0.65	0.69	0.70	0.71	0.68	0.63	0.65	0.64	0.67	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	82.39	4.35	4.50	4.67	4.77	4.74	4.71	4.54	4.58	4.86	4.82
Other concessionary fare schemes³											
Buses ^{2,4,5} (ie. the National schemes)	69.05	155.74	159.20	157.61	151.61	147.48	149.68	146.36	148.65	148.26	146.37
Rail	0.81	0.01	0.21	0.31	0.42	0.62	0.88	1.04	1.46	2.13	2.31
Underground	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ferries ⁵	0.06	0.03	0.05	0.05	0.05	0.05	0.05	0.06	0.06	0.06	0.06
Taxis	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Others	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	70.86	155.78	159.46	157.97	152.08	148.15	150.61	147.46	150.17	150.45	148.74
All concessionary fare schemes³											
Buses ^{2,4,5}	147.35	155.74	159.20	157.61	151.61	147.48	149.68	146.36	148.65	148.26	146.37
Rail	3.68	2.98	3.26	3.49	3.67	3.91	4.25	4.23	4.63	5.50	5.67
Underground	0.68	0.73	0.76	0.79	0.81	0.77	0.71	0.70	0.77	0.82	0.81
Ferries	0.60	0.68	0.74	0.75	0.76	0.73	0.68	0.71	0.70	0.73	0.71
Taxis	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Others	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	153.25	160.13	163.96	162.64	156.85	152.89	155.32	152.00	154.75	155.31	153.56
(b) of which: journeys which were made free of charge to the traveller¹											
Strathclyde Concessionary Travel scheme											
Buses ²	78.30	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ferries ⁶	0.54	0.65	0.69	0.70	0.71	0.00	0.00	0.00	0.00	0.00	0.00
Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	78.84	0.65	0.69	0.70	0.71	0.00	0.00	0.00	0.00	0.00	0.00
Other concessionary fare schemes											
Buses ^{2,4,5} (ie. the National schemes)	54.32	155.71	158.62	156.59	150.37	146.10	148.09	144.62	146.88	146.74	145.17
Rail	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ferries	0.05	0.03	0.05	0.05	0.05	0.05	0.05	0.06	0.06	0.06	0.06
Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	54.40	155.74	158.67	156.64	150.42	146.15	148.14	144.68	146.94	146.80	145.23
All concessionary fare schemes											
Buses ^{2,4,5}	132.62	155.71	158.62	156.59	150.37	146.10	148.09	144.62	146.88	146.74	145.17
Rail	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ferries	0.59	0.68	0.74	0.75	0.76	0.05	0.05	0.06	0.06	0.06	0.06
Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	133.24	156.39	159.36	157.34	151.13	146.15	148.14	144.68	146.94	146.80	145.23

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 data

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 2006/07 to 2009/10, to 67% applicable 2010/11 to 2012/13, to 61% in 2013/14, to 58.1% in 2014/15, to 57.1% in 2015/16.

6 A small charge was introduced for ferries in 2010.

Figure 11.1 Calls to Traveline Scotland in 2015

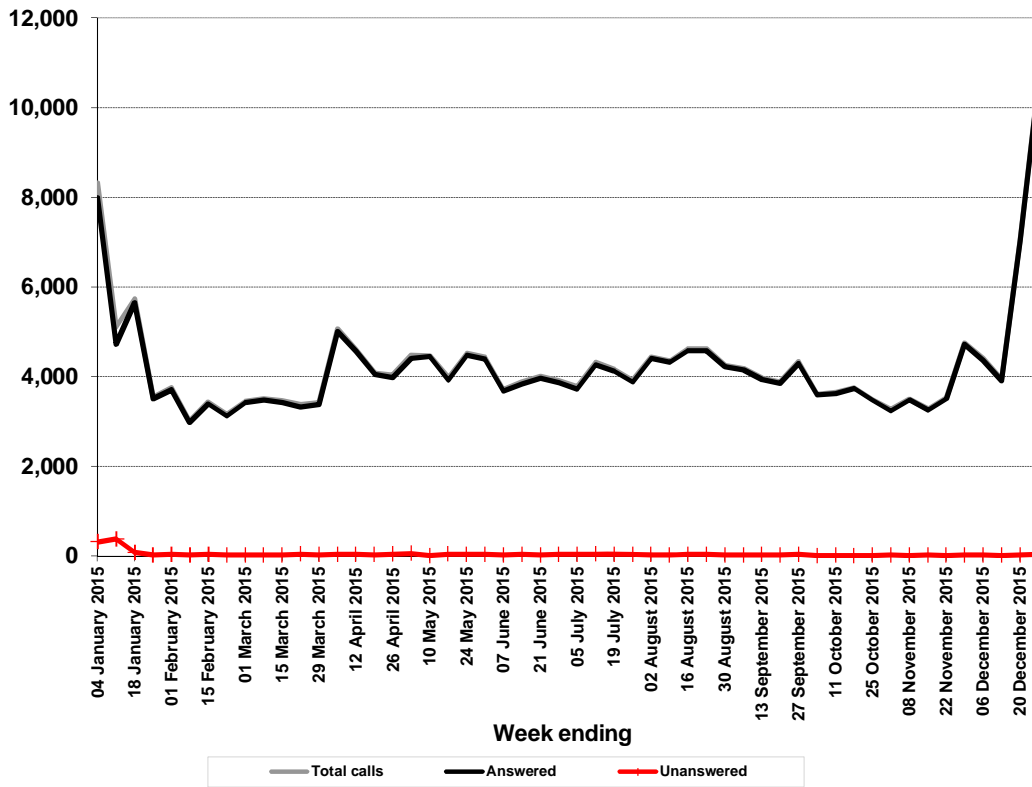


Figure 11.2 Traveline Scotland - Web & App hits in 2015

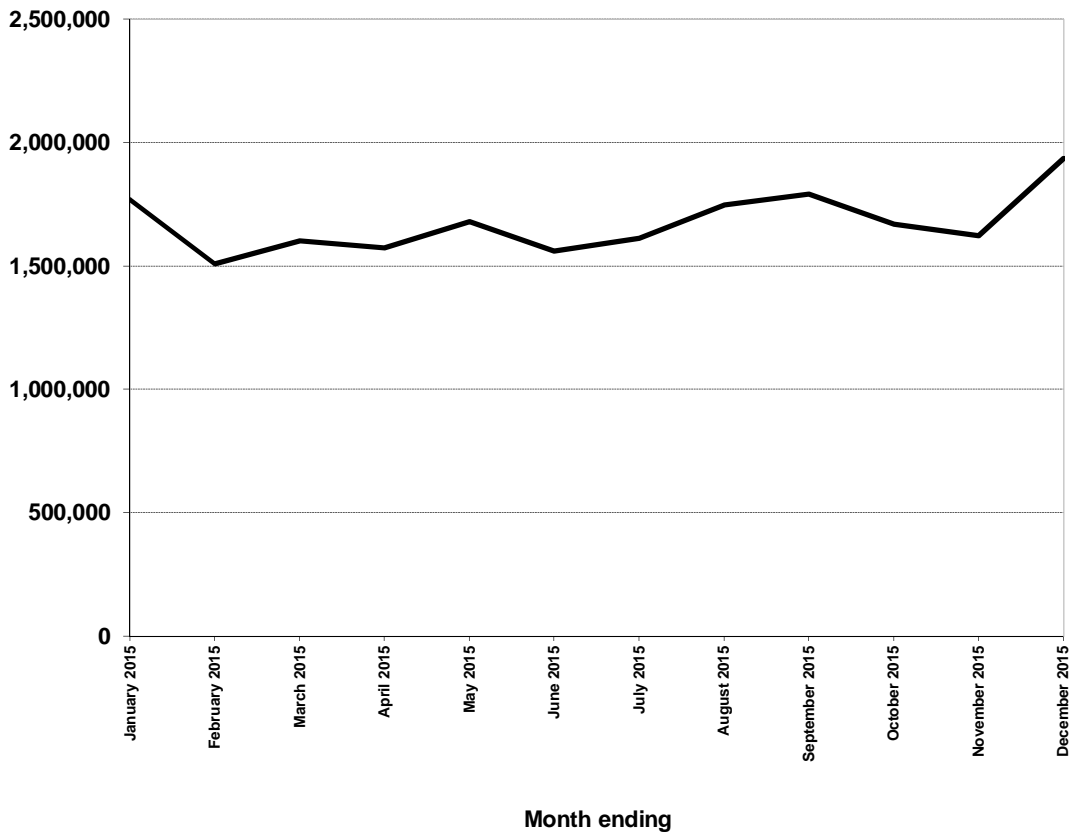


Table 11.30 Traveline Scotland: telephone calls and web site hits¹

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
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	52
											<i>thousands</i>
Calls answered	707.4	728.9	665.1	627.7	606.1	700.7	503.9	399.8	331.7	286.7	219.9
Calls unanswered											
Ring tone, no reply ³	5.3	4.0	4.7	7.2	3.4	2.8	0.4	0.7	-	-	-
Engaged tone ³	0.0	0.3	1.0	0.0	0.6	1.9	0.0	0.0	-	-	-
Other ³	4.9	2.3	3.8	5.9	2.4	2.6	0.3	2.5	-	-	-
Total unanswered	10.3	6.6	9.4	13.1	6.4	7.3	0.7	3.2	6.5	8.5	2.6
Total number of calls	717.7	735.5	674.5	640.9	612.5	708.1	507.1	403.0	338.2	295.2	222.5
											<i>percentages</i>
Percentage answered	98.6	99.1	98.6	97.9	99.0	99.0	99.4	99.2	98.1	97.1	98.8
											<i>numbers</i>
Daily average answered ⁴	1,943	2,002	1,827	1,724	1,665	1,925	1,384	1,098	911	788	604
											<i>seconds</i>
Answered calls: av. duration	114.0	112.0	107.8	114.9	111.6	142.6	161.5	178.3	180.0	182.0	190
											<i>thousands</i>
Total number of hits ^{5,6}	2,658.5	1,854.4	2,305.4	1,635.2	3,217.4	4,349.7	7,430.9	10,166.9	11,532.4	12,636.1	20,080.9
											<i>numbers</i>
Daily average hits ⁴	7,304	5,094	6,334	4,492	8,839	11,950	20,415	27,931	31,682	34,715	55,167

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. Categerisation of unanswered calls no longer takes place.

4 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).

5. 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 year

6. 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)

Table 11.31 Employed adults (16-74) distance to place of work: 2011^{1 3}

		Excluding those working mainly from home									Total Number (=100%)
Work mainly at or from home		Less than 2km	2 km to less than 5 km	5 km to less than 10 km	10 km to less than 20 km	20 km to less than 30 km	30 km to less than 40 km	40 km to less than 60 km	60 km and over	Other ²	
		All	10.8	14.7	21.6	19.2	17.0	7.2	3.3	2.5	2.3	12.3	2,400,925

Source: Scottish Census 2011, National Records of Scotland

1. The distance travelled is a calculation of the straight line between the postcode of place of residence and postcode of workplace.
2. Includes no fixed place of work, working on an offshore installation and working outside the UK.
3. Percentages for distance to place of work do not include those working mainly from home

Table 11.32 Employed adults (16-74) mode of transport to place of work: 2011^{1 2 3}

		Excluding those working mainly from home										Total Number (=100%)
Work mainly at or from home		Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driver, car or van	Passenger, car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	
		All	10.8	0.3	4.2	11.2	0.7	62.8	6.5	0.3	1.6	11.1	1.3	2,400,925

Source: Scottish Census 2011, National Records of Scotland

1. The distance travelled is a calculation of the straight line between the postcode of place of residence and postcode of workplace.
2. Includes no fixed place of work, working on an offshore installation and working outside the UK.
3. Percentages for mode of travel to place of work do not include those working mainly from home

Table 11.33 Employed adults (16-74) distance to place of work by car/van availability: 2011^{1 2 4}

		Excluding those working mainly from home									Total Number (=100%) ³
Work mainly at or from home		Less than 2km	2 km to less than 5 km	5 km to less than 10 km	10 km to less than 20 km	20 km to less than 30 km	30 km and over	Other			
		All	10.7	14.6	21.6	19.3	17.0	7.3	8.0	12.3	2,390,595
Number of cars or vans available for private use:											
None	10.8	24.8	30.9	17.9	9.4	3.0	3.6	10.5	314,494		
One	10.0	16.4	23.7	19.7	15.9	6.2	6.7	11.4	932,787		
Two or more	11.1	10.2	17.3	19.3	20.1	9.3	10.3	13.5	1,143,314		

Source: Scottish Census 2011, National Records of Scotland

1. The distance travelled is a calculation of the straight line between the postcode of place of residence and postcode of workplace.
2. Includes no fixed place of work, working on an offshore installation and working outside the UK.
3. Excludes people who live in communal establishments - values for number of cars in a household were imputed where this was missing
4. Percentages for distance to place of work do not include those working mainly from home

Table 11.34 All people aged 4 and over studying, distance to place of study by age: 2011^{1 2}

		Excluding those studying mainly from home										Total Number (=100%)
Study mainly at or from home		Less than 2km	2 km to less than 5 km	5 km to less than 10 km	10 km to less than 20 km	20 km to less than 30 km	30 km to less than 40 km	40 km to less than 60 km	60 km and over	Other		
		All	12.4	49.3	23.4	11.7	7.5	2.7	1.4	1.2	1.0	1.7	996,282
By age:												
4 to 11	11.8	72.3	15.9	6.3	2.9	0.9	0.4	0.4	0.4	0.4	386,410	
12 to 15	11.1	42.0	32.0	13.6	8.0	2.0	0.8	0.5	0.6	0.4	241,975	
16 to 17	10.7	34.2	30.6	15.8	10.9	3.8	1.6	1.2	1.1	0.7	101,169	
18 and over	15.2	27.6	23.5	16.4	12.4	5.8	3.5	3.0	2.3	5.2	266,728	

Source: Scottish Census 2011, National Records of Scotland

1. The distance travelled is a calculation of the straight line between the postcode of place of residence and postcode of place of study
2. Percentages for distance to place of study do not include those studying mainly from home

Table 11.35 All people aged 4 and over studying, mode of transport to place of study by distance: 2011

		Excluding those studying mainly from home									Total Number (=100%)
Study mainly at or from home		Train, underground, metro, light rail or tram	Bus, minibus or coach	Driver, car or van	Passenger, car or van	Bicycle	On foot	Other			
		All	12.4	3.7	24.6	5.3	19.1	1.2	44.7	1.5	996,282
By distance:											
Less than 2km		0.3	6.2	0.8	17.3	1.2	73.3	0.8	429,936		
2km to less than 5km		2.6	40.9	4.6	26.2	1.6	22.2	1.8	203,907		
5km to less than 10km		6.1	52.1	9.4	20.2	0.8	9.0	2.4	102,246		
10km to less than 20km		11.5	46.2	14.7	16.4	0.3	8.3	2.6	65,101		
20km to less than 30km		17.9	35.7	20.5	14.5	0.3	8.9	2.1	23,802		
30km to less than 40km		25.5	29.7	20.9	11.6	0.4	10.1	1.8	12,406		
40km to less than 60km		23.3	27.7	22.8	10.7	0.5	13.3	1.8	10,174		
60km and over		14.1	25.2	15.6	10.7	1.6	30.7	2.1	10,245		
Other		4.5	21.0	16.5	5.1	3.2	46.1	3.7	14,536		

Source: Scottish Census 2011, National Records of Scotland

1. The distance travelled is a calculation of the straight line between the postcode of place of residence and postcode of place of study

Chapter 12: International Comparisons

• Transport comparisons with EU-28 countries • Population • Travel • Freight • Infrastructure

Scotland has

higher car use

than the EU average but

lower car ownership



28% - modal share of pipeline freight in Scotland in 2014, the highest of any EU country



Scotland had **less road and rail network** for its size compared to the EU average in 2014



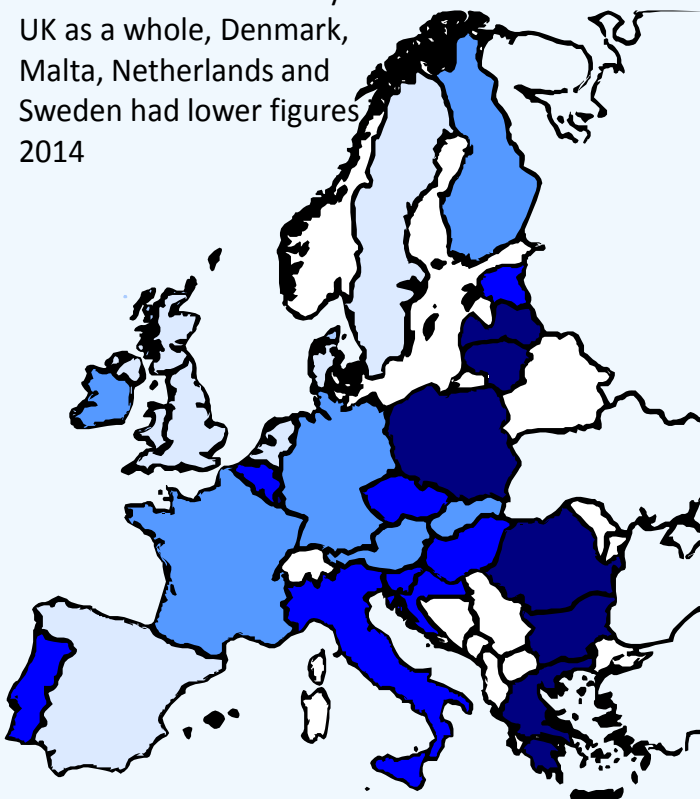
Scotland has a **small population** - larger than only nine other EU-28 countries

Scotland has a **low population density**- higher than only seven other EU-28 countries



1.67 international EU air passengers per head in Scotland in 2014– higher than the overall EU figure (EU-28: 1.75)

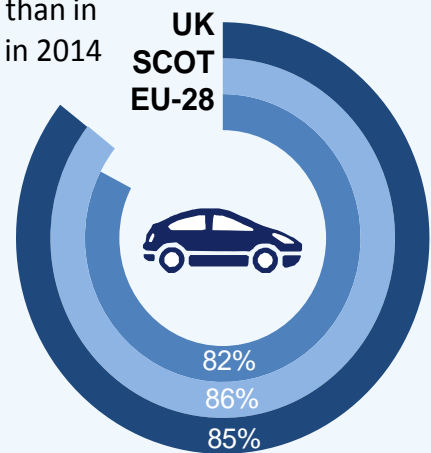
Scotland had a much lower rate of road fatalities than the EU as a whole – only the UK as a whole, Denmark, Malta, Netherlands and Sweden had lower figures 2014



20-40 41-55 56-65 66-100

Road accident fatalities per million population

Cars and trains made up a higher **share of distance travelled** in Scotland and the UK than in the EU in 2014



446 cars per thousand population in Scotland – lower than the EU as a whole in 2014
EU-28: 491



For web publication and further information, visit <http://bit.ly/STS2016-EU>



INTERNATIONAL COMPARISONS

1. Introduction

1.1 This chapter compares some statistics for Scotland with the 28 EU member countries over a mixture of years. Due to the increased EU membership over the years overall comparisons with EU-15 and EU-28 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 2014 mid-year estimates, compared to the 1st January 2014 population estimates given for EU countries.

