Scottish Transport Statistics

The Scottish Government

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No. 29
2010 Edition

A National Statistics Publication for Scotland

TRANSPORT SCOTLAND

An agency of The Scottish Government

Scottish Transport Statistics

No 29

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Conventions

Symbols used: The following symbols are used throughout:

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

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

Enquiries and suggestions

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

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

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Suggestions for improvements should be addressed to the above address.

Web version of the publication

Transport Statistics publications may be found on the Scottish Government Statistics Website. Go to:
http://www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/Publications

Excel spreadsheet versions of the tables are available via:
http://www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/TablesPublications

Updated versions of *some* of the tables and charts in this edition will be made available, in due course, via: http://www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/TablesPublications/ScottishTransportStats

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PREFACE

Introduction

This is the 2010 edition of *Scottish Transport Statistics*, and is the twenty ninth publication in the series. The publication presents a comprehensive statistical picture of transport activity and covers a wide range of topics.

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

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

The Structure of the Publication

The Summary section provides a compact view of the trends over the past 10 years and includes some comparisons with the figures for Great Britain (or the UK) and some longer term trends.

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

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

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

Finally, there are some other short sections covering:

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

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

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DETAILED LIST OF STATISTICAL TABLES AND MAPS

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

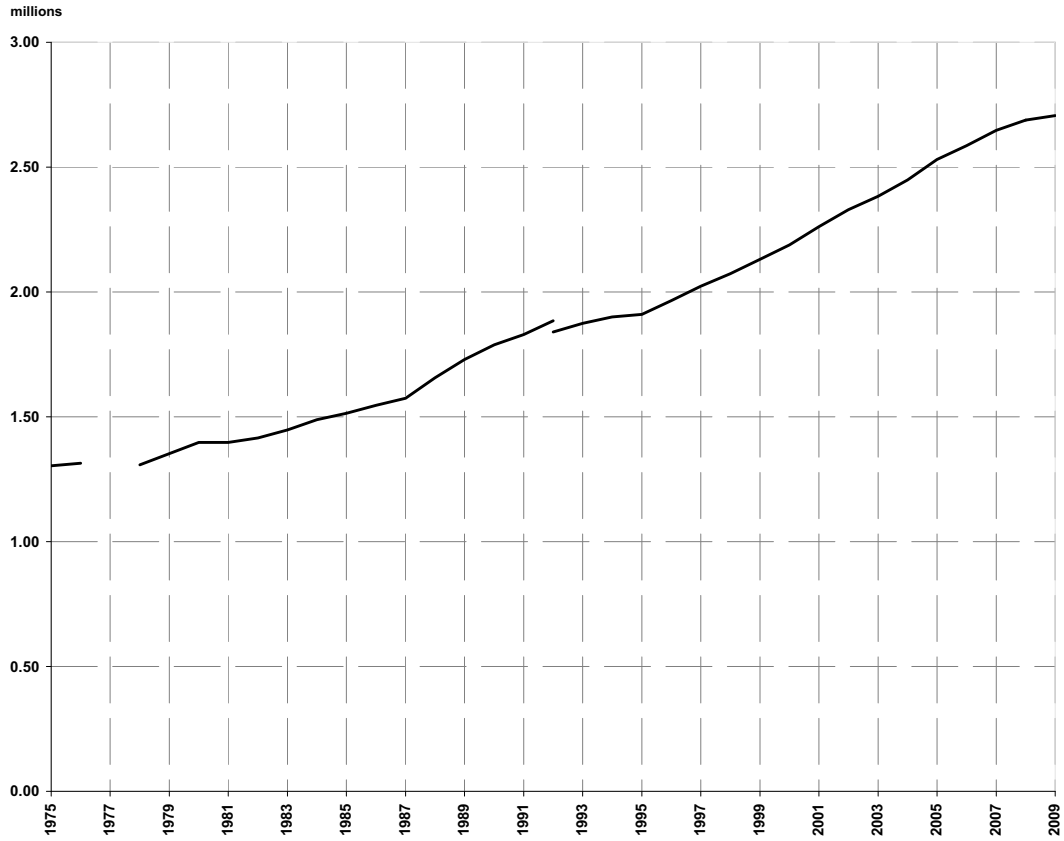
Tables of figures, and whole chapters, which are outwith the scope of National Statistics are identified by (*).

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

Summary
TRANSPORT
Statistics

including
Historical
Series

Figure 1: Vehicles licensed



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

Figure 2: New registrations of vehicles

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

SUMMARY TRANSPORT STATISTICS

1. Introduction

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

2. The content of this chapter

2.1 The *summary* is arranged as follows:

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

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

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

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

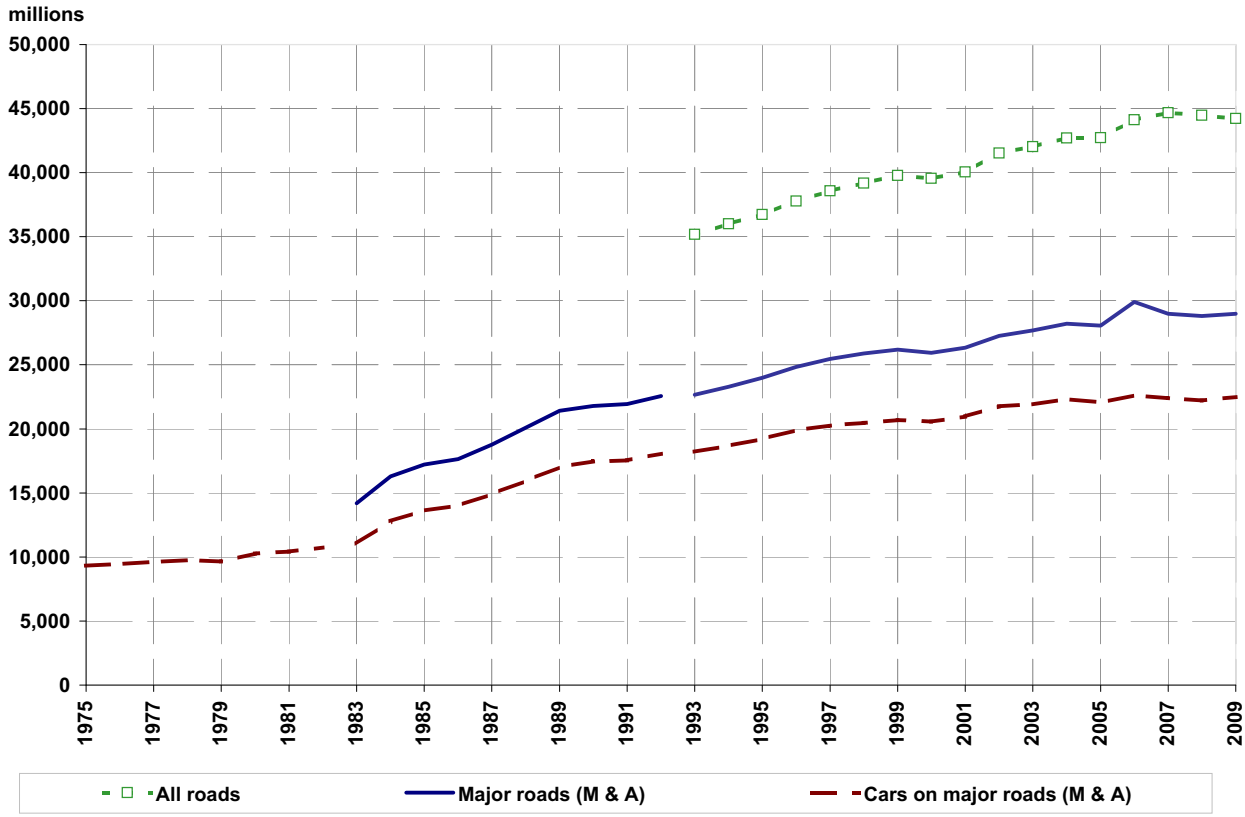
3. Motor vehicles, traffic and road casualties

3.1 Motor vehicles

3.1.1 The number of motor vehicles licensed in Scotland in 2009 was 2.7 million, 1 per cent more than the previous year, 27 per cent higher than the number in 1999 and the highest figure ever recorded. Over the longer-term, the number of vehicles licensed has increased from an estimated 0.8 million in 1962. *Figure 1* shows the trends since 1975: there have been increases in almost every year.

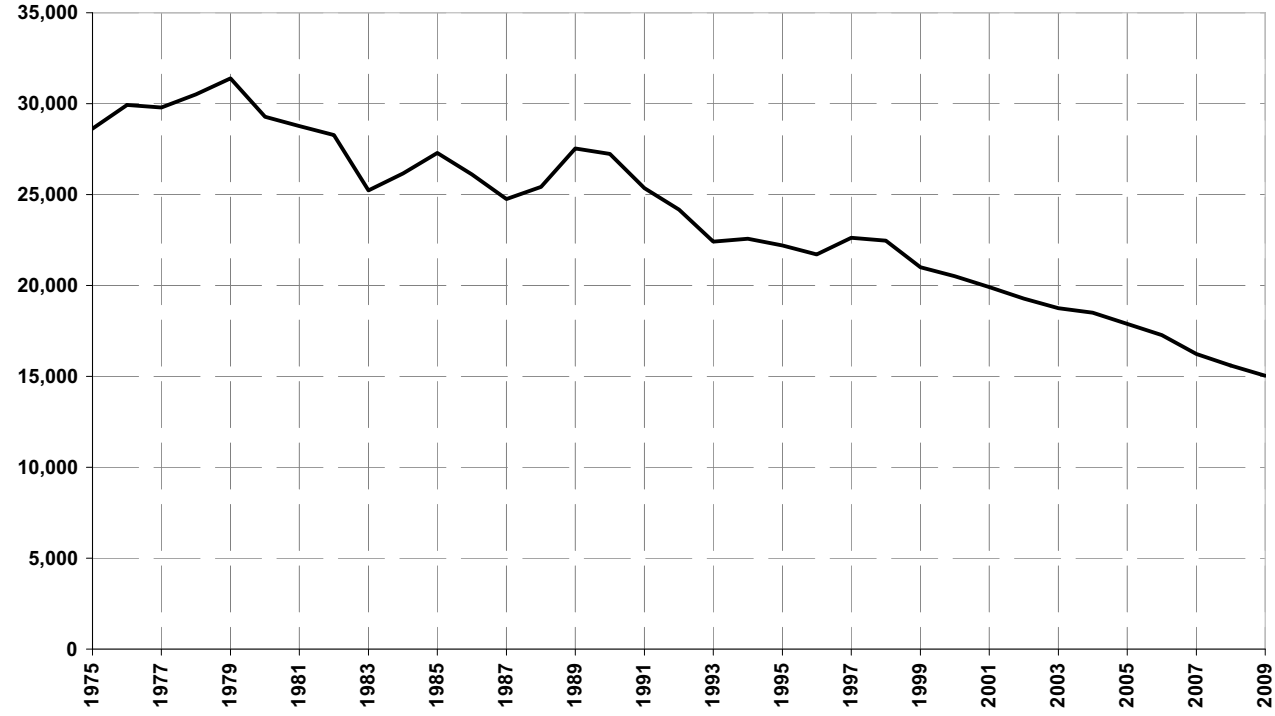
3.1.2 There were around 216,000 new vehicle registrations in Scotland in 2009, an increase of 0.5 per cent on 2008. It was the nineth highest figure ever recorded, the same as 1999 and two and a half times the number (86,000) in 1962. *Figure 2* shows that the number of new registrations of vehicles has risen and fallen a number of times during the period since 1975, and that it has been around a quarter of a million per year only within the last five years.

Figure 3: Traffic (vehicle kilometres)



NB: breaks in the series exist as the DfT revised its method of estimating traffic volumes from 1993. Estimates of traffic on minor roads are not available prior to 1993.

Figure 4: Reported road casualties



* figures for 2009 are provisional

3.1.3 In 2009, there were 52 vehicles per 100 population in Scotland compared with 57 in Great Britain. *Figure 7* shows that the number of vehicles per head of population has been rising steadily, and has been consistently lower in Scotland than in Great Britain.

3.1.4 The Scottish Household Survey (SHS) shows that, in 2009, 69 per cent of households had at least one car available for private use - up from 63 per cent in 1999. Twenty six per cent of households had two or more cars in 2009, compared with 18 per cent in 1999. As the SHS is a sample survey, its results are subject to apparent year-to-year fluctuations.

3.1.5 2008/09 is the latest year for which one can compare the availability of cars to households in Scotland and GB as a whole, using the results from the National Travel Survey. In 2008/09, around 72 per cent of households in Scotland had the regular use of a car compared to 75 per cent in Great Britain as a whole. Any year-to-year fluctuations, and differences between these results and those of the SHS, are likely to be due to sampling variability.

3.2 The road network

3.2.1 Provisional figures show there were 55,000 kilometres of public road in Scotland in 2009 with the trunk road network accounting for 6 per cent of this. Relative to the size of the population, the length of the road network is greater in Scotland than in Great Britain: in 2009, Scotland had 10.7 kilometres of road per 1,000 population; GB had only 6.6 kilometres per 1,000 population.

3.3 Road traffic

3.3.1 The estimated total volume of traffic on Scotland's roads in 2009 was over 44 billion (thousand million) vehicle kilometres – 0.6 per cent less than 2008 and 11 per cent more than the figure for 1999. The total volume of traffic is at its third highest ever level: the estimates show increases in most of the past ten years apart from 2000, which was affected by the fuel protests and .

3.3.2 The pattern in Scotland was similar to that for Great Britain as a whole. The total volume of traffic for Great Britain fell by 1 per cent between 2008 and 2009, and was 8 per cent higher than ten years earlier, with increases in most years (including a very slight rise in 2000).

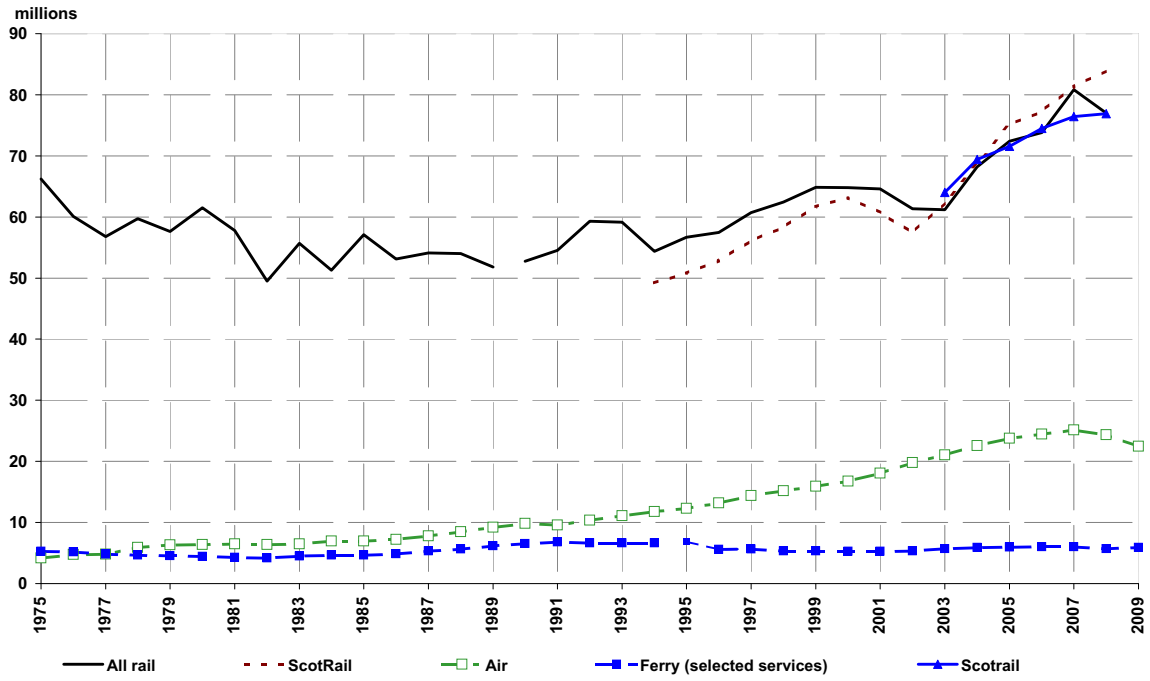
3.3.3 *Figure 3* shows the longer-term trends in Scotland. It is estimated that the volume of car traffic on major roads (Motorways and A roads) has more than doubled, from an estimated 9,300 million vehicle kilometres in 1975 to around 22,000 million vehicle kilometres in recent years. *Figure 3* shows that the main rise was between 1983 and 1995.

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

Figure 5: Passenger numbers: local bus and rail

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

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



NB: First ScotRail took over the franchise in 2003, therefore earlier do not exist. Rail figures prior to 1990/91 were provided by British Rail.
Rail figures up to 1990/91 were provided by British Rail, but now provided by the Office of Rail Regulation.
The Skye bridge opened in 1995 and may impact on ferry patronage figures.

3.4 Road casualties

3.4.1 The number of road deaths in Scotland in 2009 (216) was 20 per cent less than in 2008, and the lowest figure since current records began over 50 years ago. 2,269 people were seriously injured in road accidents in 2009, 12 per cent less than in 2008, and the lowest figure recorded. Over the past ten years, the number of people injured in road accidents fell by 28 per cent to 15,030 in 2009. *Figure 4* shows that there have been falls in most years since 1979. Although in some years the drop appeared to be levelling off, over the longer-term the number of casualties injured in road accidents has fallen steadily.

3.4.2 Since 1999, the number of people killed or seriously injured in road accidents has fallen by the same percentage (39%) in Scotland as in Great Britain. The number of people killed or seriously injured per thousand population was slightly higher in Scotland than Great Britain in 2008 (about 0.48 and 0.43 respectively).

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

4.1 Local bus services

4.1.1 In the 2009-10 financial year there were 467 million passenger journeys on local bus services in Scotland, a decrease over the previous year of 5.3 per cent.

4.1.2 However, over the longer-term, there have been large falls. There were almost 1,700 million passenger journeys on local bus services in 1960. The number had almost halved by 1975. Since then, it has roughly halved again, from 891 million in 1975 to 467 million in 2009-10. There were falls in every year between 1960 and 1999 except 1985, 1987 and 1988. *Figure 3* shows the trends since 1975; it *and Figure 4* show that local bus passenger numbers are much higher than other modes of public transport.

4.2 Rail passenger services

4.2.1 There were 76.9 m illion ScotRail passenger journe ys recorded in 2009-10, 0.5 million (0.7%) more than in the previous year, and an increase of 20% since 2004-05.

4.2.2 Over the longer-term, the number of rail passenger journeys originating in Scotland (including cross-border journeys) fell from a peak of 73 million in 1964 to a low of 50 million in 1982. Figure 6 shows that, from 1982 until 1996-97, passenger numbers remained between 50 million and 60 million per year. Latterly, rail patronage had been rising since 1994-95 and reached almost 65 million in 1999-00, but then fell to just over 61 million in 2002-03, before rising again to 84.5 million in 2008-09 (based on ORR data, see chapter for details).

4.3 Air passengers

4.3.1 There were around 22.5 million air terminal passengers at airports in Scotland in 2009, the sixth largest number ever recorded: 8 per cent less than in the previous year, and 41 per cent more than in 1999. *Figure 6* shows the rise since 1975. Over the longer-term, terminal passenger numbers grew from 1.2 million in 1960 to 22.5 million in 2009.

Figure 7: Vehicles licensed per 100 population

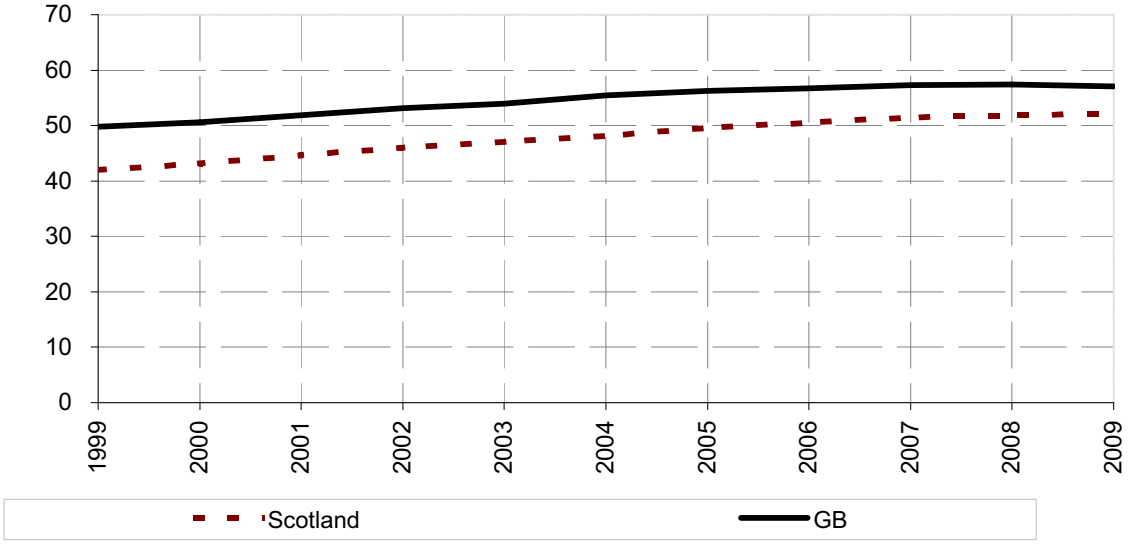


Figure 8: Passenger numbers per head of population: local bus and rai

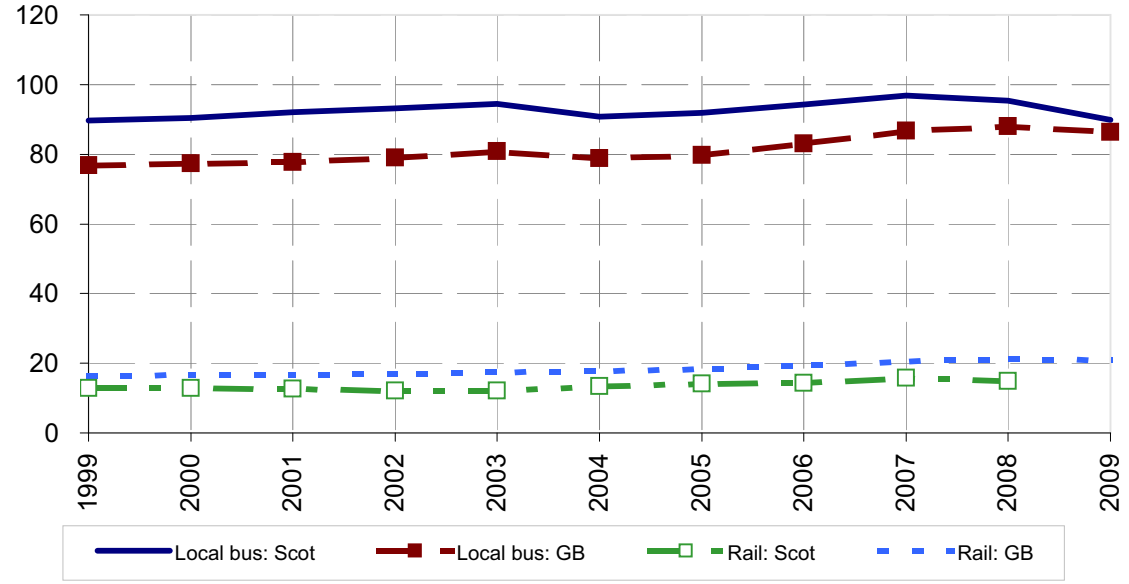
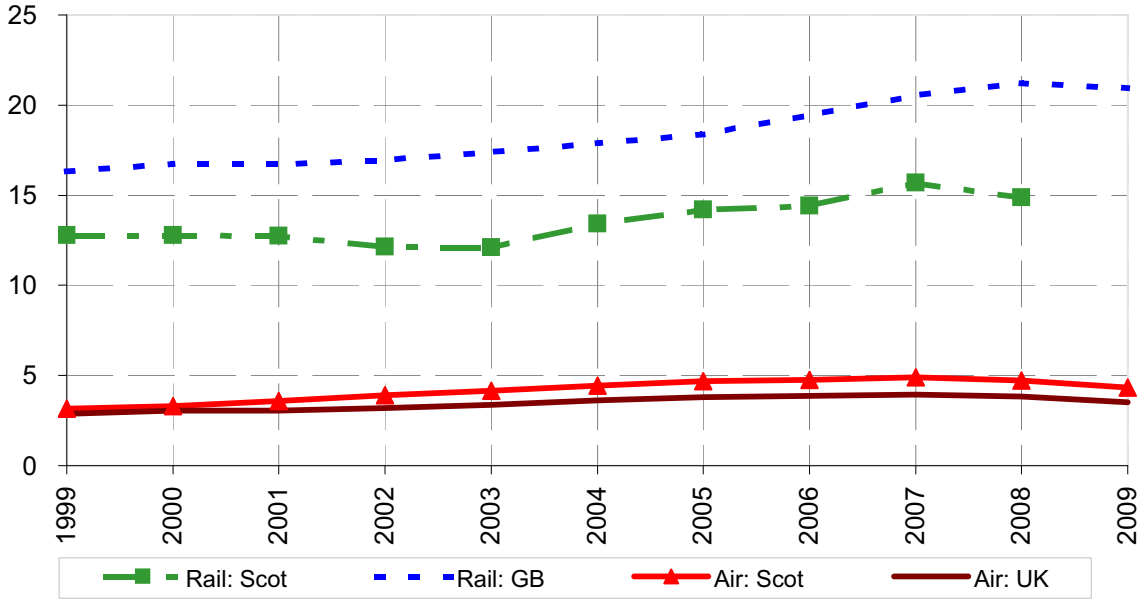


Figure 9: Passenger numbers per head of population: rail and air



4.3.2 Between 1999 and 2009, the number of air terminal passengers increased by 41 per cent for Scotland and 30 per cent for the UK as a whole. Over the past ten years, the number of passengers per head of population has been higher for Scotland than for the UK.

4.4 Ferry services

4.4.1 In 2009, 6 million passengers were carried on those shipping services within Scotland for which figures are available back to 1973 (i.e. Caledonian MacBrayne, P&O Scottish Ferries / NorthLink Orkney and Shetland, and Orkney Ferries). This was 4 per cent more than in the previous year. *Figure 6* shows the long-term trends, which were affected by the reduction in traffic that followed the opening of the Skye Bridge in 1995.

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

5.1 Possession of driving licences, and frequency of driving

5.1.1 68 per cent of people aged 17 or over had a full driving licence in 2009: 76 per cent of men and 61 per cent of women. Since 1999, the proportion of men who have a driving licence has remained steady at almost three-quarters, whereas the percentage of women aged 17+ who have a full driving licence has increased nine percentage points since 1999. As a sample survey, the SHS's results are subject to sampling variability.

5.1.2 In 2009, 43 per cent of people aged 17+ said that they drove every day. The percentages who said that they drove *at least 3 times a week (but not every day)* rose from 8 per cent in 1999 to 12 per cent in 2009.

5.2 Frequency of walking

5.2.1 Respondents were asked on how many of the previous seven days they walked more than a quarter of a mile (a) in order to go somewhere (i.e. used walking as a means of transport), and (b) for pleasure or to keep fit, including walking a dog. In 2009, 59 per cent of individuals reported walking to go somewhere on at least one of the previous seven days and 48 per cent said they had walked for pleasure or to keep fit. These figures are the highest reported since the survey began in 1999. All survey data should be treated with caution, taking sampling variability in to consideration.

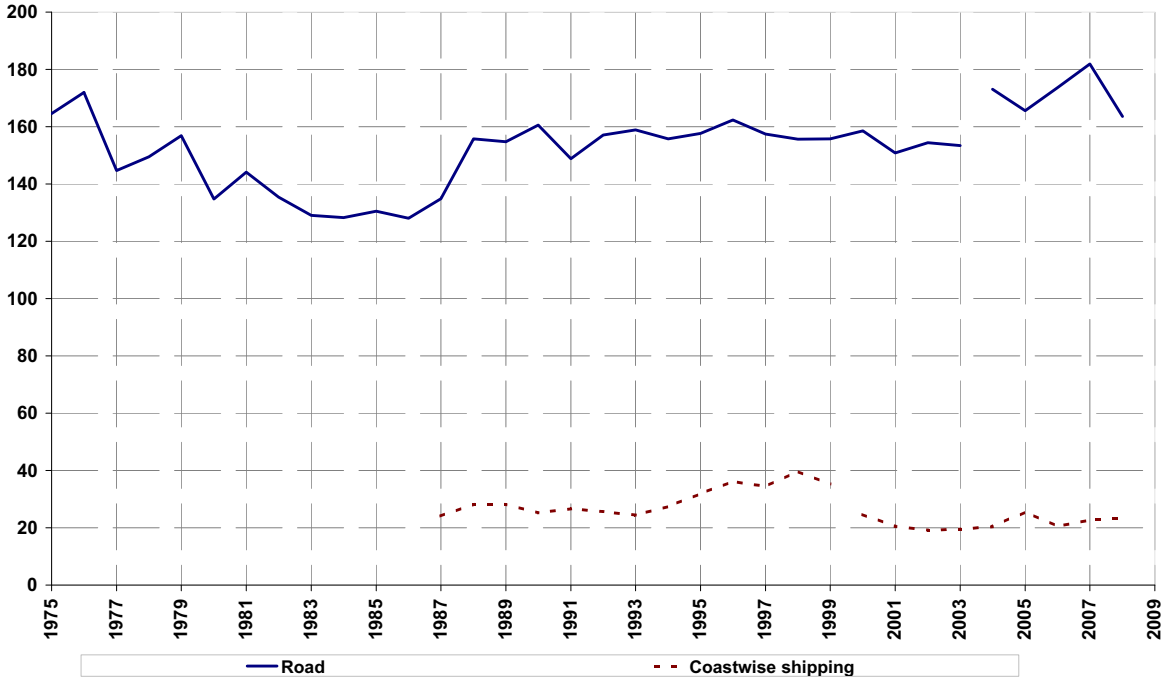
5.3 Travel to work and travel to school

5.3.1 In 2009, over two-thirds of commuters said that they travelled to work by car or van (61% as a driver and 6% as a passenger), 12 per cent walked, 12 per cent went by bus, 4 per cent took a train and 2 per cent cycled. While there have been year-to-year fluctuations in the SHS's results, the percentage driving to work has risen 6 percentage points whereas passengers fell by 5 percentage points.

5.3.2 The Labour Force Survey (LFS) shows that the percentage of people travelling to work who go by car has tended to be slightly lower in Scotland than in Great Britain as a whole, and the percentage using public transport has tended to be slightly higher in Scotland than in Great Britain. According to the LFS, in Autumn 2009, 70 per cent of

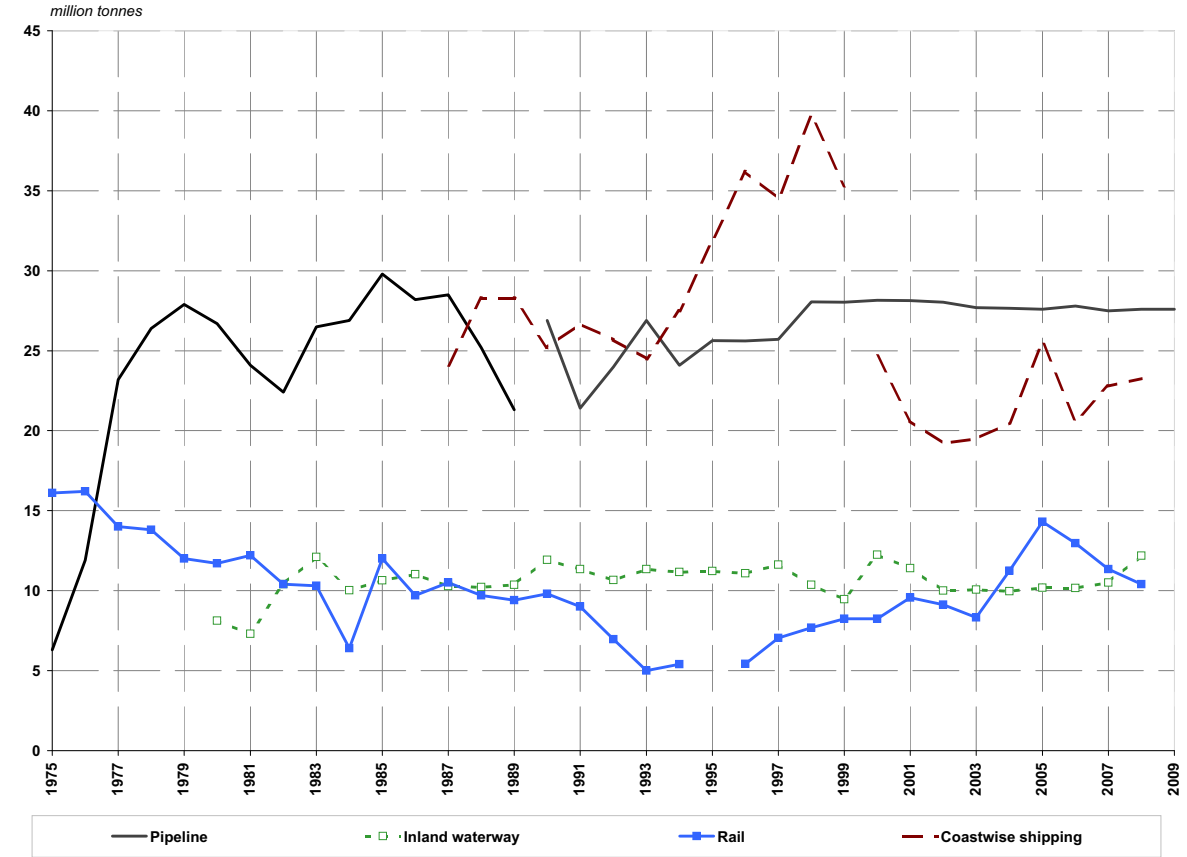
Figure 10: Freight lifted: road and coastwise shipping

million tonnes



NB: breaks appear in the series due to changes in the survey methodology and processing.

Figure 11: Freight lifted: coastwise shipping, pipelines, inland waterway, rail



NB: breaks appear in the series due to changes in the survey methodology and processing. The increase in pipeline figures between 1989 and 1990 is believed to be due to a change in coverage.

people travelling to work in Scotland did so by car, the same as Great Britain and 14 per cent used public transport (compared with 15 per cent for Great Britain). The year-to-year fluctuations, and any differences from the results of the SHS, are likely to be due to sampling variability.

5.3.3 50 per cent of pupils walked to school in 2009, 22 per cent went by bus, 24 per cent by car, 1 per cent cycled, and 1 per cent went by rail. While there have been year-to-year fluctuations in the results, it appears that, since the SHS started in 1999, the percentage going by car has risen from around 18 per cent.

6. Freight

6.1 Freight lifted - tonnes

6.1.1 Freight lifted by road in Scotland in 2009 was 139 million tonnes. **The figures for 2004 onwards should *not* be compared with the statistics for earlier years because there is a break in the series following changes to DfT's survey methodology and processing.** Prior to that, there had been little change from year to year in the ten years up to 2003. Over the longer-term, the amount of freight carried by road fluctuated between 1975 and 1987 (see *Figure 10*), rising to 172 million tonnes in 1976 and falling to 128 million tonnes in 1986. After 1988, it was more stable, varying between 149 million tonnes (in 1991) and 162 million tonnes (in 1996). The total of 153 million tonnes in 2003 was the third lowest in the period since 1988. *Figures 10 and 11* show that, in terms of tonnes lifted, much more freight is carried by road than by any other mode of transport. Per head of population, the amount of freight which is lifted by road is slightly higher in Scotland than in Great Britain.

6.1.2 The volume of rail freight traffic lifted in Scotland fell from 29.8 million tonnes in 1960 to 5.4 million tonnes in 1994-95. *Figure 11* shows that since then it has increased in most years, and stood at 10 million tonnes in 2008-09.

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

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

6.2 Freight moved - tonne-kilometres

6.2.1 *Figures 10 and 11* showed that, in terms of tonnes lifted, much more freight is carried by road than by any other mode of transport. However, a different picture can be seen when account is taken of the distance that freight is carried. *Table H2(b)* shows that, in terms of tonne-kilometres, coastwise shipping accounted for the largest

amount of freight moved in most years, with road coming second (in 2004 the position was reversed). Rail and pipeline still move smaller amounts of freight than road. However, they represent a higher proportion of the total for road freight when they are measured in tonne-kilometres, because of the greater distance (on average) for which freight is carried by rail and by pipeline.

7. Cross-border transport

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

7.2 ***Passengers to / from other parts of UK**:* In 2008, there were 20.1 million rail, air or ferry passenger journeys between Scotland and other parts of the UK (a return trip counts as two passenger journeys). Compared with 1999, when there were only 17.2 million such passenger journeys, this was an increase of 17 per cent. Since 1999, the number of passenger journeys by air has increased by 20 per cent, compared with relatively little change in rail and ferry numbers.

7.3 ***Passenger journeys to / from other countries:*** In 2009, there were 9.77 million passenger journeys to or from Scotland to other countries, almost all by air. This was a slightly down on 2008, when there were 10.43 million passenger journeys. The number of passenger journeys has almost doubled from 1999 when the figure was 5.43 million.

7.4 ***Freight to / from other parts of UK:*** In 2008, 37.6 million tonnes of freight were lifted by either road, rail or water and delivered to other parts of the UK. This was a decrease of 9 per cent over 2007 when 41.1 millions of tonnes of freight were lifted. Freight delivered to Scotland from other parts of the UK in 2008 was 25.6 million tonnes. This was a decrease of 15 per cent on 2007 when 30.0 million tonnes were delivered.

7.5 ***Freight to / from other countries:*** In 2008, 43.4 million tonnes of freight were delivered outside the UK, almost all of which was carried by water. This was a decrease of 7 per cent on 2007 when 46.7 million tonnes of freight were lifted. Freight delivered to Scotland from outside the UK in 2008 was 16.8 million tonnes, again almost all by water transport - an increase of 10 per cent (15.3 million tonnes in 2007).

8. Notes, Sources and Further Information – historical

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

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

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

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

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

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

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

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

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

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

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

8.5 Freight

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

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

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

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

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

Table S1 Summary of Transport in Scotland

Numbers

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Vehicles Licensed											*thousands*
Private and Light Goods	1,878	1,927	1,997	2,058	2,104	2,158	2,231	2,278	2,332	2,366	2,381
All Vehicles	2,131	2,188	2,262	2,330	2,383	2,448	2,531	2,587	2,648	2,688	2,707
New Registrations	216	220	241	259	262	263	251	243	251	215	216
Local Bus Services[1]											*millions*
Passenger Journeys (boardings)[2]	455	458	466	471	478	461	468	482	498	493	467
Vehicle Kilometres[2]	363	369	368	374	369	369	382	387	390	365	379
Passenger Revenue at latest year's prices[2]	399	417	395	423	415	583	613	648	662	650	*£ million* 626
Freight Lifted											*million tonnes*
Road [3]	155.8	158.5	150.8	154.4	153.4	173.1	165.6	173.7	181.8	163.6	139.3
Rail [1]	8.24	8.25	9.57	9.12	8.32	11.25	14.32	12.96	11.35	10.36	..
Coastwise traffic	35.3	24.7	20.6	19.2	19.5	20.5	25.5	20.6	22.8	23.3	19.8
One Port traffic	2.58	1.54	1.90	1.81	1.54	1.33	1.76	1.48	1.83	1.75	3.59
Inland waterway traffic	9.47	12.24	11.41	10.01	10.06	9.97	10.19	10.16	10.50	12.19	10.10
Pipelines [4]	28.0	28.1	28.1	28.0	27.7	27.6	27.6	27.8	27.5	27.6	27.6
Public Road Lengths											*kilometres*
Trunk (A and M)	3,479	3,488	3,488	3,488	3,432	3,432	3,432	3,405	3,405	3,405	3,405
Other Major (A and M)	7,390	7,414	7,407	7,417	7,418	7,418	7,433	7,424	7,381	7,421	7,421
Minor Roads	42,654	42,984	43,159	43,687	43,659	43,693	43,911	44,029	44,303	44,420	44,594
All Roads	53,523	53,886	54,054	54,592	54,509	54,543	54,776	54,858	55,089	55,246	55,420
Road Traffic											*million vehicle-kilometres*
Motorways	5,164	5,405	5,567	5,730	5,856	6,094	6,151	6,433	6,577	6,683	6,633
A roads	21,021	20,531	20,775	21,533	21,826	22,114	21,904	22,465	22,408	22,127	22,327
All roads (incl. B, C, uncl.)	39,770	39,561	40,065	41,535	42,038	42,705	42,718	44,119	44,666	44,470	44,219
Reported Road Accident Casualties											
Killed	310	326	348	304	336	308	286	314	281	270	216
Killed and Serious	4,075	3,894	3,758	3,533	3,294	3,074	2,951	2,948	2,666	2,840	2,485
All (Killed, Serious, Slight)	21,002	20,517	19,910	19,275	18,757	18,502	17,885	17,269	16,238	15,590	15,030
Passenger Rail [1,5]											*millions*
ScotRail passenger journeys[5]	61.72	63.16	60.75	57.38	57.45	64.02	69.43	71.59	74.47	76.43	76.93
ORR data:											
Rail journeys in/from Scotland[6]	64.9	64.8	64.6	61.4	66.1	72.9	78.1	79.5	87.7	84.5	..
Passenger receipts (£2009 mill)	238.6	231.2	238.4	233.8	246.1	260.7	261.6	269.4	306.7	307.9	..
Air Transport											*thousands*
Terminal Passengers	15,941	16,787	18,081	19,783	21,084	22,555	23,795	24,437	25,132	24,348	22,496
Transport Movements	325.0	333.5	360.6	362.6	367.3	385.6	408.8	420.6	428.2	417.1	382.7
											thousand tonnes
Freight	73.8	74.6	72.4	72.6	76.5	77.6	74.5	77.9	61.2	45.6	45.7
Ferries (selected services 7)											*thousands*
Passengers	5,327	5,294	5,304	5,365	5,721	5,921	5,971	6,020	6,012	5,699	5,934
Vehicles	1,142	1,171	1,211	1,241	1,260	1,338	1,365	1,372	1,416	1,377	1,445

1 Financial years

2 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.

3 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.