1.4 In some cases, the EU countries' figures do not all relate to the same year. (See the Notes and Definitions section, page 225). Because of such differences, the commentary in Section 2 generally does not reference the year. General trends will tend to be similar over recent years and so the impact of this should be minimal.

Key Points

- **Scotland has less road and rail network by area compared to the EU average.**
- **Scotland has higher car use 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 the higher proportion carried by pipeline in Scotland.**

2. Main points

Population

2.1 Scotland has a low population: only nine of the EU-28 (Ireland, Croatia, Lithuania, Slovenia, Latvia, Estonia, Cyprus, Luxembourg and Malta) have fewer people. Scotland also has a low population density (69 people per square kilometre) compared with the overall EU average (EU-15: 121; EU-28: 114). Only seven of the EU-28 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 (5.8 km of Motorway per thousand square kilometres), well below the overall EU figure (EU-15: 19.8; EU-28: 16.6). Seven of the EU-28 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 9 per cent below the EU-28 average when 'other roads' and unclassified roads in Scotland are excluded (Scotland: 369 km of road per thousand square kilometres; EU-15: 381; EU-28: 407).

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: 47.2; EU-28: 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 (446 per thousand population) compared with the EU as a whole (EU-15: 511; EU-28: 491). Ten of the EU-28 countries have lower figures than Scotland.

2.6 Scotland also has few goods vehicles relative to the size of its population (55 per thousand population) compared with the overall EU average (EU-15: 73; EU-28: 71). Of the EU-28, Nine countries have lower figures.

2.7 The number of new vehicle registrations in Scotland was relatively high (41 per thousand population), higher than the EU-15 and EU-28 averages – only two of the EU-28 countries had higher rates (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 (85.7%) than the EU as a whole (EU-15 82.8%; EU-28: 81.9%).

Air travel

2.9 Relative to the size of its population, Scotland has less international air passengers to or from the EU-28 countries (1.67 per head of the population, not counting internal UK traffic) than the overall EU figure (EU-15: 2.01; EU-28: 1.75).

Road Fatalities

2.10 Scotland's number of road deaths per million population is well below the overall EU average (Scotland: 32; EU-15: 44; EU-28: 51). Of the EU-28 countries, only five countries (Denmark, UK, Netherlands, Sweden and Malta) had lower figures.

Freight

2.11 For freight transport, road has a low modal share in Scotland (60.0%) compared with the overall EU figure (EU-15: 71.2%; EU-28: 73.0%). The modal share of pipelines (28.2%) was higher than in any EU country. The modal shares of rail and inland waterways in Scotland are both below the overall figures for the EU-28.

3.1 Table Comparisons

- Rates (per thousand population or per thousand square km) are based on the countries' areas and populations presented in *EU Energy and Transport in Figures*. As figures are rounded to a few decimal places, results won't be as precise as they using exact figures. Therefore figures should be regarded as broad indicators;
- Country figures may not be on *exactly* the basis due to the availability of data. There is plenty of scope for differences in interpretation or definition (e.g. should the surface area of inland lochs and lakes be included when calculating a country's area?);

INTERNATIONAL COMPARISONS

- 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-28), the closer that the Scottish basis is to the EU countries.
- Many of the Scotland figures are derived from GB-wide surveys conducted by the Department for Transport and UK figures may not be as readily available. As Northern Ireland may account for a small percentage of a UK figure, there is likely to be little difference between figures for GB and UK, particularly for rates.
- Some of the Scotland, GB and/or UK figures appear with more significant digits than the figures for the EU countries, increasing the precision of the rates.

Table 12.1 International comparisons

Year of data (most countries) Other year/issues (some countries) EU publication table	Scottish figure (same or a similar basis) (#)	EU countries											from EU Energy and Transport in Figures (2016 edition)										
		AT	BE	BG	CY	CZ	DE	DK	EE	EL (+)	ES	FI	FR	HR	HU	IE	IT	LT					
Modal shares & (% of total pass-kms for specified modes)																							
Passenger cars	85.7	72.4	76.1	79.5	81.8	84.5	79.6	80.6	80.3	81.7	84.6	83.9	83.5	65.2	79.6	80.1	88.2						
Bus and coach	6.5	9.4	15.0	16.0	18.5	5.7	9.8	17.2	17.6	13.0	9.8	5.4	11.3	21.6	14.0	13.2	7.8						
Railways (excl. t/m)	7.8	12.2	7.3	2.8	-	8.4	10.2	1.6	0.9	6.0	5.2	9.1	3.0	9.9	2.7	6.3	0.8						
Tram / metro	0.0	4.1	0.9	1.6	-	1.6	0.4	0.9	1.4	1.4	0.7	1.6	1.7	3.2	0.3	0.9	-						
Total pass km these 1	9,986	11,718	13,019	8,660	8,450	12,905	11,941	10,093	10,895	8,652	14,258	15,022	7,279	8,030	12,294	12,285	11,280						
International air passenger traffic between EU countries (arrivals plus departures)																							
million	8.88	18.33	20.19	5.32	4.93	120.77	20.92	1.55	31.53	140.09	13.17	87.10	5.09	7.16	22.48	97.14	2.94						
per head of pop'n	1.67	2.14	1.79	0.74	5.82	1.49	3.70	1.18	2.92	3.02	2.41	1.31	1.20	0.73	4.86	1.60	1.01						
Road fatalities																							
number	172	430	727	661	45	3,377	182	78	795	1,688	229	3,384	308	626	193	3,381	267						
per million pop'n	32	50	65	92	53	42	32	59	74	36	42	51	73	64	42	56	91						
Freight transport: modal shares (Thousand million tonne-kms)																							
Road	12.4	24.3	31.8	27.9	0.5	310.1	16.2	6.3	19.2	195.8	23.4	165.2	9.4	37.5	9.8	117.8	28.1						
Rail	2.6	20.5	7.3	3.4	-	112.6	2.5	3.3	0.3	10.8	9.6	32.2	2.1	10.2	0.1	20.1	14.3						
Inland waterway	0.2	2.2	10	5	0	59	-	-	-	-	0.1	8.8	1	1.8	-	0.1	-						
Pipeline	5.8	8.3	1.6	0.6	-	17.5	2.4	-	0.2	9.0	-	11.1	1.1	2.8	-	9.6	0.6						
Total these modes	20.7	54.9	51.3	33.2	0.9	491.8	22.0	10.9	21.3	218.1	34.9	229.1	12.6	47.7	10.1	154.4	38.3						
Freight transport: modal shares (% of total tonne-kms)																							
Road	60.0	44.2	62.1	83.9	60.0	63.1	73.5	57.8	90.1	89.8	67.1	72.1	74.5	78.6	96.9	76.3	73.4						
Rail	12.6	37.3	14.2	10.4	-	22.9	11.1	29.8	1.5	5.0	27.5	14.1	16.8	21.3	1.0	13.0	37.4						
Inland waterway	1.1	4.0	20.4	15.3	-	12.0	-	-	-	-	0.4	3.8	5.7	3.8	-	0.0	-						
Pipeline	28.2	15.0	3.1	1.8	-	3.6	10.9	-	1.0	4.1	-	4.9	8.8	5.9	-	6.2	1.5						

(#) (+) (@) (\$) (^) (*) (**) (***) (&) - 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) (#)	Scotland/ GB/ UK figures (#)																										
		LU	LV	Latvia	MT	Malta (+)	NL	Netherlands	PL	Poland	PT	Portugal	RO	Romania	SE	Sweden	SI	Slovenia	SK	Slovak Republic	UK	EU-28	EU-15	Scotland	GB (same basis)	UK (same basis)		
Modal shares & (% of total pass-kms for specified modes)																												
Passenger cars	85.7	83.6	80.2	83.1	83.3	78.7	88.9	75.9	83.2	86.3	76.9	84.7	81.9	82.8	85.7	85.6												
Bus and coach	6.5	12.4	15.6	17.0	6.6	13.9	6.8	12.3	6.6	11.4	14.9	5.6	9.2	8.3	6.5	5.6												
Railways (excl. t/m)	7.8	4.7	4.8	-	10.0	6.1	3.9	4.2	9.1	2.3	7.1	8.2	7.4	7.7	7.8	7.7												
Tram / metro	0.0	-	0.9	-	0.8	1.5	1.0	7.4	1.9	-	0.8	1.6	1.7	1.4	0.0	1.2												
Total pass km these 1	9,986	15,105	7,281	6,448	9,916	6,925	8,872	5,044	13,856	14,222	6,489	11,872	11,184	12,202	9,986	10,145												
International air passenger traffic between EU countries (arrivals plu million)																												
2014	8.88	2.02	3.45	3.83	36.66	20.14	26.39	9.36	26.18	1.34	0.74	149.93	887.05	812.90	8.88													
2014	1.67	3.59	1.74	8.92	2.17	0.53	2.54	0.47	2.69	0.65	0.14	2.31	1.75	2.01	1.66													
Road fatalities																												
number	172	35	212	10	477	3,202	638	1,818	270	108	291	1,854	25,974	17,660	203													
per million pop'n	32	62	107	23	28	84	61	92	28	52	54	29	51	44	38													
Freight transport: modal shares (Thousand million tonne-kms)																												
Road	12.4	9.6	13.7	0.3	70.9	250.9	34.9	35.1	42.0	16.3	31.4	143.2	1,725	1,214	12.4													
2014	2.2.4c	0.2	19.4	-	6.2	50.1	2.4	12.3	21.3	4.1	8.8	22.1	411	268	2.6													
Rail	2.6	0	-	-	49	0.1	-	12	-	-	0.9	0.2	151	130	0.2													
Inland waterway	0.2	-	2.4	-	5.8	22.1	0.4	1.0	-	-	4.5	10.0	113	76	5.8													
Pipeline	5.8	-	-	-	127.1	293.7	35.7	56.4	55.5	19.4	42.5	190.1	2,365	1,705	20.7													
Total these modes	20.7	8.5	36.7	0.3	127.1	293.7	35.7	56.4	55.5	19.4	42.5	190.1	2,365	1,705	20.7													
Freight transport: modal shares (% of total tonne-kms)																												
Road	60.0	113.2	37.3	100.0	55.8	85.4	97.6	62.3	75.6	84.1	73.8	75.3	73.0	71.2	60.0													
2014	2.2.4c *	2.5	53.0	0.0	4.9	17.0	6.8	21.7	38.4	21.2	20.8	11.7	17.4	15.7	12.6													
Rail	12.6	3.4	-	-	38.8	0.0	-	20.8	-	-	2.1	0.1	6.4	7.7	1.1													
Inland waterway	1.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-													
Pipeline	28.2	-	6.5	-	4.6	7.5	1.0	1.7	-	-	10.5	5.3	4.8	4.4	28.2													

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

- (#) These are the nearest available figures for Scotland, and comparable figures for GB or UK as a whole - information on sources is given in the text. These may be on a different basis from other countries.
 - (+) All roads data relates to the end of 2005, except for motorway estimate.
 - (@) The definitions of road types vary from country to country. Some countries' figures may include the lengths of some roads which do not have a hard surface.
 - (\$) The notes on the sources of the statistics explain why there appears to be a large inconsistency between the EU publication's figure for the UK and the (DfT) figure for GB.
 - (^) UK figure is for GB only.
 - (*) Calculated from the figures in that table, which gives the total number of passenger/tonne-kilometres for the country as a whole (in 100/1000 millions).
 - (&) National Travel Survey data is only collected for England now. Figures for Scotland and GB are for the last time they were available in 2012.
 - (**) As shown in (or as calculated from figures in) a previous edition - the 2012 edition does not provide any figures for powered two-wheelers, cycling or walking.
 - (***) Data calculated by adding together the total number of journeys across each row in Table 2.4.1
- n-a or 0 In general, n-a is used where a figure is not available, and 0 is used where a figure is nil. However, n-a may be treated as if it were 0 for the purpose of some calculations.

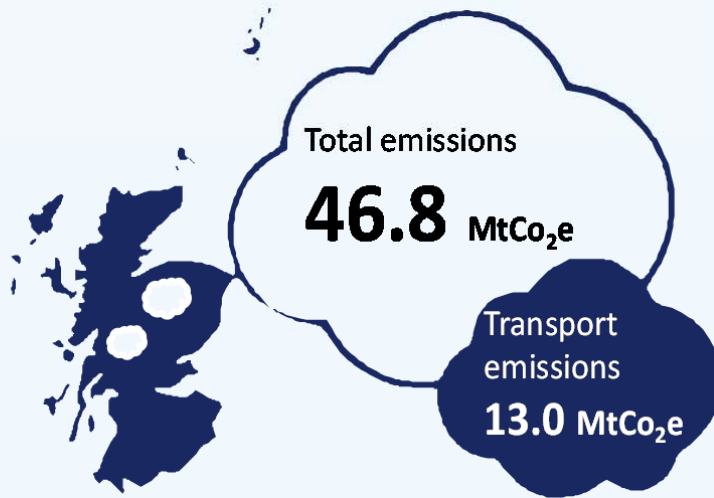
Chapter 13: Environment and Emissions

- Impact of transport on the environment
- Atmospheric pollutants
- Greenhouse gas emissions by type of transport
- Vehicle emission levels

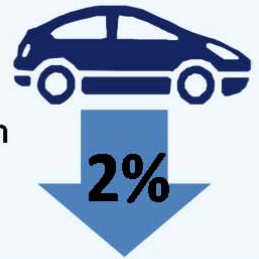
Transport accounted for

28%

of Scotland's **greenhouse gas emissions** in 2014



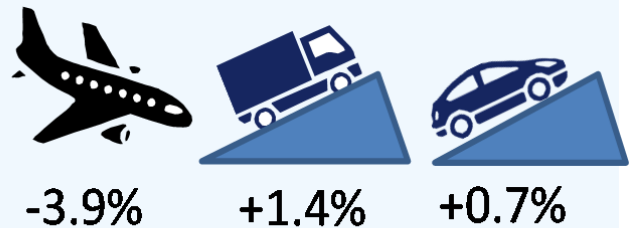
2% fall in **average CO₂ emissions for newly registered cars** between 2014 and 2015



4,506 Ultra Low Emission Vehicles

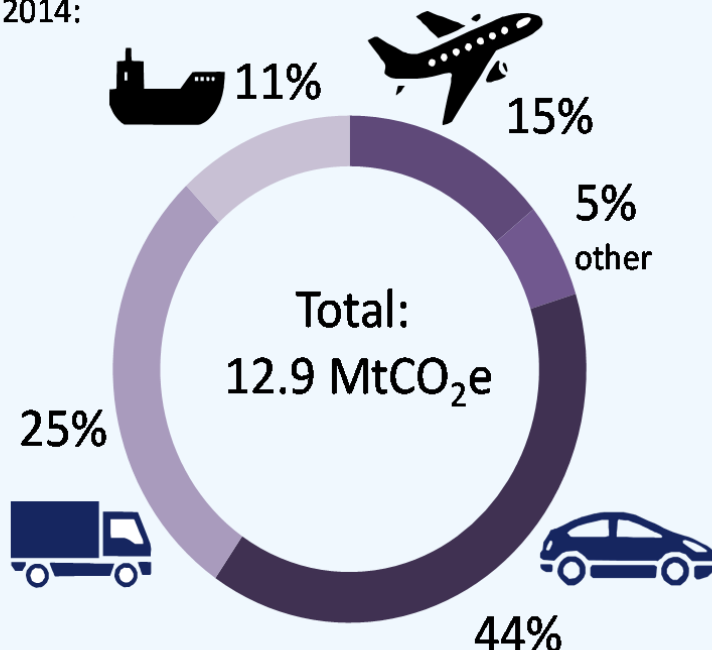
registered in Scotland at the end of September 2016 (a 23% increase since the end of March 2016)

Change in emissions by key transport mode 2013-2014:

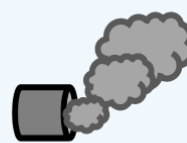


Air travel tends to be the **highest emitter** per passenger kilometre – especially domestic flights

Share of transport GHG emissions by mode, 2014:



The **lowest emitters** per passenger-kilometre are national coaches and national rail. Motorcycles are the second highest after air travel



1% increase in **road transport's share of GHG emissions** between 2013 and 2014

For web publication and further information, visit <http://bit.ly/STS2016-Enviro>



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 greenhouse gas emissions and air quality. Statistics include atmospheric pollutants and emissions of greenhouse gases by types of transport as well as details of emissions levels of road vehicles. Data from other chapters within Scottish Transport Statistics are referred to in the analysis.

Key points

- **Transport accounts for just under a quarter of Scotland's greenhouse gas emissions under the definition set out in the Climate Change Scotland Act.**
- **Road transport makes up 72% of transport emissions.**
- **Through September of the current year (2015) there were 1,050 Ultra Low Emission Vehicles registered in Scotland for the first time – 70% up on the corresponding period in 2014.**
- **In 2014, transport accounted for 41% of emissions of oxides of nitrogen and 13% of particulate matter (PM₁₀). As at 15 December 2016, there were 37 active Air Quality Management Areas related to these pollutants.**

2 Main Points

Air pollutant emissions

2.1 The main pollutants of current concern in Scotland are:

- Oxides of nitrogen (NO_x);
- Particulate matter (PM₁₀ and PM_{2.5});
- Sulphur dioxide (SO₂);
- Non-methane volatile organic compounds (NMVOCs);
- Ground-level ozone (O₃); and
- Ammonia (NH₃).

2.2 Of these, transport is a significant contributor to emissions of oxides of nitrogen and particulate matter. Transport is also linked to ground level ozone, which is a secondary pollutant produced by chemical reactions involving oxides of nitrogen.

2.3 Historically, transport was also a major contributor to emissions of lead and non-methane volatile organic compounds (NMVOCs). The significant decline in lead emissions (99% since 1990) has been mainly driven by the progressive phasing out of leaded petrol. The lead content of petrol was reduced from around 0.34 g/l to 0.143 g/l in 1986. From 1987, sales of unleaded petrol increased, particularly as a result of the increased use of cars fitted with three-way catalysts. Leaded petrol was phased out from general sale at the end of 1999. For NMVOCs, transport sector emissions declined significantly during the 1990s due to the increased use of catalytic converters and fuel switching from petrol to diesel cars. (Chart 13.1a)

2.4 Emissions of nitrogen oxides were estimated to be 91kt in 2014 of which transport accounted for 41%. Since 1990, transport emissions have declined by 70%. Transport

emissions have declined due to a number of reasons including the requirement for new petrol cars to be fitted with three-way catalysts since 1989 and, in more recent years, “Euro standards” for new cars have driven a reduction in emissions, although studies show that the diesel Euro 5 cars have not performed as well as expected. Since 2008, there has been a general reduction in the emissions from passenger cars, mainly driven by improvement in catalyst repair rates. (Table 13.1a)

2.5 Emissions of PM₁₀ were estimated to be 18kt in 2014, of which transport accounted for 13%. Since 1990, transport emissions have declined by 44%. For particulate matter, the main source of road transport emissions is exhaust gases from diesel engines. Emissions from diesel vehicles have been growing due to the growth in heavy-duty vehicle traffic and the move towards more diesel cars. Since around 1992, however, emissions from diesel vehicles have been decreasing due to the penetration of new vehicles meeting tighter PM₁₀ emission regulations (“Euro standards” for diesel vehicles were first introduced in 1992), while non-exhaust emissions from tyre and brake wear and road abrasion are increasingly more important. (Table 13.1a)

Air quality

2.6 Concentrations of air pollutants are sampled at automatic monitoring sites and the information is held in the “Scottish Air Quality Database” on the “Air Quality in Scotland” website (<http://www.scottishairquality.co.uk/>) and also in summary form in the Scottish Government database “Scottish Environment Statistics Online” (<http://www.gov.scot/seso/Datasets.aspx?TID=2>). The data section of the “Air Quality in Scotland” website provides detailed information on all sites while the publication section of the website includes reports showing trends. Table 13.b in this publication shows concentrations of nitrogen dioxide, ozone and PM₁₀ at a mixture of urban and rural monitoring sites with long time series. Air quality is monitored against standards set as air quality objectives (see Notes and Definitions section, page 225).

Nitrogen dioxide (NO₂)

2.7 For some of the selected monitoring sites, nitrogen dioxide concentrations show a downward trend. In 2015, 8 of the 11 operational selected sites that recorded nitrogen dioxide concentrations with a data capture rate of over 75% had the lowest concentrations recorded over the period 2005-2015. In 2010, concentrations at nine of the selected sites were higher than in the previous year and all subsequent years. In 2015, 70 sites in Scotland recorded nitrogen dioxide concentrations with a data capture rate of over 75%, of which 58 were roadside or kerbside locations. Of these 70 sites, 8 had concentrations in excess of the air quality strategy objective of 40 µg/m³ as an annual mean. All 8 sites were located at the roadside or kerbside. (Table 13.1b)

Ozone (O₃)

2.8 Though transport emissions contribute to ozone formation, levels of ozone are generally higher in rural areas due to the long-range transportation of primary pollutants from urban sources. In addition, ozone reacts with nitric oxide, which is more abundant in urban areas due to traffic emissions, to form nitrogen dioxide; therefore ozone levels are usually lower in urban areas. While at the selected monitoring sites there has been some indication of a downward trend in the number of occurrences of maximum daily concentrations exceeding 100 µg/m³, this has since levelled off. There appears to be no trend in average annual concentrations. In 2015,

out of all 11 sites in Scotland recording ozone with a data capture rate of over 75%, none had more than 10 occurrences of maximum daily concentrations exceeding 100 $\mu\text{g}/\text{m}^3$. (Table 13.1b)

Particulate matter (PM₁₀)

2.9 PM₁₀ concentrations show a general downward trend at the selected sites. In 2015, of the 64 sites in Scotland recording PM₁₀ with a data capture rate over 75%, 4 (all kerbside or roadside) had concentrations greater than the air quality objective of 18 $\mu\text{g}/\text{m}^3$ as an annual mean. Three of these sites, and 1 other, also exceeded the air quality objective set as 7 occurrences of a daily mean above 50 $\mu\text{g}/\text{m}^3$. (Table 13.1b)

Air Quality Management Areas

2.10 Whenever it appears that one or more of the air quality objectives is unlikely to be met by the required date, the local authority concerned must declare an Air Quality Management Area (AQMA) covering the area of concern. The authority must then prepare and implement an action plan outlining how it intends to tackle the issues identified. Table 13.c summarises active AQMAs and the pollutants of concern. As at 15 December 2016, there were 38 active AQMAs, all but one of which related to either NO₂ or PM₁₀, or both.

Greenhouse gases

2.11 In 2014, Transport (*including* international aviation and shipping) accounted for 13.0 million tonnes of carbon dioxide equivalent (MtCO_{2e}). This represents 27.8 per cent of net greenhouse gas emissions allocated to Scotland in the *Greenhouse Gas Inventories*, up from 25.4 per cent in 2013. Total net emissions from *all* sources fell by 8.6 per cent between 2013 and 2014, before making an adjustment to account for the EU Emissions Trading System while in transport total emissions increased by 0.01 per cent. Within Transport's emissions, Road Transportation accounted for approximately 72.5 per cent of the transport total, (Passenger Cars contribute 43.5 per cent alone). Heavy Goods Vehicles and Light Goods Vehicles were the other significant contributors to road emissions (12.9 per cent and 11.8 per cent respectively). International Aviation and Shipping contributed roughly 17.5 per cent and Domestic Aviation 5.5 per cent of transport's total emissions. The contribution from rail, 1.3 per cent, was roughly half the contribution of domestic maritime, 2.5 per cent. It should be noted that these estimates use a methodology designed to produce internationally-comparable figures so apparent year-to-year fluctuations could be due in part to limitations in or changes to the underlying data or calculations. See Table 13.2 for more detail and emissions from earlier years and Section 4.2 below for more detail on the methodology used.

2.12 Figure 13.2 shows transport emissions over time, by mode. Estimated car emissions have fallen by 9.2 per cent since 2004. Traffic levels have remained relatively stable over the last few years so the reduction in emissions seen will be due to the introduction of more fuel efficient vehicles as well as other more fuel efficient driving, particularly in the business fleet. More detail on car emissions is set out from paragraph 2.7 of this chapter while more details on traffic volumes by mode can be found in chapter 5 of STS. Details of personal modal choice can be found in chapter 11.

2.13 The *Greenhouse Gas Inventories* report the emissions of the six gases that are listed under the Kyoto Protocol. In the case of transport, the quantities of gases involved are relatively small except for carbon dioxide, which accounts for about 99 per cent of transport's total. (*Table 13.3*).

2.14 Table 13.4 presents some comparisons between the UK as a whole and Scotland. Overall, Scotland's emissions account for 8.2 per cent of UK transport emissions. At 8.6 per cent, Scottish road emissions are marginally above a proportionate share of the UK total while bus, 12.5 per cent, and domestic aviation 20.7 per cent, are significantly above that benchmark. At 5.3 per cent, Scotland's total aviation emissions sit well below a proportionate share.

2.15 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 CO₂e respectively. Air travel tends to be the highest emitter per passenger-kilometre, particularly domestic flights, which account for 147 grams of CO₂e per passenger kilometre (*Table 13.5*). The basis of these estimates is described in section 13.5 page 300.

Car emissions

2.16 Newly registered cars are becoming more fuel efficient and thus emit fewer emissions per kilometre. Figure 13.3 shows the steady downward trend in average CO₂ emissions for newly registered cars in Scotland. Average CO₂ emissions in Scotland for new car registrations has fallen by 27 per cent over the last ten years and by 2.4 per cent in the last year. (*Table 13.6a*)

2.17 More detail of this trend is shown in figure 13.4. The proportion of newly registered cars with emissions of 140g/km or lower has increased from 20 per cent in 2005 to 83 per cent in 2015. Cars with emissions of over 200g/km have decreased from 14 per cent of new cars to under 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.

Ultra low emission vehicles (ULEV)

2.18 The number of ultra-low emission vehicles registered in Scotland so far in 2016 is 15% up on the corresponding figure in 2015 (January – September). Almost all of these sales have been supported by Plug-in-Grant scheme for cars and vans. At the end of Q3 2016 there are 4,506 ULEVs registered in Scotland (*Table 13.7 and 13.8*)

Registrations by type of vehicle

2.19 The overwhelming majority (99.3 per cent) of vehicles licensed for use on the roads in Scotland are though still powered by either petrol or diesel. Historically petrol powered vehicles have been outsold by diesel vehicles but overall there are more petrol vehicles on the road than diesel ones. While 29 per cent of all diesel vehicles are body types other than cars only 5 per cent of petrol vehicles were not cars. (*Table 13.9 and 13.10*)

Table 13.1a Emissions of air pollutants by type of transport allocated to Scotland¹

	1990	1995	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
	<i>thousand tonnes of pollutant</i>												
Oxides of nitrogen (NO_x)													
Road transport	105.5	85.3	50.0	47.9	47.0	45.5	42.9	35.8	33.9	31.5	29.9	28.3	26.7
Buses and coaches	6.4	6.2	4.8	4.7	4.7	4.8	4.3	4.2	4.1	3.6	3.3	3.1	2.8
Passenger cars	70.5	53.4	23.8	22.2	21.3	19.4	18.8	14.8	13.7	13.1	12.8	12.5	12.3
HGVs	19.4	17.3	15.0	14.8	14.9	15.1	13.8	11.1	10.4	9.3	8.3	7.1	5.9
Light goods vehicles	9.1	8.3	6.3	6.1	6.1	6.1	5.9	5.6	5.6	5.4	5.4	5.5	5.6
Mopeds and motorcycles	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Railways	2.1	2.2	2.8	2.9	2.8	2.8	2.8	2.9	2.9	3.0	3.0	3.0	3.0
Aviation	0.6	0.7	1.0	1.1	1.1	1.1	1.0	0.9	0.9	0.9	0.8	0.9	0.9
Shipping	9.7	10.3	8.0	8.0	7.3	7.3	7.3	6.6	6.4	5.5	5.3	4.7	4.9
Other transport	4.1	3.5	2.9	2.7	2.8	3.0	2.8	2.7	2.6	2.4	2.2	2.0	1.7
Total Transport	122.1	102.0	64.7	62.5	61.0	59.7	56.9	48.9	46.6	43.3	41.1	38.8	37.2
Non-transport emissions	170.7	128.5	88.6	88.3	97.1	88.7	76.7	68.2	69.7	58.5	59.1	58.0	53.6
Emissions from all sources	292.8	230.5	153.3	150.8	158.1	148.4	133.6	117.0	116.3	101.8	100.3	96.8	90.8
Transport % of all NO_x emissions	42%	44%	42%	41%	39%	40%	43%	42%	40%	43%	41%	40%	41%
Particulate matter (PM₁₀)													
Road transport ²	3.01	3.44	2.64	2.58	2.56	2.50	2.40	2.30	2.24	2.08	2.00	1.91	1.82
Buses and coaches	0.34	0.33	0.15	0.14	0.14	0.14	0.13	0.12	0.12	0.11	0.10	0.10	0.09
Passenger cars	1.12	1.40	1.24	1.23	1.25	1.23	1.24	1.23	1.18	1.11	1.09	1.06	1.02
HGVs	0.95	0.85	0.56	0.55	0.54	0.52	0.47	0.41	0.40	0.37	0.35	0.33	0.31
Light goods vehicles	0.59	0.85	0.67	0.65	0.62	0.60	0.56	0.53	0.54	0.49	0.46	0.42	0.39
Mopeds and motorcycles	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Railways	0.09	0.10	0.10	0.10	0.11	0.10	0.11	0.11	0.11	0.11	0.11	0.11	0.11
Aviation ³	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Shipping ⁴	0.78	0.73	0.54	0.55	0.49	0.35	0.34	0.32	0.30	0.27	0.26	0.24	0.25
Other transport ⁵	0.15	0.13	0.13	0.12	0.13	0.13	0.12	0.11	0.10	0.10	0.09	0.08	0.07
Total Transport	4.03	4.42	3.42	3.37	3.29	3.11	2.98	2.85	2.76	2.57	2.47	2.35	2.25
Non-transport emissions	28.78	20.65	14.08	13.58	15.38	14.94	14.22	13.24	15.36	14.04	14.55	15.52	15.52
Emissions from all sources	32.81	25.07	17.51	16.95	18.67	18.04	17.21	16.09	18.13	16.61	17.02	17.86	17.77
Transport % of all PM₁₀ emissions	12%	18%	20%	20%	18%	17%	17%	18%	15%	15%	15%	13%	13%

Source: National Atmospheric Emissions Inventory - Not National Statistics

- From the *Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 1990 - 2014*.
Emissions are available annually only with effect from 1998. All the figures in this table are updated annually to reflect changes to the methodology used.
- The Road Transport emissions database uses emission factors (g/km) for different types of vehicles, which depend on the fuel type (petrol or diesel) and are influenced by the drive cycle or average speeds on the different types of roads; traffic activity for each DA region, including distance and average speed travelled by each type of vehicle on each DA-specific fleet data on petrol/diesel car mix, car engine size and fleet composition (including age).
The sum of emissions across all parts of the UK equates to the total for the UK inventory where that total is normalised using fuel sales data of petrol and DERV.
- Only take-off and landing emissions are reported.
- Includes emissions from coastal shipping, shipping between Scotland and the Overseas Territories, fishing vessels, marine engines, personal watercraft, inland goods-carrying vehicles, motorboats and sail boats with auxiliary engines.
- Includes military aviation and naval vessels, aircraft support vehicles and railways stationary combustion.

Table 13.1b Atmospheric concentrations of selected pollutants ^(1, a) recorded at Air Quality Monitoring Stations

Air Quality monitoring station ¹	Type of monitoring station	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Nitrogen dioxide ²												
<i>micrograms per cubic metre</i>												
Aberdeen Errol Place	Urban background	24	27	24	25	26	*	23	21	*	22	23
Aberdeen Union Street	Roadside	64	49	53	55	*	59	44	53	48	47	46
Bishopbriggs, Kirkintilloch Road	Roadside	*	33	32	33	33	33	*	30	31	29	27
Dumfries, A780	Roadside	36	37	38	37	35	40	32	33	30	30	30
Dundee Lochee Road	Roadside	..	*	53	53	54	55	*	53	52	46	48
Dundee Union Street	Kerbside	..	*	36	43	45	40	36	32	31	29	28
Eskdalemuir	Rural	4	4	5	5	4	3	3	3	3	2	2
Edinburgh Gorgie Road	Roadside	34	..	41	42	38	41	37	39	38	34	32
Edinburgh St Leonards	Urban background	25	27	27	31	24	31	25	24	22	*	*
Glasgow Centre, St Enoch's Square	Urban centre	33	31	31	35	42	44	34	*	..	..	..
Glasgow Kerbside, Hope Street	Kerbside	62	68	70	82	78	84	72	72	67	68	60
Glasgow Byres Road	Roadside	38	41	40	43	40	47	*	39	44	*	38
Glasgow City Chambers	Urban background	46	47	47	48	46	49	*	..	..	..	..
Inverness, Telford Street	Roadside	21	21	22	21	21	24	27	29	21	21	*
Perth High Street	Roadside	28	28	29	27	25	30	27	26	22	22	22
Ozone ³												
<i>micrograms per cubic metre</i>												
Edinburgh St Leonards	Urban background	53	52	48	49	52	33	40	49	49	*	45
Eskdalemuir	Rural	51	58	54	57	56	55	53	51	60	58	57
Strath Vaich	Rural	67	72	68	73	67	61	64	67	70	69	70
<i>Number of daily maximums (measured as an 8-hour running mean) exceeding 100ug/m3</i>												
Edinburgh St Leonards	Urban background	13	16	9	14	3	0	0	4	2	*	3
Eskdalemuir	Rural	1	23	11	16	20	2	10	7	14	7	9
Strath Vaich	Rural	18	47	17	65	4	4	14	12	23	17	10
Particulates (PM₁₀) ⁴												
<i>micrograms per cubic metre</i>												
Aberdeen Errol Place	Urban background	19	20	17	16	15	13	14	12	13	15	12
Aberdeen Union Street	Roadside	25	26	19	22	18	18	22	21	20	18	*
Bishopbriggs, Kirkintilloch Road	Roadside	25	22	22	17	19	19	17	15	*	*	*
Dundee Broughty Ferry	Roadside	..	20	18	15	15	16	16	14	16	15	13
Dundee Union Street	Kerbside	..	24	22	17	17	17	19	16	15	16	17
Edinburgh Queen Street	Roadside	..	..	26	18	17	18	16	16	17	17	15
Edinburgh St Leonards	Urban background	18	20	19	15	*	14	15	*	14	*	10
Glasgow Byres Road	Roadside	27	27	25	10	19	23	*	13	*	*	10
Glasgow Waulkmillglen Reservoir	Rural	14	15	15	12	11	12	12	11	12	*	11
Glasgow Kerbside, Hope Street	Kerbside	29	38	32	27	26	29	*	*	23	*	*
Glasgow Centre, St Enoch's Square	Urban centre	20	21	20	19	25	*	17	*	..	..	..
Inverness, Telford Street	Roadside	15	16	14	12	12	14	12	11	12	11	9
Perth High Street	Roadside	19	21	20	16	16	19	19	15	16	14	13

Source: Scottish Government - Not National Statistics

1. The sites chosen are a mixture of urban and rural site types with long time series
2. Annual mean concentration of atmospheric nitrogen dioxide.
3. Annual mean ground level ozone concentration.
4. Annual mean atmospheric PM₁₀ concentration.

(*) Since 2003, results where data capture is less than 75% are not shown.

(..) Site not in operation for given year

(a) those to which transport is understood to contribute significantly - see text.