4 The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2009 figure has been estimated.

Table S2 Summary of Transport in Scotland - index numbers

Index 1999=100

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Vehicles Licensed											
Private and Light Goods	100.0	102.6	106.3	109.6	112.0	114.9	118.8	121.3	124.2	126.0	126.8
All Vehicles	100.0	102.7	106.1	109.3	111.8	114.9	118.8	121.4	124.3	126.1	127.0
New Registrations	100.0	101.9	111.6	120.0	121.4	121.6	116.1	112.4	116.1	99.5	99.9
Local Bus Services[1]											
Passenger Journeys (boardings)[2]	100.0	100.7	102.4	103.5	105.0	101.4	102.9	106.0	109.5	108.4	102.7
Vehicle Kilometres[2]	100.0	101.7	101.4	103.0	101.7	101.7	105.2	106.6	107.4	100.6	104.4
Passenger Revenue at latest year's prices[2]	100.0	104.5	99.0	105.8	103.8	146.0	153.4	162.3	165.6	162.7	156.7
Freight Lifted											
Road [3]	100.0	101.7	96.8	99.1	98.5	111.1	106.3	111.5	116.7	105.0	89.4
Rail [1]	100.0	100.1	116.1	110.7	101.0	136.5	173.8	157.3	137.7	125.7	..
Coastwise traffic	100.0	70.0	58.4	54.4	55.3	58.0	72.3	58.3	64.6	65.9	56.2
One Port traffic	100.0	59.7	73.6	70.2	59.7	51.6	68.2	57.4	70.9	67.8	139.1
Inland waterway traffic	100.0	129.3	120.5	105.7	106.2	105.3	107.6	107.3	110.9	128.7	106.7
Pipelines [4]	100.0	100.4	100.4	100.1	98.8	98.7	98.5	99.2	98.1	98.5	98.5
Public Road Lengths											
Trunk (A and M)	100.0	100.3	100.3	100.3	98.6	98.6	98.6	97.9	97.9	97.9	97.9
Other Major (A and M)	100.0	100.3	100.2	100.4	100.4	100.4	100.6	100.5	99.9	100.4	100.4
Minor Roads	100.0	100.8	101.2	102.4	102.4	102.4	102.9	103.2	103.9	104.1	104.5
All Roads	100.0	100.7	101.0	102.0	101.8	101.9	102.3	102.5	102.9	103.2	103.5
Road Traffic											
Motorways	100.0	104.7	107.8	111.0	113.4	118.0	119.1	124.6	127.4	129.4	128.8
A roads	100.0	97.7	98.8	102.4	103.8	105.2	104.2	106.9	106.6	105.3	106.2
All roads (incl. B, C, uncl.)	100.0	99.5	100.7	104.4	105.7	107.4	107.4	110.9	112.3	111.8	111.2
Reported Road Accident Casualties											
Killed	100.0	105.2	112.3	98.1	108.4	99.4	92.3	101.3	90.6	87.1	69.7
Killed and Serious	100.0	95.6	92.2	86.7	80.8	75.4	72.4	72.3	65.4	69.7	61.0
All (Killed, Serious, Slight)	100.0	97.7	94.8	91.8	89.3	88.1	85.2	82.2	77.3	74.2	71.6
Passenger Rail[1,5]											
ScotRail passenger journeys[5]	100.0	102.3	98.4	93.0	93.1	103.7	112.5	116.0	120.7	123.8	124.6
Rail journeys in/from Scotland[6]	100.0	99.9	99.5	94.6	101.8	112.4	120.4	122.5	135.2	130.2	..
Passenger receipts (£2009 mill)	100.0	96.9	99.9	98.0	103.1	109.3	109.6	112.9	128.5	129.0	..
Air Transport											
Terminal Passengers	100.0	105.3	113.4	124.1	132.3	141.5	149.3	153.3	157.7	152.7	141.1
Transport Movements	100.0	102.6	110.9	111.6	113.0	118.6	125.8	129.4	131.7	128.3	117.7
Freight	100.0	101.0	98.0	98.3	103.5	105.0	100.9	105.5	82.9	61.7	61.8
Ferries (selected services [7])											
Passengers	100.0	99.4	99.6	100.7	107.4	111.2	112.1	113.0	112.9	107.0	111.4
Vehicles	100.0	102.5	106.0	108.7	110.3	117.2	119.5	120.1	124.0	120.6	126.5

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

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

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

Table S3 Summary of Scottish Household Survey results [1]

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											percentages
Travel to work [2]											
Walking	13.7	13.7	13.1	13.2	12.6	12.7	12.7	13.8	11.9	12.5	12.3
Car or Van	66.4	67.0	68.4	67.7	68.5	67.0	67.4	66.8	68.0	66.0	67.0
Driver	54.6	56.5	57.9	56.6	59.8	58.9	59.8	59.8	61.3	59.9	60.7
Passenger	11.8	10.5	10.4	11.0	8.7	8.1	7.5	7.0	6.7	6.1	6.4
Bicycle	1.7	1.7	1.7	1.6	1.8	1.9	1.6	2.0	1.7	2.3	2.4
Bus	12.1	12.5	12.2	12.2	11.6	12.7	12.1	11.8	12.7	12.1	12.1
Rail	3	2.3	2.3	3.1	2.9	3.5	3.9	3.6	3.5	4.3	3.9
Other	3	2.8	2.4	2.3	2.6	2.3	2.3	2.0	2.3	2.7	2.3
Sample size (=100%)	*6,020*	*6,253*	*6,276*	*5,973*	*6,033*	*6,359*	*6,044*	*6,068*	*5,175*	*5,437*	*5,371*
Travel to school											
Walking	53.9	53.8	51.9	55.5	52.4	51.2	52.5	51.1	52.8	48.8	50.0
Car or Van	18.3	19.7	20.8	18.9	21.7	21.6	21.0	21.7	21.9	23.6	24.4
Bicycle	0.7	0.6	0.6	0.7	1.1	1.0	0.6	0.9	0.8	1.5	1.0
Bus (school or service)	24.8	23.5	24.5	22.4	22.4	23.6	23.6	23.7	21.9	23.9	22.0
Rail	0.7	0.6	0.5	0.4	0.5	0.9	0.7	1.2	0.9	0.7	0.7
Other	1.7	1.7	1.7	2.1	1.8	1.8	1.6	1.3	1.7	1.5	1.8
Sample size (=100%)	*2,636*	*3,475*	*3,463*	*3,295*	*3,250*	*3,347*	*3,272*	*3,240*	*2,517*	*2,750*	*2,881*
Household access to car/bike											
No car	37.2	35.8	35.3	34.8	32.7	33.7	31.7	32.0	30.3	30.2	30.7
One car	45.1	45.5	45.6	44.4	44.5	43.0	44.5	43.6	44.3	43.9	43.7
Two Cars	15.4	16.4	16.6	18.2	19.8	19.9	20.5	20.5	21.4	21.8	21.5
Three or more cars	2.4	2.3	2.6	2.5	3.0	3.4	3.3	3.8	4.0	4.0	4.2
One or more cars	62.8	64.2	64.7	65.2	67.3	66.3	68.3	68.0	69.7	69.7	69.3
Two or more cars	17.7	18.6	19.1	20.8	22.8	23.3	23.8	24.4	25.3	25.8	25.6
1+ Bicycles which can be used by adults	31.8	34.2	N/A	34.9	34.4	35.0	35.0	35.3	36.9	36.8	35.4
Sample size	*14,679*	*15,547*	*15,566*	*15,073*	*14,880*	*15,942*	*15,392*	*15,616*	*13,414*	*13,821*	*14,190*
Driving (aged 17+)											
Those with a full driving licence											
Men	76.9	76.2	75.6	76.7	76.5	75.8	75.7	75.5	75.8	76.0	76.2
Women	51.5	53.0	55.0	53.8	56.0	56.9	56.4	58.0	59.2	59.9	60.6
All	63.5	64.0	64.7	64.6	65.8	65.8	65.6	66.4	67.0	67.6	68.0
Frequency of driving											
Every day	44.2	44.7	45.8	45.5	43.3	41.4	41.8	40.9	45.2	44.9	43.4
At least three times a week	7.6	7.9	8.0	8.0	10.2	11.2	11.2	11.6	10.0	10.4	11.9
Once or twice a week	4.5	4.2	3.9	4.2	5.5	5.7	5.8	6.7	5.1	5.6	5.6
At least 2-3 times a month	1	0.9	1.0	0.9	0.7	0.8	0.8	1.0	0.9	1.0	0.9
At least once a month	0.5	0.5	0.6	0.4	0.4	0.6	0.5	0.5	0.6	0.4	0.4
Less than once a month	1.7	1.8	1.9	2.1	1.7	1.6	1.4	1.4	1.7	1.3	1.6
Holds full licence, never drives	4	4.0	3.5	3.5	4.1	4.5	4.1	4.4	3.5	4.0	4.2
Does not have a full driving licence	36.5	36.0	35.3	35.4	34.2	34.2	34.4	33.6	33.0	32.4	32.0
Sample size (=100%)	*13,660*	*14,440*	*14,527*	*13,936*	*13,850*	*14,660*	*13,968*	*14,075*	*12,152*	*12,263*	*12,447*
Walking in the past seven days (aged 16+) [3]											
Walking as a means of transport	52.4	53.6	55.1	54.9	54.4	54.2	54.0	54.0	52.0	52.5	59.0
Walking just for pleasure or to keep fit	39.7	41.4	42.9	40.7	43.9	43.9	46.1	46.7	46.9	45.1	48.4
Sample size	*13,757*	*14,516*	*14,643*	*14,041*	*13,925*	*14,713*	*6,993*	*7,111*	*6,121*	*6,209*	*6,119*
Household access to bus service											
Up to 6 minutes walk to the nearest stop	84.7	84.6	84.8	86.3	85.4	86.6	85.4	84.9	84.8	85.7	84.3
At least one bus every 13 mins	19.6	19.4	18.5	21.6	23.4	24.2	24.8	22.5	24.3	25.0	25.4
Sample size	*14,671*	*15,547*	*15,561*	*15,072*	*14,879*	*15,941*	*15,392*	*15,616*	*9,274*	*6,846*	*14,190*
Frequency of use of local bus/train service (aged 16+)											
Bus service											
Every day or almost every day		..	..	11.0	10.5	11.1	11.9	12.0	12.3	12.6	11.3
2 or 3 times per week		..	..	11.6	11.5	11.2	11.6	11.7	11.7	12.2	11.8
About once a week		..	..	7.9	7.6	7.5	7.7	7.9	7.7	7.8	8.4
Once or twice a month		..	..	10.9	10.6	10.6	12.1	12.2	13.9	13.9	14.1
Not used in the past month		..	..	58.6	59.7	59.5	56.7	56.2	54.4	53.6	54.5
Train service											
Every day or almost every day		..	..	1.6	1.7	1.8	2.0	2.0	2.0	2.3	2.1
2 or 3 times per week		..	..	1.0	1.3	1.6	1.5	1.6	1.8	2.0	2.1
About once a week		..	..	2.0	2.5	2.7	2.6	2.8	3.2	3.2	3.7
Once or twice a month		..	..	10.4	11.4	12.3	14.3	13.7	16.3	16.4	15.9
Not used in the past month		..	..	84.9	83.1	81.6	79.5	79.8	76.6	76.1	76.2
Sample size (=100%)		..	..	*14,037*	*13,960*	*14,774*	*14,063*	*14,183*	*12,188*	*12,298*	*12,517*

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

Table S4 Summary of cross-border transport

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Passenger journeys											*millions*
to / from other parts of UK											
Rail	5.48	4.97	5.27	4.85	5.01	4.88	5.20	5.58	5.81	6.13	..
Air [1]	9.08	9.51	10.21	11.51	12.38	12.88	13.16	12.96	12.87	12.07	10.89
Ferry [2]	2.62	2.47	2.33	2.28	2.43	2.34	2.05	2.02	2.09	1.94	1.92
Total these modes	17.17	16.95	17.81	18.65	19.82	20.09	20.41	20.55	20.77	20.13	..
to / from other countries											
Air [3]	5.43	5.76	6.24	6.63	7.13	8.12	8.97	9.67	10.35	10.35	9.74
Ferry [4]	0.01	0.01	0.01	0.11	0.21	0.21	0.20	0.12	0.11	0.07	0.03
Total these modes	5.43	5.77	6.24	6.74	7.34	8.33	9.17	9.79	10.46	10.43	9.77
Total cross-border passengers											
Rail	5.48	4.97	5.27	4.85	5.01	4.88	5.20	5.58	5.81	6.13	..
Air	14.51	15.27	16.45	18.14	19.52	21.00	22.14	22.63	23.23	22.42	20.63
Ferry	2.62	2.48	2.33	2.40	2.64	2.54	2.25	2.14	2.20	2.01	1.95
Total these modes	22.61	22.71	24.06	25.39	27.16	28.42	29.58	30.34	31.24	30.56	..
Freight										*millions of tonnes lifted*	
to other parts of UK											
Road [5]	15.7	15.5	15.4	15.2	14.8	14.3	12.5	14.4	16.9	12.8	13.4
Rail	4.5	3.1	4.9	4.4	4.1	6.4	9.0	7.1	4.6	3.8	..
Water	33.0	21.7	19.6	17.6	17.6	18.7	22.5	17.9	19.7	21.0	17.6
Total these modes	53.2	40.2	39.9	37.1	36.5	39.4	44.0	39.5	41.1	37.6	..
from other parts of UK											
Road [5]	19.2	20.3	19.3	18.3	20.9	17.6	17.4	19.3	22.5	18.5	16.8
Rail	1.1	1.1	1.2	1.1	1.0	0.9	2.1	2.1	2.0	2.0	..
Water	6.0	6.2	5.1	5.1	4.6	5.4	5.9	5.6	5.5	5.1	4.9
Total these modes	26.3	27.6	25.5	24.4	26.6	23.9	25.3	27.0	30.0	25.6	..
Total to / from other parts of UK											
Road	34.9	35.8	34.7	33.5	35.7	31.9	29.9	33.7	39.4	31.3	30.2
Rail	5.6	4.1	6.1	5.4	5.2	7.3	11.1	9.2	6.6	5.9	..
Water	39.0	27.9	24.6	22.6	22.2	24.0	28.4	23.6	25.2	26.1	22.4
Total these modes	79.5	67.8	65.4	61.5	63.0	63.2	69.3	66.5	71.1	63.2	..
to other countries											
Road [5]	0.7	0.5	0.5	0.6	0.6	0.5	0.4	0.4	0.6	0.5	0.5
Rail [6]	0.9	0.9	0.6	0.5	0.4	0.5	0.5	0.5	0.5	0.4	..
Water [7]	67.2	73.2	67.0	67.8	58.9	54.5	45.0	44.0	45.6	42.4	38.3
Total these modes	68.8	74.6	68.1	68.9	59.9	55.5	45.9	44.9	46.7	43.3	..
from other countries											
Road [5]	0.3	0.2	0.2	0.2	0.2	0.3	0.3	0.2	0.3	0.3	0.2
Rail [8]	0.9	0.8	0.6	0.6	0.5	0.5	0.5	0.5	0.4	0.4	..
Water [7]	6.6	10.8	17.5	11.4	9.5	15.0	17.0	17.9	14.6	16.1	13.5
Total these modes	7.8	11.9	18.3	12.3	10.2	15.8	17.8	18.6	15.3	16.8	..
Total to / from other countries											
Road	1.0	0.8	0.7	0.8	0.8	0.8	0.7	0.6	0.9	0.8	0.7
Rail	1.8	1.7	1.2	1.1	1.0	1.1	1.0	1.0	0.9	0.8	..
Water	73.8	84.0	84.5	79.2	68.4	69.4	62.0	61.9	60.2	58.5	51.9
Total	76.6	86.5	86.4	81.1	70.2	71.3	63.7	63.5	62.0	60.1	..
Total cross-border freight											
Road	35.9	36.6	35.4	34.3	36.5	32.7	30.6	34.3	40.3	32.1	30.9
Rail	7.4	5.8	7.3	6.6	6.1	8.3	12.1	10.2	7.5	6.6	..
Water	112.8	111.9	109.1	101.8	90.6	93.5	90.4	85.5	85.4	84.6	74.3
Total these modes	156.1	154.3	151.8	142.7	133.2	134.5	133.0	129.9	133.1	123.3	..

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

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

Numbers

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Vehicles Licensed (all vehicles)											*thousand*
Scotland	2,131	2,188	2,262	2,330	2,383	2,448	2,531	2,587	2,648	2,688	2,707
GB	28,368	28,898	29,747	30,557	31,207	32,259	32,897	33,369	33,957	34,206	34,258
Households with a Car [1] (National Travel Survey)											*percent*
Scotland	..	..	..	68	..	68	..	69	..	72	..
GB	..	..	..	73	..	75	..	75	..	75	..
Public Road Lengths (all roads)											*thousand kilometres*
Scotland[2]	53.5	53.9	54.1	54.6	54.5	54.5	54.8	54.9	55.1	55.2	55.4
GB [3]	389.5	390.2	391.0	391.6	392.3	387.7	388.0	398.4	398.9	394.5	394.4
Road Traffic											*billion vehicle kilometres*
Motorway											
Scotland	5.16	5.41	5.57	5.73	5.86	6.09	6.15	6.43	6.58	6.68	6.65
GB	87.8	88.4	90.8	92.6	93.0	96.6	97.0	99.4	100.6	100.1	99.5
A roads											
Scotland	21.0	20.5	20.8	21.5	21.8	22.1	21.9	22.5	22.4	22.1	22.3
GB [4]	212.6	211.7	215.1	218.6	221.0	224.1	223.1	226.1	224.9	222.8	222.4
All roads (incl. B, C, unclassified)											
Scotland	39.8	39.6	40.1	41.5	42.0	42.7	42.7	44.1	44.7	44.5	44.2
GB [4]	467.0	467.1	474.4	486.5	490.4	498.6	499.4	507.5	513.0	508.9	504.0
Reported Road Accident Casualties: Killed or Seriously Injured											*thousand*
Scotland[2]	4.08	3.89	3.76	3.53	3.29	3.07	2.95	2.95	2.67	2.84	2.49
GB	42.5	41.6	40.6	39.4	37.2	34.4	32.2	31.8	30.7	28.6	26.1
Local bus passenger journeys [3,5]											*million*
Scotland	455	458	466	471	478	461	468	482	498	493	467
GB	4,376	4,420	4,455	4,550	4,681	4,587	4,664	4,890	5,137	5,244	5,188
Rail passenger journeys [5,6]											*million*
Scotland	64.9	64.8	64.6	61.4	66.1	72.9	78.1	79.5	87.7	84.5	..
GB	748	755	759	775	791	808	827	984	1,018	1,082	..
Air terminal passengers											
Scotland	15.9	16.8	18.1	19.8	21.1	22.6	23.8	24.4	25.1	24.3	22.5
UK	168.4	179.9	181.2	188.8	200.0	215.7	228.2	235.2	240.7	235.4	218.1
Freight Lifted											*million tonnes*
Road[7]											
Scotland	156	159	151	154	153	173	166	174	182	164	139
GB	1,567	1,593	1,581	1,627	1,643	1,744	1,746	1,813	1,869	1,734	1,422
Rail [5,7]											
Scotland	8.24	8.25	9.57	9.12	8.32	11.25	14.32	12.96	11.35	10.36	..
GB	92	95	94	87	89	100	105	108	102	103	..
Coastwise traffic											
Scotland	35.3	24.7	20.6	19.2	19.5	20.5	25.5	20.6	22.8	23.3	19.8
UK	73.0	63.1	58.5	59.5	58.5	59.8	65.1	56.7	57.6	58.1	54.6
Pipelines [8]											
Scotland	28.0	28.1	28.1	28.0	27.7	27.6	27.6	27.8	27.5	27.6	27.6
GB	64.8	63.6	63.0	58.4	54.9	56.1	55.4	54.5	53.1	53.3	53.3
Travel to Work (Autumn: Labour Force Survey)											*percent*
Car (or van, minibus, works van)											
Scotland	69	67	69	70	70	69	68	69	69	69	70
GB	70	70	70	71	71	71	71	70	69	70	70
Public transport (bus, rail, underground)											
Scotland	15	16	16	15	15	15	16	17	16	16	14
GB	14	14	15	14	14	14	14	15	16	15	15

1 Figures are are for combined years e.g. 2008 covers 2008/09.

2 Provisional.

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

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

5 Financial years

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

Index 1999=100

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Vehicles Licensed (all vehicles)											
Scotland	100.0	102.7	106.1	109.3	111.8	114.9	118.8	121.4	124.3	126.1	127.0
GB	100.0	101.9	104.9	107.7	110.0	113.7	116.0	117.6	119.7	120.6	120.8
Public Road Lengths (all roads)											
Scotland[2]	100.0	100.7	101.0	102.0	101.8	101.9	102.3	102.5	102.9	103.2	103.5
GB[3]	100.0	100.2	100.4	100.5	100.7	99.5	99.6	102.3	102.4	101.3	101.3
Road Traffic											
Motorway											
Scotland	100.0	104.7	107.8	111.0	113.4	118.0	119.1	124.6	127.4	129.4	128.8
GB	100.0	100.7	103.4	105.5	105.9	110.0	110.5	113.2	114.6	114.0	113.3
A roads											
Scotland	100.0	97.7	98.8	102.4	103.8	105.2	104.2	106.9	106.6	105.3	106.2
GB [4]	100.0	99.6	101.2	102.8	104.0	105.4	104.9	106.3	105.8	104.8	104.6
All roads (incl. B, C, unclassified)											
Scotland	100.0	99.5	100.7	104.4	105.7	107.4	107.4	110.9	112.3	111.8	111.2
GB [4]	100.0	100.0	101.6	104.2	105.0	106.8	106.9	108.7	109.9	109.0	107.9
Reported Road Accident Casualties Killed or Seriously Injured[3]											
Scotland[2]	100.0	95.6	92.2	86.7	80.8	75.4	72.4	72.3	65.4	69.7	61.0
GB	100.0	97.7	95.3	92.6	87.5	80.7	75.6	74.9	72.2	67.2	61.3
Local bus passenger journeys [3,5]											
Scotland	100.0	100.7	102.4	103.5	105.0	101.4	102.9	106.0	109.5	108.4	102.7
GB	100.0	101.0	101.8	104.0	107.0	104.8	106.6	111.7	117.4	119.8	118.6
Rail passenger journeys [5,6,7]											
Scotland	100.0	99.9	99.5	94.6	101.8	112.4	120.4	122.5	135.2	130.2	..
GB	100.0	101.0	101.5	103.7	105.9	108.1	110.7	131.6	136.2	144.8	..
Air terminal passengers											
Scotland	100.0	105.3	113.4	124.1	132.3	141.5	149.3	153.3	157.7	152.7	141.1
UK	100.0	106.8	107.6	112.1	118.8	128.1	135.5	139.7	142.9	139.8	129.5
Freight Lifted											
Road[8]											
Scotland	100.0	101.7	96.8	99.1	98.5	111.1	106.3	111.5	116.7	105.0	89.4
GB	100.0	101.7	100.9	103.8	104.9	111.3	111.4	115.7	119.3	110.7	90.7
Rail [5,8]											
Scotland	100.0	100.1	116.1	110.7	101.0	136.5	173.8	157.3	137.7	125.7	..
GB	100.0	103.8	102.7	94.7	96.7	108.9	114.6	118.0	111.4	112.5	..
Coastwise traffic											
Scotland	100.0	70.0	58.4	54.4	55.3	58.0	72.3	58.3	64.6	65.9	56.2
UK	100.0	86.4	80.1	81.5	80.1	81.9	89.2	77.7	78.9	79.6	74.8
Pipelines [9]											
Scotland	100.0	100.4	100.4	100.1	98.8	98.7	98.5	99.2	98.1	98.5	98.5
GB	100.0	98.2	97.2	90.2	84.7	86.6	85.5	84.1	82.0	82.3	82.3

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

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

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 The estimated amounts of crude oil and products carried by pipelines of length 50+ km. Pipeline figures for 2009 are estimated.

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

Relative to the population

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Vehicles Licensed (all vehicles)											*per 100 population*
Scotland	42	43	45	46	47	48	50	51	51	52	52
GB	50	51	52	53	54	55	56	57	57	57	57
Public Road Lengths (all roads)											*kilometres per 1,000 population*
Scotland [1]	10.6	10.6	10.7	10.8	10.8	10.7	10.8	10.7	10.7	10.7	10.7
GB	6.8	6.8	6.8	6.8	6.8	6.7	6.6	6.8	6.7	6.6	6.6
Road Traffic											*vehicle kilometres per head*
Motorway											
Scotland	1,018	1,068	1,099	1,134	1,158	1,200	1,207	1,257	1,279	1,293	1,277
GB	1,542	1,547	1,583	1,610	1,608	1,662	1,659	1,689	1,699	1,679	1,658
A Roads											
Scotland	4,145	4,055	4,102	4,260	4,316	4,355	4,299	4,390	4,356	4,281	4,299
GB [2]	3,733	3,706	3,750	3,800	3,820	3,856	3,815	3,842	3,798	3,738	3,706
All roads (incl. B, C and unclassified)											
Scotland	7,841	7,814	7,911	8,217	8,312	8,409	8,385	8,622	8,683	8,604	8,513
GB [2]	8,200	8,176	8,270	8,456	8,477	8,578	8,539	8,624	8,663	8,537	8,400
Road Accident Casualties Killed or Seriously Injured [2]											*per 1,000 population*
Scotland	0.80	0.77	0.74	0.70	0.65	0.61	0.58	0.58	0.52	0.55	0.48
GB	0.75	0.73	0.71	0.68	0.64	0.59	0.55	0.54	0.52	0.48	0.43
Local bus passenger journeys [3,4]											*per head*
Scotland	90	90	92	93	94	91	92	94	97	95	90
GB	77	77	78	79	81	79	80	83	87	88	86
Rail passenger journeys [4,5]											*per head*
Scotland	12.8	12.8	12.8	12.1	13.1	14.4	15.3	15.5	17.1	16.3	..
GB	13.1	13.2	13.2	13.5	13.7	13.9	14.1	16.7	17.2	18.2	0.0
Air terminal passengers											*per head*
Scotland	3.1	3.3	3.6	3.9	4.2	4.4	4.7	4.8	4.9	4.7	4.3
UK	2.9	3.1	3.1	3.2	3.4	3.6	3.8	3.9	3.9	3.8	3.5
Freight Lifted											*tonnes per head*
Road											
Scotland	30.7	31.3	29.8	30.5	30.3	34.1	32.5	33.9	35.3	31.7	26.8
GB	27.5	27.9	27.6	28.3	28.4	30.0	29.9	30.8	31.6	29.1	23.7
Rail [4]											
Scotland	1.6	1.6	1.9	1.8	1.6	2.2	2.8	2.5	2.2	2.0	..
GB	1.6	1.7	1.6	1.5	1.5	1.7	1.8	1.8	1.7	1.7	..
Coastwise traffic											
Scotland	7.0	4.9	4.1	3.8	3.9	4.0	5.0	4.0	4.4	4.5	3.8
UK	1.2	1.1	1.0	1.0	1.0	1.0	1.1	0.9	0.9	0.9	0.9
Pipelines [6]											
Scotland	5.5	5.6	5.6	5.5	5.5	5.4	5.4	5.4	5.3	5.3	5.3
GB	1.1	1.1	1.1	1.0	0.9	1.0	0.9	0.9	0.9	0.9	0.9

1 Provisional

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

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

4 Financial Year

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

6 Pipeline figures for 2009 are estimated.

Table H1 Summary of passenger traffic

Year [1]	Car vehicle kilometres on major roads (M and A)	Bus passenger journeys on local services [2]	Rail passenger journeys originating in Scotland [3]	Air terminal passengers at airports	Ferry passengers on selected ferry services [4]	Car	Bus	Rail	Air	Ferry
					million				*Index, 1985 = 100*	
1960	..	1,664	64.9	1.20	..	..	242	114	17	..
1961	..	1,633	63.4	1.41	..	..	238	111	20	..
1962	..	1,579	72.3	1.59	..	..	230	127	23	..
1963	..	1,561	71.7	1.82	..	..	227	126	26	..
1964	..	1,506	73.0	2.07	..	..	219	128	30	..
1965	..	1,417	71.0	2.29	..	..	206	124	33	..
1966	..	1,344	65.8	2.56	..	..	196	115	37	..
1967	..	1,297	65.9	2.76	..	..	189	115	40	..
1968	..	1,220	67.0	2.69	..	..	178	117	39	..
1969	..	1,169	68.4	2.91	..	..	170	120	42	..
1970	..	1,057	70.7	3.10	..	..	154	124	45	..
1971	..	1,019	66.5	3.20	..	..	148	116	46	..
1972	..	998	61.2	3.64	..	..	145	107	52	..
1973	..	975	60.5	4.07	4.82	..	142	106	59	103
1974	..	896	69.1	4.00	4.96	..	131	121	58	106
1975	*9,318*	891	66.2	4.18	5.28	68	130	116	60	113
1976	*9,438*	881	60.1	4.78	5.17	69	128	105	69	111
1977	*9,622*	824	56.8	4.85	4.82	71	120	99	70	103
1978	*9,749*	794	59.7	5.90	4.64	72	116	105	85	99
1979	*9,643*	786	57.6	6.33	4.56	71	114	101	91	98
1980	*10,262*	763	61.5	6.37	4.48	75	111	108	92	96
1981	*10,418*	716	57.8	6.50	4.27	77	104	101	94	91
1982	*10,733*	694	49.5	6.37	4.19	79	101	87	92	90
1983	11,043	680	55.7	6.48	4.51	81	99	98	93	97
1984	12,794	669	51.3	6.99	4.67	94	97	90	101	100
1985	13,606	687	57.1	6.94	4.67	100	100	100	100	100
1986	14,012	660	53.1	7.24	4.85	103	96	93	104	104
1987	14,881	662	54.1	7.81	5.35	109	96	95	112	115
1988	15,946	662	54.0	8.51	5.66	117	96	95	123	121
1989	17,027	628	51.8	9.23	6.18	125	91	91	133	132
1990	17,476	600	52.8	9.86	6.54	128	87	92	142	140
1991	17,553	585	54.5	9.57	6.80	129	85	95	138	146
1992	18,068	545	59.3	10.38	6.63	133	79	104	150	142
1993	18,211	538	59.1	11.12	6.63	134	78	104	160	142
1994	18,683	526	54.4	11.79	6.65	137	77	95	170	142
1995	19,226	506	56.7	12.31	6.86	141	74	99	177	147
1996	19,888	478	57.5	13.21	5.59	146	70	101	190	120
1997	20,266	448	60.7	14.39	5.63	149	65	106	207	121
1998	20,456	424	62.5	15.19	5.33	150	62	109	219	114
1999	20,700	455	64.9	15.94	5.33	152	66	114	230	114
2000	20,566	458	64.8	16.79	5.29	151	67	113	242	113
2001	20,977	466	64.6	18.08	5.30	154	68	113	260	114
2002	21,760	471	61.4	19.78	5.37	160	69	107	285	115
2003	21,922	478	66.1	21.08	5.72	161	70	116	304	123
2004	22,308	461	72.9	22.55	5.92	164	67	128	325	127
2005	22,060	468	78.1	23.80	5.97	162	68	137	343	128
2006	22,610	482	79.5	24.44	6.02	166	70	139	352	129
2007	22,392	498	87.7	25.13	6.01	165	73	154	362	129
2008	22,221	493	84.5	24.35	5.70	163	72	148	351	122
2009	22,496	467	..	22.50	5.93	165	68	..	324	127

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

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

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

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

Table H2 Summary of freight traffic[1]

(a) freight lifted - millions of tonnes

Year [2]	Road	Rail	Coastal shipping	Coastwise shipping	Inland waterway	Pipeline [3]	Road	Rail	Coastal shipping	Coastwise shipping	Inland waterway	Pipeline [3]
	lifted in Scotland	*lifted in Scotland*	*see notes*	*lifted in Scotland*	*lifted in Scotland*	*see notes*	*lifted in Scotland*	*lifted in Scotland*	*see notes*	*lifted in Scotland*	*lifted in Scotland*	*see notes*
					millions of tonnes lifted							*Index, 1985 = 100*
1960	..	29.8	..	..	..	..	..	248	..	..	..	..
1961	..	28.1	..	..	..	..	..	234	..	..	..	..
1962	..	24.7	..	..	..	..	..	206	..	..	..	..
1963	..	24.6	..	..	..	..	..	205	..	..	..	..
1964	..	25.4	..	..	..	..	..	212	..	..	..	..
1965	..	24.3	..	..	..	..	..	203	..	..	..	..
1966	..	21.4	..	..	..	..	..	178	..	..	..	..
1967	..	20.0	..	..	..	..	..	167	..	..	..	..
1968	..	20.9	..	..	..	..	..	174	..	..	..	..
1969	..	21.1	..	..	..	..	..	176	..	..	..	..
1970	..	20.8	..	..	..	..	..	173	..	..	..	..
1971	..	20.0	..	..	..	..	..	167	..	..	..	..
1972	..	18.1	..	..	..	..	..	151	..	..	..	..
1973	..	19.3	5.7	..	..	8.0	..	161	17	..	..	27
1974	160.7	17.9	5.7	..	..	7.5	123	149	17	..	..	25
1975	164.6	16.1	4.9	..	..	6.3	126	134	14	..	..	21
1976	172.0	16.2	7.0	..	..	11.9	132	135	20	..	..	40
1977	144.7	14.0	13.6	..	..	23.2	111	117	40	..	..	78
1978	149.5	13.8	18.6	..	..	26.4	115	115	54	..	..	89
1979	156.9	12.0	23.8	..	..	27.9	120	100	69	..	..	94
1980	134.7	11.7	33.5	..	8.1	26.7	103	98	98	..	76	90
1981	144.1	12.2	33.2	..	7.3	24.1	110	102	97	..	69	81
1982	135.4	10.4	34.5	..	10.4	22.4	104	87	101	..	98	75
1983	129.1	10.3	37.3	..	12.1	26.5	99	86	109	..	114	89
1984	128.3	6.4	35.6	..	10.0	26.9	98	53	104	..	94	90
1985	130.5	12.0	34.3	..	10.7	29.8	100	100	100	..	100	100
1986	128.0	9.7	32.3	..	11.0	28.2	98	81	94	..	103	95
1987	134.9	10.5	28.6	24.1	10.3	28.5	103	88	83	..	97	96
1988	155.7	9.7	31.9	28.3	10.2	25.2	119	81	93	..	96	85
1989	154.8	9.4	32.5	28.3	10.4	21.3	119	78	95	..	97	71
1990	160.6	9.8	29.9	25.2	11.9	26.9	123	82	87	..	112	90
1991	148.8	9.0	31.6	26.7	11.3	21.4	114	75	92	..	106	72
1992	157.1	7.0	30.1	25.7	10.7	24.0	120	58	88	..	100	81
1993	158.9	5.0	29.0	24.5	11.4	26.9	122	42	85	..	107	90
1994	155.8	5.4	32.0	27.5	11.2	24.1	119	45	93	..	105	81
1995	157.7	..	35.9	31.9	11.2	25.6	121	..	105	..	105	86
1996	162.4	5.4	40.3	36.2	11.1	25.6	124	45	117	..	104	86
1997	157.4	7.0	39.4	34.5	11.6	25.7	121	59	115	..	109	86
1998	155.6	7.7	45.7	39.7	10.4	28.1	119	64	133	..	97	94
1999[4]	155.8	8.2	41.3	35.3	9.5	28.0	119	69	120	..	89	94
2000	158.5	8.3	30.9	24.7	12.2	28.1	121	69	90	..	115	94
2001	150.8	9.6	27.4	20.6	11.4	28.1	116	80	80	..	107	94
2002	154.4	9.1	24.5	19.2	10.0	28.0	118	76	71	..	94	94
2003[5]	153.4	8.3	24.4	19.5	10.1	27.7	118	69	71	..	94	93
2004	173.1	11.3	25.8	20.5	10.0	27.6	133	94	75	..	94	93
2005	165.6	14.3	31.4	25.5	10.2	27.6	127	119	92	..	96	93
2006	173.6	13.0	25.7	20.6	10.2	27.8	133	108	75	..	95	93
2007	181.9	11.4	27.5	22.8	10.5	27.5	139	95	80	..	99	92
2008	163.6	10.4	28.3	23.3	12.2	27.6	125	87	83	..	114	93
2009	139.3	..	24.7	19.8	10.1	27.6	107	..	72	..	95	93

1. The figures for 'road', 'rail', 'coastwise shipping' and 'inland waterways' are the total amounts lifted in Scotland.
   The category of 'coastal shipping' is shown for historical reasons. It is defined in a different way:
   the 'coastal shipping' figure is the total lifted in Scotland*plus*
   the total lifted elsewhere in the UK which is delivered in Scotland.
   The 'pipeline' figure is the estimated amount of crude oil carried by on-shore pipelines which are over 50km in length.
   This table does not show one port traffic to / from oil rigs and the sea bed.
2. The figures are all for calendar years except for the figures for "rail" from 1985, which are for the financial years which start in the specified calendar years (e.g. the rail figures for 1997 are for 1997-98).
3. The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2009 figure has been estimated.
4. A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis.
5. Changes to the methodology for collecting road freight data mean that previous figures are not comparable.

Table H2 Summary of freight traffic[1]

(b) freight moved - millions of tonne-kilometres

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

1. The figures for 'road', 'rail', 'coastwise shipping' and 'inland waterways' relate to freight lifted in Scotland; for 'pipeline' it is the estimated tonne-kilometres for crude oil carried by on-shore pipelines which are over 50km in length. This table does not show the tonne-kilometres for one port traffic to / from oil rigs and the sea bed or for coastal shipping (as defined in part [a] of this table).
2. The figures are all for calendar years except for the figures for rail, which are for the financial years which start in the specified calendar years (e.g. the rail figures for 1997 are for 1997-98).
3. Over 50km
4. A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis.
5. Changes to the methodology for collecting road freight data mean that previous figures are not comparable.
6. Pipeline figures for 2009 are estimated.

Table H3: Traffic estimates

Year	Motorways	A roads	All major roads (M & A)	Minor roads (B, C & unclassif.)	All roads	Motorways	A roads	All major roads (M & A)	Minor roads (B, C & unclassif.)	All roads
				million vehicle kilometres						*index 1985=100*
1962	..	..	..	..	..	..	..	..	..	..
1963	..	..	..	..	..	..	..	..	..	..
1964	..	..	..	..	..	..	..	..	..	..
1965	..	..	..	..	..	..	..	..	..	..
1966	..	..	..	..	..	..	..	..	..	..
1967	..	..	..	..	..	..	..	..	..	..
1968	..	..	..	..	..	..	..	..	..	..
1969	..	..	..	..	..	..	..	..	..	..
1970	..	..	..	..	..	..	..	..	..	..
1971	..	..	..	..	..	..	..	..	..	..
1972	..	..	..	..	..	..	..	..	..	..
1973	..	..	..	..	..	..	..	..	..	..
1974	..	..	..	..	..	..	..	..	..	..
1975	..	..	..	..	..	..	..	..	..	..
1976	..	..	..	..	..	..	..	..	..	..
1977	..	..	..	..	..	..	..	..	..	..
1978	..	..	..	..	..	..	..	..	..	..
1979	..	..	..	..	..	..	..	..	..	..
1980	..	..	..	..	..	..	..	..	..	..
1981	..	..	..	..	..	..	..	..	..	..
1982	..	..	..	..	..	..	..	..	..	..
1983	1,742	12,443	14,185	..	..	83	82	82	..	..
1984	1,920	14,382	16,302	..	..	91	95	95	..	..
1985	2,104	15,115	17,219	..	..	100	100	100	..	..
1986	2,116	15,531	17,647	..	..	101	103	102	..	..
1987	2,541	16,226	18,767	..	..	121	107	109	..	..
1988	2,961	17,137	20,098	..	..	141	113	117	..	..
1989	3,141	18,262	21,404	..	..	149	121	124	..	..
1990	3,286	18,501	21,786	..	..	156	122	127	..	..
1991	3,200	18,747	21,947	..	..	152	124	127	..	..
1992	3,516	19,060	22,575	..	..	167	126	131	..	..
1993	4,000	18,666	22,666	12,509	35,175	190	123	132	..	..
1994	4,147	19,153	23,300	12,700	36,000	197	127	135	..	..
1995	4,318	19,670	23,987	12,749	36,736	205	130	139	..	..
1996	4,586	20,253	24,839	12,938	37,777	218	134	144	..	..
1997	4,852	20,600	25,452	13,130	38,582	231	136	148	..	..
1998	5,072	20,812	25,885	13,284	39,169	241	138	150	..	..
1999	5,164	21,021	26,185	13,585	39,770	245	139	152	..	..
2000	5,405	20,531	25,936	13,625	39,561	257	136	151	..	..
2001	5,567	20,775	26,342	13,722	40,065	265	137	153	..	..
2002	5,730	21,533	27,262	14,272	41,535	272	142	158	..	..
2003	5,856	21,826	27,682	14,356	42,038	278	144	161	..	..
2004	6,094	22,114	28,209	14,496	42,705	290	146	164	..	..
2005	6,151	21,904	28,055	14,663	42,718	292	145	163	..	..
2006	6,433	22,465	29,898	15,221	44,119	306	149	174	..	..
2007	6,577	22,408	28,986	15,680	44,666	313	148	168	..	..
2008	6,683	22,127	28,810	15,659	44,470	318	146	167	..	..
2009	6,653	22,327	28,980	15,258	44,219	316	148	168	..	..

Table H4 Other vehicle related statistics

Year	Vehicles licensed	New registr-ations of vehicles	Reported road casualties all severities	Vehicles licensed	New registr-ations of vehicles	Reported road casualties
	thousand	*thousand*	*number*			*index 1985=100*
1962	775	86	26,703	51	48	98
1963	836	100	27,728	55	56	102
1964	900	117	30,527	59	65	112
1965	951	113	31,827	63	63	117
1966	991	113	32,280	65	62	118
1967	1,035	116	31,760	68	64	116
1968	1,065	119	30,649	70	66	112
1969	1,106	110	31,056	73	61	114
1970	1,124	117	31,240	74	65	114
1971	1,135	128	31,194	75	71	114
1972	1,181	161	31,762	78	89	116
1973	1,252	173	31,404	83	96	115
1974	1,274	143	28,783	84	79	105
1975 [1]	1,304	154	28,621	86	85	105
1976	1,314	159	29,933	87	88	110
1977	..	155	29,783	..	86	109
1978	1,308	179	30,506	86	99	112
1979	1,353	185	31,387	89	102	115
1980	1,398	176	29,286	92	97	107
1981	1,397	166	28,766	92	92	105
1982	1,416	171	28,273	94	95	104
1983	1,448	193	25,224	96	107	92
1984	1,489	183	26,158	98	101	96
1985	1,514	181	27,287	100	100	100
1986	1,546	181	26,117	102	100	96
1987	1,575	187	24,748	104	103	91
1988	1,657	200	25,425	109	111	93
1989	1,729	213	27,532	114	118	101
1990	1,788	194	27,228	118	107	100
1991	1,830	154	25,346	121	85	93
1992 [2]	1,884	154	24,173	124	85	89
1993	1,874	170	22,414	124	94	82
1994 [3]	1,900	170	22,573	125	94	83
1995	1,910	173	22,194	126	96	81
1996	1,966	183	21,716	130	101	80
1997	2,023	206	22,629	134	114	83
1998	2,073	210	22,467	137	116	82
1999	2,131	216	21,002	141	120	77
2000	2,188	220	20,517	145	122	75
2001	2,262	241	19,910	149	134	73
2002	2,330	259	19,275	154	144	71
2003	2,383	262	18,757	157	145	69
2004	2,448	263	18,502	162	145	68
2005	2,531	251	17,885	167	139	66
2006	2,587	243	17,269	171	134	63
2007	2,648	251	16,238	175	139	60
2008	2,688	215	15,590	178	119	57
2009	2,707	216	15,030	179	120	55

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.

Chapter 1 ROAD TRANSPORT VEHICLES

1. Introduction

1.1 This chapter provides information about the numbers of road transport vehicles, such as new registrations, numbers licensed by taxation group and council area, ages, cylinder sizes, methods of propulsion, gross weights of heavy goods vehicles, seating capacity of public transport vehicles, licensing figures for taxi and private hire cars and their drivers and numbers of wheelchair accessible taxis. It also provides statistics of the most popular cars, results of the road vehicle testing scheme (MOT), driving tests, driving licence holders, households with the regular use of a car, the number of Blue Badges issued and information about motor vehicle offences recorded by the Police.

2. Main Points

Vehicles Licensed

2.1 The total number of new motor vehicles registrations in 2009 was around 216,000, similar to 2008 (which was the lowest number since 1998). *(Table 1.1)*

2.2 New registrations of cars in 2009 accounted for around 186,000 of these, about 13,000 more than in 2008, but 16,000 less than in 2007. Of all new registered vehicles in 2009, 124,000 (57%) were petrol-propelled, and 91,000 (42%) were diesel-propelled. *(Table 1.1)*

2.3 The total number of vehicles licensed was 2.7 million in 2009, 1% more than 2008 and 27% higher than in 1999. The number of private and light goods vehicles in 2009 was 2.4 million, 1% more than 2008 and 27% higher than 1999. *(Table 1.2)*

2.4 Glasgow had the largest number of vehicles licensed in 2009 (244,000), followed by Fife (193,000) and Edinburgh (182,000) - based on the postcode of the registered keeper. The effect of the registration of company car fleets can be seen: Glasgow accounted for 31 per cent (54,000) of all the company cars registered in Scotland. *(Table 1.3)*

2.5 Aberdeenshire had the highest number of private cars per head of population (0.52) closely followed by Orkney Islands (0.48), Scottish Borders, Angus and Moray (all 0.47) and Highland, East Renfrewshire, East Dunbartonshire and Perth and Kinross (all 0.46). Glasgow (0.25) had the lowest figure; West Dunbartonshire (0.35), Dundee (0.33) and Edinburgh (0.32) also had low values. *(Figure 1.3)*

2.6 There were 10,604 taxis and 10,956 private hire cars licensed in Scotland based on figures provided by Scottish licensing authorities during July-August 2010. These show an increase of 0.7% in the number of licensed taxis and a reduction of 3.3% in the number of private hire cars when compared with figures for 2009. Latest figures show that of the 10,604 licensed taxis 4,775 are wheelchair accessible - an increase of 2.6 % over the previous year. *(Table 1.4)*

2.7 The average age of private and light goods vehicles in 2009 was 6.0 years, slightly up on recent years. The average age of private and light goods vehicles

continues to be lower in Scotland than for Great Britain as a whole. In 2009 the average age of these vehicles in Great Britain was 6.9 years. *(Table 1.6)*

2.8 Public transport vehicles with 9 to 15 seats have increased by 107% from 1999 to 2009; and those with 41 to 48 seats have increased by 100%. In contrast, public transport vehicles with 49 to 56 seats have declined by 21%; and those with more than 72 seats have declined by 13% over the same period. *(Table 1.9)*

2.9 There were 7,758 licensed operators of heavy goods vehicles in Scotland in 2009-10. Most operators had few (if any) vehicles specified on the licence: 5,630 had 0-2 vehicles, 1,074 had 3-5 vehicles and 540 had 6-10 vehicles. Only 229 operators had 21 or more vehicles each specified on the licence. (Table 1.10)

2.10 The most popular new car sold in Scotland in 2009 was the Vauxhall Corsa with a market share of 7.2%. The top 20 most popular models had a total market share of 48.2%. *(Table 1.11)*

MOTs & Driving Tests

2.11 In 2009/10, about 45% of cars tested in the Road Vehicle Testing Scheme (MOT) were unsatisfactory, as were 21% of motor cycles. About 22% of cars tested had unsatisfactory lights or signalling, 19% had unsatisfactory brakes and 18% had unsatisfactory suspension (a vehicle with more than one type of fault is counted against each of them). 11% of motorcycles tested had unsatisfactory lights or signalling, 5% had unsatisfactory brakes and 5% had unsatisfactory steering or suspension. *(Table 1.12)*

2.12 There were 120,000 driving licence practical tests conducted in 2009, a decrease of 8% on 2008. The pass rate was 1% point lower at 46%. The test centre at Lerwick had the highest pass rate (71%) while the lowest was at Glasgow Shieldhall (36%). *(Tables 1.13 & 1.14)*

2.13 National Travel Survey results, based on a sample of a few hundred households per year in Scotland, suggest that in 1985/86 about 49% of people aged 17 and over held a full car driving licence, increasing to 69% in 2008/09. Largely due to an increase in the number of female driving licence holders, from 34% of women in 1985/86 to 60% in 2008/09. Over the same period, the percentage of men with a driving licence rose from 68% to 79%. 81% of all people aged 40 to 49 held a driving licence in 2008/09. Because of the small size of the National Travel Survey's Scottish sample, these results could be subject to large sampling errors and variability. *(Table 1.15)*

2.14 The Scottish Household Survey, which started in 1999, has a much larger sample, and therefore provides more detailed and more reliable results. The SHS results for 2009 show that, although men are always more likely to hold a full driving licence than women, the difference between the proportions increases with age. For 21-29 year olds there is a difference of 3 percentage points (men: 60%, women: 57%), which increases to 14 percentage points amongst 50-59 year olds (men: 85%, women: 71%) and further again for those aged 70 and over (men: 73%; women: 33%). *(Table 1.16)*

2.15 SHS results also show that the percentage holding a full driving licence tends to increase with annual net household income. In 2009, 92% 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 47% of adults who lived in households with an annual net income of up to £10,000 held a full driving licence. In 2009, 61% of adults aged 17+ living in large urban areas held a full driving licence compared with 85% of those living in rural areas (the survey's urban/rural classification system is described in Chapter 11). *(Table 1.16)*

Car Availability

2.16 The results from the National Travel Survey show that in 2009, an estimated 72% of Scottish households had the regular use of one car or van, and 28% had two or more cars. Because the survey is designed to produce results for GB as a whole, the Scottish sample is not large enough for detailed analysis, and the Scottish results could be subject to large sampling errors. *(Table 1.18)*

2.17 The Scottish Household Survey, which started in 1999, shows how the percentage of households with a car available for private use varies between different household types, income bands and type of area (vans are not counted in this analysis). In 2009, family (small or large) and large adult households were most likely to have access to at least one car (small family: 89%, large family: 90%, large adult: 87%). Least likely to have access to a car were single pensioner households (35%). Almost a quarter (23%) of large adult households had 3 or more cars available for private use. Only 40% of households whose net annual income was up to £10,000 had one or more cars available for private use, compared with at least 89% of households whose annual net income were above £25,000. 60% of households in large urban areas had cars, compared with 85-88% those in rural areas. *(Table 1.20)*

2.18 There were 274,083 Blue Badges on issue at the end of March 2010. 129,300 were issued to recipients of allowances or grants which provide an automatic entitlement to a Blue Badge, 133,939 were issued on a discretionary basis to other people with a permanent or substantial disability, and 3,866 were issued to institutions. *(Table 1.21)*

Vehicle Offences

2.19 The numbers of motor vehicle offences recorded by the police include offences in respect of which either the police or the procurator fiscal made a conditional offer of a fixed penalty (mainly *moving* vehicle offences). They do not include *stationary* vehicle offences which are dealt with by the police or traffic wardens by means of fixed penalty notices (mainly parking offences). The total number of motor vehicle offences recorded in 2009/10 was 332,695, a decrease of 0.2% on the 2008/09 total. This is also the lowest number recorded in the past ten years. Between 2000/01 and 2009/10 there had been no noticeable sustained trend in the number of offences recorded: the annual average figure in this period was 369,282, and the numbers fluctuated between about 333,000 and around 435,000. However, numbers rose in 2003/04, and this can be attributed to the rollout of the Scottish Safety Camera Programme, which is delivered through local partnerships involving the police, local authorities and the trunk roads network. The Programme has allowed safety camera enforcement to be targeted at roads with a history of both speeding and accidents causing injury, and so has contributed to a reduction in the number of road accident casualties. *(Table 1.22)*

2.20 Between 2008/09 and 2009/10 there were decreases in 20 of the 27 motor vehicle offence categories shown, and a 2% decrease overall; changes in these figures may arise because of changes in the level of enforcement or police deployment. The largest decrease was for driving while disqualified, where there was a 23% decrease from 2,659 to just over 2,000. Speeding offences recorded in 2009/10 represented 34% of all motor vehicle offences recorded that year. *(Table 1.22).*

3. Notes and Definitions

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

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

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

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

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

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

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

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

harvesters, and mowing machines, electric vehicles, gritting vehicles and snow ploughs, and steam powered vehicles.

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

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

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

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

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

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

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

- A ***single pensioner*** household consists of just one adult of pensionable age (60+ for women, and 65+ for men) and no children
- A ***single parent*** household contains an adult of any age and one or more children.
- A ***single adult*** household consists of an adult of non-pensionable age and no children.
- An ***older smaller*** household contains *either* (a) an adult of non-pensionable age and an adult of pensionable age and *no* children *or* (b) two adults of pensionable age and *no* children.
- A ***large adult*** household has three or more adults and *no* children.
- A ***small adult*** household contains two adults of non-pensionable age and *no* children.
- A ***large family*** household consists of *either* (a) two adults and three or more children *or* (b) three or more adults and one or more children.
- ***Small family*** households consist of two adults and one or two children.

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

3.15 ***Motor Vehicle Offences:*** those offences classified as motor vehicle offences in the Scottish Government Justice Department's classification of crimes and offences. Certain crimes related to motor vehicles, namely causing death by dangerous driving, causing death by careless driving while under the influence of drink or drugs and reckless driving at common law, are excluded primarily because information on these crimes is not collected on the same basis as other motor vehicle offences. In 2009/10, the police recorded 22 crimes of causing death by dangerous driving, and 3 crimes of reckless driving at common law. No crimes of causing death by careless driving when under the influence of drink or drugs were recorded in 2009/10. In 2008/09, there were 22 convictions where the main offence was causing death by dangerous driving, and 3 convictions for causing death by careless driving while under the influence of drink or drugs. All of these resulted in a custodial sentence. There were no convictions in 2008/09 with reckless driving at common law as the main offence. However, the statistics dealing with recorded crime and court proceedings are not directly comparable as a person may be proceeded against for more than one crime involving more than one victim and there is the possibility that the crime recorded by the police may be altered in the course of judicial proceedings. Also a crime may be recorded by the police in one year and court proceedings concluded in a subsequent year.

4. Sources

4.1 Numbers of vehicles

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

The figures include all vehicles which pay tax and certain vehicles which are exempt. The exempt vehicles are described in section 3.6. The figures exclude vehicles registered by the armed forces, or as personal or direct export and trade licences issued to manufacturers, repairers of and dealers in motor vehicles.

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

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

- An emergency vehicles group - exempt from VED
- A special concessionary group, including agricultural machines, snow ploughs, gritting vehicles, electric vehicles and, later, steam powered vehicles, paying VED at one quarter of the annual PLG rate
- A special vehicles group, limited to vehicles over 3500 kgs, including mobile cranes, works trucks, digging machines, showmen's vehicles, etc, paying VED at a rate equivalent to the basic minimum rate for HGVs

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

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

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

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

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

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

4.3 Numbers of vehicles: Analysis by local government areas

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

4.4 Numbers of new registrations of vehicles

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

4.5 Taxis licensed

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

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

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

4.7 Most popular car sold

4.7.1 These figures are supplied by Society of Motor Manufacturers and Traders (SMMT). They are based on postcode location derived from form V55 which is completed by the car dealer. The figures do not include sales from non SMMT dealers, such as overseas dealers.

4.8 MOT tests

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

4.9 Driving test receipts

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

4.10 National Travel Survey

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

4.11 Scottish Household Survey

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

4.12 Numbers of Blue Badges

4.12.1 The Scottish Government requested details from Local Authorities of the number of badges awarded under the EU Blue Badge scheme, which was introduced on 1 April 2000, and replaced the Orange Badge scheme.

4.13 Motor Vehicle Offences

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

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

4.13.3 Separate statistical returns to The Scottish Government are made by the police forces on stationary offences dealt with by a fixed penalty notice by police or traffic wardens. The relevant local authorities also submit annual returns for civil penalty charge notices issued for parking infringements.

5. Further Information

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

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

5.3 Enquiries regarding the statistics should be directed as follows:

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

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

Goods vehicle operators by licence type & number of vehicles specified on the licence (Table 1.10)
David Dumbleton, Department for Transport, Tel: 020 7944 2135

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

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

Driving licence tests and DVLA receipts (Tables 1.13 & 1.14)
Applications, tests concluded & passes: (theory) Sanjot Sahota (Tel 0115 936 6177) or (practical) Malcolm Sims (Tel 0115 936 6465), DSA
Receipts from vehicle licences -Christopher Dean, DVLA, Tel: 01792 783 004
Receipts from driving licences - Ms Lynne Harris, DVLA, Tel: 01792 788 088

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

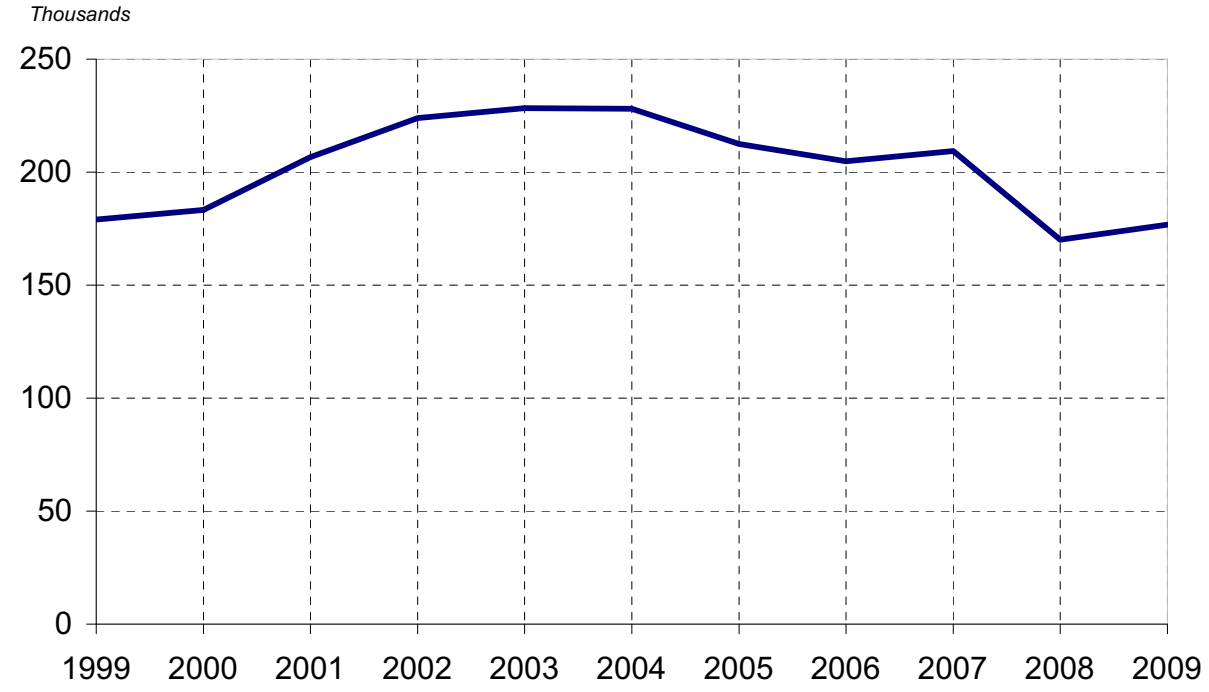
SHS figures for Driving licence holders and Households with a car available for private use. (Tables 1.16, 1.17, 1.19 & 1.20)
Andrew Knight, Transport Statistics, Transport Scotland, Tel: 0131 244 7256

Blue Badge Statistics (Table 1.21)
Judith Ballantine, Transport Scotland (Tel: 0131 244 0869)

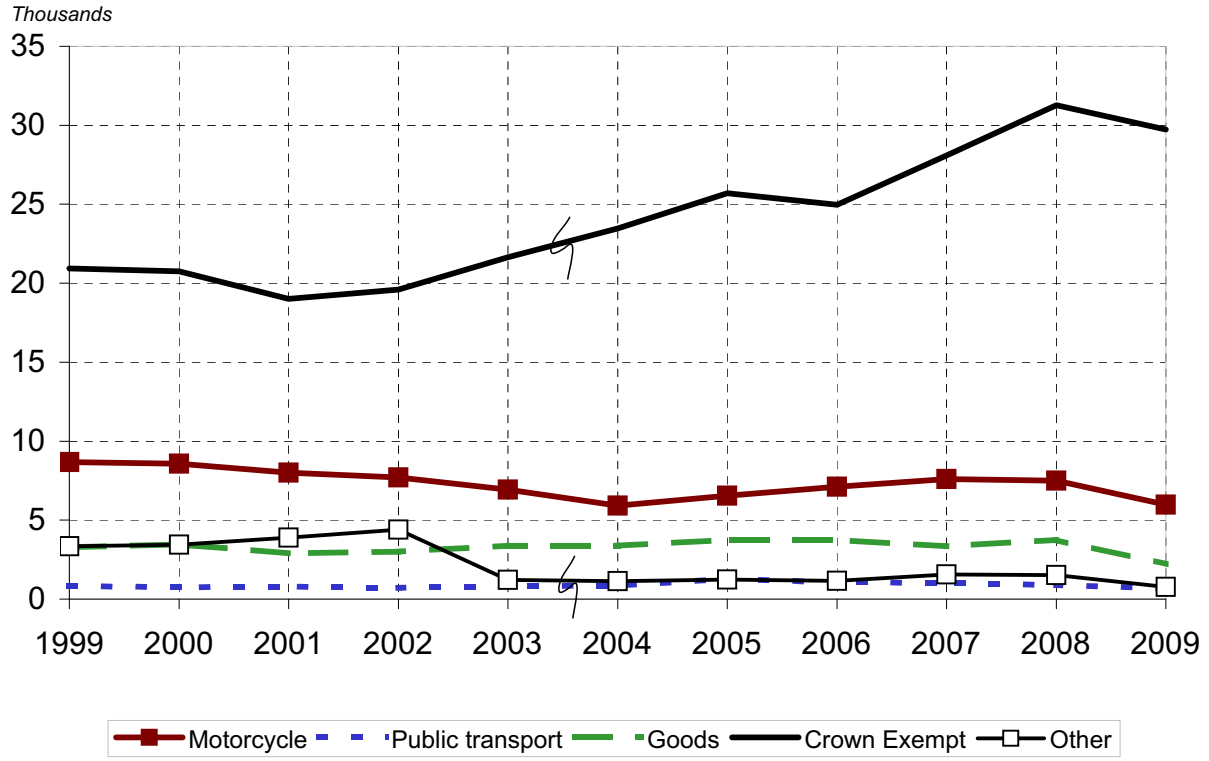
Motor vehicle offences (Table 1.22)
Adele Walls, Scottish Government Justice Statistics Unit (Tel: 0131 244 2228).

Figure 1.1 New registrations by taxation group

Private and Light goods vehicles



Other Vehicles



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

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											thousand
by type of vehicle (taxation group)											
Private and light goods	179.0	183.3	206.6	224.0	228.4	228.0	212.5	204.9	209.3	170.1	176.7
Motorcycles	8.7	8.6	8.0	7.7	6.9	5.9	6.6	7.1	7.6	7.5	6.0
Public transport [1]	0.8	0.8	0.8	0.7	0.8	0.9	1.3	1.1	1.0	0.9	0.7
Goods	3.3	3.5	2.9	3.0	3.4	3.4	3.7	3.7	3.3	3.7	2.2
Crown and exempt [2]	20.9	20.8	19.0	19.6	21.6	23.5	25.7	25.0	28.1	31.3	29.7
Other vehicles [2]	3.3	3.4	3.9	4.4	1.2	1.1	1.2	1.2	1.6	1.5	0.8
Total	**216.1**	**220.3**	**241.2**	**259.4**	**262.4**	**262.8**	**251.0**	**242.9**	**250.9**	**215.0**	**216.1**
by body type											
Cars	181.9	187.2	205.5	220.1	219.0	217.5	202.9	196.2	202.2	172.4	185.9
Taxis	0.4	0.5	0.5	0.4	0.4	0.4	0.5	0.6	0.6	0.3	0.2
Motorcycles	8.9	8.2	8.1	7.8	7.1	6.0	6.6	7.2	7.8	7.7	6.1
Three wheelers	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Light goods [3]	14.6	14.5	18.3	21.4	25.2	28.2	29.6	28.2	28.9	22.9	14.4
Goods [3]	4.0	4.6	3.1	3.1	2.9	2.7	3.0	3.0	3.8	4.2	3.0
Buses and coaches	1.3	1.2	1.2	1.3	1.5	1.2	1.6	1.5	1.3	1.2	0.8
Agricultural vehicles etc	2.6	2.4	2.8	3.3	3.3	3.4	2.9	2.9	3.3	3.5	3.1
Other vehicles	2.4	1.8	2.3	2.0	3.1	3.2	3.8	3.3	3.0	2.9	2.5
All vehicles	**216.1**	**220.3**	**241.2**	**259.4**	**262.4**	**262.8**	**251.0**	**242.9**	**250.9**	**215.0**	**216.1**
by method of propulsion											
Petrol	166.3	168.7	176.6	177.7	167.6	157.5	142.0	137.3	143.2	117.2	123.8
Diesel	49.5	51.3	64.4	81.4	94.5	104.9	108.6	105.2	106.7	96.6	91.0
Electric	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.5	0.6
Gas or petrol/gas	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gas Bi-Fuel	..	..	0.1	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0
Others [4]	..	0.0	0.0	0.0	0.0	0.1	0.2	0.4	0.7	0.7	0.8
Total	**216.1**	**220.3**	**241.2**	**259.4**	**262.4**	**262.8**	**251.0**	**242.9**	**250.9**	**215.0**	**216.1**

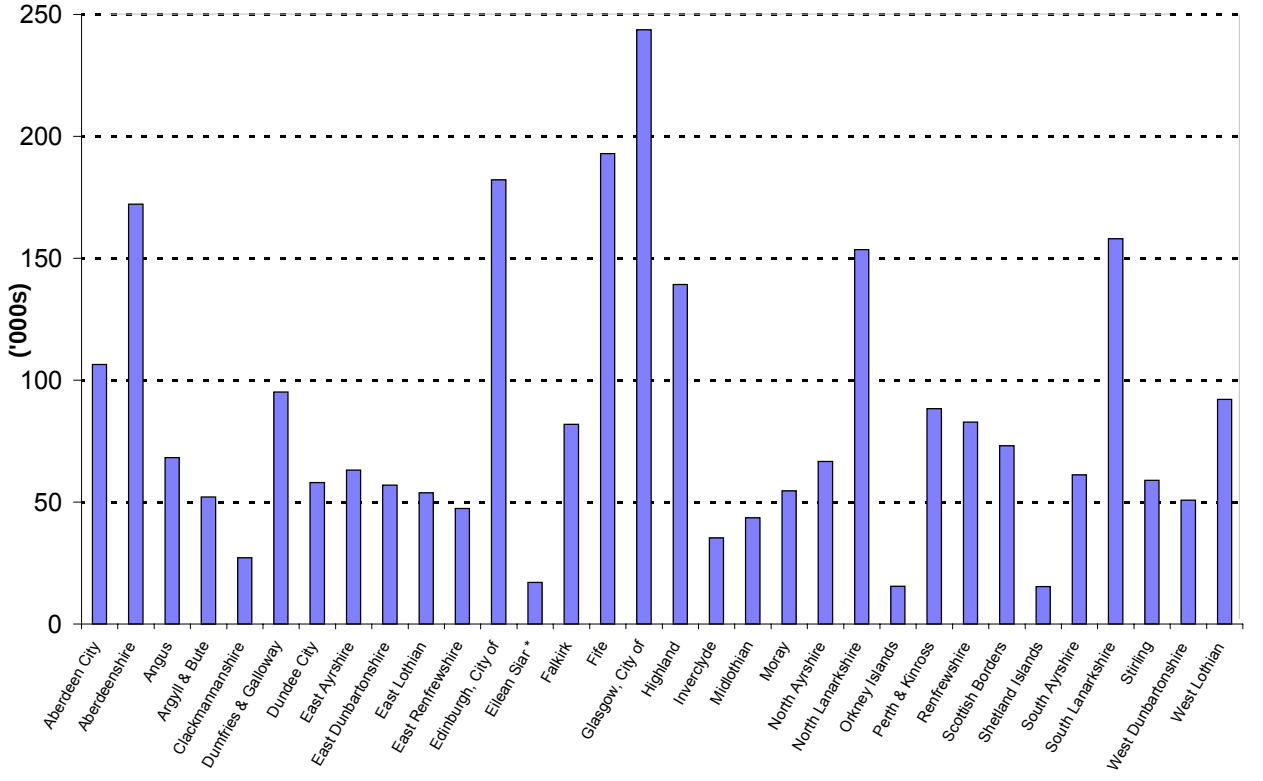
1. Estimates include only those vehicles with more than 8 seats.
2. Vehicles in the Special Concessionary Group (part of other vehicles in 2002 and earlier years) are part of Crown and Exempt from 2003 onwards
3. DfT has revised the figures for the light goods and goods body types back to 2001. DfT does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

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											thousand
by type of vehicle (taxation group)											
Private and light goods	1,878	1,927	1,997	2,058	2,104	2,158	2,231	2,278	2,332	2,366	2,381
Motorcycles	36	39	42	46	50	54	56	60	64	67	67
Public transport [1]	10	10	10	10	11	11	12	12	13	13	13
Goods	29	30	30	30	30	31	32	34	34	34	33
Crown and exempt [2]	139	143	144	144	178	183	189	191	195	198	203
Other vehicles [2]	40	40	40	42	10	10	11	11	11	10	10
All vehicles	**2,131**	**2,188**	**2,262**	**2,330**	**2,383**	**2,448**	**2,531**	**2,587**	**2,648**	**2,688**	**2,707**
by body type											
Cars	1,824	1,876	1,939	1,993	2,031	2,076	2,139	2,173	2,216	2,248	2,265
Taxis	3	3	4	3	3	4	4	4	4	4	4
Motorcycles	41	45	47	52	56	60	62	66	70	73	73
Three wheelers	1	1	1	1	1	1	1	1	1	1	1
Light goods	158	162	167	174	183	194	209	223	237	243	245
Goods	28	30	30	30	31	31	32	33	39	39	39
Buses and coaches	17	17	17	17	17	18	18	18	18	18	17
Agricultural vehicles etc	36	37	36	38	39	41	42	42	43	44	45
Other vehicles	24	19	22	22	22	24	25	27	20	18	19
All vehicles	**2,131**	**2,188**	**2,262**	**2,330**	**2,383**	**2,448**	**2,531**	**2,587**	**2,648**	**2,688**	**2,707**
by method of propulsion											
Petrol	1,647	1,677	1,719	1,742	1,746	1,756	1,771	1,762	1,761	1,749	1,715
Diesel	482	510	541	585	634	689	756	820	882	932	983
Electric	0	0	0	0	0	0	0	0	1	1	2
Gas or petrol/gas	1	1	2	2	2	2	2	2	2	2	2
Gas Bi-Fuel	..	..	0	0	1	1	1	2	2	2	2
Steam	0	0	..	0	0	0	0	0	0	0	0
Others	..	..	0	0	0	0	0	1	1	2	3
Total	**2,131**	**2,188**	**2,262**	**2,330**	**2,383**	**2,448**	**2,531**	**2,587**	**2,648**	**2,688**	**2,707**

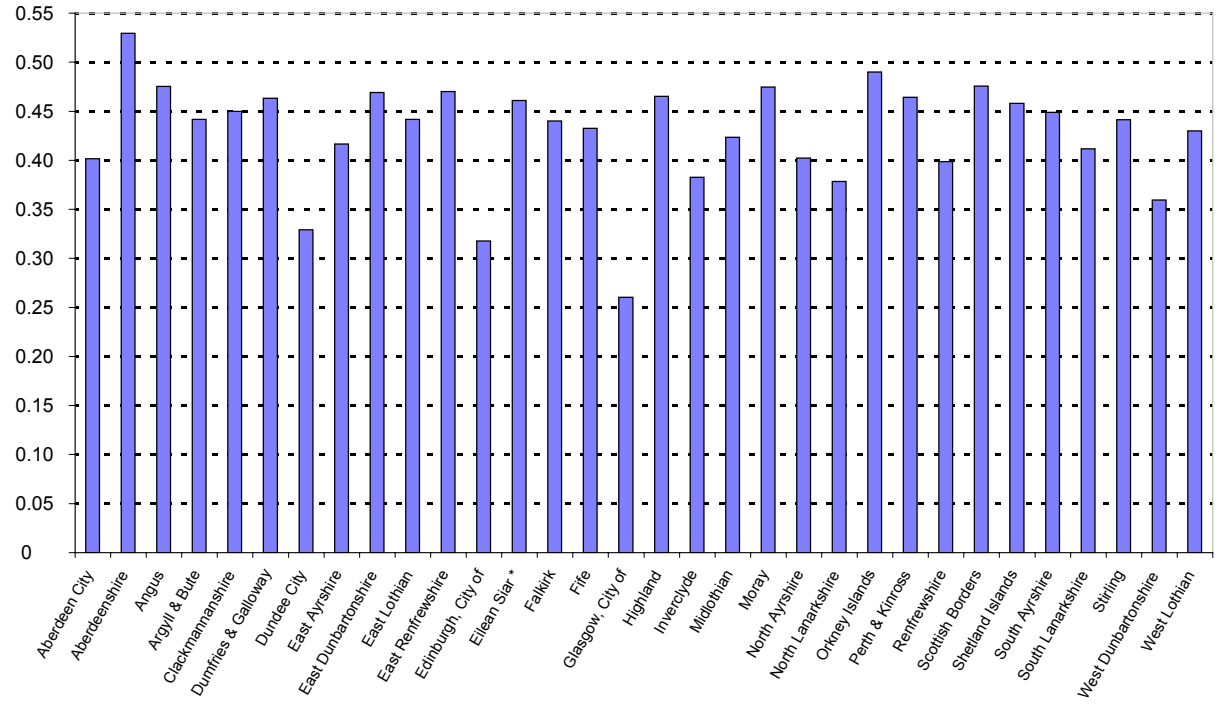
1. Estimates include only those vehicles with more than 8 seats.
2. Vehicles in the Special Concessionary Group (part of other vehicles in 2002 and earlier years) are part of Crown and Exempt from 2003 onwards

Figure 1.2 Vehicles licensed at 31 December 2009 by Council



* formerly Western Isles

Figure 1.3 Private cars licensed at 31 December 2009 per head of population



* Formerly Western Isles

Table 1.3 Vehicles licensed at 31 December 2009 by Council and taxation group

	Private and light goods		Motor-cycles[1]	Public transport	Goods[2]	Crown and Exempt [3]	Other vehicles	All vehicles		
	Body type cars	Other vehicles						Total	of which body type cars	of which company cars
										thousand
Aberdeen City	87.9	8.4	3.1	0.9	1.1	4.6	0.5	106.5	91.2	5.3
Aberdeenshire	130.3	17.0	5.4	0.5	2.3	15.3	1.3	172.1	134.9	6.0
Angus	52.7	6.3	2.1	0.1	0.8	5.9	0.3	68.3	55.4	3.0
Argyll & Bute	39.6	6.3	1.4	0.3	0.7	3.6	0.3	52.1	41.5	1.8
Clackmannanshire	22.2	2.0	0.7	0.1	0.2	1.9	0.1	27.2	23.9	1.1
Dumfries & Galloway	68.9	10.3	3.1	0.3	1.3	10.9	0.4	95.1	73.3	4.5
Dundee City	46.9	4.2	1.3	0.3	0.6	4.6	0.1	58.0	50.6	3.4
East Ayrshire	49.3	5.6	1.5	0.2	0.8	5.6	0.2	63.2	53.0	2.9
East Dunbartonshire	49.3	3.6	1.1	0.1	0.3	2.6	0.1	56.9	51.5	2.4
East Lothian	42.8	4.5	1.7	0.1	0.4	4.2	0.1	53.8	45.2	2.5
East Renfrewshire	41.8	2.3	0.8	0.1	0.2	2.0	0.1	47.3	43.4	1.5
Edinburgh, City of	153.2	11.5	4.7	1.0	0.6	11.0	0.2	182.1	160.7	8.9
Eilean Siar [4]	12.0	2.7	0.3	0.2	0.3	1.4	0.1	17.0	12.6	0.5
Falkirk	66.4	6.2	2.2	0.2	1.4	5.2	0.4	81.9	70.6	3.5
Fife	155.5	14.8	5.8	1.0	1.4	13.9	0.5	192.9	165.3	8.0
Glasgow, City of	190.4	26.7	3.0	1.9	2.0	19.1	0.6	243.7	207.4	54.3
Highland	103.0	17.5	4.5	0.4	1.5	11.3	1.1	139.3	108.1	5.5
Inverclyde	29.9	1.7	0.7	0.3	0.1	2.5	0.0	35.3	32.1	1.4
Midlothian	33.8	4.3	1.4	0.6	0.4	3.1	0.1	43.6	36.2	2.0
Moray	41.7	5.3	2.1	0.1	0.7	4.3	0.3	54.5	43.6	2.0
North Ayrshire	53.6	5.1	1.7	0.2	0.7	5.1	0.2	66.6	57.6	3.1
North Lanarkshire	120.2	13.3	2.6	0.7	3.6	12.9	0.3	153.5	132.1	8.6
Orkney Islands	9.8	2.4	0.6	0.0	0.2	2.3	0.2	15.5	10.3	0.5
Perth & Kinross	68.8	8.6	2.5	0.3	1.0	6.9	0.4	88.4	71.7	3.9
Renfrewshire	67.5	5.9	1.9	0.5	1.3	5.5	0.2	82.8	72.2	4.4
Scottish Borders	54.6	8.0	1.9	0.2	1.9	6.3	0.3	73.2	56.9	3.3
Shetland Islands	10.5	2.8	0.5	0.1	0.3	1.1	0.1	15.4	10.9	0.7
South Ayrshire	49.7	4.5	1.6	0.6	0.4	4.4	0.1	61.2	52.6	2.5
South Lanarkshire	127.2	11.9	2.9	0.7	2.6	12.3	0.5	158.0	136.9	8.8
Stirling	46.6	5.9	1.1	0.1	0.7	4.3	0.1	58.9	48.9	9.7
West Dunbartonshire	33.6	12.5	0.8	0.3	0.3	3.1	0.1	50.7	36.4	3.7
West Lothian	72.7	7.2	2.5	0.4	2.6	6.2	0.4	92.1	77.8	4.3
Scotland	2,132.3	249.1	67.5	12.6	32.7	203.2	9.7	2,707.1	2,264.7	174.2

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

Table 1.4 Taxi, private hire cars and drivers licensed by local authority area, 2010

	Taxi vehicles	Private hire cars	Total	Taxi driver licenses	Private hire licences	Total	Wheelchair accessible taxis	Wheelchair accessible private hire cars
Council								
Aberdeen City	992	207	**1,199**	1,441	2	**1,443**	447	..
Aberdeenshire	606	310	**916**	1,976	62	**2,038**	52	42
Angus	151	66	**217**	263	104	**367**	10	7
Argyll & Bute	194	51	**245**	420	66	**486**	-	-
Clackmannanshire	40	73	**113**	228	9	**237**	5	3
Dumfries & Galloway	157	100	**257**	621	40	**661**	5	3
Dundee City	563	177	**740**	1,504	30	**1,534**	218	-
East Ayrshire	125	92	**217**	641	32	**673**	31	18
East Dunbartonshire	332	337	**669**	866	17	**883**	75	..
East Lothian	116	120	**236**	427	-	**427**	116	..
East Renfrewshire	77	444	**521**	115	497	**612**	3	..
Edinburgh, City of	1,296	791	**2,087**	3,586	1,538	**5,124**	1,296	15
Eilean Siar	101	24	**125**	178	13	**191**	1	-
Falkirk	477	71	**548**	629	81	**710**	99	7
Fife	473	350	**823**	1,875	-	**1,875**	41	47
Glasgow, City of	1,427	2,824	**4,251**	3,120	3,637	**6,757**	1,427	-
Highland	600	131	**731**	915	174	**1,089**	27	7
Inverclyde	244	114	**358**	919	-	**919**	19	1
Midlothian	52	130	**182**	110	280	**390**	52	..
Moray	174	30	**204**	602	16	**618**	7	1
North Ayrshire	217	65	**282**	717	4	**721**	33	1
North Lanarkshire	494	1,347	**1,841**	1,490	1,509	**2,999**	145	11
Orkney Islands	21	10	**31**	86	7	**93**	-	-
Perth & Kinross	100	153	**253**	647	-	**647**	..	..
Renfrewshire	214	840	**1,054**	500	972	**1,472**	177	17
Scottish Borders	236	107	**343**	451	23	**474**	8	25
Shetland Islands	82	59	**141**	394	58	**452**	2	2
South Ayrshire	131	173	**304**	512	108	**620**	131	-
South Lanarkshire	341	1,316	**1,657**	811	1,628	**2,439**	75	13
Stirling	69	117	**186**	395	38	**433**	30	25
West Dunbartonshire	336	16	**352**	497	-	**497**	171	1
West Lothian	166	311	**477**	342	643	**985**	72	11
Scotland	**10,604**	**10,956**	**21,560**	**27,278**	**11,588**	**38,866**	**4,775**	**257**

Source: Scottish Government - Not National Statistics

Table 1.5 Vehicles licensed at 31 December 2009, by taxation group, and by year of first registration

Taxation group	Pre-1995	1995-1999	2000-2004	2005-2009	Total	Total stock	Average age of vehicles
			percentage of total			*thousands*	*years*
Private and light goods	2.2	13.0	39.4	45.4	100.0	2,381	6.0
of which body type cars	2.0	13.2	39.8	45.0	100.0	2,132	6.0
Motorcycles[1]	11.0	19.0	29.8	40.2	100.0	67	7.9
Public transport	10.9	24.1	27.6	37.4	100.0	13	8.2
Goods	3.8	11.9	34.8	49.5	100.0	33	6.0
Crown and exempt	18.4	9.7	20.2	51.7	100.0	203	10.4
Other vehicles	13.4	14.7	25.3	46.6	100.0	10	7.6
All vehicles	3.7	13.0	37.6	45.7	**100.0**	**2,707**	6.4
of which body type cars	2.4	13.0	38.7	45.9	100.0	2,265	6.1

1. Includes all two wheeled motor vehicles.

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

Type of vehicle	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
(a) Scotland											*years*
Private and light goods	5.9	5.9	5.8	5.7	5.6	5.6	5.7	5.7	5.8	5.9	6.0
Motorcycles [2]	6.0	5.8	5.8	6.0	6.2	6.5	6.8	7.0	7.2	7.4	7.9
Public transport [3]	8.4	8.2	8.2	8.4	8.4	8.4	8.0	8.1	8.1	8.2	8.2
Goods	5.9	5.8	5.8	5.8	5.6	5.6	5.6	5.6	5.7	5.7	6.0
Crown and exempt [4]	10.2	10.2	10.2	10.2	10.2	10.3	10.2	10.3	10.4	10.3	10.4
Other vehicles [4]	8.3	8.3	8.7	8.8	7.0	6.9	6.9	7.0	6.9	7.2	7.6
All vehicles	6.3	6.2	6.2	6.1	6.0	6.0	6.0	6.1	6.2	6.3	6.4
(b) Great Britain											
Private and light goods	6.8	6.7	6.6	6.5	6.4	6.4	6.4	6.5	6.6	6.7	6.9
Motorcycles [2]	6.5	6.0	5.9	5.9	6.0	6.3	6.5	6.8	7.0	7.3	7.7
Public transport [3]	8.8	8.6	8.5	8.3	8.1	7.9	7.9	8.1	8.1	8.2	8.3
Goods	5.9	5.8	5.7	5.7	5.7	5.6	5.6	5.8	5.9	5.9	6.2
Crown and exempt [4]	15.5	15.4	15.3	15.3	14.7	14.7	14.6	14.6	14.4	14.3	14.4
Other vehicles [4]	9.4	9.6	9.9	10.1	8.7	8.7	8.7	8.6	8.5	8.6	9.0
All vehicles	7.3	7.2	7.1	7.0	6.9	6.9	6.9	7.0	7.1	7.2	7.4

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.

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

Cylinder size	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											percentage of year total
up to 700 cc	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
701 to 1,000 cc	5.7	5.6	5.3	5.1	4.8	4.6	4.3	4.1	3.9	3.8	3.8
1,001 to 1,200 cc	10.5	10.0	9.6	9.3	8.9	8.7	8.4	7.8	7.4	7.0	6.6
1,201 to 1,500 cc	25.0	25.1	25.0	24.8	24.5	24.3	24.2	24.1	24.1	24.3	24.7
1,501 to 1,800 cc	28.9	28.5	28.1	27.5	27.1	26.7	26.3	25.8	25.5	25.2	24.8
1,801 to 2,000 cc	18.1	18.6	19.4	20.3	21.1	21.5	22.2	22.6	22.8	23.0	23.2
2,001 to 2,500 cc	7.9	8.2	8.4	8.7	9.1	9.4	9.7	10.1	10.6	10.8	10.9
2,501 to 3,000 cc	2.3	2.4	2.5	2.6	2.7	2.9	3.1	3.4	3.7	3.9	4.0
3,000 cc and over	1.4	1.5	1.5	1.6	1.6	1.7	1.8	1.8	1.9	2.0	1.9
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	100.0
											thousand
Total	**1,878**	**1,927**	**1,997**	**2,058**	**2,104**	**2,158**	**2,231**	**2,278**	**2,332**	**2,366**	**2,381**

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

Gross weight (tonnes)	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											percentage of year total
3.5 to 7.5	33.8	32.3	30.9	30.4	30.4	30.4	30.5	30.2	29.4	29.1	28.4
7.51 to 12	3.2	3.5	3.2	3.1	2.9	2.8	3.1	3.0	2.3	2.3	2.3
12.1 to 16	4.5	4.7	4.6	4.4	4.2	4.0	4.2	4.2	4.2	4.2	4.0
16.1 to 20	16.7	16.8	16.9	16.1	15.1	14.6	14.3	14.1	14.2	14.1	14.0
20.1 to 24	2.4	2.8	3.1	3.6	4.4	4.3	4.0	3.8	3.7	3.6	3.4
24.1 to 28	10.0	10.2	10.4	10.9	11.0	11.6	12.0	12.4	12.7	12.6	12.8
28.1 to 32	5.4	5.5	5.7	6.2	6.4	6.7	7.1	7.7	8.6	9.0	9.0
32.1 to 38	15.5	11.8	8.6	6.6	5.5	4.7	4.0	3.5	3.2	3.0	3.1
over 38	8.3	12.5	16.6	18.8	20.0	20.9	20.8	21.1	21.8	22.1	23.0
Total	100	100	100	100	100	100	100	100	100	100	100
											thousand
Total [1]	**29.8**	**30.7**	**29.9**	**30.5**	**31.0**	**31.9**	**33.0**	**34.7**	**33.6**	**33.6**	**32.7**

1. Includes heavy goods vehicles that are exempt from tax and therefore not licensed as HGVs, and also some vehicles which are licensed as HGVs but do not have a goods body type.

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

Number of seats	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
9-15	863	892	961	1,023	1,178	1,351	1,554	1,689	1,774	1,844	1,784
16-32	2,657	2,944	3,115	3,239	3,504	3,731	3,928	4,011	4,032	3,996	4,026
33-40	867	894	958	1,004	1,106	1,208	1,249	1,263	1,335	1,312	1,236
41-48	712	782	911	938	952	1,016	1,108	1,312	1,343	1,397	1,422
49-56	2,313	2,249	2,153	2,098	2,027	2,047	2,031	2,041	2,013	1,941	1,830
57-64	183	172	173	169	179	175	201	223	222	231	278
65-72	221	288	376	392	435	488	482	533	560	544	545
73 and over	1,722	1,548	1,418	1,433	1,451	1,453	1,448	1,397	1,480	1,522	1,493
Total	**9,538**	**9,769**	**10,065**	**10,296**	**10,832**	**11,469**	**12,001**	**12,469**	**12,759**	**12,787**	**12,614**

Table 1.10 Goods vehicle operators by licence type and number of vehicles specified on the licence, 2009-10

Number of vehicles specified on licence	Type of licence held			**Total number of licence holders**
	Restricted: own business only	Standard National	Standard International	
0 - 2	3,068	2,131	431	**5,630**
3 - 5	289	647	138	**1,074**
6 -10	135	336	69	**540**
11 - 20	52	188	45	**285**
21 - 50	22	100	40	**162**
51 - 100	5	24	13	**42**
101 - 200	0	16	7	**23**
201+	0	1	1	**2**
Total	**3,571**	**3,443**	**744**	**7,758**

Source: VOSA - Not National Statistics

Table 1.11 The 20 most popular new cars sold in Scotland[1], 2009

Position	Make	Range	Number of cars sold	Market share percent
1	VAUXHALL	CORSA	13,150	7.20
2	FORD	FIESTA	11,371	6.23
3	FORD	FOCUS	7,319	4.01
4	VAUXHALL	ASTRA	6,828	3.74
5	VOLKSWAGEN	GOLF	4,459	2.44
6	RENAULT	MEGANE	3,830	2.10
7	MINI	MINI	3,534	1.94
8	PEUGEOT	207	3,429	1.88
9	NISSAN	QASHQAI	3,376	1.85
10	RENAULT	CLIO	3,365	1.84
11	VAUXHALL	INSIGNIA	3,159	1.73
12	VOLKSWAGEN	POLO	2,979	1.63
13	FIAT	GRANDE PUNTO	2,879	1.58
14	AUDI	A3	2,843	1.56
15	BMW	1 SERIES	2,759	1.51
16	HONDA	CIVIC	2,687	1.47
17	HONDA	JAZZ	2,673	1.46
18	FORD	MONDEO	2,490	1.36
19	MAZDA	MAZDA 2	2,482	1.36
20	BMW	3 SERIES	2,470	1.35
		Total top 20 cars	**88,082**	**48.2**
		Total all other cars	**94,548**	**51.8**
		Total cars sold	**182,630**	**100.0**

Source: SMMT - Not National Statistics

1. Figures relate to cars sold by members of the Society of Motor Manufacturers and Traders Ltd to customers resident in Scotland. Figures differ from the numbers of new registrations of cars in Table 1.1, as the latter may include cars purchased elsewhere.

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

	2007	2008	2009
Cars [2]			*thousands*
Total Tests	1,888.6	1,930.0	1,974.6
Pass with Rectification at Station	661.0	686.5	734.9
Fail	134.8	149.6	150.1
Initial Failure Rate [4]	42.1%	43.3%	44.8%
Final Failure Rate [5]	35.0%	35.6%	37.2%
Percentage of vehicles with one or more fail or PRS [3] type RfRs[6] in defect category			*percent*
Body and structure	1.8	1.8	1.7
Brakes	18.6	18.2	18.8
Drivers view of the road	8.2	8.4	8.9
Driving controls	0.0	0.0	0.0
Fuel and exhaust	8.3	8.2	8.0
Lighting and signalling	20.2	20.9	21.7
Motor tricycles and quadricycles	0.0	0.0	0.0
Reg plates and vin	1.6	1.8	1.9
Road wheels	0.4	0.4	0.5
Seat belts	2.0	2.0	1.9
Steering	4.1	4.2	4.6
Suspension	17.0	16.9	17.7
Towbars	0.0	0.0	0.1
Tyres	9.5	9.6	9.3
Items not tested	1.2	1.2	1.1
Defect Items per Initial Test Failure	**3.70**	**3.59**	**3.56**
Motor cycles			*thousands*
Total Tests	51.5	53.6	55.9
Pass with Rectification at Station	6.7	7.2	8.0
Fail	2.6	3.4	3.7
Initial Failure Rate [4]	18.2%	19.8%	20.9%
Final Failure Rate [5]	13.1%	13.4%	14.3%
Percentage of vehicles with one or more fail or PRS [3] type RfRs[6] in defect category			*percent*
Body and structure	0.8	0.8	0.9
Brakes	5.5	5.3	5.4
Drive system	1.1	1.3	1.6
Driving controls	0.4	0.5	0.5
Fuel and exhaust	1.7	1.7	1.6
Lighting and signalling	9.9	11.0	11.4
Registration plates and vin	0.9	1.3	2.2
Sidecar	0.0	0.0	0.0
Steering and suspension	5.1	5.1	5.1
Tyres and wheels	3.2	3.6	3.6
Items not tested	0.2	0.2	0.2
Defect Items per Initial Test Failure	**2.11**	**2.06**	**2.08**

	2007	2008	2009
Private Passenger (over 12 seats)			*thousands*
Total Tests	4.5	4.5	4.5
Pass with Rectification at Station	1.1	1.2	1.3
Fail	0.1	0.2	0.2
Initial Failure Rate [4]	27.6%	31.7%	32.4%
Final Failure Rate [5]	24.7%	27.9%	27.7%
Percentage of vehicles with one or more fail or PRS [3] type RfRs[6] in defect category			*percent*
Body and structure	5.6	5.5	5.5
Brakes	13.0	15.2	15.9
Drivers view of the road	4.9	5.7	5.9
Driving controls	0.4	3.6	1.9
Fuel and exhaust	4.5	4.1	3.7
Lighting and signalling	13.6	16.5	16.1
Reg plates and vin	0.5	1.0	1.1
Road wheels	0.2	0.1	0.2
Seat belts	7.3	7.7	7.8
Steering	4.0	4.3	4.2
Suspension	7.7	8.2	8.5
Towbars	0.0	0.0	0.1
Tyres	3.4	3.5	3.3
Items not tested	0.5	0.4	0.5
Defect Items per Initial Test Failure	**4.05**	**4.12**	**4.00**
Light goods vehicles [7]			*thousands*
Total Tests	37.4	39.6	41.2
Pass with Rectification at Station	17.0	18.1	19.1
Fail	1.5	2.1	2.6
Initial Failure Rate [4]	50%	51%	53%
Final Failure Rate [5]	46%	46%	46%
Percentage of vehicles with one or more fail or PRS [3] type RfRs[6] in defect category			*percent*
Body and structure	6.8	6.8	6.2
Brakes	31.6	31.4	32.1
Drivers view of the road	13.5	13.3	13.7
Fuel and exhaust	9.0	8.5	8.0
Lighting and signalling	31.7	32.8	34.1
Reg plates and vin	2.6	2.7	3.1
Road wheels	0.5	0.5	0.4
Seat belts	5.9	6.0	5.4
Steering	8.9	8.3	8.8
Suspension	23.4	22.4	21.1
Towbars	0.0	0.0	0.4
Tyres	8.4	8.1	7.8
Items not tested	1.6	1.5	1.6
Defect Items per Initial Test Failure	**5.68**	**5.40**	**5.30**

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

Table 1.13 Driving licence tests, DVLA receipts[1]

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Theory [5]											*thousand*
Applications received	89	86	87	..	..	..	..	..	..	..	..
Theory tests conducted	76	86	83	98	98	97	98	99	108	100	105
Theory test passes	49	58	57	64	58	65	71	70	73	68	69
											percent
Theory test pass rate	65	67	69	65	59	68	72	71	68	67	66
Practical [3,5]											*thousand*
Applications received[2]	125	102	102	114	119	129	138	139	137	137	132
Driving tests concluded	98	99	96	107	116	120	133	139	136	130	120
Passes	50	48	45	50	53	53	59	62	62	61	56
											percent
Pass rate	51	48	47	47	46	45	45	45	46	47	46
DVLA receipts											*£ million*
Vehicle licences [4]	383.1	368.3	342.7	343.2	373.8	370.2	395.6	402.7	432.0	446.0	449.7
Driving licences	3.5	4.2	4.5	3.9	5.2	5.6	..	..	..	..	..
Total	386.6	372.5	347.2	347.1	379.0	375.8	..	..	..	..	..

Source: DVLA - Not National Statistics

1. Figures relate to the financial year which commences in the specified calendar year.
2. From 1999 onwards there was a change in the methodology in calculating the number of applications received for the practical test.
3. The practical test figures are provisional.
4. The vehicle licence figure does not include refunds issued.
5. These figures are for car licence tests only.