Table 13.1c Number of active Air Quality Management Areas by pollutant and local authority, as at 15 October 2016

Local authority	Pollutant(s)				All pollutants
	Nitrogen dioxide (NO ₂) only	Particulate Matter (PM ₁₀) only	Both NO ₂ and PM ₁₀	Sulphur dioxide	
Aberdeen City Council	-	-	3	-	3
City of Edinburgh Council	5	-	-	-	5
Dundee City Council	-	-	1	-	1
East Dunbartonshire Council	-	-	2	-	2
East Lothian Council	1	-	-	-	1
Falkirk Council	1	1	1	1	4
Fife Council	1	-	1	-	2
Glasgow City Council	2	-	1	-	3
Highland Council	1	-	-	-	1
North Lanarkshire Council	-	5	-	-	5
Perth & Kinross Council	-	-	2	-	2
Renfrewshire Council	2	-	1	-	3
South Lanarkshire Council	1	2	-	-	3
West Lothian Council	-	1	2	-	3
Scotland	14	9	14	1	38

Source: Scottish Air Quality website - Not National Statistics

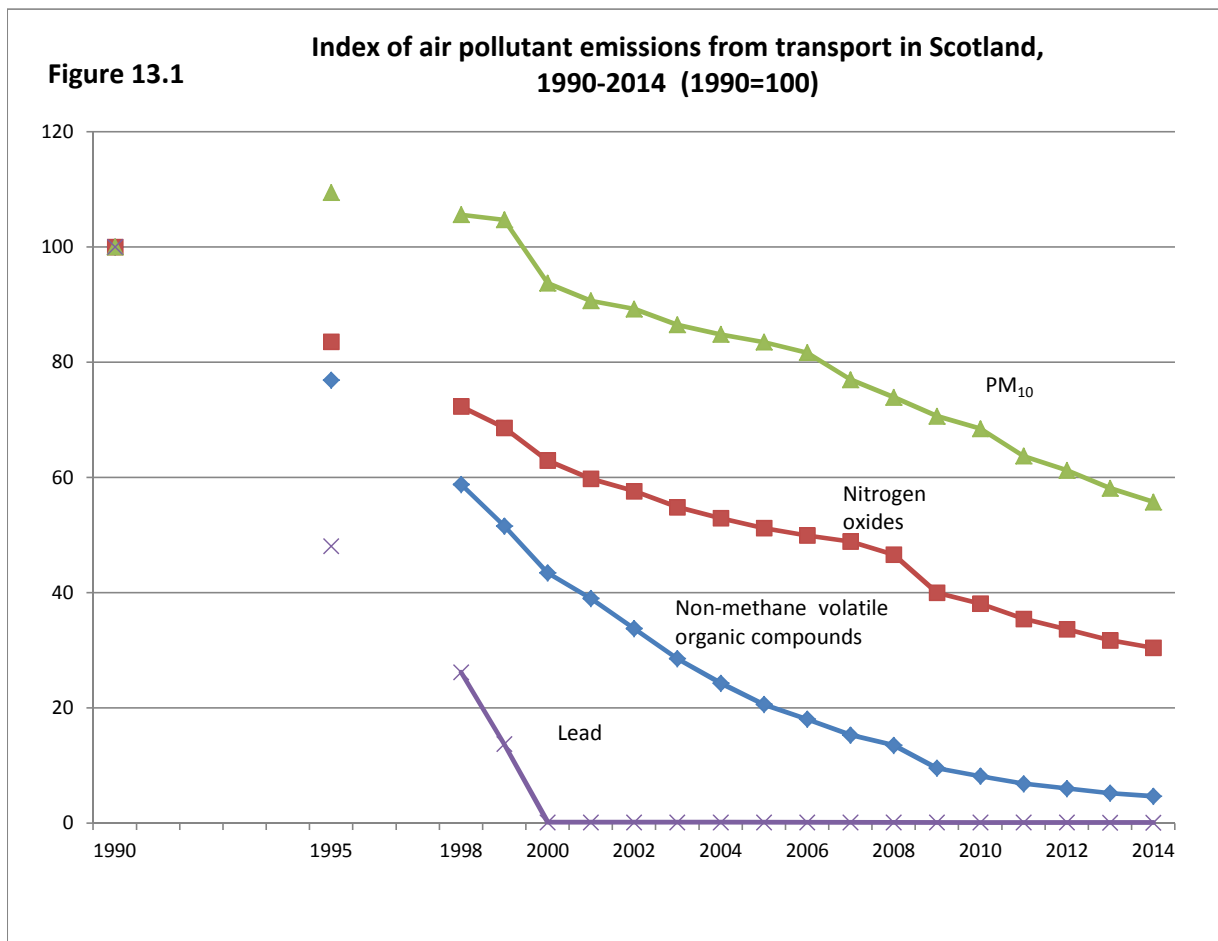


Table 13.2 Emissions of greenhouse gases by type of transport allocated to Scotland ¹

	1990	1995	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
	<i>thousand tonnes of carbon dioxide equivalent</i>												
Transport													
Road transportation ²	9,182	9,262	9,871	9,969	10,139	10,303	9,919	9,595	9,498	9,336	9,402	9,352	9,434
Buses & coaches	596	598	510	509	517	545	497	500	522	482	468	481	480
Passenger cars	5,789	5,843	6,233	6,228	6,288	6,305	6,139	5,962	5,762	5,683	5,709	5,620	5,658
Heavy Goods Vehicles	1,788	1,712	1,735	1,789	1,840	1,883	1,777	1,650	1,695	1,650	1,683	1,693	1,675
Light Goods Vehicles	957	1,067	1,300	1,347	1,399	1,474	1,410	1,393	1,434	1,437	1,461	1,481	1,542
Mopeds & motorcycles	39	27	41	41	38	41	39	38	34	34	33	32	34
Other road ³	14	14	52	55	57	55	57	51	51	49	48	46	45
Railways	124	126	155	155	159	170	171	170	171	168	172	171	174
Aviation and Maritime	4,037	3,975	3,934	4,180	4,562	4,538	4,571	4,246	3,787	3,825	3,571	3,491	3,407
International Aviation & international shipping ⁴	2,558	2,587	2,414	2,605	2,986	2,957	3,062	2,883	2,505	2,604	2,389	2,337	2,278
Domestic Aviation	849	745	951	1,006	1,036	1,036	954	846	780	766	741	743	714
Domestic Shipping and Maritime	581	592	489	483	452	456	468	434	423	372	357	323	325
Other aviation and maritime ⁵	49	51	80	85	88	90	87	82	79	82	85	88	91
Total transport	13,343	13,363	13,960	14,303	14,860	15,012	14,661	14,011	13,456	13,329	13,145	13,014	13,015
Non-transport net emissions	63,871	64,288	53,316	51,637	54,217	49,241	47,293	43,319	45,620	39,007	39,651	38,196	33,780
Net emissions all sources⁶	77,214	77,651	67,276	65,940	69,077	64,253	61,954	57,329	59,076	52,335	52,796	51,210	46,795
Transport % of Total net emissions³	17.3	17.2	20.8	21.7	21.5	23.4	23.7	24.4	22.8	25.5	24.9	25.4	27.8

Source: Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland (see sources section for more details) - Not National Statistics

- From the Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland: 1990 - 2013. Some headings below are own aggregations. Emissions estimates are available for 1990, 1995 and then annually from 1998. All the figures in this table reflect the current methodology used in the calculation of emissions within the National Atmospheric Emissions Inventory.
- 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.
- Other road includes urea used as part of an additive for certain categories of diesel engine, LPG use and road vehicle engines.
- A split between International aviation and international shipping can be found in the Carbon Account for Transport.
- Aviation support vehicles at airports.
- Net emissions take account of removals of carbon dioxide due to carbon sinks.

 Table 13.3 Emissions of greenhouse gases¹ by Transport² allocated to Scotland

	1990	1995	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
	<i>thousand tonnes of carbon dioxide equivalent</i>												
Greenhouse gases - excluding international aviation and shipping													
Carbon dioxide	10,509	10,485	11,315	11,468	11,647	11,831	11,395	10,940	10,768	10,537	10,564	10,479	10,534
Methane	99	73	31	28	26	23	21	16	14	13	11	10	9
Nitrous Oxide	128	166	120	117	113	111	95	90	90	92	96	100	104
All greenhouse gases - excluding international aviation and shipping	10,736	10,724	11,466	11,613	11,786	11,965	11,512	11,045	10,872	10,642	10,671	10,589	10,646
Greenhouse gases - international aviation and shipping													
Carbon dioxide	2,536	2,565	2,393	2,583	2,961	2,932	3,036	2,858	2,484	2,582	2,368	2,317	2,258
Methane	2	1	1	1	1	1	1	1	1	1	1	1	1
Nitrous Oxide	20	21	20	22	24	24	25	23	20	21	20	20	19
All greenhouse gases - international aviation and shipping	2,558	2,587	2,414	2,605	2,986	2,957	3,062	2,883	2,505	2,604	2,389	2,337	2,278
All transport greenhouse gases	13,294	13,311	13,880	14,218	14,772	14,922	14,573	13,928	13,378	13,246	13,060	12,926	12,924

Source: Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland (see sources section for more details) - Not National Statistics

- The footnotes to Table 5.12 also apply to this table, including revision of the figures; though note that emissions of methane and nitrous oxide from road transport are estimated using vehicle kilometre data in both of the calculation methods, and the total emissions of these GHGs from the two methods are identical. There are no emissions of other greenhouse gases by Transport in the Inventory.
- The figures for greenhouse gas emissions are expressed in terms of their Global Warming Potential in tonnes of carbon dioxide equivalent. To convert from tonnes of carbon dioxide equivalent to tonnes of other gases multiply by the following factors:
GWP methane - 25, GWP nitrous oxide - 298.

Table 13.4 Comparison of transport greenhouse gas emissions Scotland and UK as a whole

	Scottish emissions 2014	Scottish emissions as a % of UK emissions 2014	Change in Scottish emissions (2013-2014)	Change in UK emissions (2013-2014)	Change in Scottish emissions (1990-2014)	Change in UK emissions (1990-2014)
All Transport	12,924	8.2%	0.0%	0.4%	-2.8%	8.4%
All Transport (excl. International Aviation and Shipping)	10,646	9.0%	0.5%	1.1%	-0.8%	-3.3%
Road Transport ^{1,2}	9,434	8.6%	0.9%	1.4%	2.7%	-1.2%
of which:						
Cars	5,658	8.3%	0.7%	0.8%	-2.3%	-5.1%
Heavy Goods Vehicles	1,675	9.0%	-1.0%	1.4%	-6.3%	-9.1%
Light Goods Vehicles	1,542	8.9%	4.1%	4.0%	61.2%	48.1%
Buses & coaches	480	12.5%	-0.1%	-0.7%	-19.5%	-27.0%
Motorcycles	34	6.5%	4.5%	3.9%	-2.3%	-32.4%
Rural	4,629	10.8%	1.0%	2.1%	-0.1%	2.4%
Urban	2,969	7.3%	1.0%	1.0%	-12.7%	-17.2%
Motorway	1,776	7.1%	0.5%	0.8%	58.7%	29.7%
Rail	174	7.9%	1.7%	1.3%	40.0%	4.2%
Aviation (Domestic)	622	20.7%	-5.0%	-8.6%	-22.2%	-44.2%
Aviation (Including International)	1,918	5.3%	1.7%	-0.1%	38.2%	72.1%
Maritime (Domestic)	325	11.0%	0.8%	0.1%	-44.0%	-19.6%
Maritime (Including International)	1,398	13.3%	-7.9%	-7.0%	-46.2%	-15.2%

Source: Carbon Account for Transport (see sources section for more details) - Not National Statistics

- Road transport excludes the 'other' category shown in Table 13.2
- The comparisons shown by category of road excludes emissions from the 'other' category of road transport and emissions generated from cold starts

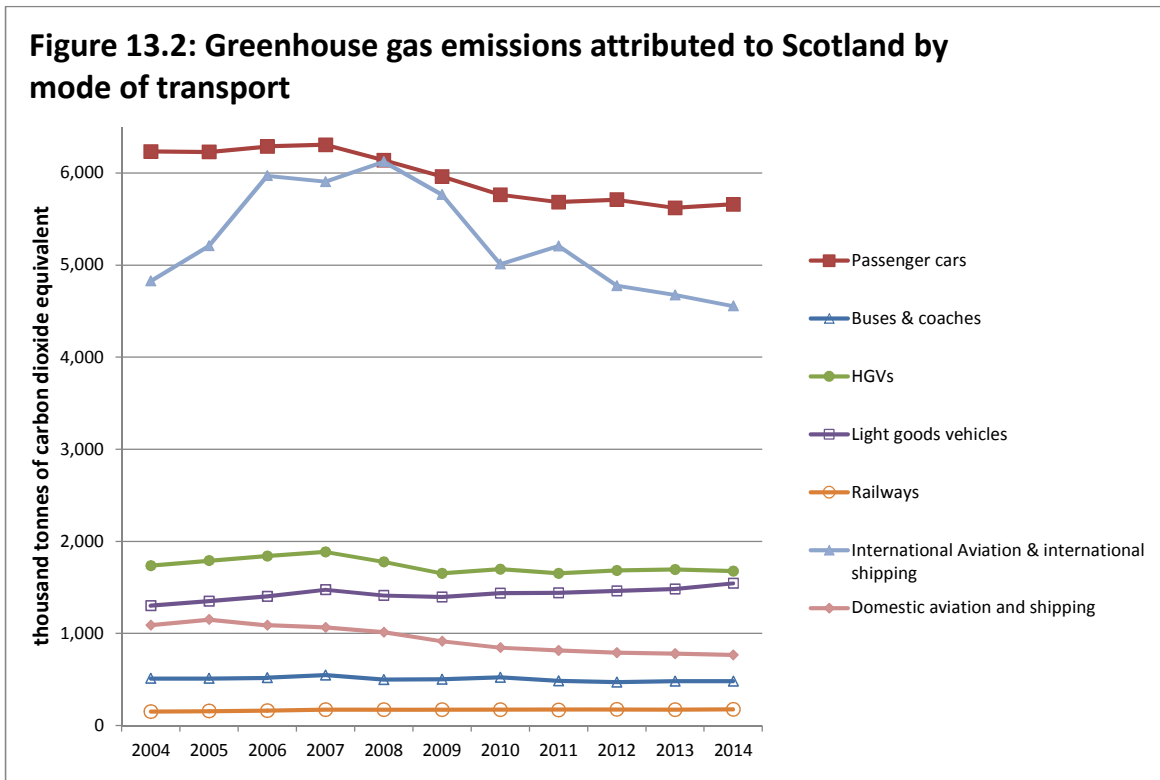


Table 13.5 UK Carbon Dioxide emissions: grams per passenger-kilometre, 2016 ¹

	<i>grams of CO₂ per pass-km</i>
Petrol cars	128 ²
Diesel cars	122 ²
Average petrol hybrid	88 ²
All Cars (average)	113 ²
Petrol motorbike	120
Bus	102
Coach	29
<i>National rail</i>	49
<i>Light rail and tram</i>	54
<i>Ferry</i>	116
Domestic flights ³	147 ⁴
Short haul international ³	89 ⁴
Long haul international ³	101 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 1.50 passengers based on the latest Transport and Travel in Scotland

3. The long haul estimate is based on a flight length from the Guidelines of 6482 km, short haul 1108km and domestic 463km.

4. All the factors include the distance uplift of 8% to compensate for planes not flying using the most direct route i.e. flying around international airspace, stacking etc.

Table 13.6a: Cars registered for the first time by CO2 emission band, Scotland

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>thousands</i>										
Up to 100 g/km	0.0	-	0.0	0.3	1.3	2.3	4.6	13.0	25.6	36.2	39.1
101 - 110 g/km	1.2	3.4	4.0	4.8	8.1	9.2	15.3	17.3	23.5	34.8	46.9
111 - 120 g/km	5.7	5.4	6.4	12.1	24.7	29.7	28.1	31.6	43.1	48.2	41.2
121 - 130 g/km	9.3	10.1	9.4	11.0	15.4	27.6	28.5	39.4	39.7	36.5	33.3
131 - 140 g/km	23.6	25.2	38.2	36.7	41.5	33.9	31.4	30.5	26.3	23.8	23.7
141 - 150 g/km	35.5	31.4	27.5	24.3	24.7	20.5	20.3	18.9	17.0	13.8	12.7
151 - 165 g/km	51.1	47.7	45.8	33.0	32.7	25.3	18.1	14.1	14.1	15.3	13.2
166 - 175 g/km	17.8	22.4	21.5	16.7	10.7	6.2	6.1	5.7	6.4	4.4	4.1
176 - 185 g/km	16.7	12.2	12.8	9.5	9.4	7.5	5.4	3.5	2.5	2.6	3.0
186 - 200 g/km	14.7	13.2	16.0	11.3	7.4	7.0	4.6	3.9	2.8	2.9	1.3
201 - 225 g/km	12.9	12.6	10.1	6.1	5.1	3.7	1.8	1.5	1.5	1.8	1.6
226 - 255 g/km	6.9	5.7	4.2	2.4	2.3	2.6	2.3	1.8	1.4	1.0	0.6
Over 255 g/km	5.6	5.7	5.2	3.4	2.2	1.2	0.6	0.5	0.5	0.5	0.4
Not known	2.1	1.4	1.5	1.0	0.8	0.6	0.5	0.7	0.7	0.6	0.7
Total	203.2	196.5	202.5	172.7	186.2	177.2	167.8	182.5	205.2	222.4	221.8
Avg CO₂	165.6	164.4	162.2	156.3	148.6	143.4	138.2	133.2	128.4	124.4	121.4
	<i>Column Percentages</i>										
Up to 100 g/km	-	0.0	-	-	0.7	1.3	2.7	7.1	12.5	16.3	17.6
101 - 110 g/km	0.6	1.7	2.0	2.8	4.3	5.2	9.1	9.5	11.4	15.7	21.2
111 - 120 g/km	2.8	2.8	3.1	7.0	13.3	16.8	16.8	17.3	21.0	21.7	18.6
121 - 130 g/km	4.6	5.1	4.7	6.4	8.3	15.6	17.0	21.6	19.4	16.4	15.0
131 - 140 g/km	11.6	12.8	18.9	21.3	22.3	19.1	18.7	16.7	12.8	10.7	10.7
141 - 150 g/km	17.5	16.0	13.6	14.1	13.3	11.6	12.1	10.4	8.3	6.2	5.7
151 - 165 g/km	25.1	24.3	22.6	19.1	17.5	14.3	10.8	7.8	6.9	6.9	5.9
166 - 175 g/km	8.8	11.4	10.6	9.7	5.8	3.5	3.6	3.1	3.1	2.0	1.8
176 - 185 g/km	8.2	6.2	6.3	5.5	5.1	4.2	3.2	1.9	1.2	1.2	1.3
186 - 200 g/km	7.3	6.7	7.9	6.6	4.0	4.0	2.8	2.1	1.4	1.3	0.6
201 - 225 g/km	6.4	6.4	5.0	3.5	2.7	2.1	1.1	0.8	0.7	0.8	0.7
226 - 255 g/km	3.4	2.9	2.1	1.4	1.2	1.5	1.4	1.0	0.7	-	-
Over 255 g/km	2.8	2.9	2.6	2.0	1.2	0.7	-	-	-	-	-
Not known	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