Table 1.14 Practical Driving Test - Pass Rate at Test Centres 2009-10

	Male			Female			Overall		
	Conducted	Pass	Pass rate	Conducted	Pass	Pass rate	Conducted	Pass	Pass rate
Aberdeen (Balgownie Rd)	1,698	864	**50.9%**	1,664	755	**45.4%**	3,364	1,620	**48.2%**
Aberdeen MPTC	1,856	1,010	**54.4%**	1,685	915	**54.3%**	3,541	1,925	**54.4%**
Airdrie	2,086	943	**45.2%**	2,146	834	**38.9%**	4,232	1,777	**42.0%**
Alness (R)	364	229	**62.9%**	472	236	**50.0%**	836	465	**55.6%**
Arbroath	362	247	**68.2%**	356	192	**53.9%**	718	439	**61.1%**
Ayr	1,071	532	**49.7%**	1,159	498	**43.0%**	2,230	1,030	**46.2%**
Ballachulish (R)	30	18	**60.0%**	25	13	**52.0%**	55	31	**56.4%**
Ballater (R)	79	61	**77.2%**	71	39	**54.9%**	150	100	**66.7%**
Banff (R)	161	88	**54.7%**	164	95	**57.9%**	325	183	**56.3%**
Barra Island (R)	3	2	**66.7%**	13	7	**53.8%**	16	9	**56.3%**
Bathgate	1,940	1,076	**55.5%**	2,334	1,063	**45.5%**	4,276	2,140	**50.0%**
Benbecula Island (R)	29	21	**72.4%**	37	14	**37.8%**	66	35	**53.0%**
Bishopbriggs LGV	2	2	**100.0%**	-	-	**0.0%**	2	2	**100.0%**
Brodick (Isle of Arran) (R)	28	18	**64.3%**	27	23	**85.2%**	55	41	**74.5%**
Buckie (R)	128	71	**55.5%**	112	58	**51.8%**	240	129	**53.8%**
Callander	286	159	**55.6%**	287	129	**44.9%**	573	288	**50.3%**
Campbeltown (R)	68	47	**69.1%**	62	41	**66.1%**	130	88	**67.7%**
Castle Douglas	227	116	**51.1%**	242	118	**48.8%**	469	234	**49.9%**
Crieff (R)	78	49	**62.8%**	101	58	**57.4%**	179	107	**59.8%**
Cumnock	398	240	**60.3%**	391	208	**53.2%**	789	448	**56.8%**
Dumbarton	854	398	**46.6%**	838	397	**47.4%**	1,692	795	**47.0%**
Dumfries	893	446	**49.9%**	1,041	396	**38.0%**	1,934	842	**43.5%**
Dundee	2,003	1,006	**50.2%**	2,134	951	**44.6%**	4,139	1,958	**47.3%**
Dunfermline	1,481	810	**54.7%**	1,495	728	**48.7%**	2,976	1,538	**51.7%**
Dunoon (R)	114	58	**50.9%**	117	58	**49.6%**	231	116	**50.2%**
Duns (R)	92	47	**51.1%**	90	49	**54.4%**	182	96	**52.7%**
Edinburgh (Currie)	3,175	1,581	**49.8%**	3,135	1,344	**42.9%**	6,310	2,925	**46.4%**
Edinburgh Musselburgh (MPTC)	3,048	1,547	**50.8%**	3,253	1,482	**45.6%**	6,303	3,030	**48.1%**
Elgin	702	370	**52.7%**	733	355	**48.4%**	1,435	725	**50.5%**
Falkirk	1,395	761	**54.6%**	1,654	725	**43.8%**	3,050	1,486	**48.7%**
Forfar	245	145	**59.2%**	295	164	**55.6%**	540	309	**57.2%**
Fort William (R)	140	78	**55.7%**	186	101	**54.3%**	326	179	**54.9%**
Fraserburgh	214	146	**68.2%**	254	141	**55.5%**	468	287	**61.3%**
Gairloch (R)	14	10	**71.4%**	16	10	**62.5%**	30	20	**66.7%**
Galashiels L & LGV	367	195	**53.1%**	350	168	**48.0%**	717	363	**50.6%**
Girvan (R)	95	63	**66.3%**	173	77	**44.5%**	268	140	**52.2%**
Glasgow (Anniesland)	2,756	1,189	**43.1%**	2,984	1,191	**39.9%**	5,745	2,380	**41.4%**
Glasgow (Baillieston)	3,370	1,453	**43.1%**	3,325	1,241	**37.3%**	6,695	2,694	**40.2%**
Glasgow (Springburn Park)	3,314	1,483	**44.7%**	3,232	1,270	**39.3%**	6,547	2,753	**42.0%**
Glasgow Shieldhall MPTC	3,593	1,388	**38.6%**	3,499	1,185	**33.9%**	7,093	2,573	**36.3%**
Golspie (R)	40	27	**67.5%**	47	23	**48.9%**	87	50	**57.5%**
Grantown-On-Spey (R)	88	43	**48.9%**	71	30	**42.3%**	159	73	**45.9%**
Greenock	1,170	541	**46.2%**	1,072	475	**44.3%**	2,242	1,016	**45.3%**
Haddington	477	286	**60.0%**	553	318	**57.5%**	1,030	604	**58.6%**
Hamilton	2,751	1,130	**41.1%**	3,176	1,065	**33.5%**	5,927	2,195	**37.0%**
Hawick (R)	126	68	**54.0%**	145	56	**38.6%**	271	124	**45.8%**
Huntly (R)	112	71	**63.4%**	136	79	**58.1%**	248	150	**60.5%**
Inveraray (Argyll) (R)	42	22	**52.4%**	41	19	**46.3%**	83	41	**49.4%**
Inverness	1,031	577	**56.0%**	986	496	**50.3%**	2,017	1,073	**53.2%**
Inverurie (Grampian)	349	233	**66.8%**	412	246	**59.7%**	761	479	**62.9%**
Islay Island (R)	26	15	**57.7%**	18	7	**38.9%**	44	22	**50.0%**
Isle of Skye (Broadford) (R)	34	23	**67.6%**	42	20	**47.6%**	76	43	**56.6%**
Isle of Skye (Portree) (R)	60	40	**66.7%**	103	47	**45.6%**	163	87	**53.4%**
Isle of Tiree (R)	2	-	**0.0%**	6	3	**50.0%**	8	3	**37.5%**
Kelso (R)	107	59	**55.1%**	115	59	**51.3%**	222	118	**53.2%**
Kilmarnock	989	437	**44.2%**	1,033	439	**42.5%**	2,022	876	**43.3%**
Kilmarnock LGV	3	2	**66.7%**	2	1	**50.0%**	5	3	**60.0%**
Kingussie (R)	39	23	**59.0%**	61	31	**50.8%**	100	54	**54.0%**
Kirkcaldy MPTC	1,979	995	**50.3%**	2,031	940	**46.3%**	4,010	1,935	**48.3%**
Kyle of Lochalsh (R)	45	21	**46.7%**	40	21	**52.5%**	85	42	**49.4%**
Lairg (R)	30	20	**66.7%**	32	18	**56.3%**	62	38	**61.3%**
Lanark	653	328	**50.2%**	871	321	**36.9%**	1,524	649	**42.6%**
Lerwick (Shetland) (R)	221	155	**70.1%**	194	141	**72.7%**	415	296	**71.3%**
Lochgilphead (R)	79	55	**69.6%**	86	54	**62.8%**	166	110	**66.3%**
Mallaig (R)	15	10	**66.7%**	10	8	**80.0%**	25	18	**72.0%**
Montrose	293	170	**58.0%**	328	174	**53.0%**	621	344	**55.4%**
Newton Stewart (R)	99	60	**60.6%**	115	46	**40.0%**	214	106	**49.5%**
Oban (R)	145	88	**60.7%**	189	104	**55.0%**	334	192	**57.5%**
Orkney (Kirkwall) (R)	175	104	**59.4%**	197	113	**57.4%**	373	218	**58.4%**
Paisley	3,254	1,477	**45.4%**	3,415	1,336	**39.1%**	6,669	2,813	**42.2%**
Peebles (R)	81	49	**60.5%**	133	58	**43.6%**	214	107	**50.0%**
Perth	861	456	**53.0%**	734	341	**46.5%**	1,595	797	**50.0%**
Peterhead	533	339	**63.6%**	519	306	**59.0%**	1,052	645	**61.3%**
Rothesay (Bute Island) (R)	61	34	**55.7%**	64	36	**56.3%**	125	70	**56.0%**
Saltcoats	1,220	690	**56.6%**	1,325	648	**48.9%**	2,545	1,338	**52.6%**
South Uist Island (R)	9	5	**55.6%**	9	5	**55.6%**	18	10	**55.6%**
Stirling	1,671	746	**44.6%**	1,699	669	**39.4%**	3,372	1,415	**42.0%**
Stornoway (Lewis) (R)	213	129	**60.6%**	189	87	**46.0%**	402	216	**53.7%**
Stranraer (R)	141	91	**64.5%**	149	82	**55.0%**	291	174	**59.8%**
Thurso (R)	105	61	**58.1%**	105	60	**57.1%**	210	121	**57.6%**
Ullapool (R)	19	9	**47.4%**	25	13	**52.0%**	44	22	**50.0%**
Wick	150	80	**53.3%**	154	80	**51.9%**	304	160	**52.6%**
Blairgowrie (closed)	173	108	**62.4%**	142	72	**50.7%**	315	180	**57.1%**
Stonehaven (closed)	186	96	**51.6%**	217	119	**54.8%**	403	215	**53.3%**
Scotland	**58,718**	**29,008**	**49.4%**	**61,221**	**26,641**	**43.5%**	**119,960**	**55,656**	**46.4%**

Source: Driving Standards Agency - Not National Statistics

MPTC - Multi-Purpose Test Centre
(R) - Remote Centre

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

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

1. Source: National Travel Survey. Because of the small size of its Scottish sample, the samples for two or three years must be combined to produce results, and even they may be subject to large sampling errors.

Table 1.16 People who hold a full driving licence[1], 2009

	Age group							All	Sample size
	17-20	21-29	30-39	40-49	50-59	60-69	70+	17 +	(=100%)
							percent of population		*number*
All people:	32	59	77	80	78	75	49	68	*12,447*
by sex:									
Men	*	60	81	86	85	86	73	76	*5,400*
Women	*	57	73	74	71	64	33	61	*7,047*
by annual net household income:									
up to £ 10,000 p.a.	*	*	*	58	54	61	41	47	*2,302*
over £ 10,000, up to £ 15,000	*	43	53	58	54	65	46	51	*2,442*
over £ 15,000, up to £ 20,000	*	51	59	66	73	74	52	61	*1,836*
over £ 20,000, up to £ 25,000	*	62	75	85	77	77	67	72	*1,380*
over £ 25,000, up to £ 30,000	*	*	77	78	87	88	*	75	*1,096*
over £ 30,000, up to £ 40,000	*	80	88	87	89	93	*	83	*1,491*
over £40,000	*	*	97	98	95	97	*	92	*1,468*
by urban / rural classification:									
Large urban areas	30	52	69	74	73	63	42	61	*4,337*
Other urban areas	*	61	79	78	74	74	46	67	*3,711*
Accessible small towns	*	*	83	81	82	83	50	73	*1,025*
Remote small towns	*	*	*	*	*	*	*	*	*689*
Accessible rural areas	*	*	93	94	90	90	66	85	*1,405*
Remote rural areas	*	*	84	90	92	85	66	84	*1,268*
Sample size (age group)	*390*	*1,360*	*1,927*	*2,193*	*2,027*	*2,066*	*2,484*	*12,447*	

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

* not given, because based on fewer than 100 responses.

Table 1.17 People who hold a full driving licence [1], 1999-2009

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
All people											*percent of population*
Age group											
17-20	32.9	29.2	32.3	25.9	31.2	30.1	26.6	34.4	31.9	37.9	32.5
21-29	67.6	66.1	66.0	63.5	60.1	62.4	61.7	60.3	59.4	56.6	58.6
30-39	77.6	77.7	76.2	80.6	79.9	78.6	78.7	76.0	78.4	78.5	76.8
40-49	76.1	77.0	79.0	77.3	80.5	79.2	79.2	79.3	80.0	82.6	80.1
50-59	70.0	73.3	72.0	72.0	74.0	74.3	74.8	76.1	76.4	77.8	78.1
60-69	56.2	58.9	60.8	62.0	64.0	65.2	65.4	68.2	69.1	70.1	74.6
70+	36.4	35.4	38.6	37.5	39.3	41.5	41.7	44.0	49.0	46.1	49.2
All aged 17+	63.5	64.0	64.7	64.6	65.8	65.8	65.6	66.4	67.0	67.6	68.0
Sample size	*13,660*	*14,440*	*14,527*	*13,936*	*13,850*	*14,660*	*13,970*	*14,075*	*12,153*	*12,267*	*12,447*
Men											
Age group											
17-20	36.6	32.9	32.4	32.8	39.3	36.0	29.8	35.8	32.2	37.5	37.6
21-29	75.2	73.2	71.3	70.2	65.0	67.3	65.5	63.2	62.8	63.2	60.4
30-39	86.2	84.9	81.5	87.1	85.3	83.7	84.4	80.7	81.6	81.4	81.2
40-49	83.8	86.0	85.0	84.4	86.3	85.0	86.4	85.2	86.0	86.9	86.3
50-59	83.5	85.1	85.4	83.9	85.0	82.1	85.4	84.7	87.2	83.5	85.0
60-69	77.7	79.2	80.0	80.7	80.4	81.6	83.0	83.6	82.7	84.0	86.0
70+	63.9	60.1	63.5	62.3	63.6	65.2	64.7	68.6	72.0	70.3	72.6
All aged 17+	76.9	76.2	75.6	76.7	76.5	75.8	75.7	75.5	75.8	76.0	76.2
Sample size	*5,867*	*6,141*	*6,153*	*5,913*	*5,909*	*6,222*	*5,920*	*6,056*	*5,211*	*5,289*	*5,400*
Women											
Age group											
17-20	29.8	25.0	32.2	19.3	22.3	24.3	22.5	33.1	31.7	38.3	26.5
21-29	59.6	59.7	60.9	57.3	55.0	57.6	57.9	57.3	56.0	49.9	56.8
30-39	69.9	71.2	71.4	74.5	75.2	73.8	73.5	71.7	75.4	75.9	72.7
40-49	68.5	67.8	73.4	70.5	74.7	73.5	72.6	73.7	74.5	78.3	74.3
50-59	56.4	61.8	59.2	60.3	62.9	67.2	63.7	67.8	66.0	72.5	71.3
60-69	38.0	42.0	42.9	46.3	49.2	51.1	50.6	55.3	57.3	57.3	64.5
70+	19.0	20.2	23.0	21.6	23.7	25.9	26.6	26.2	33.7	30.1	33.0
All aged 17+	51.5	53.0	55.0	53.8	56.0	56.9	56.4	58.0	59.2	59.9	60.6
Sample size	*7,793*	*8,299*	*8,374*	*8,023*	*7,941*	*8,438*	*8,050*	*8,019*	*6,942*	*6,978*	*7,047*

Source: Scottish Household Survey.

Table 1.18 Households with the regular use of a car

	1995/97	1998/00	2002/03	2004/05	2006/07	2008/09
No car/van	38	34	32	32	31	28
One car/van	45	40	45	41	42	44
Two cars/vans	16	22	20	23	22	23
Three or more cars/vans	1	4	3	5	4	5
All households	100	100	100	100	100	100
Unweighted sample size (households)	*960*	*930*	*1709*	*1,743*	*1,767*	*1,621*
1 or more	62	66	68	68	69	72
2 or more	18	26	23	27	27	28

Source: National Travel Survey

Table 1.19 Households with a car available for private use[1], 1999-2009

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Cars available for private use:											*percent of households*
None	37.2	35.8	35.3	34.8	32.7	33.7	31.7	32.0	30.3	30.2	30.7
1	45.1	45.5	45.6	44.4	44.5	43.0	44.5	43.6	44.3	43.9	43.7
2	15.4	16.4	16.6	18.2	19.8	19.9	20.5	20.5	21.4	21.8	21.5
3+	2.4	2.3	2.6	2.5	3.0	3.4	3.3	3.8	4.0	4.0	4.2
1+	62.8	64.2	64.7	65.2	67.3	66.3	68.3	68.0	69.7	69.8	69.3
2+	17.7	18.6	19.1	20.8	22.8	23.3	23.8	24.4	25.3	25.8	25.6
Sample size	*14,679*	*15,547*	*15,566*	*15,073*	*14,880*	*15,942*	*15,392*	*15,616*	*13,414*	*13,821*	*14,190*

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

Table 1.20 Households with a car available for private use[1], 2009

	Number of cars available for private use						Sample size
	None	1	2	3 +	1+	2 +	(=100%)
					percent of households		
All households:	31	44	22	4	69	26	*14,190*
by household type:							
Single adult	50	47	2	1	50	3	*2,645*
Small adult	20	45	32	3	80	35	*2,797*
Single parent	46	50	3	1	54	4	*807*
Small family	11	43	44	2	89	46	*1,834*
Large family	10	37	41	12	90	53	*936*
Large adult	14	29	35	23	87	58	*1,286*
Older smaller	19	59	20	1	81	21	*1,967*
Single pensioner	65	34	1	0	35	1	*1,918*
by annual net household income:							
up to £10,000 p.a.	60	33	6	1	40	7	*2,512*
over £ 10,000, up to £ 15,000	52	42	6	1	48	7	*2,667*
over £ 15,000, up to £ 20,000	33	55	10	2	67	12	*2,073*
over £ 20,000, up to £ 25,000	17	61	19	3	83	22	*1,576*
over £ 25,000, up to £ 30,000	11	55	28	6	89	34	*1,274*
over £ 30,000, up to £ 40,000	5	44	43	8	95	51	*1,804*
over £40,000	2	26	60	12	98	73	*1,765*
by urban / rural classification:							
Large urban areas	41	42	15	3	60	18	*5,038*
Other urban areas	30	45	22	4	70	26	*4,227*
Accessible small towns	23	48	25	3	77	28	*1,169*
Remote small towns	29	49	19	3	71	22	*762*
Accessible rural areas	12	43	36	9	88	45	*1,587*
Remote rural areas	15	45	34	7	85	41	*1,393*

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

Table 1.21 Number of Blue badges[4] on issue at 31 March 2010

Council	Badges on issue to institutions	Badges on issue to individuals				
		Automatic[1]	Discretionary[2]	Other reasons[3]	Not known	Total
Aberdeen City	112	3,229	4,971	1		8,313
Aberdeenshire	116	11,485	3,997		3	15,601
Angus	132	2,368	3,491			5,991
Argyll & Bute	98	1,986	2,742	2		4,828
Clackmannanshire	27	1,024	1,388			2,439
Dumfries & Galloway	55	2,519	4,154	6		6,734
Dundee City	92	3,120	2,873	1		6,086
East Ayrshire	36	3,016	3,891	33		6,976
East Dunbartonshire	73	2,069	3,279			5,421
East Lothian	20	2,277	2,854	42		5,193
East Renfrewshire	18	1,475	2,776			4,269
Edinburgh, City of	264	8,646	13,183			22,093
Eilean Siar	3	2	31			36
Falkirk	74	3,726	5,356			9,156
Fife	452	9,960	11,631		2	22,045
Glasgow, City of	314	13,933	9,460	822		24,529
Highland	119	2,891	5,206			8,216
Inverclyde	140	2,176	2,807			5,123
Midlothian	112	2,055	2,510			4,677
Moray	47	1,910	2,671			4,628
North Ayrshire	121	5,701	3,874			9,696
North Lanarkshire	78	8,757	10,969			19,804
Orkney Islands	28	321	867			1,216
Perth & Kinross	85	2,762	4,784			7,631
Renfrewshire	56	7,849	856			8,761
Scottish Borders	846	3,603	6,373			10,822
Shetland Islands	24	312	496			832
South Ayrshire	50	1,906	3,901			5,857
South Lanarkshire	102	9,721	8,418			18,241
Stirling	..	..	..	..		4,582
West Dunbartonshire	102	2,549	2,128	2		4,781
West Lothian	70	5,952	2,002	1,482		9,506
Total	**3,866**	**129,300**	**133,939**	**2,391**	**5**	**274,083**

Source: Scottish Government - Not National Statistics

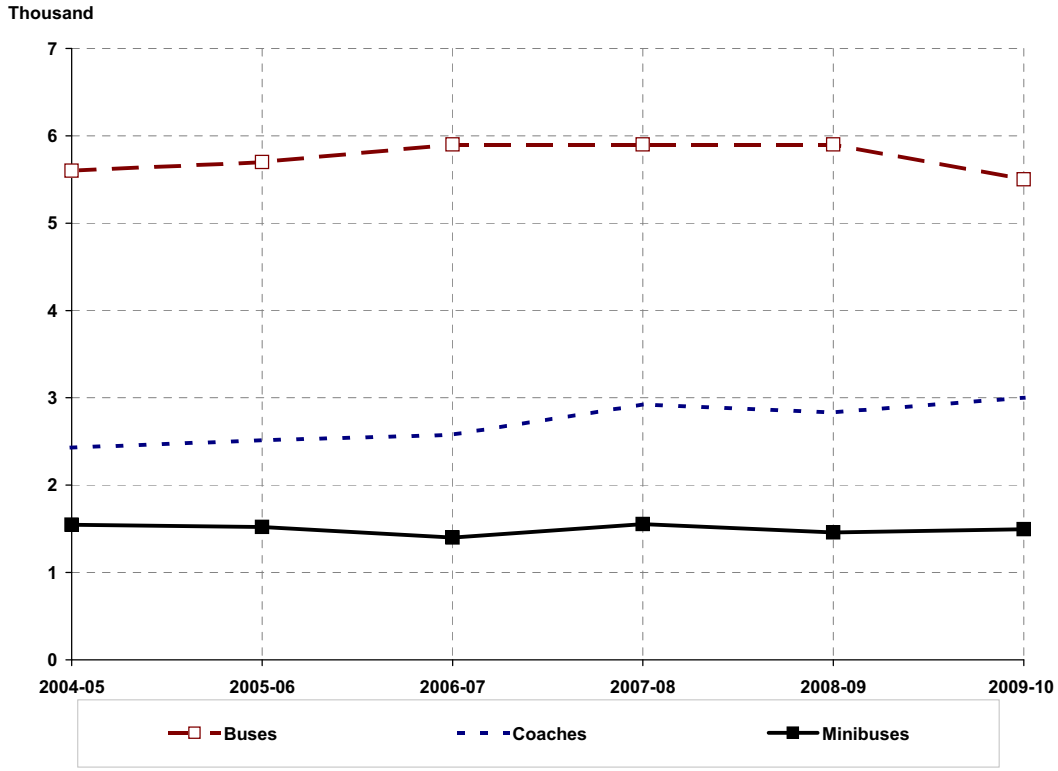
1. Badges issued in the automatic categories to recipients of mobility allowances, the higher rate of mobility component of Disability Living Allowance, Government issued cars or grants towards their own cars, War Pensioners' Mobility Supplement or to registered blind people.
2. Badges granted in the discretionary category to people with a permanent and substantial disability who are unable or nearly unable to walk.
3. Badges granted to drivers with a severe upper limb disability in both upper limbs who cannot turn a steering wheel by hand, missing or unavailable.
4. Blue Badges were introduced on 1 April 2000 and eventually replaced all orange bages at 31 March 2003.

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

Type of offence	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
Serious Driving Offences										
Dangerous driving	2,051	2,607	2,796	2,842	3,002	2,873	3,044	2,898	2,780	2,567
Careless driving	9,968	9,576	9,884	9,194	10,060	10,083	10,557	10,066	8,739	8,506
Drunk Driving of which:	10,758	11,476	11,838	11,571	11,061	11,257	11,704	10,697	9,800	8,504
Driving while unfit through drink/drugs	*799*	*990*	*940*	*828*	*769*	*809*	761	651	547	488
In charge while unfit through drink/drugs	*126*	*121*	*133*	*151*	*17*	*102*	111	107	88	78
Driving with excess blood alcohol	*7,161*	*7,726*	*7,892*	*7,837*	*7,465*	*7,337*	7,652	7,177	6,774	5,840
In charge with excess blood alcohol	*349*	*445*	*488*	*507*	*548*	*693*	754	640	566	471
Failing to provide breath specimen at the roadside	*917*	*881*	*1,014*	*915*	*941*	*946*	1,041	931	779	643
Failing to provide breath, blood or urine specimen at a police station	*1,406*	*1,313*	*1,371*	*1,333*	*1,321*	*1,370*	1,385	1,191	1,046	984
Failing to stop after accident	8,300	7,650	7,242	7,373	8,382	8,244	7,225	6,769	6,881	6,552
Driving while disqualified	4,331	4,629	5,129	4,907	4,002	3,853	3,676	3,075	2,659	2,048
Speeding Offences										
Speeding in restricted areas	69,222	80,310	66,422	120,949	123,926	93,495	70,758	65,420	52,146	50,788
Other speeding offences [1]	45,091	47,261	51,311	78,686	86,642	74,749	93,068	72,956	65,984	63,438
Signal and Direction Offences										
Traffic direction offences	15,129	17,339	17,255	23,362	24,399	24,396	22,911	24,477	26,995	31,281
Pedestrian crossing offences	4,232	4,830	3,362	6,071	5,542	4,511	3,767	3,120	3,499	4,137
Lighting, Construction & Use Offences										
Lighting offences	24,460	23,226	24,509	18,383	11,884	9,876	8,134	9,009	11,638	12,791
Construction & use regulations	22,385	22,286	21,957	18,811	15,138	14,056	13,036	13,319	13,965	13,875
Documentation Offences										
Vehicle excise licence offences	24,991	26,758	27,197	27,815	18,050	17,966	17,699	17,954	15,654	14,688
No test certificate	13,182	15,033	14,931	14,082	9,668	9,007	8,399	10,264	10,892	11,131
Driving licence offences	13,780	16,627	18,377	18,872	15,940	15,288	14,232	12,205	10,861	9,127
Third party insurance offences	24,584	28,365	30,512	30,314	25,202	25,140	25,228	24,093	23,266	20,868
Registration/identification offences	3,483	3,175	3,372	3,536	3,814	3,866	3,824	6,064	5,222	5,397
Other Offences										
Failure to provide information to ider	537	534	615	761	656	728	852	1,088	1,082	1,452
Tachograph etc offences	3,734	3,966	3,085	3,288	2,405	1,894	2,603	3,954	5,440	3,779
Seat belt offences	37,235	38,270	31,012	28,123	29,653	27,308	28,859	26,917	27,053	30,280
Parking offences	672	449	601	587	511	419	2,321	2,251	2,467	2,289
Other offences	3,090	4,092	3,152	5,386	14,325	21,388	23,136	21,216	26,447	29,197
Total offences	**341,215**	**368,459**	**354,559**	**434,913**	**424,262**	**380,397**	**375,033**	**347,812**	**333,470**	**332,695**

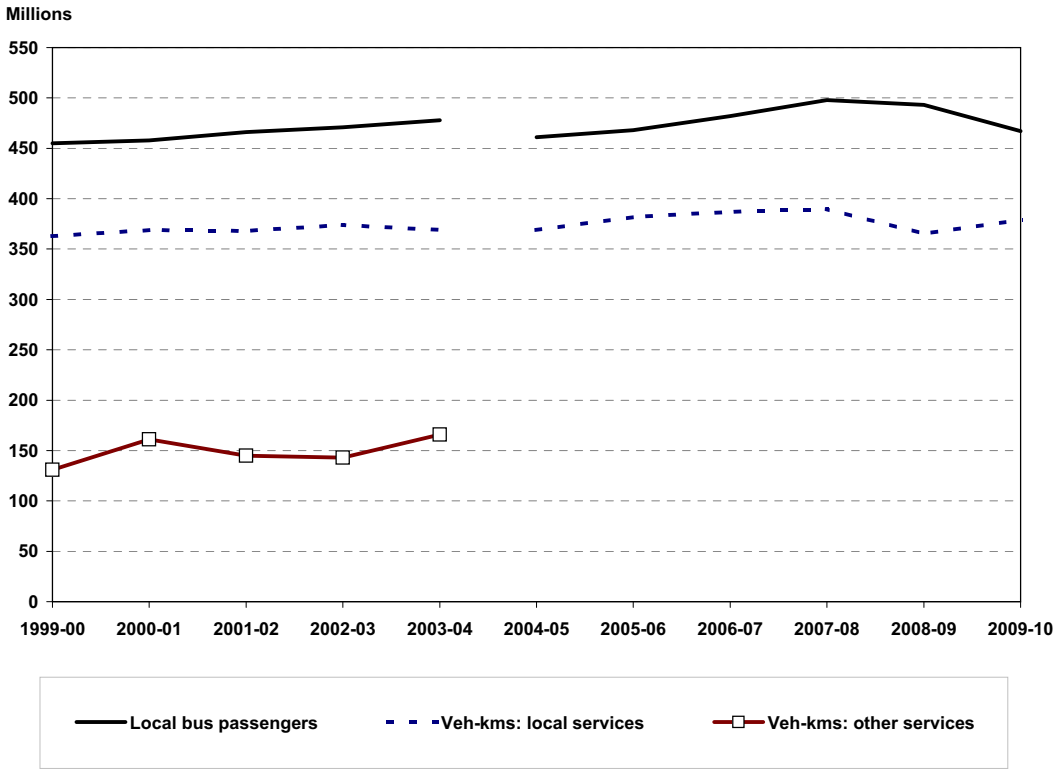
1. Includes motorway and clearway offences, which previously appeared as a separate category under Other offences.

Figure 2.1 Vehicle stock by type of vehicle



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

Figure 2.2 Passenger journeys (boardings) and vehicle-kilometres



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

Chapter 2 BUS AND COACH TRAVEL

1. Introduction

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

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

2. Main Points

Vehicles & Passengers

2.1 While the number of buses has fallen slightly from 5,600 to 5,500 since 2004-05, the number of coaches has increased from 2,400 to 3,000. *(Table 2.1)*

2.2 In 2009-10 there were 467 million passenger journeys (boardings) on local bus services, 5.3% less than the previous year and 1% more than 2004-05. Passenger numbers rose annually from 2004-05 to 2007-08 before dipping in the last 2 years. *(Table 2.2)*

2.3 The distance travelled by local bus services in 2009-10 (379 million vehicle kms) was 3.8% higher than the previous year and 2.7% more than in 2004-05. *(Table 2.3)*

2.4 There were a total of 18,200 staff employed by bus and coach operators in 2009-10, 3% less than the previous year and 2% more than 2004-05. *(Table 2.4)*

Receipts & fares

2.5 Bus passenger revenue from local services in 2009-10, amounted to £626 million. This was £15 million less than 2008-09 and in real terms (constant prices) a decrease of £24 million (4%) and 7% higher than 2004-05. *(Table 2.5)*

2.6 DfT survey data show falls in the real term price of local bus fares in 2010 (compared with March of the previous year) of 2.1% for Scotland and 0.1% in Great Britain. These follow large real term increases in 2009 (10.7% in Scotland and 8.2% in the whole of GB) due to a fall in general 2009 price levels and sharp current price fare increases of 10.3% (Scotland) and 7.8% (GB). (*Table 2.6)*

Scottish Household Survey

2.7 The 2009 Scottish Household Survey shows 84% of households are within 6 minutes walk of a bus stop. About 5% said that they had no bus service or were at least 14 minutes walk away from the nearest bus stop. However, about 26% of householders in remote rural areas, and around 20% of those in accessible rural

areas, said that they had no bus service or were at least 14 minutes walk away from one. *(Table 2.7)*

2.8 In 2009, at least 71% were satisfied with bus services offered, their cleanliness and comfort, ability to find out about tickets and routes and the ease of changing to other forms of transport. There were noticeable differences in those who felt safe on the bus during the day and in the evening (day: 91%, evening: 58%). 'Fares are good value' had the lowest agreement rate for buses with 57% of respondents doing so. *(Table 2.8)*

3. Notes and Definitions

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

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

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

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

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

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

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

3.8 ***Concessionary fare reimbursement:*** A National Concessionary Travel schemes for groups such as elderly people and disabled people was rolled out in early 2006. Prior to that local authorities ran their own schemes. Bus perators are reimbursed for revenue lost as a result of their participation in the schemes, after taking into account a portion of the income from the extra travel generated, i.e. it is supposed to be profit-neutral. Journeys made under these schemes can be found in Table 11.29. These schemes should not be confused with the reductions offered to children, for example, by many operators on commercial grounds.

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

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

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

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

4. Sources

4.1 The DfT survey of Public Service Vehicle Operators

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

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

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

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

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

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

4. Further Information

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

4.2 DfT's *Focus on Public Transport* volume and its *Public Transport Statistics Bulletin* include some more detailed analyses of GB bus and coach statistics.

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

4.4 Further info on the Scottish Household Survey figures can be found in Chapter 12. Enquires on the SHS- based Tables 2.7 and 2.8 should be made to Andrew Knight of the Scottish Government Transport Statistics branch (tel: 0131 244 7256).

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

Type of vehicle	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
						thousand
Buses[4]	5.6	5.7	5.9	5.9	5.9	5.5
Coaches[5,6]	2.4	2.5	2.6	2.9	2.8	3.0
Minibuses[5,7]	1.5	1.5	1.4	1.6	1.5	1.5
Total number of vehicles	**9.6**	**9.7**	**9.9**	**10.4**	**10.2**	**10.0**

1. The estimation methodology changed from 2004/05 onwards. Therefore figures are not strictly comparable with previous years.

2. Figures in this table differ from thosepublished in DfT's Vehicle Licencing Statistics for several reasons:
The latter includes vehicles other than those kept by Public Service Vehicle operators, vehicles subject to a Statutory Off Road Notification (SORN) and vehicles operated under a special restricted licence as taxis, none of which are counted here.

3. Public Service Vehicles in the bus and coach taxation class having nine or more seats and excludes community buses and PSVs operated under a special restricted licence as taxis.

4. Buses are licenced for over 22 passengers (including standing).

5. This includes all types of operators, both local and non local, although the sample size is smaller for non-local operators who are less likely to keep buses than other vehicle types. As a consequence estimates for coaches and minibuses are somewhat less robust than those for buses.

6. Coaches have 17 or more seats (with no standing)

7. Minibuses have 8 to 22 passengers (including standing)

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

	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05[3]	2005-06	2006-07	2007-08	2008-09	2009-10
											million
Local bus services	455	458	466	471	478	461	468	482	498	493	467

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

Table 2.3 Vehicle kilometres by type of service[1]

Type of service	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05 [4]	2005-06	2006-07	2007-08	2008-09	2009-10
											million vehicle kilometres
Local bus services	363	369	368	374	369	369	382	387	390	365	379
Other (non-local) services	131	161	145	143	166	..	..	..	..	..	
All services	494	530	513	516	535	..	..	..	..	..	
Commercial local bus services[2]	307	314	306	311	302	310	317	313	316	294	300
Subsidised local bus services[3]	56	56	62	63	67	59	65	74	74	71	79

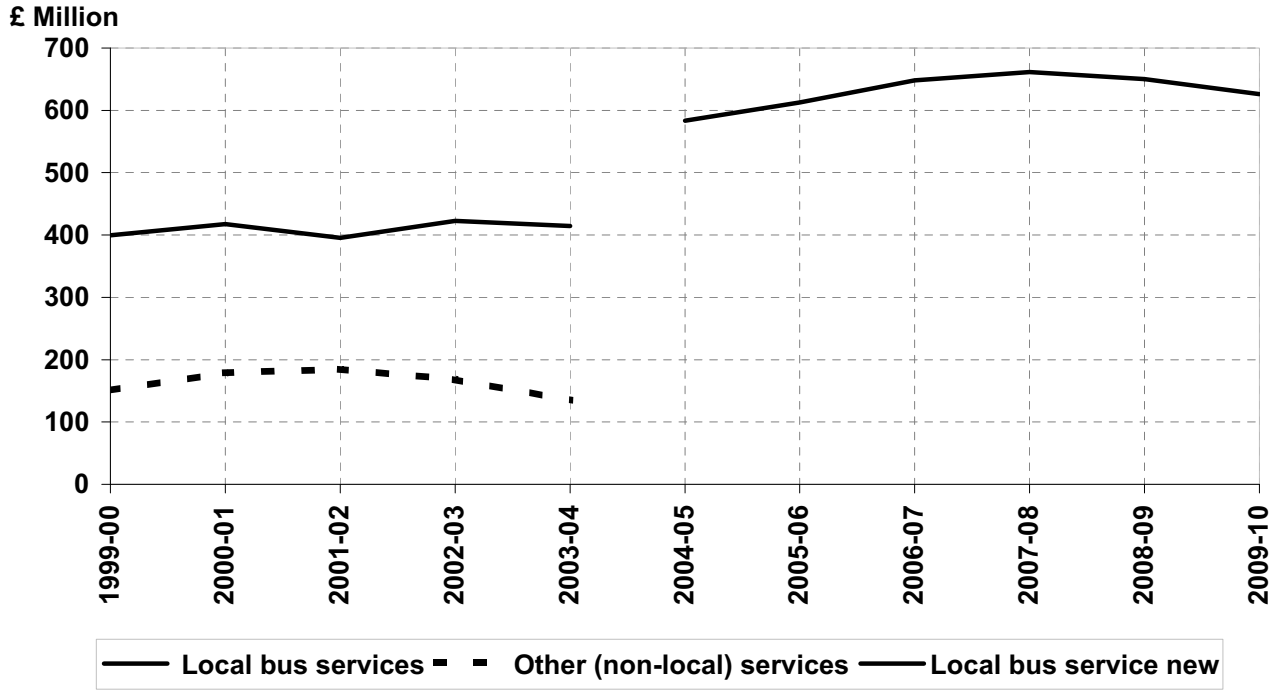
1. The revisions made by DfT in September 2005 increased the number of passengers for 1999-00 onwards by about 2% in each year.
In September 2006, DfT revised the bus passenger numbers for each year from 1985-86 in order to adjust for the under-recording by some operators of the numbers of passengers not pay cash (e.g. season tickets, concessionary fare passes, multi-trip tickets etc). These revisions increased the passenger numbers by between 2.4% and 4.4% per year, (as the proportion of cash fares has been declining, the adjustments to the more recent figures tended to be greater).

2. Services run without direct financial support, but which are still eligible for Government subsidy in the form of the Bus Service Operators Grant and concessionary fare reimbursement.

3. Services which are run under contract, with some direct subsidy from the local transport authority, because they are considered socially necessary.

4. Break in the local bus series due to changes in the estimation methodology from 2004/05

Figure 2.3 Passenger receipts at constant 2009-10 prices



Note: Local bus service figures prior to 2004/05 are not strictly comparable with previous years due to changes in the method
Estimated receipts for non-local services are not available for 2004-05 onwards

Figure 2.4 Local bus fare indices

Table 2.4 Staff employed [1]

	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05 [3]	2005-06	2006-07	2007-08	2008-09	2009-10
											thousand
Platform staff [2]	13.1	13.3	13.5	13.4	13.6	13.4	14.2	13.3	15.2	13.8	13.6
Maintenance and other staff [2]											
Maintenance	2.5	2.5	2.8	2.6	2.8	2.5	2.6	2.4	3.0	2.6	2.8
Other	1.8	1.7	2.2	1.9	2.1	2.0	2.0	1.9	2.2	2.4	1.8
Total	4.2	4.2	5.0	4.4	4.9	4.5	4.6	4.3	5.2	5.0	4.6
All staff	**17.3**	**17.5**	**18.5**	**17.8**	**18.5**	**17.9**	**18.8**	**17.6**	**20.4**	**18.8**	**18.2**

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

Table 2.5 Passenger revenue[1] by type of service

(a) At Current Prices

Type of service	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
											£ Million
Local bus services	314	332	321	354	358	516	553	603	634	641	626
Other (non-local) services [2]	118	142	150	141	116	..	..	..	..	..	..
All services	432	474	471	495	474	..	..	..	..	..	..

(b) At 2009-10 Prices[3]

Type of service	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
											£ Million
Local bus services	401	419	396	423	416	584	614	648	662	652	626
Other (non-local) services [2]	151	179	185	169	135	..	..	..	..	..	..
All services	552	598	581	592	551	..	..	..	..	..	..

1. Receipts for local bus services include concessionary fare reimbursement from local authorities.
2. Estimated receipts for non-local bus services are not available for 2004-05 onwards
3. Adjusted for general inflation, using the GDP market price deflator.

Table 2.6 Local bus fare indices[1]

1999 = 100

Area	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
At current prices												
Scotland	100.0	102.4	105.4	106.9	109.8	110.9	114.3	119.6	123.7	128.1	141.3	144.5
Great Britain	100.0	103.4	107.5	110.4	114.0	119.3	127.8	137.2	137.8	141.8	152.9	159.5
At constant prices [2]												
Scotland	100.0	99.7	100.4	100.4	100.1	98.6	98.4	100.5	99.2	99.0	109.6	107.3
Great Britain	100.0	100.6	102.4	103.9	103.9	106.1	110.0	115.3	110.6	109.6	118.6	118.5

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

Table 2.7 Households - walking time to the nearest bus stop, and frequency of service: 2009

	Walking time to nearest bus stop (minutes)					No bus serv.	Frequency of bus service: number per hour					Sample size (=100%)
	up to 3	4 to 6	7 to 13	14 or more	Time not known		5 or more	3 or 4	1 or 2	Less freq.	Freq. not known	
												row percentages
All households	55	29	9	4	1	1	25	23	23	4	23	*12,142*
by type of area												
Large urban areas	57	31	10	2	1	-	47	26	10	-	17	*4,458*
Other urban areas	62	29	7	1	1	-	19	29	26	1	25	*3,576*
Accessible small towns	54	32	10	3	1	-	5	31	39	2	23	*1,028*
Remote small towns	59	27	8	3	2	1	1	7	55	2	35	*605*
Accessible rural areas	44	24	11	16	1	4	2	11	42	10	31	*1,286*
Remote rural areas	36	23	14	15	2	11	0	1	27	34	28	*1,178*

Table 2.8 Adults (16+) - views on local bus services of those who used them in the past month: 2009 [1]

	Agree			No view			Disagree			Sample size (=100%)
	stro-ngly	tend to	All	neither … nor	no opinion	All	tend to	stro-ngly	All	
										row percentages
Buses are on time	23	50	73	8	2	10	13	5	17	*2,902*
Buses are frequent	33	47	80	6	1	6	9	4	13	*2,902*
Service runs when I need it	29	46	75	8	1	9	12	5	16	*2,902*
Service is stable and isn't regularly changing	30	48	79	7	3	10	8	3	11	*2,902*
Buses are clean	24	51	75	11	1	11	11	3	14	*2,902*
Buses are comfortable	24	54	77	10	0	10	9	3	12	*2,902*
Feels personally safe and secure on the bus during the day	43	48	91	4	1	5	3	1	4	*2,902*
Feels personally safe and secure on the bus during the evening	19	39	58	9	13	22	11	6	18	*2,902*
Simple deciding the type of ticket I need	47	39	86	6	5	11	3	1	3	*2,902*
Finding out about routes and times is easy	36	45	81	7	2	8	8	3	10	*2,902*
Easy changing from buses to other forms of	28	43	71	10	9	20	7	2	9	*2,902*
Fares are good value	28	29	57	9	6	15	16	11	27	*2,902*

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

Chapter 3 ROAD FREIGHT

1. Introduction

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

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

2. Main Points

Good Lifted & Distance

2.1 In 2009, an estimated 125 million tonnes of goods were lifted within Scotland by UK HGVs and transported to destinations within Scotland. About 13.4 million tonnes of goods from Scotland were delivered to destinations elsewhere in the UK, and around 16.8 million tonnes were brought into Scotland from elsewhere in the UK. In comparison, the volume of international traffic is very small: under 1 million tonnes in 2009. *(Table 3.1)*

2.2 Most road freight journeys are under 50 kilometres in length: 33% of tonnes lifted by road in Scotland in 2009 were carried a distance of no more than 25 kilometres, and 25% 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 85 km. *(Table 3.2)*

Originating in Scotland

2.3 Goods moved on journeys originating in Scotland with a destination in Scotland accounted for around 7.2 billion tonne-kilometres in 2009. The overall total, including journeys with destinations elsewhere in the UK and abroad, was around 12.3 billion tonne-kms, around the same level as most recent years' figures. The index of the road freight intensity of the Scottish economy (see section 3.8) has been falling in most of the past ten years. *(Table 3.3)*

Entering Scotland

2.4 In 2009, 16.8 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 (44%), North East (15%) and Yorkshire and Humber (14%) regions of England. Fewer goods leave Scotland for other UK countries (13.4 million tonnes) than enter from them but the proportions going to and coming from different areas are similar. *(Table 3.4)*.