Source: DVLA/DVADFT - GB figures published as DfT table VEH0256

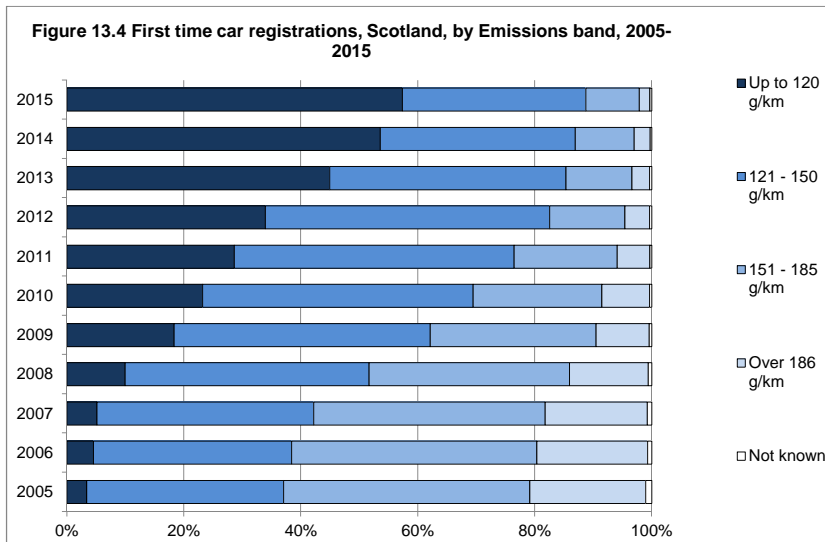
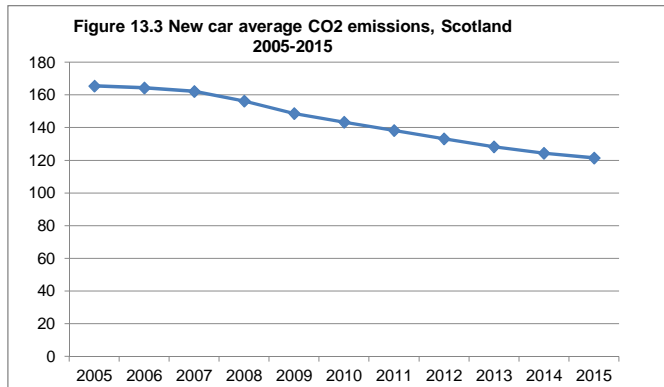


Table 13.6b: Licensed cars by CO2 emission band, Scotland

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>thousands</i>										
Up to 100 g/km	0.0	0.0	0.0	0.4	1.8	4.1	8.8	22.0	49.2	89.5	133.2
101 - 110 g/km	3.0	6.1	10.5	15.3	23.2	32.5	47.9	67.0	94.1	130.8	176.7
111 - 120 g/km	23.3	28.2	33.9	45.0	68.6	98.9	127.2	158.2	198.5	243.3	279.5
121 - 130 g/km	28.1	38.8	48.6	59.9	74.4	100.1	130.5	170.2	210.9	243.2	267.3
131 - 140 g/km	124.5	145.9	180.6	218.2	254.8	281.4	303.0	321.0	332.6	337.8	335.6
141 - 150 g/km	180.1	207.5	230.1	249.5	265.9	278.2	288.6	293.0	290.9	282.0	265.6
151 - 165 g/km	258.9	306.7	350.7	384.4	407.2	415.2	413.7	401.8	382.5	362.5	336.3
166 - 175 g/km	114.2	136.1	155.7	173.0	180.2	178.7	176.6	172.2	164.0	153.0	139.7
176 - 185 g/km	91.4	104.4	115.3	124.1	130.0	130.8	129.2	124.6	116.3	107.7	97.8
186 - 200 g/km	83.7	97.2	113.1	125.5	130.5	130.2	128.6	124.1	116.4	108.3	96.9
201 - 225 g/km	77.3	89.9	100.1	106.5	109.6	108.0	104.7	100.1	93.9	87.6	79.7
226 - 255 g/km	45.8	51.9	56.7	59.7	60.9	60.6	60.3	58.6	55.8	52.2	47.2
Over 255 g/km	31.2	37.2	43.4	48.2	50.2	49.8	48.9	46.7	44.2	41.5	37.9
Not known	1,077.7	906.8	762.0	623.4	491.5	386.1	296.3	225.5	169.9	130.1	100.9
Total	2,139.2	2,156.8	2,200.8	2,233.2	2,248.5	2,254.5	2,264.4	2,285.1	2,319.2	2,369.3	2,394.2
Avg CO₂	168.8	168.3	167.7	166.7	164.9	162.6	160.2	157.4	153.9	150.1	146.2
	<i>Column Percentages</i>										
Up to 100 g/km	-	-	-	-	-	-	-	1.0	2.1	3.8	5.6
101 - 110 g/km	-	-	-	0.7	1.0	1.4	2.1	2.9	4.1	5.5	7.4
111 - 120 g/km	1.1	1.3	1.5	2.0	3.1	4.4	5.6	6.9	8.6	10.3	11.7
121 - 130 g/km	1.3	1.8	2.2	2.7	3.3	4.4	5.8	7.4	9.1	10.3	11.2
131 - 140 g/km	5.8	6.8	8.2	9.8	11.3	12.5	13.4	14.0	14.3	14.3	14.0
141 - 150 g/km	8.4	9.6	10.5	11.2	11.8	12.3	12.7	12.8	12.5	11.9	11.1
151 - 165 g/km	12.1	14.2	15.9	17.2	18.1	18.4	18.3	17.6	16.5	15.3	14.0
166 - 175 g/km	5.3	6.3	7.1	7.7	8.0	7.9	7.8	7.5	7.1	6.5	5.8
176 - 185 g/km	4.3	4.8	5.2	5.6	5.8	5.8	5.7	5.5	5.0	4.5	4.1
186 - 200 g/km	3.9	4.5	5.1	5.6	5.8	5.8	5.7	5.4	5.0	4.6	4.0
201 - 225 g/km	3.6	4.2	4.5	4.8	4.9	4.8	4.6	4.4	4.0	3.7	3.3
226 - 255 g/km	2.1	2.4	2.6	2.7	2.7	2.7	2.7	2.6	2.4	2.2	2.0
Over 255 g/km	1.5	1.7	2.0	2.2	2.2	2.2	2.2	2.0	1.9	1.8	1.6
Not known	50.4	42.0	34.6	27.9	21.9	17.1	13.1	9.9	7.3	5.5	4.2
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: DVLA/DVADFT - GB figures published as DfT table VEH0206

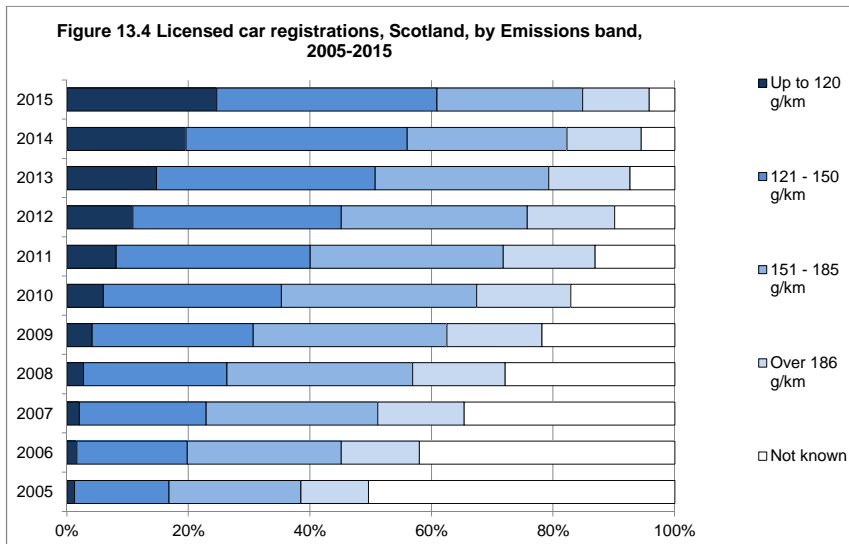
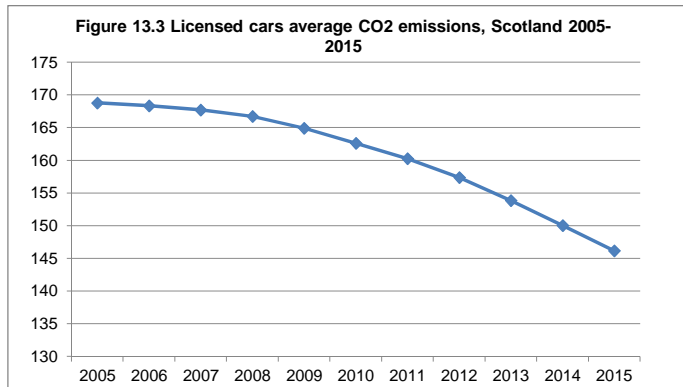


Table 13.7: Ultra-low emission vehicles (ULEV)¹ registered for the first time, Scotland, quarterly: January 2012 to September 2016

		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
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	56	0	1	57	0	3	0	3	3	63
2013	Oct-Dec	46	0	0	46	0	1	2	3	1	50
2014	Jan-Mar	130	0	0	130	0	9	0	9	2	141
2014	Apr-Jun	166	0	1	167	3	11	1	12	6	188
2014	Jul-Sep	266	1	2	269	0	10	2	12	5	286
2014	Oct-Dec	272	0	0	272	1	13	1	14	4	291
2015	Jan-Mar	365	0	8	373	2	28	1	29	6	410
2015	Apr-Jun	315	2	2	319	1	15	2	17	1	338
2015	Jul-Sep	278	2	1	281	1	14	2	16	3	301
2015	Oct-Dec	340	1	3	344	1	6	2	8	1	354
2016	Jan-Mar	446	6	1	453	3	26	0	26	3	485
2016	Apr-Jun	271	21	0	292	3	20	0	20	2	317
2016	Jul-Sep	368	18	1	387	2	12	0	12	1	402
2012	Whole year	134	4	15	153	4	41	14	55	12	224
2013	Whole year	194	1	1	196	1	9	3	12	6	215
2014	Whole year	834	1	3	838	4	43	4	47	17	906
2015	Whole year	1,298	5	14	1,317	5	63	7	70	11	1,403

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 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: 2012 q1 to 2016 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	
2012 Q1	97	60	1	158	67	1	117	118	205	548	
2012 Q2	131	62	14	207	67	6	119	125	214	613	
2012 Q3	167	62	15	244	60	31	122	153	212	669	
2012 Q4	207	63	16	286	52	42	121	163	211	712	
2013 Q1	242	62	16	320	47	48	121	169	209	745	
2013 Q2	314	61	16	391	48	48	125	173	205	817	
2013 Q3	367	62	15	444	47	55	120	175	207	873	
2013 Q4	418	62	16	496	45	58	119	177	208	926	
2014 Q1	543	62	16	621	43	70	119	189	212	1,065	
2014 Q2	712	59	15	786	42	80	120	200	209	1,237	
2014 Q3	984	63	17	1,064	35	89	120	209	220	1,528	
2014 Q4	1,246	61	18	1,325	32	97	125	222	218	1,797	
2015 Q1	1,604	61	27	1,692	34	113	126	239	229	2,194	
2015 Q2	1,919	56	29	2,004	33	133	116	249	220	2,506	
2015 Q3	2,213	41	29	2,283	31	150	109	259	215	2,788	
2015 Q4	2,571	43	32	2,646	33	152	118	270	221	3,170	
2016 Q1	3,034	45	36	3,115	34	176	115	291	217	3,657	
2016 Q2	3,356	66	36	3,458	38	202	115	317	214	4,027	
2016 Q3	3,801	83	36	3,920	42	219	116	335	209	4,506	

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 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>)

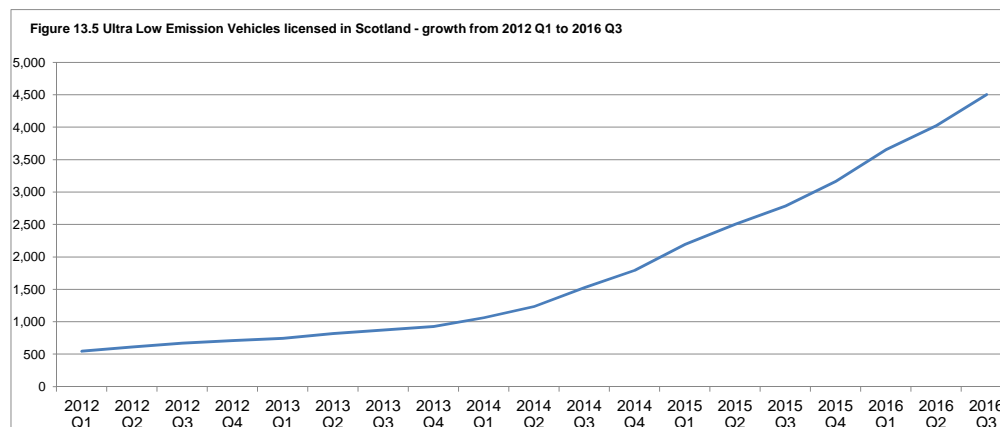


Table 13.9: Number of new registrations by body type and propulsion type in Scotland during 2015 (Thousands)

Body type	Propulsion type											Grand Total thousand	
	Diesel	Electric diesel	Electricity	Fuel cells	Gas	Gas bi-fuel	Gas-diesel	Hybrid electric	New fuel technology	Petrol	Petrol/gas		Steam
Agricultural	2.30	~	~	~	~	~	~	~	~	~	0.54	~	2.84
Buses & coaches	0.89	~	~	~	~	~	~	~	~	~	~	~	0.90
Cars	100.05	0.14	0.60	~	~	~	~	2.95	~	118.07	~	~	221.81
Goods - heavy	3.77	~	~	~	~	~	~	~	~	~	~	~	3.77
Goods - light	27.97	~	0.07	~	~	~	~	~	~	0.26	~	~	28.31
Motorcycles, mopeds & scooters	~	~	~	~	~	~	~	~	~	6.35	~	~	6.36
Others	2.24	~	0.74	~	~	~	~	~	~	0.07	~	~	3.07
Special purpose	~	~	~	~	~	~	~	~	~	~	~	~	~
Taxis	0.48	~	~	~	~	~	~	~	~	~	~	~	0.48
Tricycles	~	~	~	~	~	~	~	~	~	~	~	~	~
Grand Total	137.71	0.14	1.43	~	~	~	~	2.95	~	125.33	~	~	267.58

~ denotes fewer than 50.

Table 13.10: Number of licensed vehicles by body type and propulsion type in Scotland as at 31 December 2015 (Thousands)

Body type	Propulsion type											Grand total thousand	
	Diesel	Electric diesel	Electricity	Fuel cells	Gas	Gas bi-fuel	Gas-diesel	Hybrid electric	New fuel technology	Petrol	Petrol/gas		Steam
Agricultural	45.82	~	~	~	~	~	~	~	~	~	3.69	~	49.58
Buses & coaches	14.94	~	~	~	~	~	~	~	~	0.20	~	~	15.18
Cars	937.39	0.39	1.67	~	~	1.07	~	10.93	~	1441.95	0.74	~	2394.20
Goods - heavy	36.86	~	~	~	~	~	~	~	~	0.11	~	~	36.99
Goods - light	262.49	~	0.27	~	~	0.30	~	~	~	6.02	0.06	~	269.19
Motorcycles, mopeds & scooters	0.06	~	~	~	~	~	~	~	~	68.28	~	~	68.37
Not recorded	0.32	~	~	~	~	~	~	~	~	0.07	~	~	0.40
Others	18.55	~	3.97	~	0.10	~	~	~	~	1.15	~	~	23.86
Special purpose	0.33	~	~	~	~	~	~	~	~	~	~	~	0.39
Taxis	3.75	~	~	~	~	~	~	~	~	~	~	~	3.76
Tricycles	~	~	~	~	~	~	~	~	~	0.85	~	~	0.86
Grand Total	1320.52	0.39	6.00	~	0.14	1.40	~	10.94	~	1522.36	0.85	0.10	2862.76

~ denotes fewer than 50.

Notes and Definitions

Summary Chapter

S. Notes, Sources and Further Information – historical

S.1 Occasionally, figures given for Great Britain (or the UK) are on a different basis from the figures for Scotland. Such differences in the basis of the figures for Scotland and GB/UK should not prevent their use in a broad comparison of the trends.

S.2 *Motor vehicles, the road network, traffic and road casualties*

S.2.1 **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.

S.2.2 **Car Traffic on major roads:** The notes for Chapter 5 describe 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.

S.3 Public transport (bus, rail, air and ferry)

S.3.1 Bus Passengers: The notes for Chapter 2 describe 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.

S.3.2 Rail Passengers: See the notes for 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 7.5 for details of changes to Scotrail methodology.

S.4 Freight

S.4.1 Road Freight: The notes for chapter 3 describe 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.

S.4.2 Rail Freight: See the notes for 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.

S.4.3 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

NOTES & DEFINITIONS - SUMMARY

definition used for the coastal shipping series differs from the definitions which are used for the water transport statistics in the notes for 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).

S.4.4 **Coastwise Shipping:** See the notes for 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.

S.4.5 **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.

Chapter 1 – Road Transport Vehicles

1. Notes and Definitions

1.1 **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).

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

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

1.4 **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.

1.5 **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.

1.6 **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.

1.7 **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.

1.8 **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.

NOTES & DEFINITIONS - ROAD TRANSPORT VEHICLES

1.9 **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.