2.5 In 2009, Minerals and building materials was the largest single category of goods lifted in Scotland, which remained in Scotland, accounting for 35 million tonnes out of the total of 125 million tonnes. *(Table 3.5)*

Destination

2.6 In 2009, UK registered road hauliers carried an estimated 480 thousand tonnes of goods from Scotland to countries outwith the UK, and 179 thousand tonnes from foreign countries into Scotland. Of goods leaving Scotland for abroad, carried by UK road hauliers, 50% went to France, 11% to the Netherlands, 10% to Ireland, 8% to Germany, 6% to Belgium, Luxembourg and Spain, and 5% to Italy. For goods entering Scotland from abroad, carried by UK road hauliers, 31% came from France the, 20% from Netherlands, 18% from Belgium and Luxembourg, 10% from Ireland and 7% from Germany. *(Table 3.6)*

2.7 In 2009, around 5% of goods leaving the UK lifted by UK HGVs originated in Scotland. However, Scotland provided 10% of foodstuffs and animal fodder, and 12% of machinery and transport equipment leaving the UK *(Table 3.7)*

2.8 Generally in the period from 2005 to 2009, goods transported by UK-registered HGVs within Scotland were on journeys that started and finished within the same region. The former Strathclyde region was the most active in terms of tonnage entering and leaving. There were 152 million tonnes on journeys within Scotland and 57 million of these were on journeys beginning in the Strathclyde area *(Table 3.8).*

3. Notes and Definitions

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

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

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

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

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

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

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

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

4. Sources

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

4.2 GB HGV Road freight traffic within the UK

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

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

4.2.3 The origins and destinations are reported in the survey as (e.g.) the names of towns. DfT uses a computerised gazetteer to check the lengths of the routes between these places, and to determine the appropriate Region or Island Area for each Scottish origin and destination**.** DfT did not record origins and destinations in terms of the new Council areas in 2003 or earlier years. Following the completion of local government reorganisation across Britain, DfT has coded to Local Administrative Unit 1 (LAU1) areas from 2004. LAU1 are a classification of areas that is used to produce statistics for the European Union and there are 41 of these areas in Scotland. LAU1 areas were previously known as NUTS4 areas)

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

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

4.3 GB HGV International road freight traffic

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

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

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

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

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

4.4 NI HGV road freight traffic

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

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

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

5. Further Information

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

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

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

Fig. 3.1 Goods lifted by road; entering and leaving Scotland to or from rest of GB, 2009

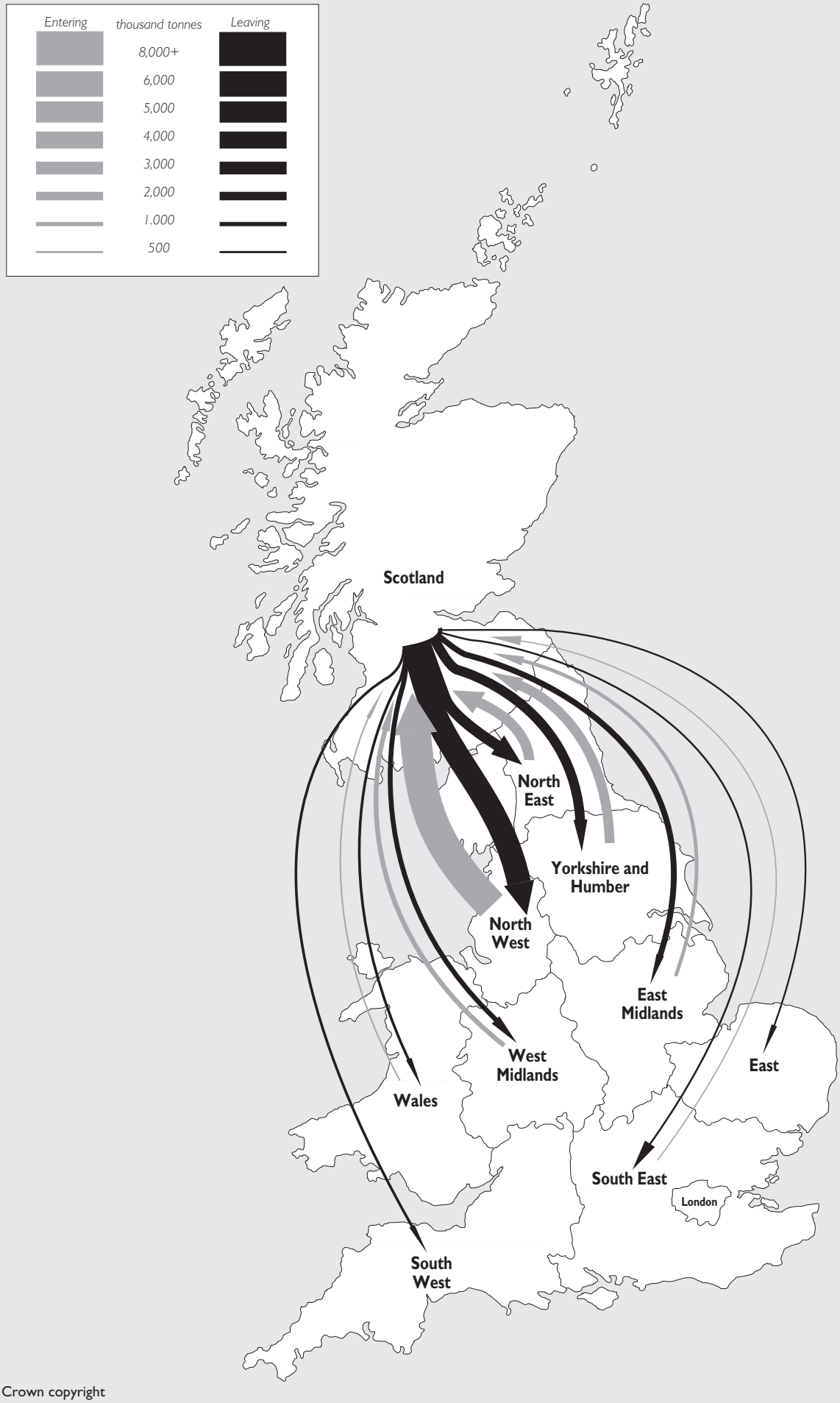


Table 3.1 Goods lifted by UK HGVs by origin and destination of journey[2]

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											million tonnes
a) ***On journeys originating in Scotland***											
by destination:											
Scotland	139.4	142.5	134.9	138.6	138.0	158.7	152.7	158.8	164.3	150.2	125.4
Elsewhere in UK											
England	14.8	14.5	14.8	14.5	14.2	14.0	12.0	13.5	16.3	11.9	12.9
Wales	0.6	0.6	0.4	0.4	0.3	*	0.2	0.6	0.5	0.6	*
Northern Ireland	0.2	0.1	0.2	0.2	0.3	0.3	0.2	0.4	*	0.4	0.2
Total elsewhere in UK	15.7	15.5	15.4	15.2	14.8	14.5	12.5	14.4	16.9	12.8	13.4
Outwith UK[1,3]	0.7	0.5	0.5	0.6	0.6	0.5	0.4	0.4	0.6	0.5	0.5
Total	155.8	158.5	150.8	154.4	153.4	173.7	165.6	173.6	181.9	163.6	139.3
b) ***On journeys with Scottish destinations***											
by origin of journey:											
Scotland	139.4	142.5	134.9	138.6	138.0	158.7	152.7	158.8	164.3	150.2	125.4
Elsewhere in UK											
England	18.8	19.9	18.9	17.9	20.5	17.5	16.7	19.0	21.8	17.8	16.4
Wales	0.3	0.2	0.3	0.3	0.2	*	0.5	0.3	0.6	0.4	*
Northern Ireland	0.1	0.2	0.1	0.1	0.2	0.2	0.2	0.1	*	0.3	0.4
Total elsewhere in UK	19.2	20.3	19.3	18.3	20.9	17.9	17.4	19.3	22.5	18.5	16.8
Outwith UK[1,3]	0.3	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.3	0.3	0.2
Total	158.9	163.0	154.4	157.1	159.1	176.9	170.4	178.3	187.2	168.9	142.4

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

* = 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, 2009

	Length of haul (kilometres)									
	>0-25	>25-50	> 50-100	>100-150	>150-200	>200-300	>300-400	>400-500	>500	All
Tonnes										
millions	46.1	34.1	27.4	8.9	4.7	9.1	4.3	1.7	2.5	138.8
percentage	*33*	*25*	*20*	*6*	*3*	*7*	*3*	*1*	*2*	*100*
Tonne-kilometres										
millions	616	1,226	2,023	1,099	834	2,270	1,449	749	1,564	11,829
percentage	*5*	*10*	*17*	*9*	*7*	*19*	*12*	*6*	*13*	*100*

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											million tonne-kilometres
a) ***On journeys originating in Scotland***											
by destination:											
Scotland	8,063	8,088	7,930	7,873	8,052	9,059	8,444	8,454	8,632	8,675	7,219
Elsewhere in UK											
England	5,619	5,567	5,570	5,168	5,381	5,367	4,405	4,955	5,817	4,393	4,457
Wales	317	305	186	194	122	*	146	323	214	284	*
Northern Ireland	33	70	48	42	60	63	34	88	*	51	31
Total elsewhere in UK	5,969	5,942	5,804	5,404	5,563	5,544	4,585	5,366	6,050	4,728	4,610
Outwith UK[2]	956	787	691	893	817	592	477	412	668	533	519
Total	14,988	14,817	14,425	14,170	14,432	15,195	13,507	14,233	15,349	13,936	12,348
b) ***On journeys with Scottish destinations***											
by origin of journey:											
Scotland	8,063	8,088	7,930	7,873	8,052	9,059	8,444	8,454	8,632	8,675	7,219
Elsewhere in UK											
England	7,081	7,113	7,094	6,787	7,490	6,413	6,251	6,944	7,357	6,045	5,696
Wales	178	143	148	168	128	*	235	144	340	209	*
Northern Ireland	23	33	31	29	36	34	45	16	*	80	33
Total elsewhere in UK	7,282	7,289	7,273	6,984	7,653	6,536	6,531	7,105	7,721	6,334	5,766
Outwith UK[2]	334	334	256	287	288	276	246	181	290	233	176
Total	15,679	15,711	15,459	15,144	15,993	15,870	15,221	15,739	16,642	15,243	13,161
c) ***The road freight intensity of the Scottish economy - an index of the ratio of the index of road freight tonne-kilometres to the index of Gross Domestic Product***											
Road freight moved by UK HGVs on journeys originating in Scotland											*million tonne-kilometres*
volume	14,988	14,817	14,425	14,170	14,432	15,195	13,507	14,233	15,349	13,936	12,348
											index, 2004 = 100
Index: 2004 = 100	98.6	97.5	94.9	93.3	95.0	100.0	88.9	93.7	101.0	91.7	81.3
Scottish Gross Domestic Product (Gross Value Added for all industries)[1]											
Index: 2004=100	88.6	90.9	93.5	93.9	96.0	100.0	101.3	105.4	108.6	108.3	103.5
Road freight intensity											
Index: 2004 = 100	111.3	107.3	101.5	99.3	99.0	100.0	87.7	88.8	93.0	84.7	78.5

1. Scottish GDP figures are as published **20 October 2010**.

* = Sample too small for a reliable estimate

Table 3.4 Goods lifted or moved by UK HGVs, entering or leaving Scotland, to or from rest of UK, by origins and destinations of journeys, 2009

	Goods entering Scotland	Goods leaving Scotland	Goods entering Scotland	Goods leaving Scotland
	thousand tonnes		*million tonne kms*	
Origin / destination of journey				
England				
North East	2,564	2,417	645	658
Yorkshire & the Humber	2,297	1,807	884	703
North West	7,381	5,602	1,977	1,452
East Midlands	1,380	855	621	376
West Midlands	1,152	1,129	534	526
East	407	*	256	*
London	*	*	*	*
South East	445	294	296	206
South West	622	*	397	*
Total England	16,387	12,918	5,696	4,457
Wales	*	*	*	*
Northern Ireland	363	224	33	31
Total elsewhere in UK	16,828	13,392	5,766	4,610

* = Sample too small for a reliable estimate

Table 3.5 Goods lifted or moved by UK HGVs, for journeys within the UK with a Scottish origin or destination, by commodity, 2009

	Goods remaining in Scotland	Goods entering Scotland from rest of UK	Goods leaving Scotland for rest of UK
			thousand tonnes
Agricultural products and live animals	11,477	1,328	2,578
Foodstuffs and animal fodder	24,761	6,697	3,859
Solid mineral fuels	1,994	*	*
Petroleum products	9,171	*	*
Ores and mineral waste	1,353	*	*
Metal products	1,333	*	*
Minerals and building materials	35,147	1,647	*
Fertilisers	2,000	*	*
Chemicals	3,525	658	*
Machinery, transport equipment	4,390	661	271
Leather and textiles	639	376	173
Miscellaneous	29,598	3,972	3,911
Total all commodities	125,389	16,828	13,392
			million tonne kms
Agricultural products and live animals	845	476	773
Foodstuffs and animal fodder	1,896	2,217	1,411
Solid mineral fuels	146	*	*
Petroleum products	651	*	*
Ores and mineral waste	72	*	*
Metal products	82	*	*
Minerals and building materials	1,328	442	*
Fertilisers	156	*	*
Chemicals	142	218	*
Machinery, transport equipment	249	275	111
Leather and textiles	66	141	41
Miscellaneous	1,587	1,470	1,381
Total all commodities	7,219	5,766	4,610

* = Sample too small for a reliable estimate

Table 3.6 Goods lifted or moved by UK HGVs, entering or leaving Scotland, to or from outwith UK, by origins and destinations of journeys, 2009

	Goods entering Scotland	Goods leaving Scotland	Goods entering Scotland	Goods leaving Scotland
	thousand tonnes			*thousand tonne kms*
Origin / destination of journey				
EU countries				
Austria	*	*	*	*
Belgium & Luxembourg	33	31	27,017	23,807
Cyprus	*	*	*	*
Czech Republic	*	*	*	*
Denmark	*	*	*	*
Estonia	*	*	*	*
Finland	*	*	*	*
France	55	240	53,156	269,128
Germany	13	38	14,864	38,949
Greece	*	*	*	*
Hungary	*	*	*	*
Ireland	18	46	6,057	15,820
Italy	*	24	*	46,554
Latvia	*	*	*	*
Lithuania	*	*	*	*
Malta	*	*	*	*
Netherlands	35	52	21,801	30,867
Poland	*	*	*	*
Portugal	*	*	*	*
Slovakia	*	*	*	*
Slovenia	*	*	*	*
Spain	*	31	*	66,856
Sweden	*	*	*	*
Total EU countries	178	472	173,051	509,091
Other countries	*	*	*	*
Total outwith UK	179	480	175,921	518,642

* = Sample too small for a reliable estimate

Table 3.7 Goods lifted or moved by UK HGVs, for journeys entering or leaving the UK by commodity, 2009 [1]

	Goods entering UK		Goods leaving UK	
	Total entering UK	*of which:* entering Scotland	Total leaving UK	*of which:* leaving Scotland
	thousand tonnes			*thousand tonnes*
Agricultural products and live animals		*	466	*
Foodstuffs and animal fodder	2,296	66	2,783	280
Solid mineral fuels	129	*	110	*
Petroleum products	39	*	*	*
Ores and mineral waste	*	*	*	*
Metal products	132	*	292	*
Minerals and building materials	586	*	1,804	*
Fertilisers	*	*	*	*
Chemicals	346	*	681	*
Machinery, transport equipment	629	22	753	87
Leather and textiles	365	*	600	49
Miscellaneous	276	16	527	*
Groupage	1,232	19	1,559	40
Total for journeys outwith UK	6,797	179	9,781	480
	million tonne kms			*million tonne kms*
Agricultural products and live animals	465	*	142	*
Foodstuffs and animal fodder	1,209	56	941	310
Solid mineral fuels	36	*	28	*
Petroleum products	21	*	*	*
Ores and mineral waste	*	*	*	*
Metal products	90	*	130	*
Minerals and building materials	206	*	226	*
Fertilisers	*	*	*	*
Chemicals	220	*	419	*
Machinery, transport equipment	449	25	545	80
Leather and textiles	211	*	349	60
Miscellaneous	177	17	207	*
Groupage	720	18	808	38
Total for journeys outwith UK	3,817	176	3,835	519

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

* = Sample too small for a reliable estimate

Table 3.8 Average Freight lifted by UK HGVs per year (2005-2009): Journeys with U.K. origins and destinations which either started or ended in Scotland

	Journey Ended In						
	Borders	**Central**	**Dumfries & Galloway**	**Fife**	**Grampian**	**Highlands**	**Islands**
Journey Started In:							*Thousand tonnes*
Borders	1,144	39	67	20	*	*	*
Central	141	6,861	449	891	783	191	*
Dumfries & Galloway	42	290	4,866	34	70	*	*
Fife	39	687	50	5,085	184	67	*
Grampian	*	441	77	320	16,655	453	*
Highlands	*	158	*	44	590	5,264	*
Islands	*	*	*	*	*	*	1,861
Lothian	612	1,014	101	944	332	310	*
Strathclyde	221	2,773	1,122	816	1,168	528	*
Tayside	54	475	82	824	1,160	245	*
SCOTLAND	2,322	12,739	6,835	8,978	20,958	7,074	1,909
Elsewhere in UK	633	1,439	2,357	614	865	243	*
TOTAL	**2,955**	**14,178**	**9,193**	**9,592**	**21,823**	**7,317**	**1,914**

Table 3.8 Continued…

	Journey Ended in					
	Lothian	**Strathclyde**	**Tayside**	**SCOTLAND**	**Elsewhere in UK**	**TOTAL**
Journey Started In:						*Thousand tonnes*
Borders	587	149	31	2,054	718	2,772
Central	2,194	5,743	856	18,109	1,323	19,432
Dumfries & Galloway	110	1,128	55	6,603	1,648	8,251
Fife	1,222	869	962	9,164	590	9,754
Grampian	187	874	917	19,945	876	20,821
Highlands	52	469	148	6,804	324	7,128
Islands	*	*	*	1,896	*	1,899
Lothian	12,399	3,274	596	19,587	1,683	21,269
Strathclyde	3,665	45,490	876	56,677	5,805	62,482
Tayside	408	1,077	6,526	10,863	1,120	11,984
SCOTLAND	20,826	59,093	10,966	151,702	14,090	165,792
Elsewhere in UK	2,893	8,969	718	18,737	1,606,726	1,625,463
TOTAL	**23,719**	**68,063**	**11,685**	**170,439**	**1,620,816**	**1,791,255**

Chapter 4 ROAD NETWORK

1. Introduction

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

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

2. Main Points

Road length

2.1 There were 55,420 kilometres of public road in Scotland at 1 April 2009. The trunk road network accounted for 6% of the total. Other (non-trunk) A roads represented 13% of the total. Minor roads (B and C roads, and unclassified roads) accounted for the remaining 81% of roads. *(Table 4.1)*

2.2 Over a quarter of the total trunk road network, and about one-seventh of the Scottish road network, is within the area of the Highland Council. Around 10% of the Scottish road network is within the Aberdeenshire Council area and a further 8% is within the Dumfries and Galloway Council area. *(Table 4.2)*

Road Maintenance

2.3 There were falls in the amount of trunk road that was newly constructed, reconstructed or surface dressed in 2009-10 compared to the previous year. *(Table 4.3)*

2.4 Over three quarters of the trunk road that was surface dressed during 2009-10 was in the North West and two thirds of the roads that were reconstructed were in the South East. *(Table 4.4)*

2.5 In 2009-10, 6.3% of the motorway network and 5.5% of the dual carriageway trunk road network required close monitoring of the state of the road surface. *(Table 4.5 (b))*

2.6 In 2009-10 the National Road Condition Indicator (RCI) showed 30% of the local authority A road network may, following more detailed examination, require some kind of maintenance (see section 3.7). For the whole of the local authority network (all road categories), about 36% may similarly require some kind of maintenance. *(Table 4.6)*

3. Notes and Definitions

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

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

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

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

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

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

3.4 ***Changes in road lengths:*** Where there has been a change to the use of a Geographical Information System (GIS) as the basis of the road lengths figures, they may differ significantly from those for the previous year: see section 4.1.3.

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

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

3.7 *Local authority road network condition*

3.7.1 The statutory performance indicator for the condition of the local authority road network is defined as the percentage of the road network, derived from a combination of established condition parameters measured at network level, which should be considered for maintenance treatment, i.e. have reached a condition where more detailed monitoring or investigation is required to establish if and when remedial measures are required.

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

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

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

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

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

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

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

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

4. Sources

4.1 Road lengths

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

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

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

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

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

4.2 Trunk road network - residual life

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

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

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

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

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

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

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

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

5. Further Information

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

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

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

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

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

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

	1999	2000	2001	2002	2003	2004	2005 [3]	2006	2007	2008	2009
											kilometres
Trunk roads											
Motorways											
Excluding slip roads	371	378	378	378	383	383	383	391	391	391	391
Including slip roads	543	537	537	537	539	539	539	559	559	559	559
A roads											
Dual carriageway	464	481	481	481	498	512	512	526	526	526	526
Single carriageway	2,473	2,470	2,470	2,470	2,395	2,381	2,381	2,320	2,320	2,320	2,320
Total	2,936	2,951	2,951	2,951	2,893	2,893	2,893	2,847	2,847	2,847	2,847
by speed limit:											
up to 40 mph	248	248	248	248	264	264	264	218	218	218	218
over 40 mph	2,689	2,703	2,703	2,703	2,629	2,629	2,629	2,629	2,629	2,629	2,629
All trunk roads[4]	**3,479**	**3,488**	**3,488**	**3,488**	**3,432**	**3,432**	**3,432**	**3,405**	**3,405**	**3,405**	**3,405**
Local Authority major roads											
Motorways											
Excluding slip roads	-	-	-	-	-	-	-	-	-	-	-
Including slip roads	-	-	-	-	-	-	-	-	-	-	-
A roads											
Dual carriageway [5]	219	225	225	233	228	228	245	242	242	243	243
Single carriageway [5]	7,171	7,188	7,182	7,184	7,190	7,190	7,188	7,182	7,139	7,178	7,178
Total	7,390	7,414	7,407	7,417	7,418	7,418	7,433	7,424	7,381	7,421	7,421
by speed limit:											
up to 40 mph	1,385	1,416	1,429	1,437	1,440	1,440	1,453	1,485	1,491	1,515	1,508
over 40 mph	6,005	5,998	5,978	5,980	5,977	5,977	5,980	5,939	5,889	5,906	5,913
All LA major roads[4]	**7,390**	**7,414**	**7,407**	**7,417**	**7,418**	**7,418**	**7,433**	**7,424**	**7,381**	**7,421**	**7,421**
Local Authority minor roads											
B roads											
limit up to 40 mph	1,042	1,053	1,067	1,090	1,092	1,092	1,096	1,141	1,152	1,174	1,176
limit over 40 mph	6,306	6,324	6,325	6,329	6,346	6,346	6,361	6,318	6,349	6,292	6,318
Total	7,347	7,378	7,393	7,419	7,438	7,438	7,458	7,459	7,501	7,466	7,493
C roads											
limit up to 40 mph	1,176	1,205	1,219	1,242	1,274	1,274	1,276	1,353	1,266	1,576	1,556
limit over 40 mph	9,153	9,094	9,104	9,079	9,052	9,052	9,059	9,065	9,104	9,091	9,102
Total	10,329	10,299	10,323	10,321	10,325	10,325	10,336	10,419	10,371	10,667	10,658
Unclassified roads											
limit up to 40 mph	13,480	13,587	13,717	14,227	14,178	14,213	14,402	14,468	14,770	14,575	14,717
limit over 40 mph	11,497	11,721	11,727	11,720	11,717	11,717	11,716	11,683	11,661	11,712	11,726
Total	24,977	25,308	25,444	25,947	25,895	25,930	26,118	26,151	26,431	26,287	26,442
All LA minor roads	**42,654**	**42,984**	**43,159**	**43,687**	**43,659**	**43,693**	**43,911**	**44,029**	**44,303**	**44,420**	**44,594**
All roads (trunk and LA)											
Motorways											
Excluding slip roads	371	378	378	378	383	383	383	391	391	391	391
Including slip roads	543	537	537	537	539	539	539	559	559	559	559
A, B and C roads											
Dual carriageway [5]	682	706	706	714	726	740	757	768	768	770	770
Single carriageway [5]	27,320	27,335	27,367	27,395	27,349	27,335	27,362	27,380	27,330	27,631	27,649
Total	**28,003**	**28,042**	**28,073**	**28,109**	**28,074**	**28,074**	**28,119**	**28,148**	**28,099**	**28,401**	**28,419**
by speed limit:											
up to 40 mph	3,850	3,922	3,963	4,016	4,070	4,070	4,090	4,197	4,127	4,483	4,457
over 40 mph	24,152	24,119	24,110	24,093	24,004	24,004	24,030	23,951	23,972	23,918	23,962
Unclassified roads											
limit up to 40 mph	13,480	13,587	13,717	14,227	14,178	14,213	14,402	14,468	14,770	14,575	14,717
limit over 40 mph	11,497	11,721	11,727	11,720	11,717	11,717	11,716	11,683	11,661	11,712	11,726
Total	**24,977**	**25,308**	**25,444**	**25,947**	**25,895**	**25,930**	**26,118**	**26,151**	**26,431**	**26,287**	**26,442**
All roads[4]	**53,523**	**53,886**	**54,054**	**54,592**	**54,509**	**54,543**	**54,776**	**54,858**	**55,089**	**55,246**	**55,420**

Source: Transport Scotland - Not National Statistics

6. Includes motorway slip roads

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. There is no change in the trunk road lengths for 2005 over 2004. This is due to new roads being opened after 1st April i.e. too late to be included.

4.Trunk road lengths for these roads have now been derived more accurately using a GIS system from 2006.

5. From 2008 onwards single and dual carriageways figures are estimated.

Table 4.2 Public road lengths (as at 1 April) by council area and class, 2009

Council	Trunk				Local Authority[2]					Total
	Motorway[1]	Motorway slips	A Roads	Total	A Roads	B Roads	C Roads	Unclass-ified	Total	
										kilometres
Aberdeen City	-	-	29	29	58	42	93	701	894	923
Aberdeenshire	-	-	177	177	687	800	1,536	2,396	5,419	5,596
Angus	-	-	40	40	192	255	488	858	1,794	1,835
Argyll & Bute	-	-	276	276	557	614	434	717	2,322	2,598
Clackmannanshire	-	-	-	-	49	35	28	173	285	285
Dumfries & Galloway	61	16	283	361	494	733	1,176	1,733	4,136	4,497
Dundee City	-	-	20	20	36	18	96	405	554	574
East Ayrshire	12	4	47	62	124	193	211	608	1,136	1,199
East Dunbartonshire	-	-	-	-	54	47	34	367	501	501
East Lothian	-	-	49	49	95	169	223	444	931	980
East Renfrewshire	8	2	9	19	31	50	83	305	468	487
Edinburgh, City of	16	12	15	43	145	56	120	1,088	1,409	1,451
Eilean Siar	-	-	-	-	333	182	174	502	1,190	1,190
Falkirk	35	11	1	47	109	91	115	619	933	980
Fife	18	6	87	110	327	336	354	1,382	2,398	2,508
Glasgow, City of	38	44	2	84	122	64	209	1,357	1,752	1,837
Highland	-	-	932	932	1,388	979	1,438	2,934	6,740	7,671
Inverclyde	-	-	25	25	24	23	54	262	362	387
Midlothian	-	-	36	36	86	98	101	364	649	685
Moray	-	-	95	95	158	292	369	721	1,539	1,634
North Ayrshire	-	-	64	64	101	155	207	562	1,025	1,088
North Lanarkshire	24	5	29	58	112	128	228	1,095	1,563	1,621
Orkney Islands	-	-	-	-	161	205	160	454	979	979
Perth & Kinross	40	14	190	244	433	367	638	1,011	2,449	2,693
Renfrewshire	18	12	19	50	65	62	140	545	811	861
Scottish Borders	-	-	160	160	458	599	768	1,126	2,952	3,112
Shetland Islands	-	-	-	-	226	162	199	464	1,051	1,051
South Ayrshire	-	-	91	91	107	206	232	609	1,155	1,246
South Lanarkshire	65	24	47	136	280	248	440	1,296	2,263	2,400
Stirling	22	7	108	137	212	161	170	465	1,009	1,146
West Dunbartonshire	-	-	15	15	46	9	27	265	347	362
West Lothian	34	11	-	44	152	117	116	614	999	1,044
Total	391	168	2,847	3,405	7,421	7,493	10,658	26,442	52,015	55,420
										percentages
Aberdeen City	-	-	1.0	0.9	0.8	0.6	0.9	2.7	1.7	1.7
Aberdeenshire	-	-	6.2	5.2	9.3	10.7	14.4	9.1	10.4	10.1
Angus	-	-	1.4	1.2	2.6	3.4	4.6	3.2	3.4	3.3
Argyll & Bute	-	-	9.7	8.1	7.5	8.2	4.1	2.7	4.5	4.7
Clackmannanshire	-	-	-	0.0	0.7	0.5	0.3	0.7	0.5	0.5
Dumfries & Galloway	15.7	9.6	10.0	10.6	6.7	9.8	11.0	6.6	8.0	8.1
Dundee City	-	-	0.7	0.6	0.5	0.2	0.9	1.5	1.1	1.0
East Ayrshire	3.1	2.2	1.6	1.8	1.7	2.6	2.0	2.3	2.2	2.2
East Dunbartonshire	-	-	-	0.0	0.7	0.6	0.3	1.4	1.0	0.9
East Lothian	-	-	1.7	1.4	1.3	2.3	2.1	1.7	1.8	1.8
East Renfrewshire	2.1	1.3	0.3	0.6	0.4	0.7	0.8	1.2	0.9	0.9
Edinburgh, City of	4.0	7.1	0.5	1.3	2.0	0.7	1.1	4.1	2.7	2.6
Eilean Siar	-	-	-	0.0	4.5	2.4	1.6	1.9	2.3	2.1
Falkirk	8.9	6.8	0.0	1.4	1.5	1.2	1.1	2.3	1.8	1.8
Fife	4.5	3.5	3.1	3.2	4.4	4.5	3.3	5.2	4.6	4.5
Glasgow, City of	9.8	26.2	0.1	2.5	1.6	0.9	2.0	5.1	3.4	3.3
Highland	-	-	32.7	27.4	18.7	13.1	13.5	11.1	13.0	13.8
Inverclyde	-	-	0.9	0.7	0.3	0.3	0.5	1.0	0.7	0.7
Midlothian	-	-	1.3	1.1	1.2	1.3	0.9	1.4	1.2	1.2
Moray	-	-	3.3	2.8	2.1	3.9	3.5	2.7	3.0	2.9
North Ayrshire	-	-	2.2	1.9	1.4	2.1	1.9	2.1	2.0	2.0
North Lanarkshire	6.2	3.0	1.0	1.7	1.5	1.7	2.1	4.1	3.0	2.9
Orkney Islands	-	-	-	0.0	2.2	2.7	1.5	1.7	1.9	1.8
Perth & Kinross	10.1	8.6	6.7	7.2	5.8	4.9	6.0	3.8	4.7	4.9
Renfrewshire	4.7	7.4	0.7	1.5	0.9	0.8	1.3	2.1	1.6	1.6
Scottish Borders	-	-	5.6	4.7	6.2	8.0	7.2	4.3	5.7	5.6
Shetland Islands	-	-	-	0.0	3.0	2.2	1.9	1.8	2.0	1.9
South Ayrshire	-	-	3.2	2.7	1.4	2.7	2.2	2.3	2.2	2.2
South Lanarkshire	16.7	14.1	1.7	4.0	3.8	3.3	4.1	4.9	4.4	4.3
Stirling	5.7	4.0	3.8	4.0	2.9	2.1	1.6	1.8	1.9	2.1
West Dunbartonshire	-	-	0.5	0.4	0.6	0.1	0.3	1.0	0.7	0.7
West Lothian	8.6	6.4	-	1.3	2.0	1.6	1.1	2.3	1.9	1.9
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: Transport Scotland - Not National Statistics

1. Motorway road lengths have been consolidated using a GIS system which means that there will be some changes to previously published figures.
2. Triangulation with other sources of road length data has occurred to improve the quality of the information. Figures may not be comparable with previous editions.

Table 4.3 Trunk road constructed/re-surfaced etc

	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10 (*prov*)
Equivalent road lane length											*lane-kilometres (estimated)*
New roads constructed/opened	24	32	5	9	24	89	108	7	-	58	20
Reconstructed [1]	43	31	53	58	86	105	142	114	80	56	18
Strengthened	165	133	209	304	319	256	280	324	170	194	197
Surface dressed	137	191	59	178	34	121	66	88	79	123	30
Total	369	387	326	549	463	571	596	533	329	431	265
Percentages of total											*percentages*
New roads constructed/opened	6	8	2	2	5	16	18	1	-	13	8
Reconstructed [1]	12	8	16	11	19	18	24	21	24	13	7
Strengthened	45	34	64	55	69	45	47	61	52	45	74
Surface dressed	37	49	18	32	7	21	11	17	24	29	11
Total	100	100	100	100	100	100	100	100	100	100	100

Source: Transport Scotland - Not National Statistics

1. Due to a change in the calculation of 'residual life' of roads, the additional category of 'reconstructed' (a form of strengthening) was added in 1996-97

Table 4.4 (a) Trunk road constructed/re-surfaced etc, by unit, 2008-09

Unit	New road constructed for traffic	Reconstructed	Strengthened	Surface Dressed	Total
Equivalent road lane length					*lane-kilometres (estimated)*
NW	8	11	109	70	198.2
NE	-	11	23	16	50
SW	20	19	31	10	80.2
SE	30	15	31	27	102.7
Total	58	56	194	123	431.1
Percentages of total					*percentages*
NW	14	20	56	57	46
NE	-	20	12	13	12
SW	35	34	16	8	19
SE	51	27	16	22	24
Total	100	100	100	100	100

Source: Transport Scotland - Not National Statistics

Table 4.4 (b) Trunk road constructed/re-surfaced etc, by unit, 2009-10 (provisional)

Unit	New road constructed for traffic	Reconstructed	Strengthened	Surface Dressed	Total
Equivalent road lane length					*lane-kilometres (estimated)*
NW	14	1	71	24	110
NE	-	2	47	3	52
SW	-	3	24	1	28
SE	6	12	55	2	75.4
Total	20	18	197	30	265.4
Percentages of total					*percentages*
NW	69	6	36	80	41
NE	-	11	24	10	20
SW	-	17	12	3	11
SE	31	67	28	7	28
Total	100	100	100	100	100

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

(a) Residual Life of Pavements (i.e. road surface) as percentage of Surveyed Network

	Residual Life (years)						Surveyed [2,4] Network length (km)
	<0	0-4	5-9	10-14	15-19	>19	
						percentages	
1997-98	11	8	11	8	8	54	1,285
1998-99	10	9	9	8	7	57	1,461
1999-00	10	8	10	9	10	53	2,123
2000-01	9	7	9	8	8	59	2,545
2001-02	4	4	7	7	10	68	3,617
2002-03	4	4	7	7	11	67	4,048
2003-04	4	4	6	7	12	67	4,048
2004-05	4	5	6	7	13	65	4,048
2005-06	4	4	6	7	15	63	4,048
2006-07	5	4	6	7	15	63	4,048
2007-08	4	4	7	7	13	65	4,048
2008-09	4	4	6	7	11	68	4,048
2009-10	5	5	7	8	11	64	4,048

Source: Transport Scotland - Not National Statistics

(b) The proportion of the motorway/dual carriageway trunk road network, which require close monitoring[3]

	Motorways		Dual carriageways	
	Requires close monitoring %	Length [4] of network surveyed (km)	Requires close monitoring %	Length [4] of network surveyed (km)
2002-03	7.5	632	5.2	949
2003-04	9.0	632	5.1	949
2004-05	9.2	632	3.9	949
2005-06	6.7	632	3.2	949
2006-07	6.1	632	2.7	949
2007-08	8.2	632	3.9	949
2008-09	4.3	632	4.1	949
2009-10	6.3	632	5.5	949

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. Surveyed network is the length of the network which has been surveyed and which was increasing year by year until the target of complete survey coverage was achieved. Therefore, these figures may not represent the current position in each of the years, and apparent year-to-year changes may be due to the expansion of the surveyed network - see paragraph 4.2.2.
3. The part of the network that requires close monitoring is that which has a residual life of less than zero.
4. Network length is carriageway kilometres, i.e. 10km of dual carriageway counts as 20km, hence the difference from Table 5.1.

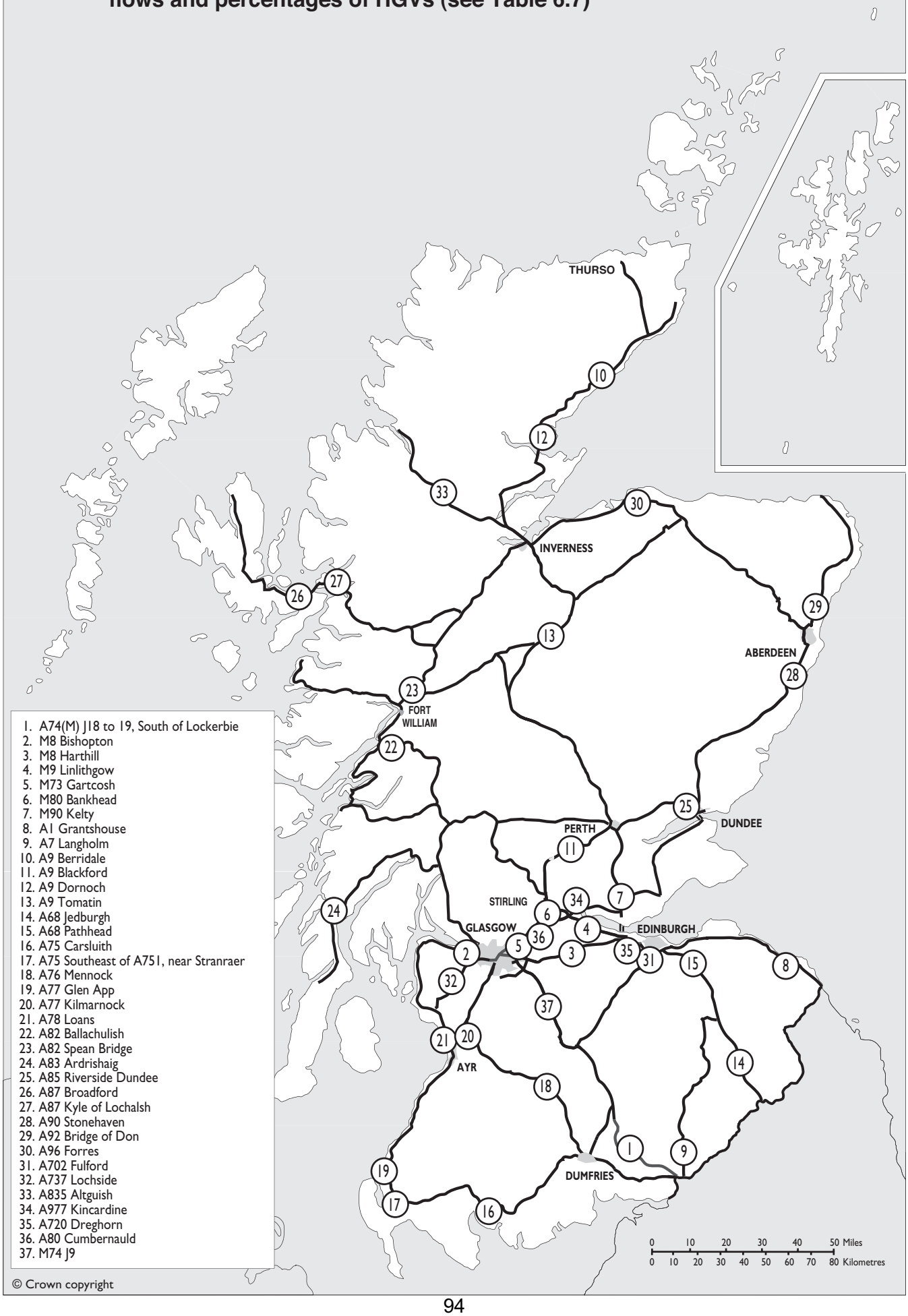
Table 4.6 Local authority road network condition [1, 2]

	A roads		B roads		C roads		Unclassified		All roads	
	Condition		Condition		Condition		Condition		Condition	
	Red	Amber or Red	Red	Amber or Red	Red	Amber or Red	Red	Amber or Red	Red	Amber or Red
(a) ***in each Council area: 2009-10***										*percentage*
Aberdeen City	6	25	6	27	7	31	8	32	7	31
Aberdeenshire	4	24	4	24	3	22	6	30	5	26
Angus	3	17	4	30	3	25	5	30	4	27
Argyll & Bute	13	44	16	61	13	57	25	58	17	55
Clackmannanshire	4	24	6	32	8	34	9	44	7	38
Dumfries & Gallowa	6	35	5	35	8	42	13	54	9	45
Dundee City	4	21	4	25	2	18	4	29	4	26
East Ayrshire	8	34	7	37	9	44	8	41	8	40
East Dunbartonshir	11	38	10	35	7	32	13	47	12	44
East Lothian	5	31	6	31	4	26	10	37	7	33
East Renfrewshire	6	24	7	42	9	37	13	48	11	44
Edinburgh, City of	5	28	7	29	7	31	7	34	7	33
Eilean Siar	10	46	11	42	5	48	10	49	10	47
Falkirk	4	26	7	39	6	37	9	40	8	38
Fife	8	37	8	38	5	34	10	43	9	41
Glasgow, City of	5	26	4	24	3	18	6	33	5	30
Highland	3	24	4	31	3	30	6	41	5	34
Inverclyde	5	24	5	34	10	41	15	47	13	44
Midlothian	5	23	3	26	6	33	8	37	7	33
Moray	3	22	3	20	3	22	5	28	4	24
North Ayrshire	14	41	7	35	15	55	7	35	9	40
North Lanarkshire	6	30	6	29	5	27	6	34	6	32
Orkney Islands	3	26	4	28	1	16	5	32	4	27
Perth & Kinross	8	35	6	35	4	32	5	31	5	33
Renfrewshire	4	25	5	26	10	39	13	52	11	46
Scottish Borders	4	25	6	39	5	36	9	44	7	38
Shetland Islands	2	22	4	34	4	36	12	51	7	39
South Ayrshire	5	31	8	48	8	44	8	43	8	43
South Lanarkshire	6	29	5	30	8	41	8	40	8	37
Stirling	8	36	9	44	9	47	12	48	10	44
West Dunbartonshir	3	22	2	19	5	28	8	36	7	32
West Lothian	3	19	6	32	9	45	6	34	6	32
Scotland	6	30	6	35	5	33	8	39	7	36
(b) ***for Scotland as a whole: 2005-06 to 2009-10 (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
(b) ***for Scotland as a whole: 2002-03*** [3] ***to 2007-08 (Old SPI Series)***										
2002-03	9	37	..	..	..	..	..	..	..	..
2003-04	7	33	12	45	8	37	18	52	13	45
2004-05 [4]	6	31	10	43	5	31	15	50	11	42
2005-06	6	31	9	40	4	29	14	51	10	42
2006-07	6	34	11	35	5	29	18	57	13	47
2007-08	6	34	10	46	6	36	16	53	12	46

Source: Scottish Road Maintenance Condition Survey - Not National Statistics

1. From 2007-08 the basis of the statutory road performance indicator in Scotland changed to the UK Standard RCI.
   More detailed information on the changes can be found at the following web link
   http://scots.sharepoint.apptix.net/srmcs/General%20Publications/SCANNER%20RCI%20Explanatory%20Notes.pdf
2. While it has been possible, following the change to the indicator, to calculate the equivalent RCI value for all classified roads from 2005-06, it has not been possible to do this in a reliable manner for unclassified roads, owing to a lack of cracking data for those years.
   As unclassified roads represent a significant part of the total road network, RCI data for the network is similarly not available for this period
   It is important to note that owing to the different formulation, no valid comparison can or should be made between the two series
3. The categories used to indicate the condition of the road are described in Section 3.7 of the text. In brief:
   amber - further investigation should be undertaken to establish if treatment is required
   red - the road has deteriorated to the point at which it is likely repairs to prolong its future life should be undertaken.
4. Information for 2002-03 is available only for A roads - see Section 4.3 of the text.
5. The SPI figures for Scotland in 2004-05 exclude Glasgow, as the survey in Glasgow was undertaken on a different basis in that year.

Fig. 5.1 Selected points used to show average daily traffic flows, peak hourly flows and percentages of HGVs (see Table 6.7)



Chapter 5 ROAD TRAFFIC

1 Introduction

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

1.2 Traffic estimates, indicate only the *broad* level of traffic, shouldn't be relied upon for year-to-year changes as they are based on a very small cross-section of the roads in Scotland: 12 hours in one day traffic counts taken at around 750 sites per year and data from automatic traffic counters at about two dozen sites in Scotland (then combined with data from automatic counters at similar sites in England and Wales). See Sources section.

2 Main Points

Major & Minor Roads

2.1 The estimated volume of traffic on Scotland's roads in 2009 was around 44.2 billion (thousand million) vehicle kms: 0.6% less than 2008. *(Table 5.1)*

2.2 The total volume of traffic on major roads (Motorways and A roads) in 2009 was estimated to be 29 billion vehicle-kms. Traffic on Motorways accounted for 6.6 billion vehicle kms (15% of all traffic). This was less than the estimated 10 billion vehicle kms on trunk A roads (22% of the total), and the 12.4 billion on non-trunk A roads (28%). Most of A road traffic was in rural areas: 17 billion out of the A roads total of 22 billion vehicle kms. *(Table 5.1)*

2.3 Minor roads (B, C and unclassified roads) accounted for the remaining 35% of traffic in 2009: an estimated 15.3 billion vehicle kms, most of which was on unclassified roads (9 billion). Most minor road traffic (8.2 billion vehicle-kms in 2009) is on roads in urban areas. *(Table 5.1)*

2.5 The total volume of traffic on major roads (Motorways and A roads) in 2009 was 0.5% higher than in the previous year. Minor road traffic was about 3% lower than in 2008. *(Table 5.1)*

Trends

2.6 Traffic in 2000 was affected by the fuel protests in September. DfT's estimates for Scotland, like those for GB as a whole, show a slight fall in the total volume of traffic on major roads, and a slight rise in the total volume of traffic on minor roads, between 1999 and 2000. Also, the effects of the foot and mouth outbreak may have affected the volume of traffic in 2001.

2.7 Although slightly lower than the previous year, the DfT estimates suggest a continued rise in traffic on major roads in Scotland since 1993 (first year for estimates on the current basis) except in 2000, (likely due to the fuel protests). The total volume of traffic on major roads in Scotland in 2009 has risen by 11% in the ten year period 1999-2009. Motorway traffic was estimated to have increased by 28% for the ten year period 1999-2009 - representing more rapid growth than the rises in traffic on trunk A roads (7%) and non-trunk A roads (6%). *(Table 5.1)*

2.8 Traffic on minor roads is estimated to have risen by 12% between 1999 and 2009 and the total volume of traffic on all roads in Scotland in 2009 was estimated to be risen by 11% since1999. *(Table 5.1)*

2.9 Cars account for nearly four-fifths (78%) of the total volume of traffic on the roads (i.e. of the total for major roads and minor roads combined), light goods vehicles for 14% and heavy goods vehicles for 6%. *(Table 5.2)*

2.10 Since 1999, the volume of car traffic has increased by 9%, light goods vehicle traffic by 26%, and heavy goods vehicle traffic by 7%. *(Table 5.3)*

Local Area volumes

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

2.12 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 80,000 vehicles per day. In contrast, the average daily flow at the A835 Aultguish site was 1,600 vehicles, peaking at over 2,300 in its busiest month. Traffic levels also vary considerably depending on the month: e.g. the A9 Tomatin site in August averaged 11,700 vehicles per day – compared to 6,700 in January. *(Table 5.6 & 5.7)*

2.13 Some trunk road traffic flows are given in Table 5.7. The A720 Dreghorn was the busiest site, with an annual average of 79,936 vehicles per day in 2009. Its Monday-Friday average was 86,243 vehicles per day, and its Monday-Friday peak hourly flows were 7,114 vehicles in the morning and 7,419 vehicles in the evening. At the opposite end of the scale, the A835 Aultguish averaged 1,628 vehicles per day over the year as a whole and its Monday-Friday peak hourly flows were around 170. The A75 Carsluith had the highest percentage of heavy goods vehicle traffic in 2009 at 27% for the week, followed by the A80 Cumbernauld (19%). *(Table 5.7)*

Delays and Congestion

2.14 Table 5.8 estimates the time lost by traffic due to delays on trunk road routes monitored by Transport Scotland. (See sections 3.3 and 4.4). Causes of delays vary, and include traffic congestion, roadworks, increases in traffic for particular events, and seasonal factors. On average only a few seconds is lost a month, per vehicle per km. Longer routes would be identified as the worst-affected if the total time lost by a vehicle travelling over the *whole* of the route was used (rather than per km), and heavily-trafficked routes would be identified as the worst-affected if the total delay for *all* vehicles were used(rather than per vehicle figures). Transport Scotland produces more detailed information (traffic levels, speed, congestion/delays) on its monitored routes, see section 5.4. *(Table 5.8)*

2.15 The Scottish Household Survey provides estimates of delays attributed to congestion experienced by drivers (on the previous day). In 2009, 11% of journeys made as the driver of a car were said to be delayed due to traffic congestion. This figure is broadly comparable to the 2003 congestion level, with a peak of 14% in 2007.