1.10 **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.

1.11 **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.

1.12 **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.

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

1.14 **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,

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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.

Sources

1.15 Numbers of vehicles

The source of this information is the Vehicle Information Database (VID) held by the Department for Transport (DfT). The results conform to the same definitions as earlier vehicle censuses, but, for technical reasons, are considered slightly more reliable than earlier estimates. Some vehicles have complicated licensing histories, that may include incidents such as cheques failing to clear, changes of taxation status, late payments, and one or more valid or invalid refund claims. The VID undertakes a more detailed examination of licensing history than earlier vehicle census analyses and is therefore able to provide better estimates of licensed stock. The figures include all vehicles which pay tax and certain vehicles which are exempt. The exempt vehicles are described in section 1.6. The figures exclude vehicles registered by the armed forces, or as personal or direct export and trade licences issued to manufacturers, repairers of and dealers in motor vehicles.

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

1.16.1 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

NOTES & DEFINITIONS - ROAD TRANSPORT VEHICLES

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

1.16.2 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).

1.16.3 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.

1.16.4 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.

1.17 **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.

1.18 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.

1.19 Numbers of vehicles: Analysis by local government areas

1.19.1 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

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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.

1.20 Numbers of new registrations of vehicles

1.20.1 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.

1.21 Taxis licensed

1.21.1 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.

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

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

1.23 Most popular car sold

1.23.1 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.

1.24 MOT tests

1.24.1 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.

1.25 Driving test receipts

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

1.26 Scottish Household Survey

1.26.1 Information about the Scottish Household Survey is given in the notes to chapter 12.

1.27 Numbers of Blue Badges

1.27.1 The Scottish Government requested details from Local Authorities on the number of badges awarded under the EU Blue Badge scheme. Blue badges are valid for up to 3 years from the date of issue. Totals (shown in Table 1.21) will include all valid badges on issue in the specified year.

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1.27.2 The Blue Badge Improvement Service (BBIS), a central database for all blue badges on issue, was introduced on 1 January 2012. Data accuracy for the total number of blue badges on issue has improved as all blue badges are recorded on BBIS.

1.28 Motor Vehicle Offences

1.28.1 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, for each local authority, which the police have recorded and cleared. Returns of quarterly data are submitted by Police Scotland and are used to produce a national total. Data from other police forces, such as the British Transport Police, are not included. Each quarterly submission of data to the Scottish Government contains revisions (such as the re-designation of incidents found on investigation not to be criminal) back to quarter 1 of the same financial year. However, amendments which arise after the end of the year are not incorporated.

1.28.2 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 level of enforcement or police deployment.

1.28.3 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.

1.28.4 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.

1.29 Further Information

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

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

1.29.3 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)

Peter MacKenzie Smith, Transport Scotland Tel: 0131 244 3653

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

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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

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).

1.34 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 the notes for Chapter 12.

Chapter 2 - Bus and Coach Travel

2. Notes and Definitions

2.1 **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.

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

2.3 **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.

2.4 **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.

2.5 **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.

2.6 **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.

2.7 **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.

2.8 **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.

NOTES & DEFINITIONS - BUS AND COACH TRAVEL

2.9 **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.

2.10 **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).

2.11 **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.

2.12 **SHS urban/rural classification:** notes on this are provided in the notes to Chapter 12.

Sources

2.13 **The DfT survey of Public Service Vehicle Operators**

2.13.1 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).

2.13.2 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.

2.13.3 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.

2.13.4 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

NOTES & DEFINITIONS - BUS AND COACH TRAVEL

group, such as Stagecoach, is not treated as a single operator: there will be a separate statistical return for each of its subsidiary companies.)

2.13.5 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.

2.13.6 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.

2.14 Scottish Government and Transport Scotland finance data

2.14.1 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.

2.14.2 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.

2.15 Transport Scotland National Concessionary Travel scheme data

2.15.1 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.

2.16 Scottish Household Survey

2.16.1 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 the notes to Chapter 11 of this publication (personal and cross modal travel).

2.17 Further Information

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

2.17.2 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

2.17.3 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).

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2.17.4 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).

2.18 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

Chapter 3 - Road Freight

3. Notes and Definitions

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

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

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

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

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

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

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

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

Sources

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

3.10 GB HGV Road freight traffic within the UK

3.10.1 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.

3.10.2 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.

3.10.3 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)

3.10.4 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.

3.10.5 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.

3.11 GB HGV International road freight traffic

3.11.1 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.

3.11.2 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.

3.11.3 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.

3.11.4 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.

3.11.5 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

3.12 NI HGV road freight traffic

3.12.1 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).

3.12.2 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.

3.13 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*.

3.14 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)

3.15 Further Information

3.15.1 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*.

3.15.2 Road freight statistics contact – Rupesh Vekaria, Department for Transport (Tel: 0207 944 3903).

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

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

3.20 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 and Road

- 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

Chapter 4 - Road Network

4. Notes and Definitions

4.1 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.

4.2 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.

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

4.4 **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 4.8.4. In 2012 the Trunk road figures were recalculated to include A road slip roads which had been excluded from the totals in previous publications. The time series has been updated to include this data resulting in an increase of 3-4% in Trunk road length and an increase in overall road length of 0.2%. The methodology for calculating the trunk road totals from the database has also changed resulting in some small changes to road lengths from those previously published.

4.5 **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.

4.6 **Trunk 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.

4.7 Local authority road network condition

4.7.1 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.

4.7.2 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

4.7.3 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 4.9.4. As with any survey, the nature of the methods used could lead to apparent minor year-to-year variations.

4.7.4 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

4.7.5 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.

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

proportions in any given year, but on their performance to improve the condition of their road networks.

Sources

4.8 Road lengths

4.8.1 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 4.8.3). These returns provide the total lengths of the roads for which the Council or trunk road management operator is responsible. The road lengths are categorised in a number of ways (e.g. by class of road, by type of road and by speed limit).

4.8.2 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).

4.8.3 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).

4.8.4 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.

4.8.5 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.

4.9 *Trunk road network - residual life*

4.9.1 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.

4.9.2 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.

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

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

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

As indicated previously in section 4.7, the construction of the Scottish road performance indicator was changed in 2007-08 to the new UK Standard Road

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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.

4.9.5 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).

4.9.6 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.

4.10 Further Information

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

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

4.10.3 Further information on the construction of Scotland's trunk road network, is available from Angela Owen of Transport Scotland's Trunk Road Infrastructure and Professional Services (tel: 0141 272 7372).

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

4.10.5 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 .

4.11 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 the notes for chapter 12 for more detail.

Chapter 5 - Road Traffic

5. Notes and Definitions

5.1 *The traffic estimates produced by the Department for Transport*

5.1.1 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 5.1 describes the method which the Department for Transport (DfT) used to produce the estimates for 1993 onwards. The method used prior to this is explained in the Road Traffic chapter of earlier versions of this publication. Estimates of the volume of traffic on *minor* roads (B roads, C roads and unclassified roads) in Scotland that are suitable for publication are only available from 1993. Section 5.6 describes the methods used.

5.1.2 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.

5.1.3 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.

5.1.4 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.

5.1.5 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).

5.2 Traffic flows at selected sites

5.2.1 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.

5.3 Traffic on specific trunk road routes: average time lost

5.3.1. 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.

5.4 Estimated consumption of petrol and diesel

5.4.1 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.

Sources

5.5 The method of estimating major road traffic volumes for 1993 onwards

5.5.1 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).

5.5.2 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.

5.5.3 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

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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.

5.5.4 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.

5.5.5 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.

5.5.6 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).

5.5.7 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

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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.

5.5.8 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.

5.5.9 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.

5.6 Method used to estimate traffic on minor roads for 1993 onwards

5.6.1 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.

5.6.2 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.

5.6.3 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

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

5.6.4 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.

5.6.5 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.

5.6.6 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).

5.6.7 *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.

5.6.8 *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

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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.

5.6.9 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.

5.6.10 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.

5.6.11 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.

5.7 Average time lost by traffic on specific trunk road routes

5.7.1 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.

5.8 Scottish Household Survey

5.8.1 Information about the Scottish Household Survey is given in the notes for Chapter 12.

5.9 Estimated consumption of petrol and diesel

5.9.1 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.

5.10 Further Information

5.10.1 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)

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

5.10.3 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).

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

5.10.5 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).

5.11 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

Chapter 6 - Reported Injury Road Accidents

6. Notes and Definitions

6.1 **Fatal injury:** an injury which causes death fewer than 30 days after the accident;

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

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

(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;

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

6.5 **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;

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

6.7 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.

6.8 **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.

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

6.10 **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.

6.11 **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

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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.

6.12 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%

6.13 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.

6.14 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.

6.15 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

6.16 Due to small numbers, the child fatality target will be monitored using a 3 year rolling average.

Sources

6.17 The statistics were compiled from returns made by Police Scotland, which cover all accidents in which a vehicle is involved that occur on roads (including footways) and result in personal injury, if they become known to the police. The vehicle need not be moving, and need not be in collision - for example, the returns include accidents involving people alighting from buses. Very few, if any, fatal accidents do not become known to the police. However, there will be non-fatal injury accidents which are not reported by the public to the police, and so are not counted

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in these statistics. *Reported Road Casualties Scotland* (see paragraph 5.1) provides more information on this matter.

6.18 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.

6.19 Further Information

6.19.1 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/statistics/statistical-publications>

6.19.2 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*.

6.19.3 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.

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

6.20 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 2013 data.

Key Reported Road Casualties Scotland will be published in June 2015 providing provisional headline figures for 2014.

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 worldwide.

Rail Services

7. Notes and Definitions

7.1 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. LENNON does not include journeys made by people without tickets, by railway staff using special passes, and by blind people under a free concessionary travel scheme. A single ticket is counted as one passenger journey, a return ticket is counted as two passenger journeys (one in each direction), and the number of journeys made by holders of season tickets is estimated from the sales of such tickets, using the standard factors for season tickets of various lengths which are adopted for the production of National Rail passenger statistics. There is multiple counting when a passenger uses more than one ticket to make a journey (e.g. a journey from A to B, and then on to C, using a separate single ticket for each of the journey stages would be counted as *two* passenger journeys)

7.2 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);

7.3 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;

7.4 **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 Zonocard.
- ORR figures include estimates of zonocard trips using a slightly different basis to ScotRail estimates and therefore figures are not comparable.

7.5 **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 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 Zoncards) 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 Zoncard journeys from 2009/10. To allow meaningful year on year comparisons to be made passenger figures from 2003/04 onwards present the impact on previously published figures. Note that Office of Rail and Road figures are compiled on a different basis and do not adjust for this

7.6 **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 Zoncard 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.

7.7 **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 Zoncards

7.8 **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

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around 5%, compared to the pre-allocation dataset which does not assign journeys between TOCs.

7.9 **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.

7.10 **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).

7.11 **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.

7.12 **Passenger journeys, using national rail tickets, to and from particular stations**

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

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

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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.

7.12.2 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.

7.12.3 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.

7.12.4 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).

7.13 Rail punctuality - Public Performance Measure

7.13.1 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).

7.13.2 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.

7.13.3 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.

7.14 Passengers in excess of capacity

7.14.1 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.

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

7.14.3 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.

7.15 Rail passenger satisfaction: National Rail Passenger Survey

7.15.1 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.

7.15.2 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.

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7.15.3 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.

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

7.16 Freight traffic

7.16.1 *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.

7.17 Origins and destinations of freight traffic:

7.17.1 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 (e.g. 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

7.17.2 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.

7.17.3 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).

7.18 Other statistics

7.18.1 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

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are shown in the Rail Atlas which HM Railway Inspectorate uses to identify the locations of the fatalities. Due to an EU safety directive which came into force in 2006, railway accident statistics in table 7.19 and 7.20 have been changed from a financial year basis to a calendar year basis with effect from 2003.

Sources

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

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

7.21 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.

7.22 The rail passenger satisfaction survey figures in Table 7.11 were provided by Transport Focus. The survey is conducted by distributing self-completion questionnaires, with reply-paid envelopes, to about 700 stations across GB, which are selected to be representative of the entire network, including about 50 stations in Scotland. A few shifts are also conducted on train. The questionnaires are distributed at different times of the day and across different days of the week. There are two survey periods per year: Spring and Autumn. The overall response rate is about 31%. The data are weighted to represent the passengers using each operator's services. Data is weighted by journey purpose, station size and by weekend/weekday. Transport Focus publishes the results of the Spring and Autumn surveys separately, but has combined them for publication here, in order to provide annual figures.

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

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

7.25 Tables 7.18 and 7.19: figures for these tables were previously obtained from Office of Rail and Road. We have now changed the source to the RSSB to improve consistency with other official statistics.

7.26 Further Information

7.26.1 Rail statistics for Great Britain are available from the annual DfT publication *Transport Statistics Great Britain* and from the Office of Rail and Road'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 <http://orr.gov.uk/statistics/published-stats/station-usage-estimates> - tel: 020 7282 2192/2196 or rstats@orr.gsi.gov.uk.

7.26.2 Passenger satisfaction figures from the National Rail Passenger Survey - contact David Greeno of Transport Focus (tel: 0300 123 0837).

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

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

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

7.27 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 and Road](#) 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.

Chapter 8 - Air Transport

8. Notes and Definitions

8.1 **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.

8.2 **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.

8.3 **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.

8.4 **International Services:** Services to and from Scotland from places outside the UK, Isle of Man and Channel Islands.

8.5 **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 fewer than 5,000 passengers, the countries concerned may not appear separately in Table 8.3, and may be shown under "Other international traffic" in Table 8.4. All non- air taxi is recorded individually.

8.6 Air punctuality statistics

8.6.1 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

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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).

8.6.2 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).

8.6.3 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).

8.6.4 All cargo and air taxi services are excluded.

8.6.5 **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.

8.6.6 **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.

8.6.7 **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.

8.6.8 **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 the averages or the percentage early or within 15 minutes, when these were rounded to the nearest whole number.

8.7 Route Development Fund

8.7.1 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.

8.8 Survey of passenger characteristics

8.8.1 **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).

8.8.2 **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.

8.8.3 **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.

8.8.4 **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.

8.8.5 **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.

Sources

8.9 Tables 8.1 to 8.13 are compiled from information supplied by the Civil Aviation Authority (CAA).

8.10 Air punctuality statistics

8.10.1 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.

8.10.2 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.

8.11 Survey of passengers

8.11.1 Tables 8.14 to 8.16 were prepared using figures from the Civil Aviation Authority's Passenger Survey reports.

8.11.2 The survey only includes Scottish airports in some years: most recently 2013, and prior to that 2009. Only departing passengers are interviewed, as previous surveys found no significant differences between the characteristics of arriving and departing passengers. The information collected includes: the purpose, origin, destination and type of ticket used for the journey; the age-group, income band, job title and other details needed to determine the socio-economic group of the passenger; the number of people in the party, whether the traveller was accompanied to the airport, and whether the person has flown before; etc.

8.11.3 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.

8.12 Further Information

8.12.1 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:

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<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

8.12 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.

Chapter 9 - Water Transport

9. Notes and Definitions

9.1 *The change in the Department for Transport's method of compiling statistics of port traffic with effect from 2000*

9.1.1 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).

9.1.2 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.

9.1.3 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.

9.1.4 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.

9.1.5 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

9.2 **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).

9.3 **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.

9.4 **Domestic traffic:** in the statistics of traffic through the ports, domestic traffic comprises coastwise traffic plus one port traffic.

9.5 **Foreign traffic:** traffic between ports in the United Kingdom and other countries.

9.6 **Inland waterways:** in general, waterways bounded by the furthest point downstream which is fewer than both 3 km wide at low tide and 5 km wide at high tide (spring). However, this definition is not applied strictly: for example, the definition is relaxed, where necessary, in order *not* to count, as inland waterway traffic, short-haul shipping movements of foreign and coastwise traffic, such as all sea-going traffic to or from major seaboard ports.

9.7 **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).

9.8 **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

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Scotland, the tonnage would be counted in the figures for both inland waters and coastwise traffic.)

9.9 **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.

9.10 **Main Freight Units** comprise containers, road goods vehicles, unaccompanied trailers, rail wagons, shipborne port to port trailers and shipborne barges only.

9.11 **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.

9.12 **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.

9.13 **Persons assisted:** Coastguard statistics relating to persons given assistance do not include people who are rescued.

Sources

9.14 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.

9.15 Waterborne Freight Lifted in Scotland (Table 9.1)

9.15.1 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.

9.15.2 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*.

9.15.3 The principal sources for the statistics of *one-port* traffic are the port statistics (see section 9.16 below) and information about the distances between the ports and the at sea origins and destinations of the traffic, such as offshore installations and dumping grounds.

9.15.4 The sources of the *inland waterway* statistics are described in section 9.17 below.

9.16 Traffic at Scottish Ports (Tables 9.2 to 9.9)

9.16.1 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*'

9.16.2 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).

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9.16.3 From 1995 to 1999, the smaller ports (then defined as, generally, those with fewer than 2 million tonnes of traffic per year) were not required to supply detailed statistics - they provided only two figures, their inwards and outwards traffic. Full details of freight traffic were collected only for those ports with at least 2 million tonnes of cargo in the previous year (and for a few ports with less traffic): these were called the 'major' ports. In the 1995 and 1996 surveys, there were seven 'major' ports in Scotland: Aberdeen, Clyde, Cromarty Firth, Forth, Glensanda (on Loch Linnhe, south-west of Fort William, which exports crushed granite, which is classified in the statistics as crude minerals), Orkney, and Sullom Voe. In the 1997 and 1998 surveys, there were eight: these seven plus Cairnryan, which was counted as a major port because its 1996 return of its inwards and outwards totals had shown that its traffic exceeded 2 million tonnes in 1996. In 1999 the number of 'major' ports increased from eight to nine, since total traffic at Peterhead had exceeded 2 million tonnes in 1998. In 2000, with the introduction of the new definition of a major port (at least 1 million tonnes), Stranraer and Dundee became major ports, bringing the total in Scotland to 11.

9.17 Inland Waterways (Tables 9.10 and 9.11)

9.17.1 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.

9.18 Shipping Services (Tables 9.12 to 9.17)

9.18.1 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.

9.19 HM Coastguard Statistics (Table 9.18)

9.19.1 Statistics on search and rescue operations are obtained from the Maritime and Coastguard Agency.

9.20 Further Information

9.20.1 UK water transport statistics can be found in the annual DfT publications *Maritime Statistics*, *Waterborne Freight in the UK* and *Transport Statistics Great Britain*.

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9.20.2 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).

9.20.3 Passengers and vehicles carried on ferry services within Scotland - Andrew Knight, Transport Scotland Transport Statistics Branch (tel: 0131 244 7256).

9.20.4 Punctuality of lifeline ferry services - Transport Scotland Transport Group: Bob Davie (CalMac figures) on 0131 244 7243 and Paul Linhart-macaskill (NorthLink figures) on 0131 244 5312.

9.20.5 HM Coastguard statistics - Wendy Wood, Maritime and Coastguard Agency (tel: 023 8032 9416)

9.21 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

Chapter 10 - Finance

10. Notes and Definitions

10.1 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.

10.2 **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.

10.3 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.

10.4 **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'.

10.5 **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.

10.6 **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.

Sources & Further Information

10.7 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

NOTES & DEFINITIONS - FINANCE

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: lqfstats@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).

10.8 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.

Chapter 11 - Personal and Cross-Modal Travel

11. Notes and Definitions

11.1 Scottish Household Survey (SHS)

11.1.1 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.

11.1.2 SHS urban / rural classification: the urban / rural classification shown in some tables was developed for use in analysing the results of the SHS. It is based on settlement size, and (for the less-populated areas) the estimated time that would be taken to drive to a settlement with a population of 10,000 or more. Each postcode in Scotland was classed as either urban or non-urban, then clumps of adjacent urban postcodes, which together contained more than a certain total number of addresses, were grouped together to form settlements. Six categories were then defined:

- **Large urban areas** - settlements with populations of 125,000 or more. These are around - but not the same as - Aberdeen, Dundee, Edinburgh and Glasgow. This category may (a) include areas outwith the boundaries of these four cities, in cases where a settlement extends into a neighbouring local authority, and (b) exclude some non-urban areas within the boundaries of these four cities.
- **Other urban areas** - other settlements of population 10,000 or more.
- **Accessible small towns** - settlements of between 3,000 and 9,999 people, which are within 30 minutes' drive of a settlement of 10,000+ people.
- **Remote small towns** - settlements of between 3,000 and 9,999 people, which are *not* within 30 minutes' drive of a settlement of 10,000+ people.
- **Accessible rural areas** - settlements of fewer than 3,000 people, which are within 30 minutes' drive of a settlement of 10,000+ people.
- **Remote rural areas** - settlements of fewer than 3,000 people, which are *not* within 30 minutes' drive of a settlement of 10,000+ people.

11.1.3 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.

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11.1.4 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.

11.1.5 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.

11.1.6 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.

11.2 International Passenger Survey

11.2.1 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.

11.2.2 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.

11.2.3 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.

11.2.4 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.

11.3 Inter-zonal trips made on an average weekday - the Transport Model for Scotland (TMfS)

11.3.1 These are the estimated annual average numbers of trips made per weekday between or within the areas shown, using the specified modes of transport (for example, they do *not* include trips made by foot, by bicycle, or by motorcycle). The figures represent the estimated total flows over the whole 24 hours of an average weekday. A return journey, from A to B and back again, on the same day, would be counted as two trips: one from A to B and one from B to A.

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11.3.2 The figures are estimates of the numbers of *inter-zonal trips* - i.e. trips which cross the boundary of at least one of the zones used in the Transport Model for Scotland (TMfS). The zones used in the model are constructed by amalgamating Population Census output areas. The model's zones vary in size from area to area, depending on factors such as the size and density of the population and the nature of the transport network that the model must represent. As a result, there is no simple definition of a zone. Some Council areas have many zones (e.g. there are 180 in Edinburgh, and 239 in Glasgow); others have only a few (e.g. there are 10 in East Lothian, 11 in Midlothian and 21 in West Lothian). It follows that a trip of a particular length will be more likely to be counted as an inter-zonal trip if it is in (say) Edinburgh than if it is in (say) East Lothian.

11.3.4 Person trips relate to the number of people travelling by the specified modes of transport, and **vehicle trips** to the numbers of vehicles going between the specified areas. Thus, for example, if a car containing two people goes from A to B, it is counted as two person trips and one vehicle trip.

11.3.5 The areas identified in the table are sectors within TMfS. These correspond broadly (but not necessarily exactly) to the Strategic Development Planning areas or current Councils. Some of these sectors do not contain many TMfS zones - for example, the Borders sector contains 11 zones, and the Perth & Kinross sector contains 23 zones. All else being equal, the larger the zones are within a sector, the smaller the proportion of the trips within the sector that will be treated as inter-zonal trips - and, hence, the smaller the proportion that will be represented within the model.

11.3.6 Elsewhere in Scotland refers to those parts of Scotland not identified in other sectors: broadly, Argyll & Bute, Eilean Siar, Highland, Moray, Orkney Islands, and Shetland Islands.

11.3.7 The estimated average number of trips originating in an area usually differs from the estimated number with a destination in that area - for example, compare the estimates of 111,000 person trips with a destination in Dumfries & Galloway and 112,000 trips originating in Dumfries and Galloway. This is because the estimation process (which is described in section 11.8) is mainly based upon survey data covering the 7 a.m. to 7 p.m. period, and cannot take full account of trips which involve returning later in the evening. Therefore, the TMfS-based estimates indicate broadly the levels of flows within Scotland, but do not provide precise measures.

11.3.8 The model's estimates of the number of cross-border trips by bus and train may not be particularly reliable, because of the way that they are produced.

Sources

11.4 Scottish Household Survey - Frequencies of driving, walking and cycling; and usual main methods of travel to school and travel to work (Tables 11.10 to 11.13 and 11.17 to 11.19 and 11.21 to 11.23)

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11.4.1 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.

11.4.2 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.

11.4.3 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.

11.4.4 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.

11.4.5 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.

11.4.6 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

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sample could include disproportionate numbers of certain types of people, in which case the survey's results would be affected. In general, the smaller the sample from which an estimate is produced, the greater the likelihood that the estimate could be misleading. SHS publications (see sections 11.10 and 11.11) provide examples of the 95% confidence limits for estimates of a range of percentages calculated from sub-samples of a range of sizes.

11.4.7 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 11.11) provide more information on these matters.

11.5 Travel to work (Tables 11.14 to 11.16)

11.5.1 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.

11.5.2

Scotland's Census took place on Sunday 27 March 2011 with the chief purpose of providing an accurate population count as well as collecting data on key characteristics of individuals in Scotland, including their travel to work. Some individuals are missed in the Census, and this under-counting does not usually occur uniformly across all geographical areas or across other sub-groups (for example, by age and sex) of the population.

11.5.3 To fill the gap, the National Records for Scotland (NRS) implemented a coverage assessment process to estimate the population that was missed, also identifying and adjusting for the people who were counted more than once or who were counted in the wrong place. Carrying out this work allowed a census estimate of the entire population to be obtained.

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11.5.4 The methods were largely based on those developed by the Office for National Statistics (ONS). The ONS systems were also implemented although adapted as necessary to cope with Scotland specific data. ONS have produced a full suite of methodology papers detailing the statistical theory and practical application of the methodology. They can be found here: <http://www.ons.gov.uk/ons/guide-method/census/2011/census-data/2011-census-user-guide/quality-and-methods/methods/coverage-assessment-and-adjustment-methods/index.html>

11.5.6 It was not always practical or appropriate to replicate exactly what was done for the rest of the UK due to differences in fieldwork processes, data capture and processing and also the availability of comparator data sources. The ONS documentation should be read bearing in mind there were small differences between Scotland and the rest of the UK

11.5.7 Table 11.16 provides some **Census** of Population information about travel to work. Information about travel to work has been collected in population censuses since 1966. There have been some changes in the categories used – for example, the 1966 Census had a category described as none which was included in the 1971 Census under its On foot and none category; the 1971 Census had a category described as Public Transport which was separate from the categories for Train and Bus; and the 1966 and 1971 Census travel to work figures did not identify separately those who were working at home, so they are included in the figures for those years. However, the effect of such differences on the statistics will be small compared to the scale of the changes in the shares of the main modes of travel .

11.5.8 Information about travel to work is also collected by the SHS (see section 11.4 above), which is the source for tables 11.17 and 11.18.

11.6 Hands Up Scotland Survey (Table 11.23a)

11.6.1 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.

11.6.2 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.

11.6.3 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.

11.6.4 The Hands Up Scotland 2015 survey took place between 7th and 11th September 2015 – with results due to be published in May 2016.

11.7 International Passenger Survey - Scottish residents' visits abroad (Tables 11.24 to 11.26)

11.7.1 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.

11.7.2 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).

11.7.3 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.

11.7.4 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.

11.8 Transport Model for Scotland - Trips made on an average weekday (Table 11.27)

11.8.1 These figures were provided using the **Transport Model for Scotland 2012**. This model covers the Scottish Strategic Mainland Transport Network, and also includes representation of travel patterns between Scotland and England.

11.8.2 The area covered by the model is divided into 720 zones. The model uses planning data for each zone (e.g. population, number of households, car ownership, employment, number of employed residents) to calculate the number of trips that would be expected to be generated. It also uses information collected by traffic counts, roadside interviews and surveys of passengers on public transport. The information collected and used to develop the model started in 2002 and continued through to 2012, which is the base year. TMfS also uses information from other sources, such as 'donor' models (such as the Strathclyde Integrated Transport Model), the 2001 Census of Population and the Scottish Household Survey (which has been conducted continuously since February 1999). Data collected in other years were factored to represent the base year. The quality and coverage of the

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data that are held within the TMfS vary between different areas and different parts of the transport network. This is the result of the historical interest in the movement of people and goods between various points on the transport network, and the resultant availability of data. However, the base information used to develop TMfS12 is more robust and comprehensive than that used in former versions of the national model.

11.8.3 The pattern of travel movements is held in a series of trip matrices covering the morning peak period, the evening peak period and the intervening off-peak period. Taken together, these matrices can be combined to provide a matrix reflecting trip movements during the period 7 a.m. to 7 p.m. on a typical weekday. Daily, monthly and annual averages can then be derived by grossing-up these figures using time series data sources. The resulting expected flows around the transport network are then calibrated and validated for each modelled time period using information about the actual numbers of trips that were made on particular routes.

11.8.4 Applying the calibration and validation process to the expected numbers of generated trips calculated by the model produces estimates of the numbers of trips which are consistent with the observed traffic counts and the results of surveys and interviews. The estimated numbers of trips for the areas shown in the table were then produced by aggregating the estimated numbers of trips for the relevant zones.

11.8.5 The model's estimates of the numbers of people travelling by bus and train across the border with England are less reliable because it uses its standard set of public transport factors to gross up the cross-border passenger numbers obtained (e.g.) from surveys and passenger counts which were carried out at certain times on certain days. Because local bus services account for the vast majority of public transport in Scotland, the model's standard public transport grossing-up factors mainly reflect the pattern of local bus passenger usage - so applying these factors to the data for cross-border bus and train traffic may not take proper account of the different patterns of such traffic.

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

11.9.1 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.

11.9.2 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).

11.9.3 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

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LFR5. This relates to concessionary fares for elderly people, for people with visual or other disabilities, and for children (but exclude school transport).

11.9.4 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.

11.10 Further Information

11.10.1 Labour Force Survey - ifs.dataservice@ons.gsi.gov.uk

11.10.2 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

11.10.3 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.

11.10.4 Enquiries regarding the International Passenger Survey should be directed to Luke Thwaites of the Office for National Statistics (tel: 01633 45 6032).

11.10.5 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>

11.10.6 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).

11.10.7 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).

11.11 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:

NOTES & DEFINITIONS - PERSONAL AND CROSS-MODAL TRAVEL

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.

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)

Chapter 12 – International Comparisons

12. Notes & Sources: EU countries

12.1 Most EU country statistics originate from the 2015 *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-2015_en.htm

Notes & Sources: Scotland, UK & GB

12.2 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.

12.3 *Population, area and population density:*

12.3.1 The population figures for GB and UK are mid-2014 estimates (NB: the EU publication's figures are for 1 January 2014) based on Office for National Statistics release (published in June 2015), 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.

12.3.2 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.

12.4 **Motorways:** the figures for Scotland and for GB are for 2012 (the same year as most of the EU figures). They were taken from Table RDL0201 of *DfT's road lengths statistics publication*. The DfT's figure for Scotland was used in this table. As explained in paragraph 5.5 below the methodology used by DfT means that the figure for the length of motorways in Scotland (excluding slip roads) differs slightly from Table 12.5.1).

12.5 *All roads:*

12.5.1 The figures for Scotland and for GB relate to 2012 (the same year as most of the EU figures), taken from Table RDL0201 of *DfT's road lengths statistics*. The DfT's figure for Scotland was used in this table which differs from the road length figure in Table 4.1, due to the DfT using a Geographical Information System (GIS) and Ordnance Survey data to produce estimates. Whereas (as explained in the notes to Chapter 4), most of the figures in Table 4.1 are produced from annual returns made by local authorities.

NOTES & DEFINITIONS - INTERNATIONAL COMPARISONS

12.5.2 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.

12.6 **Railways:** the figures are for the route length at the end of the financial year 2012/13 (the EU figures are for 2013). The figure for Scotland is from Table 7.14 of this publication; the GB figure was taken from Table TSGB0601 of *TSGB 2014*.

12.7 **Passenger cars:** passenger cars figures for Scotland and GB are for 2011 (most EU figures are for 2013). They are taken from Table TSGB0903 of DfT's *Transport Statistics Great Britain 2014 edition*.

12.8 **Powered two wheelers:** the figures for Scotland and GB are for 2013 (the same year as most of the EU figures). They are taken from Table TSGB0903 of DfT's *Transport Statistics Great Britain 2014 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.

12.9 **Goods vehicles:** the figures for Scotland and GB are for 2013 (the same year as most of the EU figures). The Scottish figure is taken from Table 1.2 of this publication, and the GB figure is taken from Table TSGB0903 of DfT's *Transport Statistics Great Britain 2014 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.

12.10 **New 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*.

12.11 **Passenger transport - distance travelled and modal shares**

12.11.1 The figures for Scotland and GB are for the two year period 2011/2012 (the EU figures are for 2013). Following the increase in its sample size with effect from 2002, the National Travel Survey can provide some figures for a single year for Scotland, but figures for the two year period should be less susceptible to sampling fluctuations. The figures for Scotland are taken from STS 2013 Table 11.2 and converted from miles into kilometres. The GB figures for 2011/2012 were calculated by simply averaging the figures from 2011 and 2012 for each relevant mode of transport shown in Table NTS0305 of DfT's *National Travel Survey: 2012* bulletin, and converting the result from miles into kilometres.

12.11.2 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

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bus; and the tram / metro category relates only to the London Underground (the Glasgow Underground is not identified in the results of the NTS).

12.11.3 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*.

12.11.4 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*.

12.11.5 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.

12.12 International air passengers (traffic between EU countries): the figures for Scotland and the UK are both for 2013 (the same year as the EU figures). The Scottish figure is taken from the Total EU countries in Table 8.3(a) of this publication. It is the number of passengers to and from the EU-28 countries for the main Scottish international airports (Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick). The table shows figures for 21 of the EU member states: these are the countries for which the international air passenger route analysis table on the Civil Aviation Authority's Web site (from which the figures for Table 8.3(a) were obtained) shows passengers to/from Scottish airports (for example, the CAA table does *not* show any passengers between, say, Luxembourg and any Scottish airport in 2005). These figures will underestimate slightly the total number of international passengers between Scotland and EU countries because they do *not* include (a) passengers on charter only routes in cases where fewer than 5,000 passengers were carried between an airport and a particular country, nor (b) any passengers to and from EU countries at other airports in Scotland. The UK figure is taken from Table AVI0105 of DfT's Aviation Statistics publication, using the figures for EU-28.

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12.13 Road fatalities: the figures for Scotland and GB are both for 2013 (as are most of the EU figures). The Scottish figure is taken from Table 2 of *Reported Road Casualties Scotland 2014*, and the GB figure is taken from Table RAS30003 of *Reported Road Casualties Great Britain 2014*.

12.14 Freight transport - modal shares

12.14.1 Both Scotland and GB relate to 2013 (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 2014*.

12.14.2 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.

12.15 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

Chapter 13 - Environment and Emissions

13. Notes and Definitions

13.1 Pollutants

13.1.1 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 (PM₁₀), 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 pollutants which transport is understood to contribute to significantly). PM₁₀ are small particulates less than 10 microns in diameter.

13.1 AIR QUALITY OBJECTIVES FOR SCOTLAND

Pollutant	Objective		Date to be achieved by
	Concentration	Measured as:	
Benzene	3.25µg/m ³	running annual mean	31 Dec 2010
Nitrogen dioxide ²	40µg/m ³ 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	annual mean 24-hour mean not to be exceeded more than 35 times a year	31 Dec 2004 31 Dec 2004
	18µg/m ³ 50µg/m ³	annual mean 24-hour mean not to be exceeded more than 7 times a year	31 Dec 2010 31 Dec 2010
Particles (PM _{2.5})	10µg/m ³	annual mean	2020
Ozone	100µg/m ³	daily maximum (measured as an 8 hour running mean) not to be exceeded more than 10 times a year	31 Dec 2005

13.2 Emissions.

13.2.1 **CAT** is the Carbon Account for Transport. The Carbon Account for Transport (CAT) fulfils a requirement of the National Transport Strategy to develop a carbon balance sheet for transport. It is published on an annual cycle and contains:

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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

13.2.2 **RPP** is the Report on Proposals and Policies. The Report on Proposals and Policies is a series of publications providing the most up to date and comprehensive analysis of the likely 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.

13.2.3 While the UK emissions return to the UN does not include emissions from international aviation and shipping (IAS), the Climate Change Scotland Act 2009 explicitly includes this category of emissions in its calculation of total Scottish emissions and the required reduction in emissions to fulfil the terms of the Act. International aviation and shipping emissions are shown in the national emissions Inventory as an additional, outside scope, item.

13.2.4 **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.

13.2.5 **Plug in Grant** - Since January 2011, UK motorists purchasing a qualifying ultra-low emission car have been able to receive a grant of 25% towards the cost of the vehicle, up to a maximum of £5,000. The Plug-in Car Grant has been designed to help make the whole-life costs of a qualifying car more comparable with petrol or diesel equivalents. The terms of this scheme are being modified in early 2016¹

Sources

13.3 *Pollutants and air quality objectives*

13.3.1 The information on air pollutant emissions is taken from the publication *Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 1990 – 2014*, published on the National Atmospheric Emissions Inventory website.