Short delays were more common than longer ones - 4% of car drivers' journeys were delayed by around 5 minutes compared to 2% by 15-20 minutes and 1% by 25 minutes or longer. Weekday journeys were most likely to suffer congestion delays between 7 and 9 am and 4 and 5pm (18-21% and 20-25% respectively). Fewer delays (5-6%) were experienced by people residing in remote small towns and remote rural areas than those in large urban areas (15%). Congestion experienced by bus users fell significantly between 2008 and 2009. (*Tables 5.9a and 5.9b)*

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

Fuel Deliveries & Consumption

2.16 The Department of Energy and Climate Change (DECC) estimates of road fuel deliveries (petrol and diesel) in Scotland suggest a fall of around a quarter between 1998 and 2008 (from 2.6 mill tonnes to 1.4). However almost a third of that drop occurred between 1999 (2.6 mill tonnes) and 2000 (2.4 mill tonnes), which may be due to inconsistency in reporting and/or changes in the data collection arrangements (see section 4.6). Despite these doubts, it is clear that there have been changes in the types of fuel delivered in Scotland. In 2008, petrol accounted for 42% of all the reported deliveries, compared with 54% per cent in 1998. The decline in petrol's share of the total is partly due to the complete decline of leaded petrol (from 9% in 1998). Unleaded petrol's share rose from 45% in 1998 to 50% in 1999 then back to 42% in 2008 – this last fall due to diesel's rising share (46% in 1998 to 58% in 2008), reflecting increasing dieselisation. Note this table should be treated with caution (as it may present a misleading indication of fuel used) and will not be produced in future. *(Table 5.10)*

2.17 DECC estimates suggest that the traffic on Scotland's roads consumed a total of 3.1 million tonnes of petrol and diesel in 2008. This total differs markedly from the total figure for petrol and diesel deliveries in Scotland as it includes fuel purchased outwith Scotland which is consumed in Scotland, and excludes fuel purchased in Scotland which is used outwith Scotland. It is also estimated using different information (about average fuel consumption, vehicle emissions and traffic volumes - see section 4.6). As a DECC article (see paragraph 5.7) notes a difference between the estimates of consumption (38.9 million tonnes of fuel) and sales (38.8 million tonnes of fuel) for the UK as a whole for 2007, a proportionately larger difference between the estimates is not surprising. DECC believes that the consumption figures are more reliable than the delivered figures for Scotland, and are promoting the use of sub-national petrol and diesel consumption data. As 2002 is the first year fuel consumption for which Scottish estimates exist no long-term trends can be identified. *(Table 5.11)*

Emissions

2.18 At the selected monitoring sites, carbon monoxide concentrations were below the level of the air quality strategy objective (see section 3.5.2) in every year from 1998 to 2009. However, annual mean nitrogen dioxide concentrations in the Glasgow Chambers and Glasgow Kerbside monitoring sites exceeded the level set as an objective for December 2005 in every year from 1998 to 2009. Glasgow Centre also exceeded the level in 2009. The air quality strategy objective for ground level ozone states that by the end of 2005 the maximum daily concentrations should not exceed 100 $\mu g/m^3$ on more than ten days per year. While ozone concentrations at the selected monitoring sites have fluctuated over the years, the target value was exceeded on more than ten days a year at the Strath Vaich site in most of the years from 1998 to 2009; however, in 2009 the target value was only exceed four times (meeting the target) and

was the lowest recorded at this site. Eskdalemuir was above the target six times between 1998 and 2009, most recently in 2009. Edinburgh St Leonards exceeded the target in 2004, 2005, 2006 and 2008. Annual mean particulate concentrations in the four sites were below the December 2004 objective level (40$\mu g/m^3$) in all the years from 1998 to 2009 for which figures are available. The December 2010 objective level (18$\mu g/m^3$) was met by the Aberdeen, Edinburgh St Leonards and Grangemouth sites in 2008 and 2009, it has yet to be met in Glasgow Centre. *(Table 5.12)*

2.19 In 2008, Transport (*including* international aviation and shipping) accounted for 25.8% of net greenhouse gas emissions allocated to Scotland in the *Greenhouse Gas Inventories*. This is a 2.6% fall between 2007 and 2008. Total net emissions from *all* sources fell by 3.0% between 2007 and 2008. Within Transport's emissions, Road Transportation accounted for approximately 69% of the total, with Passenger Cars contributing to 41% of this. Heavy Goods Vehicles and Light Duty Vehicles were the other significant contributors to Road Transportations emissions. National Navigation (incl. international shipping) and Civil Aviation (domestic and international) contributed roughly 15% and 12% of Transports total emissions respectively with Railways contributing roughly 2%. As these are estimates, using methodology designed to produce internationally-comparable estimates, apparent year-to-year fluctuations could be due to limitations in the underlying data. See Section 4.8 for details. *(Table 5.13)*

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

2.21 Estimates of carbon dioxide emissions per passenger-km for different modes of transport are available only for GB/UK as a whole. The lowest emitting modes of transport per passenger-km are national coaches and national rail - 31 and 61 grams of CO_2 respectively. Air travel tends to be the highest emitter per passenger-kilometre, particularly domestic flights, which account for 173 grams of CO_2 per passenger kilometre. The basis of the estimates is described in section 4.9 (table 5.15).

3. Notes and Definitions

3.1 The traffic estimates produced by the Department for Transport

3.1.1 The methods that have been used to estimate the volume of traffic on *major* roads (Motorways and A roads) in Scotland have changed over the years. Section 4.1 describes the method which the Department for Transport (DfT) used to produce the estimates for 1993 onwards, and section 4.2 explains how the figures for 1992 and earlier years were calculated. Estimates of the volume of traffic on *minor* roads (B roads, C roads and unclassified roads) in Scotland that are suitable for publication are only available from 1993. Section 4.3 describes the methods used.

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

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

3.1.3 DfT's methodology for estimating traffic volumes distinguishes between Motorways, urban roads (i.e. roads, other than Motorways, which are in urban areas) and rural roads (i.e. roads, other than Motorways, which are in rural areas). It defines an *urban road* as a road (other than a Motorway) that lies within the boundaries of an urban area which had a population of 10,000 or more in 2001 (using the Population Census boundaries for settlements); a *rural road* as located in an area with a smaller population. However, there are exceptions. DfT adjusted the urban/rural classification of stretches of major road which are on the outskirts of urban areas, in some cases where it was not possible to break them at a junction with another major or minor road. E.g. a stretch of road which is part of a trunk road bypass will usually be classified by DfT as rural (even the part of it which runs through an urban area) whereas a relatively short road between two urban areas that are close to each other will normally be classified by DfT as urban (even the stretch which is in a rural area). DfT's estimate these adjustments to have a small impact on the overall traffic estimates.

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

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

3.2 Traffic flows at selected sites

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

3.3 Traffic on specific trunk road routes: average time lost

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

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

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

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

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

3.3.4 The average time lost per vehicle-kilometre is only one of a number of possible measures of the delays that are due to traffic congestion and other factors. Reports (see section 5.4) provide information on a range of such measures, and give more

detailed information about (e.g.) the levels of traffic, speed and congestion/delay on each of the routes which Transport Scotland is monitoring.

3.4 Estimated consumption of petrol and diesel

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

3.5 Pollutants

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

AIR QUALITY OBJECTIVES FOR SCOTLAND

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

4. Sources

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

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

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

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

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

- The *core* counters are automatic traffic classifiers, which are located at selected sites on major roads through Great Britain. These operate, on the whole, continuously: 24 hours per day, throughout the year, and provide information about traffic flows classified by category of vehicle according to their length and number of axles. The locations of the core counters, taken together, cover a good cross-section of types of road. There are around 150 core sites on major roads (including motorways) in Great Britain, of which about 25 are in Scotland.

4.1.4. For the purpose of combining the data from the manual counts and the automatic counters, DfT allocates each road link, and each core counter, to one of 22 groupings of road type. These were based on a detailed analysis of the results from all

the individual automatic counter sites, and take into account traffic flow levels, (GB) regional groupings, and the road's category, which is a combination of its class (e.g. Motorway, A road, etc) and its urban/rural classification. The groupings range from lightly-trafficked roads in holiday areas, such as Devon and Cornwall, to major roads in Central London. There are no groupings which consist solely of Scottish roads, because there are not enough core counters on roads in Scotland which are in the same category, and have similar levels of traffic flow, to form any separate Scottish groupings.

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

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

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

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

4.1.8. These calculations produce estimates of traffic volumes for each road link (or part of a road link) which is within the area of each Council. The estimated traffic volume for each Council is then obtained by adding up the estimates for the relevant links (or parts of links), and the estimates for Scotland as a whole are then produced by adding up the estimates for each Council. As indicated earlier, DfT produced the

figures for trunk roads by counting each major road link on the basis of its trunk road status at a recent date.

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

4.2. The method of estimating major road traffic volumes for 1992 and earlier years

4.2.1. The method that was used to produce the estimates for 1992 and earlier years differed significantly, in several respects, from the current method.

4.2.2. Estimates for 1992 and earlier years were produced by the then Department of Transport (DoT) alone. There were significant differences in the kinds of data that were available for use. DoT did not have GIS-based information about the lengths and locations of individual major road links. Instead, it used information about the total length of roads of each type in each of the nine former Scottish Regions, and the three Island Areas, which was obtained from the road lengths returns (see Chapter 5; the lengths of Motorway slip roads were excluded from the calculations). In addition, because automatic counters had not then been introduced, the scaling factors were calculated from manual core traffic counts at about 130 fixed sites throughout GB (including about 20 in Scotland). These manual core counts were taken on three days in each month of the year (a weekday, a Saturday and a Sunday) for 16 hours each day.

4.2.3. The calculations were performed for each road type, for each Region (and Island Area). DoT first calculated the average traffic flow for each road type and area for the latest year by weighting the estimated traffic flow for each individual road link of that road type in that area (calculated as described above) by the total length of the link (as supplied to DoT by the then Scottish Office National Roads Directorate). Not having the GIS-based information required to split links which crossed boundaries, DoT counted each link as being in the Region which included the location at which the link's traffic count was taken. Therefore, each link contributed to the estimated average traffic flow for only one Region.

4.2.4. DoT then estimated the total traffic volume (vehicle kilometres) for each type of road in an area by multiplying the estimated average traffic flow for the road type and area (calculated as described above) by the total length of roads of that type in that area (as had been reported in the road length returns). The figures for the total road lengths for each area took proper account of links which crossed boundaries, because the people making the returns had to include only the length of each link that was within an area in the calculation of the total road length for that area. Therefore, the figures for an area's total road lengths could cover a somewhat different road network from that used to estimate its average flows (remember that the latter were calculated using data

for only those road links for which the locations of their traffic counts were within the area).

4.2.5. It follows that old method of estimation was likely to be less precise than that used to produce the revised estimates. For example, suppose that there were only two major road links in a particular Region: a short low-flow link whose traffic count was taken at a point within the Region, and a long high-flow link, which crosses the boundary into another local authority, whose traffic count was taken at a point in the other area. Using the old method of estimation, the average traffic flow for the Region would be calculated using only the data for the low-flow link, and then multiplied by the total road length for the Region (including the length of the part of the high flow link that was within its boundaries). The total traffic volume for the Region would therefore be under-estimated: the method could not take account of the high traffic flow on the long link, because its traffic count took place in another local authority.

4.2.6. The estimates produced using the previous methods were also affected by a number of discontinuities, which were caused by changes in local government and trunk road organisation, changes in the availability of data and changes in methodology over the past ten or so years. Some of these discontinuities have been referred to earlier, and others are described in the previous edition. The introduction of DfT's revised method of estimation has removed all the discontinuities that previously affected the estimates for 1993 and subsequent years.

4.2.7. The earliest year for which there are estimates of the total volume of traffic on major roads in Scotland is 1983.

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

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

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

4.3.3. Over the years, a list of all the minor road sites that had been chosen in this way built up, and became the basis for selecting a panel sample of minor road sites to be counted in 1998 and later years. Taking the counts at the same sites each year should produce a better estimate of the year to year percentage change in the volume of traffic on minor roads. The sample was picked from a list of all the sites at which traffic counts had been taken between 1992 and 1997. Disproportionate stratified sampling was used, with a higher sampling fraction for roads which had had a greater volume of traffic, as this should produce more accurate results than a simple random sample of

minor road sites. Sites with average flows of less than 200 vehicles per day were excluded altogether. Some of the sites chosen for the panel for 1998 were found to be unsuitable, and were replaced by substitute sites in the panel for 1999. There was little change in the composition of the panel of sites until 2003, when, following a study of possible ways of improving the traffic estimates for Scotland, SE increased the number of minor road traffic counts in Scotland to about 320 or so per year.

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

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

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

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

4.3.8. *C and unclassified roads*: Estimating traffic on other minor roads was more difficult, and had to be done in another way. First, DfT estimated the average levels of traffic flow on each type of these roads across GB (e.g. urban C roads, etc), using the information from the minor road manual counts and core counters. Second, DfT compared the average levels of traffic flow on the non-trunk A roads in each local authority area with the GB average traffic flows for such roads. Third, DfT made the assumption that an area which has non-trunk A road flows that are above the GB averages will also have minor road flows that are proportionately greater than the corresponding GB averages, and that an area whose non-trunk A road flows are below the GB averages will have proportionately lower flows on its minor roads. DfT then estimated the flows for each type of minor road in a local authority by applying to the GB average flows for each type of minor road the relevant ratios (of its non-trunk A road flows to the corresponding GB averages). The resulting estimates were multiplied by the length of minor road of each type in that local authority to give the estimated minor road traffic volumes for the area. This produced what DfT considered to be

sensible results for many local authorities. However, there were some areas for which DfT felt the results were odd in relation to those for nearby areas or similar areas. For these local authority areas, DfT undertook a more detailed study. This involved looking at the minor road traffic count data for different parts of the local authority, deriving a traffic intensity value for each part, and comparing the results with the traffic intensities of other local authorities for which DfT was confident about the minor road traffic estimates, in order to produce what DfT considered to be more credible estimates for some parts of the local authority. The resulting estimates were then added together to produce totals for the local authority as a whole, and the results for all the local authorities in Scotland were then added together to produce minor road totals for each area and for Scotland as a whole.

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

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

4.3.11. 1993 is the first year for which there are estimates of the volume of traffic on minor roads for individual local authority areas, and also is the first year for which there are estimates for Scotland as a whole. There are *no* reliable estimates of the total volume of minor road traffic in Scotland for 1992 or any earlier year.

4.4 Average time lost by traffic on specific trunk road routes

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

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

4.4.3 The *automatic traffic counters* use sensors which are buried under the surface of the road. They run continuously, and record the numbers of vehicles passing each site, and the speeds at which they travel. The counters collect large amounts of data, which are then aggregated and stored as overall figures for 15-minute periods. Data are available from automatic traffic counters at over 300 locations on the monitored routes, with information collected about the speed of traffic in both directions at each location.

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

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

4.5 Scottish Household Survey

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

4.6 Estimated consumption of petrol and diesel

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

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

4.7 Pollutants and air quality objectives

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

4.8 Emissions of greenhouse gases by Transport allocated to Scotland

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

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

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

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

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

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

countries of the UK may be estimated solely by vehicle kilometre data unconstrained to the UK total derived from fuel consumption data.

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

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

4.9 Carbon dioxide emissions per passenger-kilometre

4.9.1 The figures are taken from the 2009 Guidelines to Defra/DECC's Conversion Factors to Company Reporting, 2009, Defra/DECC.

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

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

- ***Road Transport*** - The factors used are estimated values for the average petrol and diesel car fleet in 2007 travelling on average trips in the UK. This has been divided by an average car occupancy rate of 1.6 passengers to calculate average emissions per passenger kilometre. Car figures in brackets have also been calculated using a traffic weighted average car emission factor to take account of the fact that lower CO2 emitting cars such as newer cars and diesel cars, are on average driven more than higher CO2 emitting cars such as older cars or sports cars. This methodology should provide a more robust estimate.

- ***Rail*** - the national rail estimate refers to an average emission factor for diesel and electric trains in 2005. The light rail and tram factors are based on an average of the annual electricity consumption and passenger kilometre data provided by the network operators in 2005, and a CO_2 emission factor for electricity generation on the national grid from the UK Greenhouse Gas Inventory.

- ***Air*** - the emission factor is an aggregate representation of typical CO2 emissions from illustrative types of aircraft for the three types of air services – domestic, short haul and long haul. The long haul estimate is based on a flight

length from the Guidebook of 6482 km, short haul 1108km and domestic 463km. A 9% uplift factor has been applied (from IPCC Aviation) to take into account non-direct routes (i.e. non straight line) and delays/circling.

5. Further Information

5.1 Further information on GB road traffic statistics can be found in the annual DfT publications *Road Traffic Statistics* and *Transport Statistics Great Britain*, and also in the former DETR's *Focus on Roads* publication. DfT also has a Geographical Information System (GIS) website which provides statistics of major road traffic flows for Great Britain. The website enables users to access Annual Average Daily Flows (numbers of vehicles), and traffic (thousand vehicle kms) for each major road link in Great Britain. Information can be found at www.dft-matrix.net, alternatively contact Sophie Davies at DfT Statistics Roads 2 branch (020 7944 6599)

5.2 For enquiries about DfT's methods of estimating road traffic, contact Gemma Brand of the Department for Transport (020 7944 6555).

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

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

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

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

5.7 Petrol and diesel consumption by road traffic - see *Energy Trends* in June 2009 or Laura Williams of The Department of Energy and Climate Change (Tel: 0300 068 5045).

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

5.9 Carbon dioxide and other greenhouse gases emissions allocated to Scotland - Sam Anson of The Scottish Government, Analytical Services branch (0131 244 0781).

5.10 Carbon dioxide emissions per passenger-kilometre is available from Tim Murrells of AEA Energy & Environment (Tel: 0870 190 6539).


TRANSPORT SCOTLAND
Trunk Roads: Network Management
Trunk Road Units
N
NATIONAL Tel. 0800 028 1414
BEAR N.E. 0800 587 1107
ST. N.W. 0800 032 2520
BEAR S.E. 0800 138 9903
AMEY S.W. 0800 085 7136
North West
SCOTLANDTRANSERV (ST.)
North East
BEAR
South East
BEAR
South West
AMEY
INVERNESS
PETERHEAD
ABERDEEN
ABERDEEN CITY
MONTROSE
ARBROATH
DUNDEE
DUNDEE CITY
PERTH
STIRLING
KIRKCALDY
GREENOCK
GLASGOW
EDINBURGH
CITY OF EDINBURGH
FALKIRK
WEST LOTHIAN
MIDLOTHIAN
EAST LOTHIAN
BERWICK-UPON-TWEED
GALASHIELS
IRVINE
KILMARNOCK
AYR
DUMFRIES
ORKNEY
WESTERN ISLES
HIGHLAND
MORAY
ABERDEENSHIRE
ANGUS
PERTH AND KINROSS
FIFE
ARGYLL AND BUTE
STIRLING
NORTH AYRSHIRE
SOUTH LANARKSHIRE
EAST AYRSHIRE
SOUTH AYRSHIRE
SCOTTISH BORDERS
DUMFRIES AND GALLOWAY
Trunk Road Map of Scotland
Motorway (Trunk)..... M90
Trunk Road..... A702
City..... GLASGOW
Large Town..... KIRKCALDY
Network Units
North West Unit
North East Unit
South West Unit
South East Unit
DBFO-Autolink
PPP-Connect
Numbered Local Authorities
1 CLACKMANNANSHIRE
2 WEST DUNBARTONSHIRE
3 EAST DUNBARTONSHIRE
4 NORTH LANARKSHIRE
5 INVERCLYDE
6 RENFREWSHIRE
7 GLASGOW CITY
8 EAST RENFREWSHIRE
Kilometres 10 0 10 20 30
Miles 5 0 10 20
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Table 5.1 Traffic by road class and type

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											million vehicle kilometres
Major roads (M and A)											
Motorways	5,164	5,405	5,567	5,730	5,856	6,094	6,151	6,433	6,577	6,683	6,633
Trunk A roads											
Urban *	886	899	905	892	916	938	922	966	928	942	952
Rural *	8,412	8,029	8,238	8,714	8,827	8,944	8,834	8,976	9,042	8,878	8,960
Total	9,299	8,928	9,143	9,605	9,743	9,882	9,756	9,942	9,970	9,820	9,913
Non-trunk A roads											
Urban *	4,476	4,472	4,416	4,541	4,499	4,604	4,551	4,595	4,505	4,493	4,530
Rural *	7,247	7,132	7,216	7,387	7,583	7,629	7,598	7,928	7,933	7,813	7,885
Total	11,723	11,604	11,632	11,927	12,083	12,233	12,149	12,523	12,438	12,307	12,415
All A roads											
Urban *	5,362	5,370	5,321	5,433	5,416	5,541	5,473	5,561	5,433	5,435	5,482
Rural *	15,659	15,161	15,454	16,100	16,410	16,573	16,431	16,904	16,975	16,692	16,845
Total	21,021	20,531	20,775	21,533	21,826	22,114	21,904	22,465	22,408	22,127	22,327
All major roads	**26,185**	**25,936**	**26,342**	**27,262**	**27,682**	**28,209**	**28,055**	**28,898**	**28,986**	**28,810**	**28,961**
Minor roads (B, C and unclassified)											
B roads											
Urban *	1,387	1,347	1,320	1,321	1,332	1,334	1,336	1,312	1,335	1,315	1,283
Rural *	2,438	2,430	2,410	2,489	2,490	2,549	2,589	2,647	2,734	2,748	2,661
Total	3,825	3,777	3,730	3,809	3,822	3,883	3,925	3,959	4,069	4,063	3,944
C roads											
Urban *	759	756	761	783	790	791	798	810	832	825	1,036
Rural *	1,448	1,458	1,462	1,534	1,536	1,570	1,589	1,630	1,717	1,725	1,681
Total	2,207	2,214	2,223	2,317	2,326	2,361	2,387	2,440	2,549	2,550	2,718
Unclassified roads											
Urban *	5,491	5,550	5,672	5,931	5,989	5,987	6,034	6,147	6,301	6,254	5,906
Rural *	2,062	2,084	2,097	2,215	2,219	2,266	2,317	2,676	2,762	2,792	2,690
Total	7,553	7,634	7,769	8,146	8,208	8,253	8,351	8,823	9,062	9,046	8,596
All minor roads											
Urban *	7,637	7,653	7,753	8,034	8,111	8,111	8,168	8,269	8,468	8,394	8,225
Rural *	5,948	5,971	5,969	6,238	6,245	6,385	6,495	6,952	7,212	7,266	7,033
All minor roads	**13,585**	**13,625**	**13,722**	**14,272**	**14,356**	**14,496**	**14,663**	**15,221**	**15,680**	**15,659**	**15,258**
All roads											
Motorways	5,164	5,405	5,567	5,730	5,856	6,094	6,151	6,433	6,577	6,683	6,633
Urban *	12,999	13,024	13,074	13,467	13,527	13,653	13,641	13,830	13,901	13,829	13,708
Rural *	21,607	21,133	21,424	22,338	22,655	22,958	22,926	23,857	24,187	23,957	23,878
All roads	**39,770**	**39,561**	**40,065**	**41,535**	**42,038**	**42,705**	**42,718**	**44,119**	**44,666**	**44,470**	**44,219**

Source: Department for Transport - Not National Statistics

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

Table 5.2 Traffic on major roads (by class / type) and minor roads (by type) by vehicle type, 2009

	Cars	Two wheeled motor vehicles	Buses	Light goods vehicles	Heavy goods vehicles	All motor vehicles	Pedal cycles	All vehicle traffic	Percent of all roads
									million vehicle kilometres
Major roads (M and A)									
Motorways	4,954	25	52	837	765	6,633	0	**6,633**	*15.0*
Trunk A roads - urban [1]	746	4	7	129	65	951	1	**952**	*2.2*
Trunk A roads - rural [1]	6,866	72	85	1,147	784	8,955	6	**8,960**	*20.3*
Non-trunk A roads - urban [1]	3,747	21	86	503	153	4,510	21	**4,530**	*10.2*
Non-trunk A roads - rural [1]	6,184	74	99	1,068	443	7,868	17	**7,885**	*17.8*
All major roads	**22,497**	**196**	**329**	**3,684**	**2,210**	**28,917**	**45**	**28,960**	**65.5**
Minor roads (B, C and unclassified)									
Urban roads [1]	6,662	66	216	1,024	132	8,100	125	**8,225**	*18.6*
Rural roads [1]	5,233	59	90	1,319	215	6,916	117	**7,033**	*15.9*
All minor roads	**11,895**	**125**	**306**	**2,343**	**347**	**15,016**	**242**	**15,258**	**34.5**
All roads									
Motorways	4,954	25	52	837	765	6,633	0	**6,633**	*15.0*
Urban roads [1]	11,155	92	308	1,656	350	13,561	147	**13,708**	*31.0*
Rural roads [1]	18,283	205	275	3,534	1,442	23,738	140	**23,878**	*54.0*
All roads	**34,391**	**322**	**635**	**6,027**	**2,557**	**43,932**	**287**	**44,219**	**100.0**
Percentage of all vehicles	*77.8*	*0.7*	*1.4*	*13.6*	*5.8*	*99.4*	*0.6*	***100.0***	

Source: Department for Transport - Not National Statistics

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

Table 5.3 Traffic on major roads, minor roads and all roads by vehicle type [1]

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
										million vehicle kilometres	
Major roads (M and A)											
Cars	20,700	20,566	20,977	21,760	21,922	22,308	22,060	22,610	22,392	22,221	22,496
Two wheeled motor vehicles	143	149	156	175	204	194	181	176	187	190	196
Buses	322	317	323	340	331	284	285	299	308	320	329
Light goods vehicles	2,915	2,805	2,833	2,928	3,079	3,168	3,261	3,459	3,689	3,690	3,684
Heavy goods vehicles	2,060	2,052	2,010	2,014	2,105	2,218	2,234	2,315	2,378	2,349	2,210
All motor vehicle traffic	26,139	25,889	26,299	27,217	27,641	28,172	28,021	28,859	28,953	28,770	28,916
Pedal cycles	46	47	43	45	41	37	34	39	32	40	45
All traffic on major roads	**26,185**	**25,936**	**26,342**	**27,262**	**27,682**	**28,209**	**28,055**	**28,898**	**28,986**	**28,810**	**28,961**
Minor roads (B, C and unclassified)											
Cars	10,889	10,877	10,928	11,367	11,307	11,366	11,418	11,857	12,153	12,136	11,895
Two wheeled motor vehicles	99	101	106	117	124	115	132	126	139	125	125
Buses	291	282	280	289	315	309	300	310	342	310	306
Light goods vehicles	1,743	1,786	1,829	1,901	1,997	2,115	2,200	2,303	2,436	2,455	2,343
Heavy goods vehicles	371	385	388	394	406	397	404	406	403	402	347
All motor vehicle traffic	13,393	13,430	13,530	14,067	14,148	14,301	14,453	15,000	15,473	15,427	15,016
Pedal cycles	192	195	192	205	208	195	210	221	207	232	243
All traffic on minor roads	**13,585**	**13,625**	**13,722**	**14,272**	**14,356**	**14,496**	**14,663**	**15,221**	**15,680**	**15,659**	**15,258**
All roads											
Cars	31,589	31,443	31,904	33,127	33,228	33,674	33,478	34,466	34,545	34,357	34,391
Two wheeled motor vehicles	242	250	261	292	327	309	313	302	326	315	322
Buses	613	599	604	630	646	593	586	609	650	630	635
Light goods vehicles	4,657	4,591	4,662	4,828	5,076	5,283	5,460	5,761	6,125	6,145	6,027
Heavy goods vehicles	2,431	2,436	2,398	2,408	2,511	2,615	2,637	2,721	2,781	2,751	2,557
All motor vehicle traffic	39,532	39,319	39,829	41,285	41,789	42,474	42,475	43,859	44,426	44,197	43,932
Pedal cycles	238	242	236	250	249	232	243	260	240	273	287
All traffic on all roads	**39,770**	**39,561**	**40,065**	**41,535**	**42,038**	**42,705**	**42,718**	**44,119**	**44,666**	**44,470**	**44,219**

Source: Department for Transport - Not National Statistics

Table 5.4 Traffic on major roads (by class / type) and on minor roads, by Council, 2009[1]

Council	All motor-ways	Trunk A urban	Trunk A rural	Non-trunk A urban	Non-trunk A rural	Total: All major roads (M and A)	Minor roads (B, C and unclassified)	Total: all roads
							million vehicle kilometres	
Aberdeen City	-	145	108	260	91	604	725	1,329
Aberdeenshire	-	4	824	29	725	1,583	1,179	2,762
Angus	11	-	324	89	301	724	362	1,086
Argyll & Bute	-	-	359	27	319	706	194	900
Clackmannanshire	-	-	-	31	144	175	156	331
Dumfries & Galloway	682	10	597	57	317	1,664	334	1,998
Dundee City	-	177	5	175	9	365	520	885
East Ayrshire	125	-	240	30	279	674	363	1,037
East Dunbartonshire	-	-	-	109	93	202	345	547
East Lothian	-	-	359	30	190	579	283	862
East Renfrewshire	181	-	-	107	97	385	364	749
Edinburgh, City of	309	-	416	651	330	1,706	1,271	2,978
Eilean Siar*	-	-	-	-	144	144	62	206
Falkirk	501	-	49	225	173	948	557	1,505
Fife	257	44	579	256	692	1,827	1,067	2,894
Glasgow, City of	1,385	-	-	770	30	2,185	1,300	3,485
Highland	-	70	1,486	8	517	2,080	543	2,623
Inverclyde	-	17	58	138	57	271	263	533
Midlothian	-	11	130	46	209	396	265	661
Moray	-	26	243	25	160	453	276	729
North Ayrshire	-	14	313	87	123	536	246	782
North Lanarkshire	464	282	408	374	251	1,779	1,246	3,025
Orkney Islands	-	-	-	-	80	80	57	137
Perth & Kinross	402	-	930	73	496	1,901	391	2,292
Renfrewshire	411	-	216	155	106	889	493	1,382
Scottish Borders	-	18	372	28	439	857	341	1,198
Shetland Islands	-	-	-	-	138	138	65	203
South Ayrshire	-	-	381	107	134	621	362	983
South Lanarkshire	949	118	130	246	466	1,908	583	2,491
Stirling	256	-	242	104	354	957	277	1,234
West Dunbartonshire	-	15	193	140	54	403	243	646
West Lothian	700	-	-	152	368	1,220	527	1,747
Scotland	**6,633**	**952**	**8,960**	**4,530**	**7,885**	**28,961**	**15,258**	**44,219**

*formerly Western Isles

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

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											million vehicle kilometres
Trunk roads [2]											
Aberdeen City	251	260	256	268	281	286	275	286	265	264	253
Aberdeenshire	822	747	754	825	852	847	844	866	840	820	829
Angus	298	297	269	298	293	300	292	341	319	339	334
Argyll & Bute	336	321	322	349	344	353	344	360	358	356	359
Dumfries & Galloway	1,164	1,170	1,185	1,260	1,230	1,236	1,258	1,241	1,299	1,302	1,290
Dundee City	164	165	172	171	173	186	184	187	187	179	182
East Ayrshire	283	303	324	339	357	363	312	361	372	357	364
East Lothian	303	307	321	324	344	361	378	390	409	372	359
East Renfrewshire	89	110	113	116	118	124	116	154	177	175	181
Edinburgh, City of	602	599	624	651	670	683	688	682	714	686	725
Falkirk	483	485	504	503	503	542	534	560	571	567	550
Fife	729	714	738	824	837	866	822	870	889	868	879
Glasgow, City of	1,183	1,146	1,185	1,214	1,206	1,277	1,300	1,330	1,349	1,391	1,385
Highland	1,375	1,346	1,391	1,465	1,476	1,464	1,468	1,503	1,525	1,519	1,556
Inverclyde	68	70	73	74	76	80	78	80	78	76	75
Midlothian	154	153	154	142	142	141	141	142	142	140	141
Moray	251	244	254	281	278	280	283	270	277	272	269
North Ayrshire	282	283	276	248	256	272	276	319	326	330	326
North Lanarkshire	1,044	1,052	1,084	1,096	1,100	1,134	1,133	1,114	1,143	1,166	1,154
Perth & Kinross	1,244	1,232	1,308	1,339	1,296	1,336	1,345	1,381	1,379	1,345	1,332
Renfrewshire	542	520	539	551	590	611	616	627	620	639	628
Scottish Borders	356	356	353	379	386	389	392	400	400	383	390
South Ayrshire	344	338	351	376	401	398	385	387	393	379	381
South Lanarkshire	928	897	920	977	1,088	1,121	1,095	1,142	1,130	1,169	1,197
Stirling	404	413	431	442	457	459	466	501	513	505	499
West Dunbartonshire	180	185	186	191	188	191	195	199	189	191	209
West Lothian	584	617	623	632	658	675	687	682	688	711	700
Total trunk roads	**14,463**	**14,333**	**14,710**	**15,335**	**15,599**	**15,976**	**15,906**	**16,375**	**16,548**	**16,504**	**16,546**
Local authority roads											
Aberdeen City	1,052	1,059	1,051	1,064	1,072	1,081	1,081	1,141	1,126	1,115	1,075
Aberdeenshire	1,719	1,719	1,734	1,809	1,836	1,836	1,852	1,964	1,993	1,994	1,933
Angus	643	653	652	680	690	695	704	734	747	758	752
Argyll & Bute	479	474	478	515	527	526	515	551	552	548	541
Clackmannanshire	285	285	287	291	290	294	297	307	313	317	331
Dumfries & Galloway	641	638	636	660	672	685	686	711	723	719	708
Dundee City	651	655	649	680	678	679	685	698	719	722	703
East Ayrshire	604	606	611	623	625	633	639	702	686	682	672
East Dunbartonshire	515	514	517	532	536	540	537	545	556	547	547
East Lothian	447	448	448	463	464	473	478	499	509	508	503
East Renfrewshire	475	479	481	494	494	500	497	565	571	577	568
Edinburgh, City of	2,194	2,171	2,205	2,250	2,260	2,289	2,285	2,306	2,326	2,271	2,253
Eilean Siar*	175	175	177	179	186	186	176	208	209	205	206
Falkirk	824	828	832	877	887	897	902	931	953	950	955
Fife	1,811	1,806	1,832	1,887	1,906	1,939	1,949	1,987	2,022	2,023	2,015
Glasgow, City of	2,004	2,014	2,019	2,078	2,091	2,107	2,117	2,130	2,159	2,135	2,100
Highland	946	941	950	985	1,001	1,012	1,022	1,053	1,070	1,078	1,067
Inverclyde	441	440	447	442	444	455	452	460	468	465	458
Midlothian	447	448	453	469	476	482	486	498	507	509	520
Moray	404	403	407	422	428	434	438	457	466	467	460
North Ayrshire	402	401	398	451	453	461	445	463	466	462	456
North Lanarkshire	1,752	1,768	1,763	1,807	1,812	1,833	1,831	1,869	1,906	1,894	1,871
Orkney Islands	124	123	124	129	128	128	128	136	137	137	137
Perth & Kinross	885	849	845	896	927	931	928	960	972	958	960
Renfrewshire	712	691	696	718	727	734	741	755	769	769	755
Scottish Borders	739	728	725	752	768	777	776	801	812	813	808
Shetland Islands	178	178	181	190	194	195	198	205	206	206	203
South Ayrshire	531	531	543	565	567	573	576	595	600	607	602
South Lanarkshire	1,217	1,193	1,193	1,223	1,206	1,223	1,240	1,311	1,333	1,298	1,294
Stirling	668	673	674	679	693	699	709	736	749	743	735
West Dunbartonshire	398	397	399	411	415	418	425	436	439	439	438
West Lothian	944	942	947	976	989	1,013	1,015	1,031	1,055	1,051	1,046
Total LA roads	**25,307**	**25,228**	**25,354**	**26,200**	**26,439**	**26,729**	**26,811**	**27,745**	**28,118**	**27,966**	**27,673**

*formerly Western Isles

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

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

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											million vehicle kilometres
All roads											
Aberdeen City	1,303	1,319	1,307	1,333	1,353	1,367	1,357	1,427	1,391	1,379	1,329
Aberdeenshire	2,541	2,466	2,488	2,634	2,688	2,683	2,697	2,830	2,834	2,814	2,762
Angus	940	951	920	978	983	995	996	1,076	1,066	1,097	1,086
Argyll & Bute	815	795	800	864	871	879	858	911	910	904	900
Clackmannanshire	285	285	287	291	290	294	297	307	313	317	331
Dumfries & Galloway	1,806	1,808	1,821	1,920	1,902	1,920	1,944	1,952	2,021	2,021	1,998
Dundee City	815	820	821	852	850	866	869	885	906	902	885
East Ayrshire	888	909	935	962	982	997	951	1,062	1,057	1,039	1,037
East Dunbartonshire	515	514	517	532	536	540	537	545	556	547	547
East Lothian	749	755	769	787	808	834	856	889	918	880	862
East Renfrewshire	564	589	594	610	612	624	613	719	747	752	749
Edinburgh, City of	2,796	2,770	2,829	2,901	2,929	2,972	2,973	2,988	3,040	2,957	2,978
Eilean Siar*	175	175	177	179	186	186	176	208	209	205	206
Falkirk	1,308	1,313	1,336	1,380	1,390	1,439	1,436	1,492	1,524	1,517	1,505
Fife	2,540	2,519	2,571	2,712	2,743	2,805	2,770	2,856	2,911	2,891	2,894
Glasgow, City of	3,186	3,160	3,204	3,293	3,296	3,384	3,417	3,460	3,508	3,527	3,485
Highland	2,321	2,286	2,341	2,449	2,477	2,477	2,490	2,556	2,595	2,597	2,623
Inverclyde	509	510	519	516	520	535	530	539	545	541	533
Midlothian	601	602	608	611	618	624	627	640	649	649	661
Moray	654	647	661	703	706	715	722	727	743	739	729
North Ayrshire	684	684	674	699	709	733	720	781	792	792	782
North Lanarkshire	2,796	2,820	2,846	2,903	2,911	2,968	2,964	2,983	3,049	3,060	3,025
Orkney Islands	124	123	124	129	128	128	128	136	137	137	137
Perth & Kinross	2,129	2,081	2,153	2,235	2,223	2,267	2,273	2,340	2,351	2,303	2,292
Renfrewshire	1,253	1,211	1,236	1,269	1,316	1,345	1,357	1,382	1,389	1,408	1,382
Scottish Borders	1,095	1,084	1,078	1,131	1,154	1,166	1,168	1,201	1,212	1,196	1,198
Shetland Islands	178	178	181	190	194	195	198	205	206	206	203
South Ayrshire	875	869	895	941	968	971	962	981	992	987	983
South Lanarkshire	2,145	2,090	2,113	2,200	2,294	2,343	2,335	2,453	2,462	2,468	2,491
Stirling	1,073	1,086	1,105	1,121	1,149	1,158	1,175	1,237	1,262	1,248	1,234
West Dunbartonshire	578	582	586	601	604	608	620	635	629	630	646
West Lothian	1,528	1,559	1,570	1,608	1,647	1,688	1,702	1,713	1,742	1,761	1,747
Total all roads	**39,770**	**39,561**	**40,065**	**41,535**	**42,038**	**42,705**	**42,718**	**44,119**	**44,666**	**44,470**	**44,219**

*formerly Western Isles

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

Table 5.6 Average Daily Traffic Flows[1] at Selected Automated Traffic Classifier Sites [2] by Month, 2009

Description	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
A74(M) J18 to 19	25,165	27,728	29,102	33,721	33,421	33,846	38,051	38,071	34,284	33,604	28,860	26,917
M8 Bishopton	22,954	24,880	25,470	24,800	25,615	26,058	25,384	25,359	24,875	25,009	24,591	23,101
M8 Harthill	48,652	52,748	54,534	55,348	55,337	58,298	56,996	58,228	57,539	57,662	56,418	55,017
M9 Linlithgow	-	-	-	-	-	-	-	-	-	-	-	-
M73 Gartcosh	35,564	38,164	39,567	41,558	40,894	42,209	41,030	39,691	39,328	38,474	34,998	31,768
M74 J9	30,468	30,890	32,224	32,598	28,484	27,867	28,197	30,592	28,880	23,905	26,215	24,560
M80 Bankhead	-	-	-	-	-	-	-	-	-	-	-	-
M90 Kelty	27,467	30,189	31,389	33,497	34,267	34,835	35,823	36,494	35,056	33,789	32,316	28,744
A1 Grantshouse	7,025	7,781	8,106	9,492	9,398	9,131	10,310	10,511	9,132	9,279	8,003	7,878
A7 Langholm	3,336	3,115	3,318	3,574	3,802	3,025	179	-	-	3,543	3,392	3,340
A9 Berridale	-	-	-	1,986	2,144	2,335	2,469	2,670	2,252	1,959	1,683	1,419
A9 Blackford	21,692	23,512	24,360	26,475	26,408	26,445	27,837	28,084	-	26,631	23,661	20,352
A9 Dornoch	4,434	4,595	5,202	6,015	6,286	6,560	6,895	7,199	6,405	5,671	5,065	4,513
A9 Tomatin	6,695	6,940	7,949	9,457	9,843	10,121	10,340	11,751	9,997	9,426	7,983	7,024
A68 Jedburgh	4,653	4,857	5,628	6,038	6,464	6,338	6,768	6,963	6,516	6,021	5,326	4,697
A68 Pathhead	6,701	7,672	8,720	9,380	9,879	10,008	9,851	10,496	9,936	9,439	8,922	5,981
A75 Carsluith	3,745	4,175	4,366	5,172	5,319	5,263	5,896	6,006	5,364	4,838	4,122	3,876
A75 Southeast of A751	6,594	6,373	6,598	6,949	7,044	7,289	7,736	7,313	7,065	6,571	6,281	5,948
A76 Mennock	2,649	2,820	3,053	3,327	3,382	3,425	3,531	3,532	3,420	3,143	2,878	2,587
A77 Glen App	2,380	2,587	2,760	3,214	3,334	3,081	3,689	3,613	3,192	2,875	1,998	929
A77 Kilmarnock	23,758	25,575	26,768	28,783	28,990	28,918	29,759	28,725	27,897	27,099	25,379	23,119
A78 Loans	14,680	14,918	15,575	16,040	15,859	16,070	15,420	15,663	15,682	15,440	14,689	13,363
A80 Cumbernauld	58,673	61,620	63,852	67,154	65,310	-	-	-	-	-	-	-
A82 Ballachulish	2,917	3,538	3,546	5,125	5,995	6,061	6,574	7,109	5,531	4,559	3,196	3,020
A82 Spean Bridge	2,031	2,318	2,609	3,785	4,579	4,693	5,198	5,726	4,593	3,389	2,459	2,126
A83 Ardrishaig	-	-	-	-	-	-	-	-	-	-	-	-
A85 Riverside Dundee	17,532	18,651	17,250	18,912	17,238	19,330	19,094	19,581	16,910	15,192	15,910	15,496
A87 Broadford	1,936	-	1,462	2,301	3,019	4,314	4,689	5,091	3,911	3,144	2,489	2,226
A87 Kyle of Lochalsh	2,264	2,523	2,829	3,853	4,515	4,582	4,898	5,319	4,211	3,318	2,646	2,358
A90 Stonehaven	21,916	25,704	27,204	27,983	27,429	28,280	28,417	28,388	28,914	27,810	26,939	21,250
A90 Bridge of Don	16,134	16,528	17,509	17,610	17,653	17,880	17,339	17,765	17,677	17,601	17,787	16,195
A96 Forres	9,864	10,330	11,188	11,924	11,858	12,068	12,170	12,488	11,840	11,383	10,717	9,826
A702 Fulford	10,176	7,892	11,536	11,933	12,230	12,373	11,226	12,682	11,393	11,230	-	-
A720 Dreghorn	-	-	80,181	80,751	81,794	83,250	80,632	82,853	82,260	81,447	78,411	68,109
A737 Lochside	20,054	21,179	22,036	22,388	22,412	23,353	22,354	22,001	22,232	22,194	21,263	19,596
A835 Aultguish	1,037	1,123	1,301	1,762	1,990	2,036	2,213	2,318	1,934	1,548	1,196	1,038
A977 Kincardine	4,211	4,585	4,791	4,896	4,962	5,023	4,643	4,785	4,587	4,372	4,254	3,902

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: 2009 [1, 2]

Location	Site No. in Fig 6.1	Average Daily Flow				HGV (Year) Percentage		Peak Hourly Flows			
		7 Day		5 Day				AM		PM	
		Year	August	Year	August	7 Day	5 Day	7 Day	5 Day	7 Day	5 Day
A74(M) J18 to J19	1	31,910	38,071	33,711	38,750			2,350	2,378	2,678	2,704
M8 Bishopton	2	24,838	25,359	27,052	27,662	13%	14%	2,151	2,466	2,262	2,446
M8 Harthill	3	55,589	58,228	61,719	64,619	14%	16%	4,636	5,251	4,544	4,988
M9 Linlithgow	4	26,070		30,061		11%	12%	2,530	3,073	2,489	2,894
M73 Gartcosh	5	38,597	39,691	43,175	44,292	14%	16%	3,206	3,666	3,403	3,772
M80 Bankhead	6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
M90 Kelty	7	32,832	36,494	33,939	37,238	9%	11%	2,579	2,587	2,900	2,969
A1 Grantshouse	8	8,845	10,511	9,002	10,473	15%	18%	708	682	754	738
A7 Langholm	9	3,336		3,562		16%	18%	290	305	302	316
A9 Berridale	10	2,089	2,670	2,168	2,745	10%	12%	189	190	187	192
A9 Blackford	11	24,690	28,084	25,873	9,287			1,891	1,908	2,111	2,144
A9 Dornoch	12	5,743	7,199	6,063	7,511	10%	12%	473	491	532	552
A9 Tomatin	13	8,987	11,751	9,221	11,676	10%	12%	711	712	804	805
A68 Jedburgh	14	5,860	6,963	6,086	7,143	5%	6%	464	456	522	531
A68 Pathhead	15	8,919	10,496	9,373	10,898	8%	9%	732	744	803	827
A75 Carsluith	16	4,849	6,006	5,120	6,230	27%	30%	406	415	430	441
A75 Southeast of A751	17	6,770	7,313	7,298	7,820			511	550	604	629
A76 Mennock	18	3,147	3,532	3,391	3,753			259	270	282	298
A77 Glen App	19	2,805	3,613	2,816	3,581	13%	16%	213	211	275	265
A77 Kilmarnock	20	27,069	28,725	28,277	29,863	7%	8%	2,166	2,296	2,355	2,435
A78 Loans	21	15,295	15,663	16,627	17,086			1,446	1,657	1,481	1,602
A82 Ballachulish	22	4,772	7,109	4,552	6,657	13%	15%	404	372	457	423
A82 Spean Bridge	23	3,629	5,726	3,652	5,682			332	323	355	346
A83 Ardrishaig	24	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
A85 Riverside Dundee	25	17,581	19,581	18,958	21,436	4%	4%	1,586	1,765	1,641	1,752
A87 Broadford	26	3,417	5,091	3,575	5,302			305	310	327	338
A87 Kyle of Lochalsh	27	3,577	5,319	3,769	5,507	6%	7%	321	329	344	357
A90 Stonehaven	28	26,778	28,388	29,041	30,878			2,435	2,744	2,305	2,476
A90 Bridge of Don	29	17,308	17,765	18,475	19,084	18%	20%	1,438	1,580	1,555	1,654
A96 Forres	30	11,309	12,488	11,989	13,265			943	999	1,033	1,072
A702 Fulford	31	11,295	12,682	12,167	13,585	4%	5%	1,021	1,144	1,069	1,166
A737 Lochside	32	21,755	22,001	22,922	23,206	5%	6%	1,769	1,927	1,957	2,061
A835 Aultguish	33	1,628	2,318	1,678	2,335	9%	10%	168	171	168	171
A977 Kincardine	34	4,583	4,785	4,898	5,125	9%	10%	349	367	439	466
A720 Dreghorn	35	79,936	82,853	86,243	89,966	12%	13%	6,602	7,114	7,012	7,419
A80 Cumbernauld	36	63,830		69,434		19%	22%	5,397	5,978	5,482	5,880
M74 J9	37	28,620	30,592	30,327	31,477			2,071	2,086	2,156	2,176

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.	Average Daily Flows									
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
A74(M) J18 to J19	1	30,606	30,998	31,304	31,462	31,831	31,793	32,156	33,066	31,870	31,910
M8 Bishopton	2	22,601	23,212	22,936	22,505	25,091	24,684	24,845	27,800	25,357	24,838
M8 Harthill	3	..	..	..	51,105	51,557	52,566	51,567	51,628	54,463	55,589
M9 Linlithgow	4	34,705	..	38,896	39,595	39,238	41,064	41,117	..	30,324	26,070
M73 Gartcosh	5	32,929	34,112	34,131	36,044	36,417	30,347	39,480	41,711	39,042	38,597
M80 Bankhead	6	16,220	16,788	16,102	15,656	..	..	..	..	..	..
M90 Kelty	7	27,364	28,536	29,141	29,749	29,585	30,703	26,511	..	30,787	32,832
A1 Grantshouse	8	6,459	6,754	7,038	7,756	7,994	8,255	8,554	8,989	8,659	8,845
A7 Langholm	9	3,407	3,399	3,478	3,542	3,577	3,576	3,604	3,573	3,456	3,336
A9 Berridale	10	1,560	1,609	1,665	1,838	2,044	1,950	1,967	2,193	1,947	2,089
A9 Blackford	11	22,765	22,680	24,945	25,356	27,494	25,356	25,870	26,888	25,901	24,690
A9 Dornoch	12	4,546	4,528	4,922	5,113	5,648	5,461	5,499	5,766	5,633	5,743
A9 Tomatin	13	..	7,600	7,868	7,917	7,287	7,840	8,717	9,110	9,043	8,987
A68 Jedburgh	14	4,646	..	7,054	6,977	7,202	6,900	6,929	7,139	5,845	5,860
A68 Pathhead	15	..	..	9,844	10,864	11,772	11,732	10,932	11,927	8,888	8,919
A75 Carsluith	16	4,299	4,007	4,434	4,560	4,745	4,820	4,827	4,924	4,771	4,849
A75 Southeast of A751	17	6,010	5,987	5,956	6,212	6,618	6,256	6,620	6,904	6,830	6,770
A76 Mennock	18	3,004	2,886	2,861	3,074	3,255	3,136	3,108	3,166	3,324	3,147
A77 Glen App	19	2,895	2,937	3,029	2,968	3,017	3,170	3,076	3,579	3,027	2,805
A77 Kilmarnock	20	22,722	23,961	24,566	24,904	24,656	24,690	27,470	27,984	27,520	27,069
A78 Loans	21	15,006	14,969	14,983	15,473	16,532	16,566	15,682	16,093	15,767	15,295
A82 Ballachulish	22	4,759	4,334	4,449	4,800	6,093	4,879	4,581	4,696	4,609	4,772
A82 Spean Bridge	23	3,145	3,615	3,299	3,456	3,564	3,493	3,436	3,524	3,185	3,629
A83 Ardrishaig	24	2,447	2,288	2,761	2,772	2,833	2,805	2,779	2,792	..	..
A85 Riverside Dundee	25	15,724	16,297	17,268	18,052	19,335	18,904	18,921	18,854	18,299	17,581
A87 Broadford	26	2,028	1,880	2,170	2,311	2,525	3,088	3,066	1,610	2,188	3,417
A87 Kyle of Lochalsh	27	2,709	3,751	3,287	3,100	4,106	3,383	3,396	3,678	3,437	3,577
A90 Stonehaven	28	22,407	22,969	24,065	24,088	24,904	24,743	24,921	26,045	26,427	26,778
A90 Bridge of Don	29	15,506	..	17,169	17,246	16,964	16,750	17,291	17,686	17,339	17,308
A96 Forres	30	10,102	9,910	10,370	10,541	11,342	11,047	11,276	11,317	11,277	11,309
A702 Fulford	31	8,933	8,404	10,041	9,781	10,495	9,901	10,479	10,939	11,875	11,295
A737 Lochside	32	18,931	20,827	21,557	22,276	23,189	22,638	20,469	21,439	21,764	21,755
A835 Aultguish	33	1,331	1,351	1,391	1,515	1,689	1,610	1,596	1,623	1,545	1,628
A977 Kincardine	34	14,960	15,116	14,747	14,973	15,163	15,184	15,870	15,264	13,723	4,583
A720 Dreghorn	35	61,700	67,062	67,940	..	76,551	76,308	78,386	80,448	78,179	79,936
A80 Cumbernauld	36	..	..	..	..	60,897	61,936	64,599	65,409	64,885	63,830
M74 J9	37	..	..	..	..	33,402	33,977	33,490	35,065	33,716	28,620

Source: Transport Scotland - Not National Statistics

1. Flows were calculated from Monday to Sunday inclusive.
2. Missing data for some sites is due to equipment failure. Year averages may be based only on data for part of the year, in cases where equipment was not working in some months.