13.3.2 A sensitive parameter in the emission calculations for petrol cars is the assumption made about the proportion of the fleet with catalyst systems that have failed, for example due to mechanical damage or failure of the lambda sensor. Following discussions with DfT, it is assumed that the failure rate is 5% per annum for all Euro standards, and that up to 2008 only 20% of failed catalysts were rectified properly, but those that were rectified were done so within a year of failing. The revisions are based on evidence on fitting of replacement catalysts. According to DfT there is evidence that a high proportion of replacement catalysts were not Type

¹ [Revised terms of Plug-in-Grant scheme](#)

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Approved and do not restore the emission performance of the vehicle to its original level (DfT 2009). This is being addressed through the Regulations Controlling Sale and Installation of Replacement Catalytic Converters and Particle Filters for Light Vehicles for Euro 3 (or above) LDVs after June 2009. Therefore a change in the repair rate is taken into account for Euro 3 and above petrol LDVs from mid-2009, assuming all failed vehicles are rectified properly.

13.3.3 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*. Summary statistics for all sites are available from the “Scottish Environment Statistics Online” website (<http://www.gov.scot/seso/Datasets.aspx?TID=2>).

13.4 Emissions of greenhouse gases from transport allocated to Scotland

13.4.1 The majority of the Scottish emissions tables shown here are based on emissions estimates reported in *Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland: 1990-2014*, 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 all sources figures given in Table 13.2 take account of removals of carbon dioxide as a result of Land Use, Land Use Change and Forestry (LULUCF).

13.4.2 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;

NOTES & DEFINITIONS - ENVIRONMENT AND EMISSIONS

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

13.4.4 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.

13.4.5 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.

13.5 Carbon dioxide emissions per passenger-kilometre

13.5.1 The figures are taken from the new Greenhouse Gas Conversion Factor Repository created for Defra

<https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2016>

13.5.2 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.

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

- **Road Transport** - The factors used are estimated values for the average petrol and diesel car fleet travelling on average trips in the UK. This has been divided by an average car occupancy rate of 1.50 passengers to calculate average emissions per passenger kilometre.

NOTES & DEFINITIONS - ENVIRONMENT AND EMISSIONS

- **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 CO₂ emission factor for electricity generation on the national grid from the UK Greenhouse Gas Inventory.
- **Air** - the emission factor is an aggregate representation of typical CO₂ emissions from illustrative types of aircraft for the three types of air services – domestic, short haul and long haul. Broadly speaking the definition of domestic flights, are those within the UK, short-haul are those within Europe and long-haul are outside of Europe. In keeping with evidence from the IPCC, a 8% uplift factor has been applied to allow for sub-optimal routing and stacking at airports during periods of heavy congestion.

13.6 Vehicle Licensing data

13.6.1 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.

13.7 Further Information

13.7.1 Carbon dioxide and other greenhouse gases emissions allocated to Scotland - see Official Statistics publication *Scottish Greenhouse Gas Emissions* <http://www.scotland.gov.uk/Publications/2014/06/5527> or Martin Macfie of The Scottish Government, Climate Change Statistics (0131 244 7626).

13.7.2 Carbon dioxide emissions per passenger-kilometre is available from <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2016>

13.7.3 Air Pollutants and Air Quality - see *Scottish Environment Statistics Online* <http://www.gov.scot/seso/Datasets.aspx?TID=2> or John Landrock of The Scottish Government, Environment Statistics branch (0131 244 0441).

13.8 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

NOTES & DEFINITIONS - ENVIRONMENT AND EMISSIONS

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)

Scottish Government

Scottish Greenhouse Gas Emissions, 2012 – Official Statistics bulletin

Some non-Official Statistics sources

Transport Scotland – Report on Proposals and Policies

Transport Scotland - Carbon Account for Transport

Local Authorities as of 1 April 1996



Mid-year population estimates for 2015 by local authority area

Area	Population
Aberdeen City	230,350
Aberdeenshire	261,960
Angus	116,900
Argyll & Bute	86,890
Clackmannanshire	51,360
Dumfries & Galloway	149,670
Dundee City	148,210
East Ayrshire	122,060
East Dunbartonshire	106,960
East Lothian	103,050
East Renfrewshire	92,940
Edinburgh, City of	498,810
Eilean Siar	27,070
Falkirk	158,460
Fife	368,080
Glasgow City	606,340
Highland	234,110
Inverclyde	79,500
Midlothian	87,390
Moray	95,510
North Ayrshire	136,130
North Lanarkshire	338,260
Orkney Islands	21,670
Perth & Kinross	149,930
Renfrewshire	174,560
Scottish Borders	114,030
Shetland Islands	23,200
South Ayrshire	112,400
South Lanarkshire	316,230
Stirling	92,830
West Dunbartonshire	89,590
West Lothian	178,550
Scotland	5,373,000

LIST OF AREAS COVERED BY OPERATING COMPANIES.

Since 2001-02, the management of the Trunk Road network has been performed by 5 Operating Companies. The following lists Councils whose areas include parts of the routes that were managed by each of the Operating Companies from 1 April 2001. Because routes managed by different companies may have run into the area of the same council, some council names appear within more than one company. (NB: In addition, part of the motorway network in South West Scotland is managed by Autolink.)

1. Operating Companies

1.1 **Connect**

East Ayrshire Council
East Renfrewshire Council

1.2 **South West Operating Company**

East Ayrshire Council
East Renfrewshire Council
Glasgow City Council
Inverclyde Council
North Lanarkshire Council
Renfrewshire Council
South Ayrshire Council
South Lanarkshire Council
West Dunbartonshire Council
Dumfries and Galloway Council
North Ayrshire Council

1.3 **North East Operating Company**

Aberdeen City Council
Aberdeenshire Council
Angus Council
Clackmannanshire Council
Dundee City Council
Fife Council
Perth and Kinross Council
Stirling Council
Highland Council
Moray Council

1.4 **South East Operating Company**

Edinburgh City Council
East Lothian Council
Falkirk Council
Fife Council
Midlothian Council
North Lanarkshire Council
Scottish Borders Council
Stirling Council
West Lothian Council
Dumfries and Galloway Council
South Lanarkshire Council

1.5 **North West Operating Company**

Argyll and Bute Council
Perth and Kinross Council
Stirling Council
West Dunbartonshire Council
Highland Council

ERRORS IN THE PREVIOUS EDITION

This list covers errors which occurred in the preparation of the tables or the commentary in *Scottish Transport Statistics*. It does *not* include cases where statistics now differ from those in the previous edition, due to revisions by the supplier. Such revisions could occur following more information becoming available, or an improvement in estimation methodology, or the correction of errors in the supplier's own systems. In such cases, the revisions may be mentioned in the text or a footnote to the relevant table, if they are large enough to warrant this.

We are pleased to report that no errors have been found in the statistics that were published in the previous edition.

The tables in this edition include corrected figures, (if they are time-series tables that include years for which the previous edition's figures were wrong).

Any problems or inconveniences resulting from these errors are regretted.

RECENT RESEARCH REPORTS

Research reports published since the previous edition of “*Scottish Transport Statistics*” are listed below.

Title	Borders Railway Baseline Survey
Publication date	March 2016
Contractor	Peter Brett Associates
Purpose of research	To collect data on the travel patterns of households and businesses residing in the locality of the new Borders Railway in Midlothian and the Scottish Borders prior to the reopening of the line in September 2015.
Main findings	<ul style="list-style-type: none"> • There was a high degree of awareness of the scheduled reopening of the rail line amongst both residents and businesses in the Scottish Borders and Midlothian. • Anticipated use of the rail line amongst residents in the Scottish Borders and Midlothian was also high. • Of those residents of the Scottish Borders and Midlothian who had moved to the area within the last 5 years, 15% stated that the reopening of the line had been a main factor or one of a number of important factors in their decision to move to the area. In contrast, none of the businesses who had recently moved to the two local authority areas stated that the rail line had been a factor in their decision to relocate. • Overall, 50% of respondents in the Scottish Borders and Midlothian stated that they commute to work in Edinburgh, with rates higher amongst those in Midlothian (69.9%) compared to the Scottish Borders (21.7%). The frequency of leisure travel to the city from the two local authority areas was also high, with shopping being the most commonly cited journey purpose. • Amongst the businesses surveyed, the most common disadvantage of operating in the Scottish Borders was poor transport links, with 27% of businesses citing this issue.
Link to report	http://www.transport.gov.scot/report/j418557-00.htm

Title	Borders Railway Process Evaluation
Publication date	March 2016
Contractor	In-house
Purpose of research	Face to face interviews were carried out with key professionals involved in the delivery of the Borders Rail project.
Main findings	<ul style="list-style-type: none"> • Overall, interview participants felt that the project was exceptionally well run. • All the milestones were met and it was delivered under budget. • The project was characterised by good working relationships between partners, with clarity about everyone’s roles and responsibilities. • Having single named points of contact for each organisation prevented unnecessary confusion and was seen as one of the main contributions to the success of the project. • The opening of co-location facilities in Newtongrange was identified as having promoted more informal communication between partners.

	<ul style="list-style-type: none"> • Partnerships were established between the three Local Authorities involved, which were generally seen as having worked well. • It was felt that the extensive public consultation and communication activity partners were involved with before and during project construction, had led to successful engagement with local communities. It was seen as important to recognise the need for stakeholder engagement post-delivery in future projects. • Respondents reported that overall most of the significant challenges encountered as part of the delivery of the work were overcome through the existing strong inter-organisational relationships between partners. • The Lean governance structures in place within both Transport Scotland and Network Rail worked very well.
Link to report	http://www.transport.gov.scot/system/files/documents/tsc-basic-pages/Rail/648816_v8_20160301.pdf

Title	Evaluation of Road Safety Scotland's Early Years Resource
Publication date	June 2016
Contractor	KSO Research
Purpose of research	The main aim of the work was to evaluate the content, distribution and use of the Go Safe with Ziggy series of books in order to understand whether they are designed, distributed and utilised in an effective way, offering value for money and to identify where potential improvements might be made. The resource is targeted at primary school / early years children.
Main findings	<ul style="list-style-type: none"> • Feedback on the content and design of the books was largely positive, and the resource is fit-for-purpose as an early years road safety education tool. • There is a strong brand and a recognisable character that children, educators and parents seem to engage with well. • The main limitations of the resource are the length of the books and the sophistication of some of the stories, especially for ante-pre-school children. • Some minor adjustments to the ordering and distribution process, including a possible shift to electronic mechanisms, may maximise uptake and reach. • Parental understanding of the purpose and rationale for the books could be improved, as well as awareness of the full range of resources available. • The big and small books are being used to complement outside active learning and are being used in a range of innovative ways. • There seems to be a genuine enthusiasm for the resources to continue to evolve and expand into new mediums.
Link to report	http://www.transport.gov.scot/report/j413905-00.htm

Title	Review of Active Travel Policy Implementation
Publication date	November 2016
Contractor	JMP / SYSTRA
Purpose of research	In 2015, the Scottish Government undertook a review of how its policies relating to active travel were implemented. This concluded that the Scottish Government's ambition for increased levels of walking and cycling is recognised by and shared across various policy areas but

	that there are potential weaknesses in policy delivery. It recommended that “it would be useful to explore whether [effective] collaboration and consistency is shown at the delivery stage”; this research results from that recommendation.
Main findings	<ul style="list-style-type: none"> • There is a strong rationale for promoting active travel (predominantly walking and cycling) in Scotland and many players from public, private and third sectors are working to do so, though delivery is patchy across Scotland; • The Scottish Government has some influence over active travel schemes through the work of many of its directorates, but this influence is modest in comparison with some other types of organisation (Local Authorities, advocacy groups, etc.), and its direct control over active travel outcomes very limited; • The policy framework across all relevant directorates does appear to be supportive of active travel, but directorates are not monitoring how well its policies are implemented. In addition there may be a time lag before outcomes are achieved; • To improve active travel outcomes a number of recommendations are given.
Link to report	http://www.transport.gov.scot/system/files/documents/reports/TP%20-%20Active%20Travel%20Policy%20Implementation%20Review%20-%20October%202016.pdf

Title	Road Equivalent Tariff Pilot Extension to Islay, Colonsay & Gigha Evaluation Report
Publication date	March 2016
Contractor	Vector Research
Purpose of research	In 2012, Transport Scotland commissioned Vector Research to conduct on-board surveys on the Islay, Colonsay and Gigha ferry services and household surveys on Colonsay, Gigha and Jura to inform the evaluation of the Road Equivalent Tariff pilot on the islands. The aim of the surveys was to provide information from service users (both residents of the islands and visitors) on their use of the ferry services before and during the pilot.
Main findings	<p>The survey found that as a result of RET:</p> <ul style="list-style-type: none"> • Residents / existing users are using the route more frequently. • Capacity on the Islay routes has become more constrained. For the Gigha and Colonsay routes the increase in demand does not appear to have led to capacity issues • For Islay residents, travelling on preferred day and time has become more difficult whilst for the majority of visitors and Colonsay, Gigha and Jura residents it has remained the same. • 48% of visitors used the ferry route for the first time; • Lower fares influenced 17% of visitors to use the ferry service for their trip;
Link to report	http://www.transport.gov.scot/system/files/documents/reports/Evaluation%20of%20the%20Impact%20or%20RET%20on%20Colonsay%20Gigha%20and%20Islay%20-%20Final%20Report%20PDF%20%282%29.pdf

Title	Monitoring and Evaluation of the Campbeltown to Ardrossan ferry pilot
Publication date	March 2016
Contractor	Vector Research / JMP
Purpose of research	<ul style="list-style-type: none"> • A pilot ferry service operated between Campbeltown and Ardrossan during May to September between 2013 and 2015. Data was gathered from passengers, local businesses and residents backed by secondary data relating to the performance of local areas in relation to the key themes of economy, transport choices, tourism and community.
Main findings	<ul style="list-style-type: none"> • In 2015, 36 per cent of businesses in the Campbeltown / Southern Kintyre area claimed an increase in turnover since 2012. • Local residents considered the ferry service to have a strongly positive impact on: <ul style="list-style-type: none"> • the town/locality as a whole (87 per cent of respondents) <ul style="list-style-type: none"> ▪ on the community (79 per cent of respondents) ▪ on local businesses (80 per cent of respondents). • The ferry service provided an alternative to travel by car with 88 per cent of users typically having made the journey by car prior to the ferry service, 24 per cent used an alternative ferry route; 22 per cent typically used the bus and 8 per cent travelled by air. • The majority of users were tourists with 61 per cent of users travelling for tourism purposes. • Around 70 per cent of passengers made an overnight stay with an average stay of 4.8 nights. • In 2015, of the tourism related businesses in Campbeltown / Southern Kintyre, 52 per cent claimed an increase in turnover since 2012 and all of these businesses considered that the ferry service had at least a minor influence on this.
Link to report	http://www.transport.gov.scot/system/files/AMFC%20-Monitoring%20%20Evaluation%20-%20Campbeltown%20-%20March%202016.pdf

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Transport Scotland Statistics publications

Transport and Travel in Scotland **Annual.** 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. 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.

From the 2014 release onwards, this publication includes findings from the Scottish Household Survey Travel Diary.

Latest edition: provides figures up to 2015, published August 2016

Web only

SHS Transport: Local Area Analysis **Annual.** Provides SHS information for Local Authorities and Regional Transport Partnership areas.

Latest edition: provides figures for 2015, published August 2016

Web tables 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 2015; published in June 2016

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 2015, published in October 2016

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Scottish Household Survey Travel Diary results

Discontinued: These results are now published within the Transport and Travel in Scotland publication.

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.

Last release (websites): 2012 figures, trends since 2002; published November 2013.

Web only

Last detailed biennial data: figures to 2009/10, trends since 1999; published Nov 2011.

Web only

National Travel Survey Scottish Results **Biennial.**

Discontinued: DfT no longer collect data for Scotland and this publication is no longer updated.

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.

Last edition: figures up to 2009/2010; published in March 2012

Web only

Bus and Coach Statistics **Annual.**

Discontinued: The bus chapter in Scottish Transport Statistics has now been expanded to include the findings from this publication.

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.

Last release (websites): figures up to 2010-11; published February 2012

Web only

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: <http://tinyurl.com/nm8re6m>

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

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 The Institute of Logistics and Transport (then known as The Chartered Institute of Transport).

From its inception TSUG has had strong links with the government departments responsible for transport statistics. It has developed an excellent working relationship with the Transport Analytical Services Team of Transport Scotland.

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 greater publicity.
- to facilitate a network for sharing ideas, information and expertise.

The main activities of TSUG are:

- The production of a regular Newsletter containing news and reviews of matters relating to transport statistics and the TSUG membership.
- 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 maintenance of a Website which TSUG Members can use to find out about and book on TSUG seminars, and access an information archive.

The membership of TSUG includes government agencies, local authorities, trade associations, transport consultants, transport operators and universities, as well as individual professionals. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further information about TSUG and membership, please visit the website at www.tsug.org.uk or contact:

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A NATIONAL STATISTICS PUBLICATION FOR SCOTLAND

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be interpreted to mean that the statistics: meet identified user needs; are produced, managed and disseminated to high standards; and are explained well.

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For general enquiries about Scottish Government statistics please contact:

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e-mail: statistics.enquiries@gov.scot

How to access background or source data

The data collected for this statistical bulletin:

- are available in more detail through Scottish Neighbourhood Statistics
- are available as part of a GB dataset on data.gov.uk
- may be made available on request, subject to consideration of legal and ethical factors. Please contact Transtat@transport.gov.scot for further information.
- cannot be made available by Scottish Government for further analysis as Scottish Government is not the data controller.

Complaints and suggestions

If you are not satisfied with our service or have any comments or suggestions, please write to the Chief Statistician, 3WR, St Andrews House, Edinburgh, EH1 3DG, Telephone: (0131) 244 0302, e-mail statistics.enquiries@gov.scot

If you would like to be consulted about statistical collections or receive notification of publications, please register your interest at <http://www.gov.scot/scotstat>

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Most recent editions of Transport Statistics Publications - available here

<http://www.transport.gov.scot/statistics/statistical-publications>

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Scottish Transport Statistics	February 2017	
Transport and Travel in Scotland (TATIS)	August 2016	Web only
Reported Road Casualties Scotland	October 2016	
Key Reported Road Casualty Statistics	June 2016	Web only

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