Table 5.8 Traffic on trunk roads: average time lost per vehicle-kilometre [1] on monitored roads, 2009 (provisional)

Area, route and approximate direction of travel		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
													seconds
Aberdeen													
A90 - Muggiemoss Roundabout to Stonehaven	N	5	8	3	3	3	3	3	4	4	4	5	7
	S	12	16	13	13	12	11	9	11	12	12	15	18
A90 - Balmeddie to Muggiemoss Roundabout	N	6	10	4	3	4	5	3	4	6	7	8	11
	S	5	9	4	3	3	4	4	4	5	4	6	10
A96 - Muggiemoss Roundabout to Blackburn	E	5	9	5	4	4	4	5	4	5	5	10	13
	W	8	10	6	3	2	3	3	3	4	3	10	6
Dundee													
A90 - Forfar Road (Tealing) via Tay Bridge	N	6	6	5	5	5	5	6	5	5	8	7	7
to Forgan Roundabout	S	6	7	6	5	5	5	5	5	6	5	7	6
A90 - Inchture to Forfar Road Junction	E	9	9	11	7	8	6	4	5	7	6	7	5
	W	9	5	5	24	9	2	3	3	3	3	4	4
Perth													
A9 - from junction with B934 to Luncarty	N	2	3	5	2	2	1	2	1	1	1	2	3
	S	1	1	1	1	2	2	2	2	3	2	5	3
M90 - Bridge of Earn to Friarton and to Broxden	N	2	2	1	1	1	1	1	1	1	2	2	3
	S	3	3	3	3	3	3	3	3	3	3	4	5
Forth Bridge approaches													
A92 Cowdenbeath Jcn and M90 Junction 4	N	3	3	2	2	2	2	2	3	2	2	3	5
to Forth Bridge	S	5	4	3	2	3	3	2	4	3	3	5	7
Kincardine Bridge approaches													
A977 (Gartarry Rbt) A985 (Inch Fm Cott)	N	2	2	2	2	2	2	2	2	2	2	1	2
and A876/M876 to M9 Junction 7	S	2	2	1	1	1	1	1	2	1	2	2	3
Erskine Bridge approaches													
M898 / A898	N	3	2	1	2	0	3	3	3	20	12	5	2
	S	1	0	0	0	0	1	0	0	0	0	0	1
Edinburgh													
A1 - Macmerry to junction with A720	N	3	4	2	2	2	2	2	2	2	2	3	4
	S	2	2	2	2	2	2	2	2	2	2	2	3
A720 City Bypass - between juncs with A1 and M8	E	6	6	7	8	8	8	6	6	6	6	7	8
	W	10	8	7	6	6	5	5	7	7	7	10	10
M9 - from M8 junc at Claylands to M9 Spur	N	5	5	4	4	4	4	5	5	4	4	6	8
	S	12	11	9	6	6	7	5	6	8	8	9	10
Glasgow													
M77 - Greenlaw Junc to junction with M8	N	7	6	5	3	4	3	1	5	8	8	10	7
	S	3	3	2	2	2	1	2	2	3	3	3	4
M8 - St James Interchange to Baillieston	E	8	8	6	5	7	5	5	12	6	7	8	7
	W	10	10	10	7	10	8	8	12	10	12	12	11
M73 / M74 - Junction 4 to Junction 7	N	3	3	3	2	3	2	3	3	2	3	4	6
	S	3	3	3	3	3	3	3	3	3	3	4	5
M80 - Steppes Bypass / A80 to M80 Junction 4	N	6	7	7	7	9	9	10	11	11	13	17	16
	S	8	8	6	6	8	8	7	9	10	10	15	11
A725	N	10	33	24	16	17	18	8	14	19	14	13	16
	S	8	7	7	5	7	6	5	7	7	5	7	8
Glasgow / Edinburgh													
A8 / M8 - Baillieston to Hermiston Gait	E	7	6	5	4	4	4	3	4	4	5	7	9
	W	8	6	5	4	4	4	5	5	5	5	9	9
Ayrshire													
A77 - Fenwick to Dutch House Roundabout	N	6	6	2	2	2	5	6	6	5	5	7	7
	S	6	6	5	5	5	5	6	5	5	5	6	8
A78 - Stevenson to Dutch House Roundabout	N	4	4	3	3	3	3	3	3	3	3	4	5
	S	4	3	3	2	2	2	2	3	3	3	3	4
A77 - Dalrymple to Dutch House Roundabout	N	7	7	7	7	7	7	7	7	6	6	7	9
	S	9	8	8	8	8	8	9	8	7	7	9	10

Source: Transport Scotland - Not National Statistics

1. The reasons for delays can vary from month to month and from route to route, and include traffic congestion, roadworks, the effects of bad weather, etc.. These figures are provisional, and may be updated in due course. Sections 3.3 and 4.4 of the text describe the main features of the method which was used to produce these estimates.

Table 5.9a Car drivers' journeys [1] - whether delayed by traffic congestion [2] and, if so, how much time was lost [3]: 2009

	NOT delayed due to traffic congestion	Delayed due to traffic congestion: driver's estimate of the time lost due to traffic congestion									Sample size (=100%)
		none, or just 1-2 minutes	about 5 mins (3-7)	about 10 mins (8-12)	about 15 mins (13-17)	about 20 mins (18-22)	25 to 30 mins (23-32)	over half an hour (33+)	D-K time lost	All delayed journeys	
									row percentages		*n =*
All car driver journeys	89	0.7	3.5	3.3	1.5	0.9	0.5	0.5	0.1	11.0	*8,679*
by purpose of journey:											
Commuting	82	1	5	6	3	2	1	1	0	17.6	*2,691*
Business	81	.	2	3	3	6	2	3	-	19.0	*189*
Education	87	3	4	2	1	0	1	1	-	12.8	*149*
Shopping	94	1	2	2	1	0	0	0	-	6.4	*1,796*
Visit hospital or other health	91	1	6	2	0	.	.	.	-	9.2	*216*
Other personal business	93	1	2	2	1	1	-	0	0	6.5	*661*
Visit friends or relatives	93	0	2	3	1	0	1	0	-	7.4	*937*
Eating / drinking	98	1	0	0	.	.	.	.	1	1.9	*175*
Sport / entertainment	94	0	3	2	0	0	0	0	-	5.7	*543*
Holiday / day trip	85	.	3	2	4	2	2	3	-	15.2	*184*
Go home	90	0	1	3	1	2	1	1	-	9.6	*229*
Escort	90	1	5	2	1	0	1	0	-	10.2	*830*
by day of the week:											
Monday	88	1	4	4	1	1	1	0	-	12.0	*1,578*
Tuesday	89	1	4	3	2	1	0	0	-	11.6	*1,663*
Wednesday	86	1	4	5	2	1	1	1	0	14.6	*1,646*
Thursday	87	1	4	4	2	1	1	1	1	13.1	*1,091*
Friday	88	0	4	4	2	2	0	0	0	11.9	*1,032*
Saturday	94	1	2	1	2	0	0	1	-	6.5	*587*
Sunday	93	1	3	2	1	0	0	0	-	6.7	*1,082*
Weekday journeys - by start time:											
midnight to 6:59 a.m.	91	0	2	3	1	0	1	2	-	8.7	*293*
7:00 to 7:59 a.m.	82	1	6	7	2	2	0	1	-	18.3	*471*
8:00 to 8:59 a.m.	79	2	7	6	3	1	1	1	0	21.1	*741*
9:00 to 9:59 a.m.	88	0	7	2	1	-	1	1	-	11.9	*476*
10:00 to 10:59 a.m.	94	0	4	1	-	1	0	-	-	6.3	*395*
11:00 to 11:59 a.m.	92	1	4	3	1	-	-	0	-	8.0	*432*
noon to 12:59 p.m.	93	1	1	3	1	2	1	-	0	7.3	*420*
1:00 to 1:59 p.m.	92	1	1	4	0	1	-	0	0	7.8	*368*
2:00 to 2:59 p.m.	91	0	4	2	1	0	1	-	0	9.1	*452*
3:00 to 3:59 p.m.	87	0	4	4	2	2	0	-	-	12.7	*463*
4:00 to 4:59 p.m.	80	1	6	6	2	2	2	1	1	20.2	*569*
5:00 to 5:59 p.m.	75	1	6	8	5	4	2	0	-	25.5	*620*
6:00 to 6:59 p.m.	90	1	2	5	1	1	0	-	-	9.8	*426*
7:00 to 7:59 p.m.	95	0	1	2	0	-	1	1	-	4.7	*303*
8:00 to 8:59 p.m.	96	-	-	1	1	1	-	1	-	3.8	*242*
9:00 to 9:59 p.m.	99	-	0	-	1	-	-	-	-	1.0	*173*
10:00 to 11:59 p.m.	99	-	-	-	1	0	-	-	-	1.0	*166*
Weekend journeys - by start time:											
midnight to 9.30 a.m.	90	1	3	2	3	1	-	1	-	9.9	*193*
9:31 a.m. to 11:59 a.m.	96	0	1	1	1	1	0	0	-	3.8	*339*
noon to 2:00 p.m.	90	2	5	2	1	1	0	1	-	9.7	*392*
2:01 to 4:29 p.m.	92	1	3	3	2	-	1	0	-	8.3	*299*
4:30 to 6:29 p.m.	94	0	2	2	1	-	-	-	-	5.8	*249*
6:30 p.m. onwards	99	-	1	0	-	-	-	-	-	0.8	*197*
by type of area in which driver lives:											
Large urban areas	85	1	6	4	2	1	1	0	0	15.3	*2,582*
Other urban areas	91	1	3	3	1	1	0	0	0	9.5	*2,496*
"Accessible" small towns	90	0	3	3	2	1	1	1	-	10.5	*807*
"Remote" small towns	94	0	2	3	0	1	0	0	-	5.9	*477*
"Accessible" rural areas	91	0	3	2	2	1	1	1	-	9.0	*1,173*
"Remote" rural areas	95	1	1	2	1	0	0	0	-	5.3	*1,144*

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?".

Table 5.9b: Congestion delays experienced by drivers and delays experienced by bus passengers 1999-2009[1]

	2003	2004	2005	2006	2007	2008	2009
Driver congestion	10.8	11.9	11.6	12.7	14.3	13.1	11.0
Sample size (=100%)	*10,817*	*14,463*	*13,780*	*14,011*	*9,264*	*9,324*	*8,679*
Service Bus	7.6	8.9	9.5	8.9	12.5	14.4	9.9
Sample size (=100%)	*1,965*	*2,752*	*2,548*	*2,726*	*1,674*	*1,724*	*1,456*

Table 5.10 Petrol and diesel deliveries in Scotland[1,2]

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Petrol											
Commercial											
Leaded	5.6	3.0	1.7	1.5	0.5	0.5	0.0	0.1	0.1	0.0	0.0
Unleaded[3]	23.2	27.0	28.3	20.5	40.8	41.6	42.2	39.2	33.9	28.8	13.7
Total	28.8	30.0	30.0	22.0	41.3	42.1	42.2	39.3	34.0	28.9	13.7
Retail											
Leaded	225.0	116.9	54.4	40.0	32.2	30.5	0.9	1.1	1.0	0.6	0.0
Unleaded[3]	1,148.2	1,249.4	1,166.6	1,111.0	1,023.4	993.8	978.6	948.6	843.2	615.1	575.2
Total	1,373.2	1,366.3	1,221.0	1,151.0	1,055.7	1,024.4	979.5	949.7	844.2	615.6	575.2
Total (Commercial and Retail)											
Leaded	230.6	119.9	56.1	41.5	32.8	31.1	1.0	1.2	1.1	0.6	0.0
Unleaded[3]	1,171.4	1,276.4	1,194.9	1,131.5	1,064.2	1,035.4	1,020.8	987.8	877.1	643.9	588.9
Total	1,402.0	1,396.3	1,251.0	1,173.0	1,097.0	1,066.5	1,021.7	989.0	878.2	644.5	588.9
Diesel (DERV)											
Commercial	625.2	608.9	655.7	617.6	509.9	533.1	447.0	443.7	445.9	431.4	35.3
Retail	564.0	566.1	483.3	473.4	552.1	577.1	647.2	689.9	693.3	605.5	763.0
Total (all DERV)	1,189.2	1,175.0	1,139.0	1,091.0	1,062.0	1,110.3	1,094.1	1,133.6	1,139.2	1,036.9	798.4
Petrol and Diesel	2,591.2	2,571.3	2,390.0	2,264.0	2,159.0	2,176.8	2,115.8	2,122.6	2,017.4	1,681.4	1,387.3
Petrol										*percentages of the total*	
Commercial											
Leaded	0	0	0	0	0	0	0	0	0	0	0
Unleaded[3]	1	1	1	1	2	2	2	2	2	2	1
Total	1	1	1	1	2	2	2	2	2	2	1
Retail											
Leaded	9	5	2	2	1	1	0	0	0	0	0
Unleaded[3]	44	49	49	49	47	46	46	45	42	37	41
Total	53	53	51	51	49	47	46	45	42	37	41
Total (Commercial and Retail)											
Leaded	9	5	2	2	2	1	0	0	0	0	0
Unleaded[3]	45	50	50	50	49	48	48	47	43	38	42
Total	54	54	52	52	51	49	48	47	44	38	42
Diesel (DERV)											
Commercial	24	24	27	27	24	24	21	21	22	26	3
Retail	22	22	20	21	26	27	31	33	34	36	55
Total (all DERV)	46	46	48	48	49	51	52	53	56	62	58
Petrol and Diesel	100	100	100	100	100	100	100	100	100	100	100

Source: DECC - Not National Statistics

1. DECC no longer produce these figures as they provide a misleading indication of fuel actually consumed in Scotland (using company reports that may not distinguish properly between Scotland and elsewhere in the UK.) There are concerns that inconsistency in companies' country-reporting, together with a change in the arrangements for the collection of the data, may have caused the discontinuity between 1999 and 2000
2. DECC believes these figures to be less reliable than petrol and diesel consumption figures in table 5.11, and recommend the use of the latter. This table will be therefore be removed from future editions.
3. Unleaded includes super unleaded

Table 5.11 Petrol and diesel consumption of road vehicles

	2003	2004	2005 [2]	2006 [2]	2007 [2]	2008 [2]
						thousands of tonnes
by type of vehicle						
Buses	155.4	146.7	180.4	182.7	193.3	173.8
Diesel cars	328.2	356.6	497.4	535.5	561.7	569.9
Petrol cars	1,679.3	1,651.1	1,355.9	1,330.8	1,273.4	1,212.1
Motorcycles	9.6	9.3	11.0	10.7	11.4	10.9
Heavy Goods Vehicles	659.5	693.5	660.6	684.2	709.8	691.9
Diesel Light Goods Vehicles	438.8	456.8	370.8	383.4	402.9	398.5
Petrol Light Goods Vehicles	54.2	48.9	31.8	31.9	29.2	26.3
Total	**3,325.0**	**3,363.0**	**3,107.9**	**3,159.2**	**3,181.7**	**3,083.4**
by Council area [1]						
Aberdeen City	74.3	73.5	92.9	96.4	93.6	90.3
Aberdeenshire	201.2	201.0	184.4	192.8	193.1	185.0
Angus	72.1	72.3	71.0	75.7	75.7	74.1
Argyll & Bute	84.0	85.7	60.1	61.0	60.9	59.0
Clackmannanshire	13.6	13.3	18.7	19.1	19.3	18.9
Dumfries & Galloway	223.5	222.4	169.0	172.7	178.6	174.3
Dundee City	41.8	42.7	61.8	61.8	62.5	60.4
East Ayrshire	74.4	74.8	80.1	77.1	76.6	73.6
East Dunbartonshire	39.6	39.3	38.4	38.2	38.7	37.1
East Lothian	61.9	62.0	60.1	60.8	62.1	59.1
East Renfrewshire	42.2	43.2	53.0	49.7	51.2	50.4
Edinburgh, City of	183.3	178.6	216.3	215.1	217.2	207.0
Eilean Siar*	19.8	19.8	12.3	13.1	13.1	12.5
Falkirk	105.8	107.4	107.5	111.2	113.4	110.1
Fife	189.2	188.7	183.3	188.6	188.4	182.0
Glasgow, City of	266.4	273.9	248.2	248.5	248.3	242.7
Highland	242.6	241.5	169.3	174.9	176.3	171.7
Inverclyde	29.2	29.1	36.3	36.4	36.1	34.7
Midlothian	45.1	50.7	43.4	44.4	44.6	43.2
Moray	56.5	56.4	48.0	49.2	50.0	48.3
North Ayrshire	54.4	56.7	52.2	53.0	52.7	51.6
North Lanarkshire	231.8	230.6	224.8	226.4	227.7	222.0
Orkney Islands	16.7	16.7	8.7	9.1	9.2	9.0
Perth & Kinross	206.5	204.3	177.3	181.0	183.4	176.2
Renfrewshire	105.3	110.2	98.1	99.0	98.9	97.4
Scottish Borders	103.9	103.8	79.5	81.2	81.8	79.3
Shetland Islands	18.6	18.6	12.6	13.0	13.0	12.6
South Ayrshire	70.5	71.3	67.0	68.0	68.5	66.3
South Lanarkshire	212.5	236.1	195.2	199.9	201.5	195.5
Stirling	85.7	83.1	80.9	84.0	85.6	82.7
West Dunbartonshire	38.6	36.1	41.3	41.9	41.1	40.0
West Lothian	113.9	119.1	116.0	116.2	118.5	116.5
Total	**3,325.0**	**3,363.0**	**3,107.9**	**3,159.2**	**3,181.8**	**3,083.5**

*formerly Western Isles

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

1. These estimates are of the total amount of petrol and diesel consumed by vehicles travelling in each Council area (i.e. the estimates are based on where the vehicles were driven, rather than - say - the area of the registered keepers of the vehicles). The total differs markedly from table 6.10's total figure for petrol and diesel deliveries in Scotland, for reasons given in paragraph 2.17.

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

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

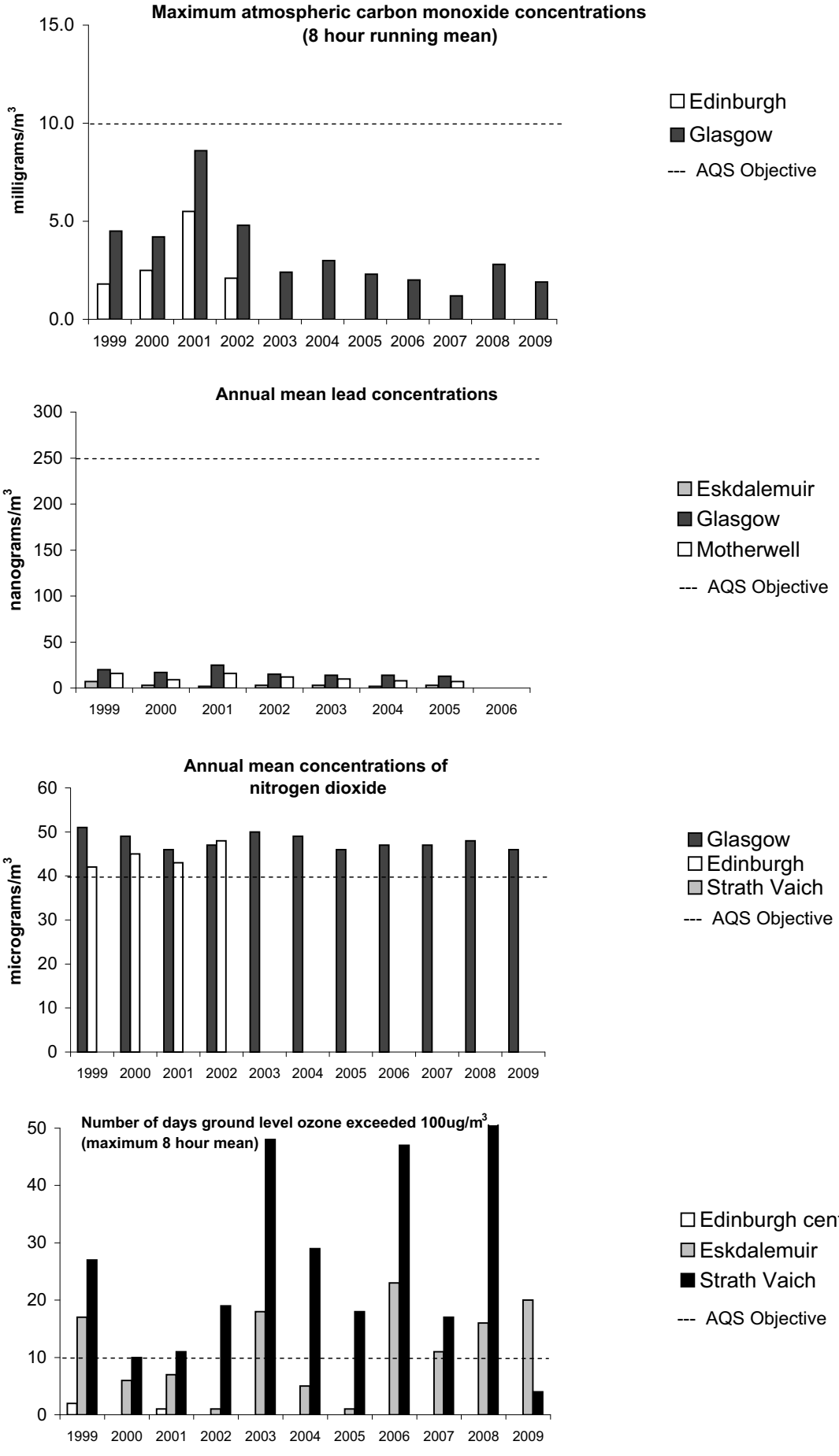


Table 5.12 Atmospheric concentrations of selected pollutants(*) recorded at Air Quality Monitoring Stations

Air Quality monitoring station[1]	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Benzene[2]											*micrograms per cubic metre*
Edinburgh Med school	2.0	1.7	0.4	..	..	..	..	..	..	..	..
Carbon monoxide[3]											*milligrams per cubic metre*
Edinburgh Centre	1.8	2.5	5.5	2.1 *		..	..	..	..	..	..
Edinburgh St Leonards	..	..	..	..	*	1.3	1.7	1.3	1.2	1.5	3.2
Glasgow Centre	4.5	4.2	8.6	4.8	2.4	3.0	2.3	2.0	1.2	2.8	1.9
Lead[4]											*nanograms per cubic metre*
Eskdalemuir	7	3	2	3	3	2	3	..	..	..	..
Glasgow	20	17	25	15	14	14	13	..	..	..	..
Motherwell	16	9	16	12	10	8	7	..	..	..	..
Nitrogen dioxide[5]											*micrograms per cubic metre*
Edinburgh Centre	42	45	43	48	*	..	..	..	..	..	..
Edinburgh St Leonards	..	..	..	..	..	25	25	27	27	31	24
Glasgow City Chambers	51	49	46	47	50	49	46	47	47	48	46
Strath Vaich	..	..	..	..	..	..	..	..	..	..	..
Aberdeen Errol Place	..	24	25	27	31	26	24	27	24	25	26
Dumfries	..	..	38.0	38	38	37	36	37	38	37	35
Glasgow (Centre)	39	36	34	32 *		36	33	31	31	35	42
Glasgow (Kerbside)	69	72	71	74	75	68	62	68	70	82	78
Grangemouth	..	..	19	16	22	17	16	18	16	17	18
Inverness	..	..	..	22	23	23	21	21	22	21	21
Ozone[6]											*micrograms per cubic metre*
Edinburgh Centre	35	30	30	35 *		..	..	..	..	..	..
Edinburgh St Leonards	..	..	..	..	..	53	53	52	48	49	52
Eskdalemuir	56	47	46	48	51	53	51	58	54	57	56
Strath Vaich	74	66	68	69	73	76	67	72	68	73	67
											daily 8-hour running mean exceeding 100ug/m3
Edinburgh Centre	2	0	1	0	*	..	..	..	..	..	..
Edinburgh St Leonards	..	..	..	..	..	12	13	16	9	14	3
Eskdalemuir	17	6	7	1	18	5	1	23	11	16	20
Strath Vaich	27	10	11	19	48	29	18	47	17	65	4
Particulates (PM_{10})[7]											*micrograms per cubic metre*
Edinburgh Centre	19	23	25	27 *		..	..	..	..	..	..
Edinburgh St Leonards	..	..	..	..	..	19	18	20	19	15	*
Glasgow Centre	23	28	22	20	21	*	20	21	20	19	25
Aberdeen Errol Place	..	19	15	18	22	19	19	20	17	16	15
Grangemouth	..	..	20	17	19	16	15	18	16	15	13

Source: Scottish Government - Not National Statistics

(1) The Aberdeen, Dumfries, Edinburgh Centre, Glasgow Centre, Glasgow Kerbside, Glasgow City Chambers, Grangemouth and Inverness sites are urban monitoring sites, and Eskadale and Strath Vaich are rural sites.

(2) Maximum running annual mean concentation of Benzene.

(3) Maximum annual eight hour running mean.

(4) Annual average concentrations of atmospheric lead.

(5) Annual mean concentration of atmospheric nitrogen dioxide.

(6) Annual mean ground level ozone concentration.

(7) Annual mean atmospheric PM_{10} concentration.

(*) Since 2003, results where data capture is less than 75% are not shown. Prior to 2003, a 50% data capture threshold is used.

(a) those to which transport is understood to contribute significantly - see text.

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

	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008
											thousand tonnes of carbon dioxide equivalent
Transport											
Road transportation [2]	**9,294**	**9,281**	**9,569**	**9,529**	**9,804**	**9,847**	**9,922**	**9,979**	**10,175**	**10,305**	**9,989**
Buses & coaches	434	445	501	506	544	586	564	583	578	598	561
Passenger cars	5,907	5,942	6,167	6,128	6,294	6,188	6,211	6,111	6,156	6,091	5,902
HGVs	2,105	1,958	1,743	1,708	1,731	1,784	1,813	1,918	2,017	2,122	2,065
Light duty vehicles	800	891	1,104	1,122	1,156	1,201	1,244	1,277	1,335	1,405	1,376
Mopeds & motorcycles	28	24	30	31	35	39	37	38	36	39	37
Other [5]	21	21	24	34	44	50	52	52	53	50	48
Railways	216	205	236	230	209	225	241	245	250	242	232
National navigation & international shipping	2,516	2,421	2,035	1,986	1,661	1,781	1,856	1,885	2,161	2,093	2,213
Aviation	768	895	1,324	1,366	1,354	1,443	1,606	1,823	1,872	1,892	1,695
Other transport [3]	508	391	298	300	313	324	316	291	301	309	319
Total transport	**13,303**	**13,192**	**13,462**	**13,410**	**13,340**	**13,621**	**13,940**	**14,222**	**14,758**	**14,841**	**14,448**
Non-transport net emissions	**56,786**	**54,569**	**51,995**	**51,388**	**47,574**	**46,886**	**44,520**	**43,579**	**46,789**	**42,944**	**41,631**
Net emissions all sources [4]	**70,089**	**67,762**	**65,457**	**64,798**	**60,914**	**60,506**	**58,460**	**57,801**	**61,548**	**57,785**	**56,080**
											percentage
Transport % of Total net emissions [4]	19.0	19.5	20.6	20.7	21.9	22.5	23.8	24.6	24.0	25.7	25.8

Source: Scottish Government - Not National Statistics

1. From the *Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland: 1990 - 2006*.
   Emissions are available annually only with effect from 1998. All the figures in this table have been updated to reflect changes to the mededology used.
   They are therefore not comparable with those previously published.
2. The method used to estimate carbon dioxide (CO2) emissions from road transport is based on vehicle kilometre travelled data constrained so that the sum of emissions across all parts of the UK equates to the total for the UK inventory where that total is derived from fuel sales data of petrol and DERV within the UK as specified in the reporting guidelines of the Intergovernmental Panel on Climate Change. Further detail can be found in Section 4.8 of the commentary.
3. Includes emissions from miltary aircraft, aircraft support vehicles, railways stationary combustion and naval shipping.
4. Net emissions take account of removals of carbon dioxide due to Land Use, Land Use Change and Forestry (LULUCF)
5. Includes LPG and road vehicle engines.

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

	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008
											thousand tonnes of carbon dioxide equivalent
Greenhouse gases - excluding international aviation and shipping											
Carbon dioxide	11,135	10,893	11,193	11,036	11,228	11,595	11,663	11,831	12,200	12,219	11,928
Methane	50	39	25	21	19	18	16	14	14	12	11
Nitrous Oxide	139	178	168	161	156	156	154	152	153	150	136
All greenhouse gases - excluding international aviation and shipping	**11,324**	**11,110**	**11,386**	**11,219**	**11,403**	**11,769**	**11,834**	**11,997**	**12,367**	**12,381**	**12,075**
Greenhouse gases - international aviation and shipping											
Carbon dioxide	1,962	2,065	2,058	2,172	1,920	1,835	2,088	2,205	2,370	2,438	2,352
Methane	1	1	1	1	1	1	1	1	1	1	1
Nitrous Oxide	16	17	18	18	16	16	18	19	21	21	20
All greenhouse gases - international aviation and shipping	**1,979**	**2,083**	**2,076**	**2,191**	**1,937**	**1,851**	**2,107**	**2,225**	**2,391**	**2,460**	**2,373**
All transport greenhouse gases	**13,303**	**13,192**	**13,462**	**13,410**	**13,340**	**13,621**	**13,940**	**14,222**	**14,758**	**14,841**	**14,448**

Source: Scottish Government - Not National Statistics

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

Table 5.15 UK Carbon Dioxide emissions: grams per passenger-kilometre, 2007 [1]

	grams of CO_2 per pass-km
Petrol cars	130 [2]
Diesel cars	124 [2]
All Cars (average)	128 [2]
Petrol motorbike	
Bus	105
Coach	31
National rail	61
Light rail and tram	84
Ferry	
Domestic flights [3]	173 [4]
Short haul international [3]	99 [4]
Long haul international [3]	113 [4]

Source: DEFRA - Not National Statistics

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

Chapter 6 REPORTED INJURY ROAD ACCIDENTS

1. Introduction

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

2. Main Points

Accidents

2.1 There were 11,547 injury road accidents reported in 2009, 611 (5%) fewer than 2008. The number of reported accidents fell in most of the past ten years, and in 2009 was 25% lower than in 1999. The reported number of accidents in which someone was seriously injured, but no-one died fell by 12% to 1,980 in 2009). There were 196 fatal accidents in 2009 : 49 (20%) less than in 2008 (245), and the lowest figure since the current records began in 1970. The number of reported slight accidents (9,371) was 304 (3%) fewer than the previous year (9,675) and the lowest number since records began. *(Table 6.1)*

2.2 In 2009, under two-fifths of all reported injury road accidents (4,559: 39%) were on non-built up roads (speed limit of more than 40 m.p.h. - see paragraph 3.8). However, such roads accounted for a higher proportion of fatal accidents (140: 71%), perhaps because speeds tend to be higher on non-built up roads than on built up roads. There was a larger reduction in accidents on built up roads (down by 6%) than non-built up roads (3% fewer). *(Table 6.1)*

2.3 The trends in the number of injury road accidents reported between 1999 and 2009 varied between the Police Force areas across Scotland, ranging from no change (Dumfries & Galloway) to a 33% fall (Strathclyde). The figures for an area may fluctuate from year to year, although the trend appears to be downwards. *(Table 6.2)*

2.4 There were 19,368 vehicles involved in reported injury road accidents in 2009. Three-quarters of them were cars (14,561: 75%); motorcycles were the next vehicle type most often involved in accidents (1,036: 5%). Between 1999 and 2009, the number of vehicles involved in accidents fell by 25%. The extent of the changes varied between the main vehicle types (those with at least 1,000 in at least one year in the period), from a fall of 41% for heavy goods vehicles to no change for motorcycles. *(Table 6.3)*

2.5 216 people were killed in road accidents in 2009, 54 (20%) less than the previous year and the lowest since current records began more than 50 years ago. *(Table 6.4)*

Casualties

2.6 There were 2,269 people recorded as seriously injured in road accidents in 2009, 301 (12%) less than in 2008, and the lowest figure since records of the numbers of serious injuries began in 1950. 12,545 people were recorded as slightly injured in 2009, 205 (2%) fewer than in 2008, and the lowest number since 1952. There were a total of 15,030 casualties in 2009, 560 (4%) lower than in 2008. (*Table 6.4*)

2.7 There were 2,485 people killed or seriously injured in road accidents in 2009 - 49% below the 1994-98 annual average level of 4,838, and a greater reduction than the 2010 target of a 40% fall. *(Table 6.4)*

Child casualties

2.8 There were 1,474 reported child casualties in 2009, representing about 10% of the total number of casualties of all ages. There were 5 child fatalities, 252 children were seriously injured, and 1,217 were classified as slightly injured. There were 15 less child fatalities than 2008 and the number of child serious casualties fell by 26 (9%). Slight casualties were down by 174 or 13%. *(Table 6.4)*

2.9 A total of 257 children were reported killed or seriously injured in road accidents in 2009: 69% fewer than the annual average for 1994-98 and a greater reduction than the 2010 target of a 50% fall. *(Table 6.4)*

2.10 In the context of the total volume of traffic on the roads in Scotland, the 12,545 people who were recorded as slightly injured in 2009 represented 28.37 casualties per 100 million vehicle-kilometres. This was 39% below the overall slight casualty rate for the baseline 1994-98 period, and so a greater reduction than the 2010 target of a 10% fall, due to the combination of a reduction in the number of slight casualties and an increase in the volume of traffic. *(Table 6.4)*

Casualty Rates & Costs

2.11 *Table 6.5* provides road casualty rates per thousand population by age group and mode of transport. Overall, there were 2.89 casualties per thousand population in 2009. The casualty rate for children (0-15 years) was 1.62 per thousand population. However, the child pedestrian casualty rate (0.74 per thousand population) was almost double the pedestrian casualty rate for all ages. The young persons' (16-24 years) casualty rate in 2009 was 6.03 per thousand population, more than twice the rate for all ages. The young persons' casualty rate in cars (4.43 per thousand population) was more than double the rate for adults aged 25-59 (which was 2.02 per thousand population). The 16-24 age group also had higher pedestrian and motor cycle casualty rates than older people. *(Table 6.5)*

2.12 The cost of all road accidents (including damage only non-injury accidents) in 2009 is estimated at £1,274 million. *(Table 6.6)*

3. Notes and Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.12 **The targets for reducing road accident casualties by the year 2010**

These targets were set in 2000 by the UK Government, the then Scottish Executive and the National Assembly for Wales as part of the road safety strategy. The targets, are based on the annual average casualty levels over the period 1994 to 1998, and are for a:

- a 40% reduction in the number of people killed or seriously injured in road accidents.
- a 50% reduction in the number of children killed or seriously injured; and
- a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

These GB targets will be reviewed in the DfT's forthcoming GB Road Safety Strategy. In addition the Scottish Road Safety Framework was published earlier this year and includes targets covering 2010: 2020.

Scotland specific 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 will be 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%

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.

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.

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

The targets are deliberately challenging, particularly for child deaths as Scotland's record for child deaths is proportionately worse than that of England and Wales. The (child fatality) target itself will be monitored using a 3 year rolling average due to the small numbers involved.

4. Sources

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

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

5. Further Information

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

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

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

Table 6.1 Reported accidents by type of road and severity

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Built up roads											
Fatal	95	93	91	71	85	90	76	83	71	82	56
Serious	1,841	1,674	1,557	1,528	1,389	1,232	1,223	1,263	1,136	1,274	1,018
Fatal and Serious	1,936	1,767	1,648	1,599	1,474	1,322	1,299	1,346	1,207	1,356	1,074
Slight	8,053	8,004	7,787	7,586	7,271	7,386	7,089	6,851	6,574	6,107	5,914
All severities	9,989	9,771	9,435	9,185	8,745	8,708	8,388	8,197	7,781	7,463	6,988
Non-built up roads											
Fatal	190	204	218	203	216	193	188	210	184	163	140
Serious	1,368	1,333	1,283	1,156	1,107	1,099	1,028	993	913	964	962
Fatal and Serious	1,558	1,537	1,501	1,359	1,323	1,292	1,216	1,203	1,097	1,127	1,102
Slight	3,868	3,823	3,787	3,799	3,850	3,919	3,834	3,710	3,628	3,568	3,457
All severities	5,426	5,360	5,288	5,158	5,173	5,211	5,050	4,913	4,725	4,695	4,559
All roads											
Fatal	285	297	309	274	301	283	264	293	255	245	196
Serious	3,209	3,007	2,840	2,684	2,496	2,331	2,251	2,256	2,049	2,238	1,980
Fatal and Serious	3,494	3,304	3,149	2,958	2,797	2,614	2,515	2,549	2,304	2,483	2,176
Slight	11,921	11,827	11,574	11,385	11,121	11,305	10,923	10,561	10,202	9,675	9,371
All severities	15,415	15,131	14,723	14,343	13,918	13,919	13,438	13,110	12,506	12,158	11,547

Table 6.2 Reported accidents by police force area

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Northern	909	802	814	744	800	799	784	747	738	702	724
Grampian	1,240	1,230	1,144	1,155	1,100	1,104	1,203	1,108	1,214	1,399	1,329
Tayside	1,257	1,174	1,233	1,168	1,047	1,072	977	1,021	927	931	909
Fife	712	785	734	740	719	754	701	677	606	576	588
Lothian & Borders	3,231	3,305	3,200	3,051	2,830	2,916	2,775	2,749	2,510	2,542	2,344
Central	735	671	636	746	760	683	657	701	675	680	628
Strathclyde	6,943	6,743	6,526	6,314	6,215	6,151	5,844	5,664	5,361	4,909	4,637
Dumfries & Galloway	388	421	436	425	447	440	497	443	475	419	388
Scotland	15,415	15,131	14,723	14,343	13,918	13,919	13,438	13,110	12,506	12,158	11,547

Table 6.3 Reported vehicles involved by type of vehicle

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Pedal cycle	1,062	900	942	852	840	794	808	801	740	768	822
Motor cycle[1]	1,032	1,155	1,207	1,200	1,153	1,033	1,098	1,091	1,109	1,050	1,036
Car	19,622	19,285	18,605	18,194	17,726	17,718	16,770	16,398	15,584	15,058	14,561
Taxi	552	589	548	504	487	477	469	474	413	367	391
Minibus	125	134	101	114	111	109	84	87	74	65	79
Bus/coach	1,040	1,109	1,086	1,059	1,069	1,131	1,040	979	836	796	697
Light goods	1,073	985	934	858	795	976	912	923	924	918	760
Heavy goods	944	924	1,013	999	930	800	739	697	643	654	554
Other	384	474	434	374	348	365	556	509	480	541	468
Total	25,834	25,555	24,870	24,154	23,459	23,403	22,476	21,959	20,803	20,217	19,368

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	
1994-98 average	30	812	842	3,009	3,852	378	4,460	4,838	17,478	22,316	46.42
1994	37	992	1,029	3,134	4,163	363	5,208	5,571	17,002	22,573	47.23
1995	30	920	950	2,985	3,935	409	4,930	5,339	16,855	22,194	45.88
1996	27	763	790	3,037	3,827	357	4,041	4,398	17,318	21,716	45.84
1997	26	719	745	3,053	3,798	377	4,047	4,424	18,205	22,629	47.19
1998	32	666	698	2,837	3,535	385	4,072	4,457	18,010	22,467	45.98
1999	25	600	625	2,571	3,196	310	3,765	4,075	16,927	21,002	42.56
2000	21	540	561	2,439	3,000	326	3,568	3,894	16,623	20,517	42.02
2001	20	524	544	2,379	2,923	348	3,410	3,758	16,152	19,910	40.31
2002	14	513	527	2,218	2,745	304	3,229	3,533	15,742	19,275	37.90
2003	17	415	432	2,048	2,480	336	2,958	3,294	15,463	18,757	36.78
2004	12	372	384	2,011	2,395	308	2,766	3,074	15,428	18,502	36.13
2005	11	357	368	1,804	2,172	286	2,665	2,951	14,934	17,885	34.97
2006	25	350	375	1,647	2,022	314	2,634	2,948	14,321	17,269	33.52
2007	9	269	278	1,539	1,817	281	2,385	2,666	13,572	16,238	30.39
2008	20	278	298	1,391	1,689	270	2,570	2,840	12,750	15,590	28.67
2009	5	252	257	1,217	1,474	216	2,269	2,485	12,545	15,030	28.37
Per cent change: 2009 on 1994-98 average	-84	-69	-69	-60	-62	-43	-49	-49	-28	-33	-39

1. Including those casualties whose age was not known

Table 6.5 Reported casualties by mode of transport and age group, 2009

	Numbers						Rates per 1,000 population				
	age not known	Children 0-15	Young Persons 16-24	Adults 25-59	Older Adults 60+	Total	Children 0-15	Young Persons 16-24	Adults 25-59	Older Adults 60+	Total
Pedestrian	6	674	422	715	380	2,197	.74	.68	.29	.32	.42
Pedal cycle	4	149	137	474	41	805	.16	.22	.19	.03	.15
Motorcycle	3	11	241	715	47	1,017	.01	.39	.29	.04	.20
Car	20	548	2,760	4,999	1,244	9,571	.60	4.43	2.02	1.05	1.84
Taxi	0	9	42	146	27	224	.01	.07	.06	.02	.04
Minibus	0	12	10	47	7	76	.01	.02	.02	.01	.01
Bus/Coach	4	53	34	185	197	473	.06	.05	.07	.17	.09
Light goods	0	5	69	240	24	338	.01	.11	.10	.02	.07
Heavy goods	0	2	11	139	12	164	.00	.02	.06	.01	.03
Other[1]	0	11	34	102	18	165	.01	.05	.04	.02	.03
Total	37	1,474	3,760	7,762	1,997	15,030	1.62	6.03	3.14	1.68	2.89

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

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

	Injury Accidents			All injury accidents	Damage only accidents	All accidents
	Motorway	Other Non Built-up	Built-up			
					£ million at 2009 prices	
1999	40.3	731.0	681.5	1,452.8	423.0	1,875.8
2000	53.7	741.5	642.7	1,437.9	414.8	1,852.7
2001	43.7	780.3	613.0	1,437.0	402.7	1,839.7
2002	63.0	694.6	569.8	1,327.4	392.3	1,719.6
2003	45.6	721.1	558.0	1,324.7	378.9	1,703.6
2004	36.3	673.5	535.4	1,245.3	378.4	1,623.7
2005	40.9	635.0	507.9	1,183.8	365.1	1,548.9
2006	35.3	664.4	513.7	1,213.4	356.4	1,569.8
2007	38.7	601.1	464.1	1,103.9	339.5	1,443.4
2008	38.6	573.2	495.6	1,107.4	328.9	1,436.3
2009	40.5	512.1	409.9	962.5	311.4	1,273.9

Chapter 7 RAIL SERVICES

1. Introduction

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

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

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

2. Main Points

Journeys & Trends

2.1 Passenger journeys on ScotRail services increased by 0.7% to 76.9 million in the 2009-10 financial year, an increase of 20% since 2004-05 *(Table 7.1)*.

2.2 Office of Rail Regulation (ORR) data shows there were 84.5 million rail passenger journeys originating in Scotland in the 2008-09 financial year. This was around 3.2 million (4%) less than the previous year, and 22 million (35%) more than 10 years earlier. Following a fall in the early 1990's, passenger numbers increased in every year after 1994-95, to 64.9 million in 1999-2000. However, they fell by 0.1 million in 2000-01 due to the effects on rail services of the speed restrictions, imposed following the accident at Hatfield in October 2000 (e.g. the Edinburgh/Glasgow daytime frequency was halved for about two months, and some sleeper services did not run for about five months). There were falls of 0.2 million in 2001-02 and 3.2 million in 2002-03 due to the effects on services of the ScotRail drivers' pay dispute, including some one day strikes and a special timetable (involving a reduction of about a quarter in weekday services) from January to May 2002. Subsequently, patronage recovered, with increases from 2004-05 onwards until the recent fall in 2008-09. (*Table H1*). *(Table 7.2)*

2.3 ORR data also shows 3.1 million cross-border passenger journeys originating outwith Scotland in 2008-09, 0.2 million more than in 2007-08. Cross-border passenger journeys originating outwith Scotland had been increasing since 1994-95 (2.1 mill), to 2.7 million in 1999-2000. However, they fell slightly in 2000-01 and 2002-03 due to the problems referred to above. *(Table 7.3)*

2.4 Passenger revenue from journeys originating *in* Scotland was £308 million in 2008-09. with passenger revenue of cross-border journeys originating *outwith* Scotland at £94.8 million *(Table 7.2)*

Journey Stages & Distances

2.5 *Tables 7.4 to 7.8* show ORR passenger journeys. In 2008-09, 93% of the 88 million passenger journeys to, from or within Scotland were solely within Scotland. The North East

and North West of England and London were the main origins/destinations of cross-border passenger journeys with around 1.4 million journeys each *(Table 7.4).*

2.6 In 2008-09 57% of passenger journeys to Aberdeen involved travelling distances of 100+ kms, 37% of journeys to Edinburgh were between 20 kms and 49.99 kms, and 31% of journeys to Glasgow were between 10 kms and 19.99 kms.*(Table 7.5)*

Stations

2.7 In 2008-09, there were 81.4 million passenger journeys, wholly within Scotland, using national rail tickets. About 33.4 million of these started at a station within Glasgow, 9.1 million started in Edinburgh, 4.4 million in North Lanarkshire, 4.3 million in South Lanarkshire and 3.8 million in Renfrewshire. Of these journeys within Scotland, there were 11.5 million within Glasgow, 3.5 million each between Glasgow and North Lanarkshire and Glasgow and South Lanarkshire, 2.1 million between Edinburgh and Glasgow, 1.9 million between Edinburgh and Fife, 2.4 million between Glasgow and Renfrewshire, 1.8 million between Glasgow and East Dunbartonshire, 1.2 million between Edinburgh and West Lothian, and 1.7 million between Glasgow and West Dunbartonshire. *(Table 7.6)*

2.8 In 2008-09, Glasgow Central was the busiest national rail station in Scotland, with almost 28 million passenger journeys. Edinburgh Waverley was used by nearly 19 million passengers, Glasgow Queen Street by 17.6 million, Paisley Gilmour Street by 4.7 million, Aberdeen by 2.6 million, Partick by 2.5 million, Stirling by 2.1 million, Charing Cross (Glasgow) by 1.9 million, Haymarket by 1.7 million, Ayr and Dundee by 1.6 million each. Including those already listed, there were 69 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 (1,153,000), Argyle Street (912,000), Prestwick (767,000), Anderston (651,000), Bathgate (646,000), Livingston North (566,000), South Gyle (497,000), Dyce (488,000) and Bridgeton (467,000) had the largest passenger volumes in 2008-09*. (Table 7.8)*

Punctuality & Service

2.10 In 2009-10 90.7% of ScotRail services and 84.6% of Virgin West Coast trains arrived on time. 90.1% of Cross Country and 87.4% of National Express East Coast were on time. For all GB long-distance operators it was 88.9% and for all GB regional operators it was 92.0%. *(Table 7.9)*

2.11 In 2009-10, 95.8% of ScotRail trains arrived within 10 minutes of the scheduled arrival time, 1.7% arrived 20 or more minutes late, and 1.0% were cancelled. *(Table 7.10)*

2.12 The number of passengers in excess of capacity (see paragraphs 3.16 to 3.18) on Edinburgh commuter services across the Forth was 2.0% in 2003. Such information has not been collected since. *(Table 7.11)*

2.13 In 2009, 89% of ScotRail passengers were either *satisfied* or said *good* when asked their opinion of their overall journey. The equivalent figure was 90% for non-ScotRail passengers whose journeys started in Scotland and 86% for all GB regional operators and all GB long-distance operators. The table shows ScotRail passengers' ratings of 14 aspects of service: in 2009, there were 12 for which at least 70% of those surveyed were satisfied, or said good. *(Table 7.12)*

Rail Freight

2.14 In 2007-08, 11 million tonnes of freight was lifted in Scotland by rail, 12% less than the previous year, but 61% higher than in 1997-98. Of all freight lifted in Scotland, 40% was delivered elsewhere within the UK and about 4% was delivered outwith the UK (because of the way that the statistics are compiled, this figure includes freight for export which was delivered to a port in Britain, as well as Channel Tunnel traffic). The amount of freight lifted in Scotland with a destination in Scotland had increased by 3.12 million tonnes (98%) over the period 1997-98 to 2007-08. In 2007-08, coal and other minerals accounted for 7.3 million tonnes (64%) of the freight lifted in Scotland. Dividing the number of tonne-kilometres by the number of tonnes gives an average length of haul of 181 kilometres for traffic remaining in Scotland, 305 kilometres for traffic to other parts of the UK, and 704 kilometres for traffic destined for outwith the UK. *(Table 7.13)*

2.15 A total of 2.01 million tonnes of freight lifted elsewhere in the UK was delivered in Scotland in 2007-08, along with 0.41 million tonnes of freight from outwith the UK (the latter figure includes imported freight which was lifted at ports in England or Wales). The total amount of freight with a destination in Scotland increased by 12%, from 7.82 million tonnes in 2006-07 to 8.72 million tonnes in 2007-08. *(Table 7.14)*

Railway Network

2.16 The total route length of the railway network in Scotland is 2,759 kilometres, of which 672 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 7.15)*

2.17 The number of passenger stations has increased from 335 in 1999-00 to 349 in 2009-10, an increase on the previous year (346). *(Table 7.16)*

2.18 The local authorities which had the largest numbers of stations located in their areas in 2009 were Glasgow (60) and Highland (58). Two mainland councils did not have any stations in their areas: Midlothian and Scottish Borders. *(Table 7.17)*

Subway

2.19 On the Glasgow Subway, over the past ten years, the number of passenger journeys has fluctuated between about 13.1 million and 14.7 million. In 2009-10, there was a fall of one million passenger journeys over the previous year to 13.1 million. Passenger receipts (excluding other revenue) were £12.7 million in 2009-10, 10% less in cash terms, and 9% less in real terms, than in the previous year. *(Table 7.18)*

Accidents

2.20 The number of train accidents increased from 47 to 54 in 2009. Collisions with level crossings and other obstructions had been rising in recent years, fell to 28 in 2008 and has increased to 44 in 2009. There were 3 reports of missiles through a cab window. There were 3 deaths due to train accidents. There were 216 injuries occurring on railway premises which was 26% lower than the peak of 290 in 2001/02. (Table 7.19)

2.21 The total number of fatalities was 28 with the majority being trespassers. (Table 7.20)

Scottish Household Survey

2.22 In 2009, at least 83% were satisfied with train services offered, their cleanliness and comfort, ability to find out about tickets and routes and the ease of changing to other forms of transport. There were noticeable differences in those who felt safe of the train during the day and in the evening (day: 96%, evening: 67%). 'Fares are good value' had the lowest agreement rate for trains with 57% of respondents doing so. *(Table 7.21)*

3. Notes and Definitions

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

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

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

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

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

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

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

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

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

a change of train is counted against each of the trains that would be used in the course of that journey.

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

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

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

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

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

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

3.11 ***Concessionary fares*:** the figures for revenue include payments made by passengers for concessionary fares, but *not* the additional payments made by local authorities and the

Strathclyde Partnership for Transport to reimburse the train operator for the difference between the concessionary fare and the normal fare for the journey (because these are not recorded in the database).

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

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

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

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

Station usage figures were produced on this basis for every station in Great Britain, and made available on the ORR Web site, as described in section 5. The ORR station usage data consist of separate estimates of the total numbers of people entering, exiting and interchanging at stations. The station usage information from which Table 7.7 was produced is based on ticket sales covering all National Rail stations throughout England, Scotland and Wales. (It does not include those stations that are owned by London Underground. The ticketing system does not record certain journeys made using TfL bought travelcards, TfL Freedom Passes, staff travel passes and certain other PTE specific products. However, from

2008 – 09 the data now includes estimates of journeys and revenue made on zonal products sold outside of the main ticketing database.

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

Rail punctuality - Public Performance Measure

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

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

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

Passengers in excess of capacity

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

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

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

Rail passenger satisfaction: National Passenger Survey

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

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

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

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

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

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

Freight traffic

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

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

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

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

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

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

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

Other statistics

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

4. Sources

4.1 Tables 7.1, 7.2, 7.3 (ScotRail figures) and 7.4 to 7.8 were supplied by the Office of Rail Regulation, which produced the numbers of passenger journeys, and the associated revenue, from information held in the LENNON database. This records the number of tickets, and the associated revenue, for journeys between every pair of railway stations in Great Britain, and other information, such as estimates (which are sent to it by ScotRail) of the numbers of rail journeys which were made by holders of SPT's multi-modal Zonecard - for further details, please see the notes and definitions in Section 3. As indicated earlier, the ORR provided revised figures for 2003-04 and earlier years for Tables 7.1, 7.2 and H1. Some of the other tables include figures for 2003-04 and earlier years which appeared in previous editions, having been supplied by the former Strategic Rail Authority, which derived them in a similar way.

4.2 The SPT figures in Table 7.18, were compiled from information provided by the Strathclyde Partnership for Transport.

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

4.4 The Passengers in Excess of Capacity figures in Table 7.11 were provided by the former Strategic Rail Authority, based on the train operating company's annual Autumn count of passengers in excess of capacity.

4.5 The rail passenger satisfaction survey figures in Table 7.12 were provided by Passenger Focus. The survey is conducted by distributing self-completion questionnaires, with reply-paid envelopes, at about 620 stations across GB, which are selected to be representative of the entire network, including about 46 stations in Scotland. 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 37%. The data are weighted to represent the passengers using each operator's services, in terms of the proportions of sales of tickets of different types, with the aim of reflecting the balance between journeys for different purposes, such as commuting, business travel and leisure. Passenger Focus publishes the results of the Spring and Autumn surveys separately, but has combined them for publication here, in order to provide annual figures.

4.6 Tables 7.13 and 7.14: the figures for 1996-97 and later years were prepared from information supplied by the rail freight companies.

4.7 Tables 7.15, 7.16 and 7.17 were compiled from information supplied by Network Rail.

4.8 Table 7.19 and 7.20 were compiled by HM Railway Inspectorate of the Health and Safety Executive.

5. Further Information

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

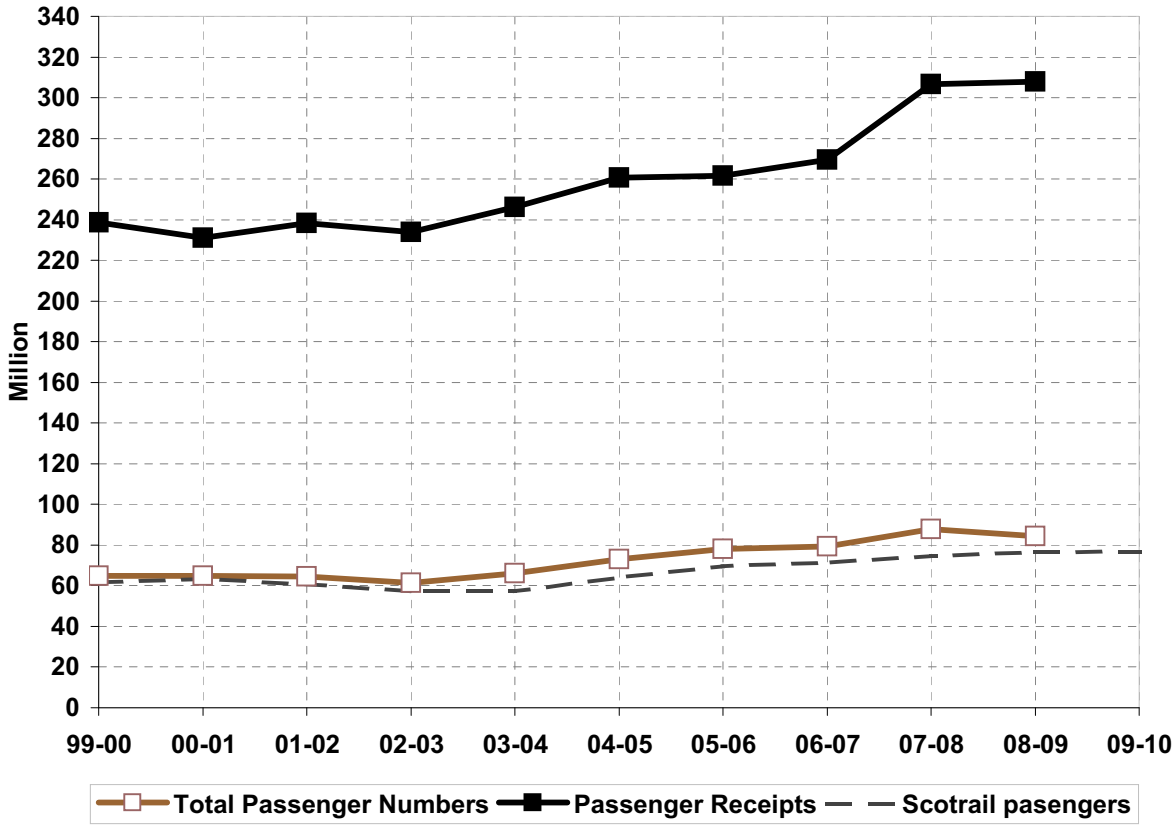
5.2 Passenger satisfaction figures from the National Passenger Survey - contact David Greeno of Passenger Focus (tel: 0870 336 6037).

5.3 Services supported and/or operated by Strathclyde Partnership for Transport (including Glasgow Subway) – Bruce Kiloh of SPT(tel: 0141 333 3740).

5.4 Railway accidents - Paul Wilkinson, HM Railway Inspectorate (tel: 0207 717 6521) email paul.wilkinson@hse.gsi.gov.uk .

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

Figure 7.1 Passenger traffic originating in Scotland, and ScotRail passenger



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

Figure 7.2 Freight traffic lifted in Scotland

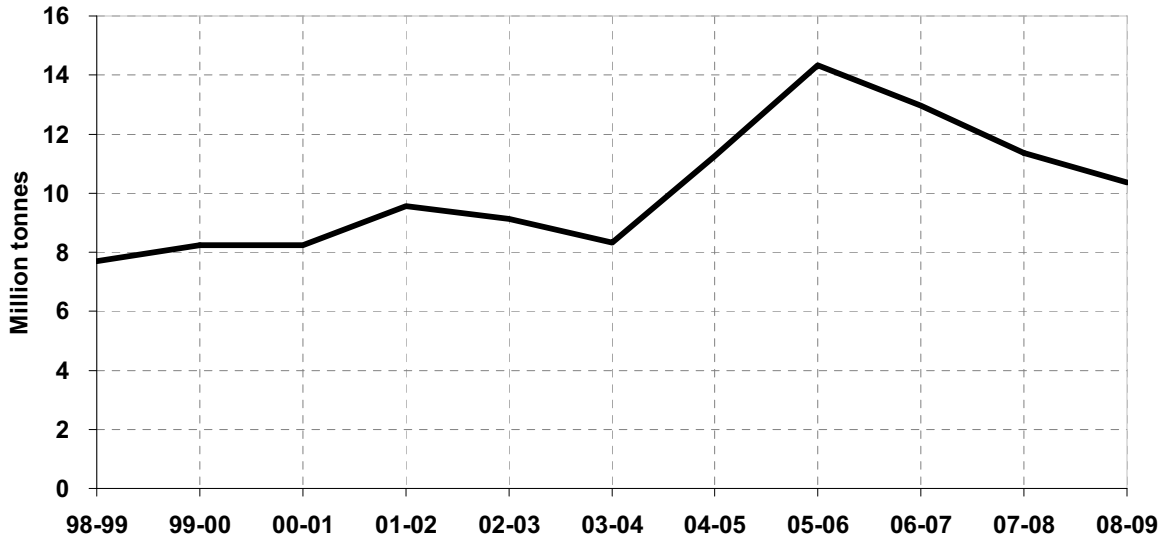


Table 7.1 ScotRail passenger services

	1999-00	2000-01	2001-02[2]	2002-03[2]	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
											million
Passenger journeys[1]	61.72	63.16	60.75	57.38	57.45	64.02	69.43	71.59	74.47	76.43	76.93
Passenger kilometres	1,914	1,939	1,969	1,944	2,020	2,162	2,283	2,338	2,426	2,516	2,533
Scheduled train kilometres[3]	35.05	36.40	37.76	37.12	37.11	36.90	37.64	38.55	38.70	39.17	40.70
Route kilometres operated	3,016	3,016	3,016	3,025	3,025	3,025	3,032	3,032	3,032	3,042	3,043

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 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 reflec
2. Figures affected by industrial action
3. Scheduled train kilometres are calculated by the Office of Rail Regulation using the published winter and summer timetables. They do not take account of subsequent cha (e.g. cancellations and emergency timetables etc).

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

Type of ticket	1998-99	1999-00	2000-01	2001-02[3]	2002-03[3]	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Passenger journeys											*million*
Internal (journeys wholly within Scotland)											
Full fare	18.0	18.1	18.3	17.8	17.2	18.4	19.7	21.1	22.3	23.8	24.1
Reduced fare	15.8	17.1	16.9	16.5	17.2	18.0	20.6	22.4	22.7	23.5	25.6
Season ticket	26.1	26.9	27.1	27.5	24.6	27.1	30.1	32.0	31.7	37.5	31.8
Total	**59.9**	**62.1**	**62.3**	**61.9**	**58.9**	**63.5**	**70.5**	**75.5**	**76.7**	**84.8**	**81.4**
Cross-border originating in Scotland											
Full fare	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.2
Reduced fare	2.3	2.4	2.2	2.3	2.2	2.2	2.1	2.3	2.4	2.6	2.8
Season ticket	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	**2.6**	**2.7**	**2.5**	**2.6**	**2.4**	**2.5**	**2.5**	**2.6**	**2.8**	**2.9**	**3.1**
Total passenger traffic originating in Scotland											
Full fare	18.3	18.4	18.6	18.1	17.4	18.7	20.0	21.4	22.6	24.1	24.3
Reduced fare	18.1	19.5	19.1	18.9	19.4	20.2	22.7	24.7	25.1	26.1	28.4
Season ticket	26.1	27.0	27.1	27.6	24.6	27.1	30.2	32.0	31.7	37.5	31.8
Total[5]	**62.5**	**64.9**	**64.8**	**64.6**	**61.4**	**66.1**	**72.9**	**78.1**	**79.5**	**87.7**	**84.5**
Passenger revenue											*£ million*
Internal journeys	111.9	119.9	123.8	127.8	131.4	143.9	161.7	164.9	171.0	210.1	213.1
Cross-border journeys	60.6	63.8	59.4	64.5	60.5	63.8	64.9	68.9	77.5	84.9	94.8
Total	**172.5**	**183.7**	**183.3**	**192.3**	**191.8**	**207.7**	**226.6**	**233.8**	**248.4**	**295.0**	**307.9**
Total at constant prices[4]	227.5	238.6	231.2	238.4	233.8	246.1	260.7	261.6	269.4	306.7	307.9

Source: ORR - Not National Statistics

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

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

Type of ticket	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Passenger journeys											*million*
Full fare	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.2
Reduced fare	2.3	2.4	2.2	2.3	2.2	2.2	2.1	2.3	2.4	2.5	2.8
Season ticket	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	**2.6**	**2.7**	**2.5**	**2.6**	**2.4**	**2.5**	**2.4**	**2.6**	**2.8**	**2.9**	**3.1**
Passenger revenue											*£ million*
Total	60.7	63.3	58.9	63.9	60.1	63.6	64.5	68.9	77.5	85.7	94.8
Total at constant prices[1]	80.1	82.2	74.3	79.3	73.2	75.3	74.2	77.1	84.0	89.1	94.8

Source: ORR - Not National Statistics

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

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

Table 7.4 Passenger journeys using national rail tickets [1] to, from or within Scotland, 2008-09

			Passenger journeys made using national rail tickets	Change since 1995-96
			thousands	*percentage*	*percentage*
All such passenger journeys to, from or within Scotland[2]			87,567	100.0%	78.9%
of which:					
within	Scotland[2]		81,438	93.0%	83.5%
to / from	England and Wales		6,129	7.0%	34.2%
of which:					
	to / from	North East England	1,416	1.6%	95.1%
	to / from	North West England	1,442	1.6%	72.5%
	to / from	Yorkshire and the Humber	873	1.0%	62.8%
	to / from	Wales	38	0.0%	-49.9%
	to / from	West Midlands	213	0.2%	-5.5%
	to / from	East Midlands	154	0.2%	4.6%
	to / from	East England	259	0.3%	-8.3%
	to / from	London	1,473	1.7%	19.5%
	to / from	South East England	189	0.2%	-41.4%
	to / from	South West England	73	0.1%	-60.5%

Source: ORR - Not National Statistics

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

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

Table 7.5 Distances travelled by passengers[1] to Aberdeen, Edinburgh and Glasgow [2] 2008-09

	Aberdeen	Edinburgh	Glasgow
			percentages
0 - under 5 kms	0.0	0.4	13.2
5 - under 10 kms	10.5	4.2	17.2
10 - under 20 kms	1.1	6.1	31.3
20 - under 50 kms	20.6	37.3	21.2
50 - under 100 kms	10.6	33.6	12.4
100+ kms	57.1	18.4	4.7
All passenger journeys made using national rail tickets	100.0	100.0	100.0

Source: ORR - Not National Statistics

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

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

Table 7.6 Rail passenger journeys wholly within Scotland, using national rail tickets [1], by local authority areas [2] of origin and destination, 2008-09 [3]

Origin	Destination: Aberdeen City	Aberdeen-shire	Angus	Argyll & Bute	Clackmannanshire	Dumfries & Galloway	Dundee City	East Ayrshire	East Dunbart on-shire	East Lothian	East Renfrew-shire	Edinburgh, City of	Falkirk	Fife
														thousands
Aberdeen City	292	330	96	1	0	1	57	0	1	1	0	172	5	33
Aberdeenshire	330	18	10	0	0	0	10	0	0	0	0	19	0	5
Angus	96	10	37	0	0	0	179	0	0	0	0	31	1	9
Argyll & Bute	1	0	0	129	0	0	1	0	5	0	1	17	1	1
Clackmannanshire	0	0	0	0	.	0	1	0	1	0	0	14	5	0
Dumfries & Galloway	1	0	0	0	0	53	1	8	0	0	0	29	1	1
Dundee City	57	10	179	1	1	1	1	0	1	1	0	146	3	115
East Ayrshire	0	0	0	0	0	8	0	49	1	0	18	6	0	0
East Dunbartonshire	1	0	0	5	1	0	1	1	71	0	4	54	7	1
East Lothian	1	0	0	0	0	0	1	0	0	25	0	812	4	10
East Renfrewshire	0	0	0	1	0	0	0	18	4	0	305	16	2	0
Edinburgh, City of	172	19	31	17	14	29	146	6	54	812	16	1,006	603	1,899
Falkirk	5	0	1	1	5	1	3	0	7	4	2	603	50	5
Fife	33	5	9	1	0	1	115	0	1	10	0	1,899	5	335
Glasgow, City of	169	13	19	536	61	67	75	337	1,825	24	1,297	2,132	504	55
Highland	90	10	2	5	0	1	7	0	1	0	0	85	2	8
Inverclyde	1	0	0	2	0	1	0	2	4	0	5	13	2	0
Moray	84	7	1	0	0	0	3	0	0	0	0	10	0	2
North Ayrshire	2	0	0	1	0	1	1	2	5	0	5	22	3	1
North Lanarkshire	2	0	0	9	1	0	1	2	32	2	9	213	17	2
Perth & Kinross	19	2	20	1	1	0	111	0	1	1	0	66	4	22
Renfrewshire	2	0	0	4	0	2	1	7	19	1	19	31	5	1
South Ayrshire	4	0	1	3	1	13	3	16	5	1	5	52	3	2
South Lanarkshire	1	0	0	5	0	0	1	3	25	1	45	48	2	2
Stirling	19	2	6	4	79	1	18	1	14	2	2	349	153	4
West Dunbartonshire	1	0	0	157	0	0	0	2	57	0	7	18	4	1
West Lothian	3	0	0	0	0	0	2	0	1	7	0	1,231	30	8
Scotland	**1,385**	**429**	**414**	**884**	**167**	**182**	**740**	**457**	**2,136**	**894**	**1,741**	**9,098**	**1,417**	**2,522**

Origin	Destination: Glasgow, City of	Highland	Inverclyde	Moray	North Ayrshire	North Lanark-shire	Perth & Kinross	Renfrew-shire	South Ayrshire	South Lanark-shire	Stirling	West Dunbarton-shire	West Lothian	**Scotland**
														thousands
Aberdeen City	169	90	1	84	2	2	19	2	4	1	19	1	3	1,385
Aberdeenshire	13	10	0	7	0	0	2	0	0	0	2	0	0	429
Angus	19	2	0	1	0	0	20	0	1	0	6	0	0	414
Argyll & Bute	536	5	2	0	1	9	1	4	3	5	4	157	0	884
Clackmannanshire	61	0	0	0	0	1	1	0	1	0	79	0	0	167
Dumfries & Galloway	67	1	1	0	1	0	0	2	13	0	1	0	0	182
Dundee City	75	7	0	3	1	1	111	1	3	1	18	0	2	740
East Ayrshire	337	0	2	0	2	2	0	7	16	3	1	2	0	457
East Dunbartonshire	1,825	1	4	0	5	32	1	19	5	25	14	57	1	2,136
East Lothian	24	0	0	0	0	2	1	1	1	1	2	0	7	894
East Renfrewshire	1,297	0	5	0	5	9	0	19	5	45	2	7	0	1,741
Edinburgh, City of	2,132	85	13	10	22	213	66	31	52	48	349	18	1,231	9,098
Falkirk	504	2	2	0	3	17	4	5	3	2	153	4	30	1,417
Fife	55	8	0	2	1	2	22	1	2	2	4	1	8	2,522
Glasgow, City of	11,531	94	889	11	1,174	3,531	117	2,407	788	3,472	438	1,661	188	33,415
Highland	94	482	0	62	1	1	35	1	3	1	13	2	1	908
Inverclyde	889	0	287	0	14	10	0	350	12	17	2	10	1	1,625
Moray	11	62	0	23	0	0	2	0	0	0	1	0	0	209
North Ayrshire	1,174	1	14	0	375	12	1	281	270	19	3	10	1	2,203
North Lanarkshire	3,531	1	10	0	12	264	1	41	14	156	14	44	8	4,388
Perth & Kinross	117	35	0	2	1	1	22	1	2	1	32	1	1	464
Renfrewshire	2,407	1	350	0	281	41	1	345	191	64	6	27	2	3,807
South Ayrshire	788	3	12	0	270	14	2	191	464	14	6	7	1	1,881
South Lanarkshire	3,472	1	17	0	19	156	1	64	14	365	4	47	2	4,293
Stirling	438	13	2	1	3	14	32	6	6	4	211	3	16	1,405
West Dunbartonshire	1,661	2	10	0	10	44	1	27	7	47	3	784	1	2,844
West Lothian	188	1	1	0	1	8	1	2	1	2	16	1	24	1,533
Scotland	**33,415**	**908**	**1,625**	**209**	**2,203**	**4,388**	**464**	**3,807**	**1,881**	**4,293**	**1,405**	**2,844**	**1,533**	**81,438**

Source: ORR - Not National Statistics

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

Table 7.7 Passenger journeys to and from the main stations in Scotland: 2008-09 1, 2, 3, 4,

Rank		*thousands*	Rank		*thousands*
1	Glasgow Central	27,584	51	Anderston	651
2	Glasgow Queen Street	18,662	52	Bathgate	646
3	Edinburgh Waverley	17,571	53	Polmont	640
4	Paisley Gilmour Street	4,688	54	Dunfermline Town	638
5	Aberdeen	2,569	55	Garrowhill	631
6	Partick	2,493	56	Bishopton	614
7	Stirling	2,132	57	Larbert	609
8	Charing Cross (Glasgow)	1,927	58	Port Glasgow	599
9	Haymarket	1,743	59	Coatbridge Sunnyside	591
10	Ayr	1,649	60	Clarkston	570
11	Dundee	1,637	61	Livingston North	566
12	Motherwell	1,536	62	Neilston	561
13	Johnstone	1,521	63	Bearsden	546
14	Hyndland	1,466	64	Hairmyres	531
15	Airdrie	1,209	65	Gourock	521
16	Linlithgow	1,187	66	Blantyre	517
17	Helensburgh Central	1,165	67	Dunblane	516
18	Croy	1,155	68	Falkirk Grahamston	511
19	Exhibition Centre	1,153	69	Largs	505
20	Kilwinning	1,135	70	South Gyle	497
21	Kirkcaldy	1,122	71	Dyce	488
22	Anniesland	1,093	72	Greenock Central	468
23	East Kilbride	1,066	73	Stonehaven	467
24	Inverness	1,044	74	Bridgeton	467
25	Irvine	1,038	75	Newton (Lanarks)	467
26	Falkirk High	1,034	76	Cathcart	463
27	Inverkeithing	993	77	Kilmarnock	458
28	Milngavie	956	78	Queens Park (Glasgow)	452
29	Hamilton Central	950	79	Saltcoats	448
30	Dumbarton Central	925	80	Crossmyloof	448
31	Lenzie	923	81	Bellgrove	446
32	Mount Florida	918	82	Clydebank	441
33	Argyle Street	912	83	North Berwick	435
34	Dalmuir	886	84	Edinburgh Park	434
35	Singer	856	85	Jordanhill	431
36	Rutherglen	845	86	Drumchapel	410
37	Perth	835	87	Arbroath	410
38	Uddingston	814	88	Scotstounhill	407
39	Hamilton West	812	89	Leuchars (For St. Andrews)	406
40	Bishopbriggs	785	90	Dalreoch	400
41	Prestwick International Airport [5]	767	91	Easterhouse	399
42	Cambuslang	763	92	Dalmeny	396
43	Westerton	758	93	Dumbarton East	389
44	Shettleston	710	94	Patterton	386
45	Balloch	710	95	Musselburgh	385
46	Barrhead	697	96	Montrose	366
47	Bellshill	692	97	Crosshill	345
48	Troon	688	98	Dunbar	339
49	Greenock West	683	99	Alloa	336
50	Blairhill	680	100	Dumfries	335

Source: ORR - Not National Statistics

1. Figures estimate the total number of people arriving or departing from the main stations in Scotland
2. Figures have not been adjusted to reflect ScotRail's revised methdology and are therefore not comparable with ScotRail passenger figures.
3. Stations associated with a group station can show large year-to-year variations in usage figures, which reflect changes in ticket encoding rather than actual difference in passengers' journeys. For such tickets, journeys are allocated to the main station of those in the group.
4 For example, a return journey from Kirkcaldy to Edinburgh would be counted twice against Kirkcaldy (since the passenger used Kirkcaldy station twice - once when departing on the outward journey and once when arriving on completion of the return journey), and twice against Edinburgh.
5. Prestwick airport includes rail link tickets from 2007-08.

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

	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
											thousands
Dunrobin Castle (1985)	1.3	0.4	0.2	0.2	0.2	0.2	0.3	0.4	0.4	0.4	0.6
Alness (1973)	2.3	1.9	2.8	2.5	3.7	5.5	7.0	7.6	9.8	11.6	13.7
Duncraig (1971)	0.5	0.7	0.6	0.4	0.3	0.2	0.5	0.4	0.3	0.5	0.4
Muir of Ord (1976)	16.7	20.0	18.8	16.8	22.1	24.6	24.4	24.7	32.6	39.2	51.1
Beauly (2002)					21.3	26.0	26.6	28.4	35.9	41.9	52.4
Loch Eil Outward Bound * (1985)	1.6	1.5	1.1	1.1	0.6	0.7	0.5	0.5	0.6	0.9	0.9
Falls of Cruachan (1988)	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2
Loch Awe (1985)	1.5	1.8	1.6	1.6	2.1	2.5	2.4	2.8	2.2	2.3	2.5
Dyce (1984)	256.0	256.1	278.4	285.8	239.0	239.2	269.3	334.7	401.0	453.6	488.0
Portlethen (1985)	7.7	8.8	8.4	9.6	7.1	9.5	10.7	14.9	21.1	22.1	19.9
Glenrothes with Thornton (1992)	34.3	39.3	44.4	41.4	40.3	40.1	46.9	47.6	54.5	53.7	52.2
Dunfermline Queen Margaret (2000)		16.2	110.2	126.4	131.1	158.9	195.5	206.4	211.1	202.5	214.7
Dalgety Bay (1998)	155.3	206.4	234.3	202.1	186.4	200.8	239.3	246.9	262.3	270.9	272.7
South Gyle (1985)	344.2	393.9	427.3	408.5	365.7	355.7	405.3	424.3	410.3	464.0	496.9
Musselburgh (1988)	169.9	176.7	181.9	158.3	160.8	167.5	170.9	193.4	202.9	306.2	385.3
Wallyford (1994)	68.1	79.8	94.1	82.9	90.3	103.2	110.7	126.7	135.8	159.9	209.3
Brunstane (2002)					66.6	81.7	89.8	119.9	121.8	109.5	135.1
Newcraighall (2002)					79.7	125.8	137.4	159.8	176.9	190.0	182.9
Edinburgh Park (2003)						68.1	295.0	353.3	367.6	382.6	434.2
Uphall (1986)	188.8	213.7	216.6	209.1	214.9	225.6	227.7	248.7	250.7	255.2	254.1
Livingston North (1986)	424.7	481.9	515.5	516.7	542.8	567.8	584.2	621.6	624.2	602.4	566.0
Bathgate (1986)	502.5	598.0	581.9	581.1	599.1	585.3	627.1	645.4	650.6	650.0	645.8
Kingsknowe (1971)	29.8	24.5	22.0	19.0	14.1	15.8	18.4	18.5	19.9	19.3	20.3
Wester Hailes (1987)	29.2	30.5	24.9	17.5	15.1	17.5	19.3	20.9	18.9	18.9	20.4
Curriehill (1987)	47.6	44.7	36.0	30.8	28.3	38.2	40.1	43.6	41.0	43.3	47.1
Livingston South (1984)	144.6	161.0	169.1	167.8	163.8	191.5	217.9	227.4	225.6	231.4	245.6
Bridge of Allan (1985)	112.9	118.7	117.2	115.1	106.7	120.5	130.9	167.1	191.8	224.1	224.6
Camelon (1994)	51.6	48.9	54.9	61.5	61.0	73.0	83.0	90.0	90.5	96.6	97.3
Stepps (1989)	141.6	149.5	137.0	128.6	127.8	169.2	202.3	228.2	263.4	277.3	343.0
Gartcosh (2005)									99.6	111.0	124.3
Greenfaulds (1989)	45.2	49.4	49.0	50.4	43.2	62.3	72.8	83.0	93.7	107.0	121.4
Drumgelloch (1989)	116.0	115.6	126.9	133.9	112.9	103.9	130.9	172.9	165.2	168.4	193.0
Ashfield (1993)	31.7	40.9	44.1	39.8	29.5	33.3	39.9	38.7	42.5	43.8	57.9
Possilpark & Parkhouse (1993)	28.7	40.3	41.4	32.3	21.2	25.7	32.8	38.2	60.2	79.2	106.7
Gilshochill * (1993)	32.8	32.5	31.2	26.9	20.4	24.0	27.9	33.1	74.0	82.4	103.0
Summerston (1993)	60.4	58.3	58.9	47.5	34.1	49.4	59.4	68.5	83.5	90.5	118.2
Maryhill (1993)	42.4	41.7	42.9	38.4	26.6	37.4	45.3	49.3	53.3	55.6	77.4
Kelvindale (2005)								17.4	95.0	107.7	109.5
Exhibition Centre * (1979)	315.2	387.3	381.0	373.0	371.8	396.2	499.2	632.9	762.8	866.5	1153.1
Anderston (1979)	163.0	171.6	196.2	184.7	163.9	192.3	240.5	340.7	381.9	428.6	651.3
Argyle Street (1979)	485.4	458.5	449.5	414.3	363.2	409.2	467.3	574.3	616.7	606.4	911.8
Bridgeton * (1979)	197.8	194.8	194.9	171.4	139.6	173.2	206.7	240.0	286.2	308.7	466.9
Dalmarnock (1979)	64.7	60.7	63.5	54.5	42.2	45.2	48.6	58.1	61.1	61.2	79.8
Carmyle (1993)	60.6	55.2	54.4	58.2	56.6	64.5	80.0	100.0	102.2	106.2	131.6
Mount Vernon (1993)	34.7	32.2	28.5	26.0	22.9	28.9	30.5	34.9	36.8	41.1	58.2

Source: ORR - Not National Statistics

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

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

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

	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2007-08
											thousands
Baillieston (1993)	58.1	53.3	51.4	44.9	38.8	44.4	48.1	50.3	57.4	66.4	90.8
Bargeddie (1993)	43.3	42.0	36.7	36.8	37.0	47.9	58.7	66.8	74.4	78.1	97.4
Kirkwood (1993)	96.8	97.4	99.1	99.2	87.5	92.8	107.4	114.3	114.8	120.8	158.9
Whifflet (1992)	153.4	163.4	169.1	168.0	161.1	176.8	186.2	203.8	219.0	229.6	282.3
Airbles (1989)	46.1	48.1	46.0	38.0	41.2	51.2	62.0	78.6	89.2	94.2	114.9
Shieldmuir (1990)	11.8	12.7	12.4	10.9	8.5	7.4	6.6	8.2	10.6	23.0	44.8
Charterherault (2005)								3.5	17.3	23.5	41.0
Merryton (2005)								20.0	81.1	97.6	99.5
Larkhall (2005)								83.2	268.7	307.9	334.4
IBM (1978)	64.9	123.6	123.7	105.9	94.5	104.9	128.8	117.3	94.0	93.5	205.7
Drumfrochar (1998)	21.4	33.5	36.5	38.5	38.9	40.5	42.3	49.0	45.7	43.3	58.5
Whinhill (1990)	25.9	26.5	24.3	26.3	29.7	31.0	33.5	36.7	32.8	32.2	37.9
Drumbreck (1990)	86.7	85.9	79.5	67.3	59.3	71.7	89.1	97.3	97.6	92.5	124.0
Corkerhill (1990)	138.0	142.3	138.0	116.6	96.3	106.6	126.2	147.2	153.1	154.7	212.8
Mosspark (1990)	67.3	65.6	60.8	58.2	55.4	65.9	79.3	91.9	93.1	100.3	125.7
Crookston (1990)	62.7	64.7	60.8	57.7	59.7	68.5	81.2	99.8	113.2	114.7	132.6
Hawkhead (1991)	73.4	73.3	66.1	60.3	61.1	71.3	80.9	100.5	109.5	117.0	157.1
Paisley Canal (1990)	150.1	157.3	143.3	132.2	127.5	137.5	158.3	176.2	187.5	189.9	231.7
Milliken Park (1989)	95.3	90.8	90.0	77.9	75.0	82.1	92.1	110.2	118.0	124.2	154.9
Howwood (2001)			1.5	21.3	23.9	26.8	29.4	32.7	50.3	48.3	42.9
Ardrossan Town (1987)	10.6	9.4	9.0	7.9	7.1	9.3	13.5	16.5	16.5	15.2	22.9
Prestwick Airport (1994)	130.6	114.0	73.8	70.1	69.1	79.1	87.3	95.3	113.7	569.7[4]	766.8
Priesthill & Darnley (1990)	19.4	18.5	19.2	20.3	17.2	22.1	27.5	51.4	69.9	78.6	94.5
Kilmaurs (1984)	48.9	52.9	61.1	65.5	68.0	65.5	68.3	69.4	72.5	73.4	84.4
Auchinleck (1984)	21.9	25.8	28.4	29.5	28.9	31.0	35.9	37.8	39.0	35.7	38.5
New Cumnock (1991)	8.8	10.7	13.5	14.9	15.8	17.1	21.3	23.1	21.8	19.9	23.0
Sanquhar (1994)	13.4	15.5	18.4	20.8	22.1	21.9	24.1	25.8	25.4	23.4	24.3
Gretna Green (1993)	14.6	23.3	23.5	21.3	22.8	23.3	29.7	32.2	27.0	28.8	28.2

Source: ORR - Not National Statistics

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

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

Table 7.9 Rail punctuality: Public Performance Measure - for all services

	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
											percentage of trains arriving on time
GNER [1]	86.8	71.1	70.0	70.8	74.1	77.5	83.5	82.7	-	-	-
National Express East Coast [1, 3]	-	-	-	-	-	-	-	-	83.6	86.9	87.4
ScotRail [2]	92.1	86.8	82.2	82.1	85.5	83.1	85.8	88.8	90.6	90.6	90.7
Virgin CrossCountry [1]	78.3	54.6	62.5	61.7	72.2	77.8	80.9	83.9	-	-	-
CrossCountry [1, 4]	-	-	-	-	-	-	-	-	88.2	90.1	90.1
Virgin West Coast [1]	81.7	62.8	68.7	73.5	74.8	72.1	83.5	86.0	86.2	80.0	84.6
GB long-distance operators [1]	83.8	69.1	70.2	70.6	73.4	79.1	82.2	84.9	86.2	87.3	88.9
GB regional operators [2]	89.1	81.7	79.1	80.5	82.8	82.6	85.0	87.6	89.6	90.6	92.0

Source: ORR - Not National Statistics

1 For long-distance operators, the figures are the percentages of trains which arrive at the final destination within ten minutes of the timetabled time (i.e. are no more than 9 minutes and 59 seconds late)

2 For regional operators, the figures are the percentages of trains which arrive at the final destination within five minutes of the timetabled time (i.e. are no more than 4 minutes and 59 seconds late)

3 National Express East Coast has taken over the franchise previously operated by GNER.

4 CrossCountry is now operating most of the Virgin CrossCountry franchise routes and some routes from the Central Trains franchise.

Table 7.10 ScotRail services: arrival times at final destinations [1]

	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
											percentages
Total within 5 minutes	92.1	86.8	82.2	82.1	85.5	83.1	85.8	88.8	90.6	90.6	90.7
Total within 10 minutes	95.9	93.2	91.6	91.8	94.3	93.0	94.4	95.2	95.9	96.1	95.8
Total within 20 minutes	97.6	96.2	95.8	95.7	97.5	96.8	97.4	97.3	97.5	97.7	97.3
20 minutes and over [2]	1.3	2.0	2.3	2.7	1.7	2.1	1.5	1.5	1.4	1.4	1.7
Cancelled [3]	1.1	1.8	1.9	1.7	0.8	1.1	1.1	1.2	1.1	0.9	1.0
											thousands
Number of trains due to be run [4]	646	647	603	599	662	667	691	693	706	697	715

Source: ORR - Not National Statistics

1 For example, Total within 5 minutes gives the percentage which were no more than 4 minutes and 59 seconds late

2 Includes part-cancelled trains (those which failed to reach their final destination but ran at least half their planned mileage)

3 Includes trains which ran less than half their planned mileage

4 As in the planned timetable for the day. This may differ from the published timetable due to (e.g.) engineering works, floods, etc.

Table 7.11 Passengers in excess of capacity - Edinburgh commuter services across the Forth

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											percentage of passengers in excess of capacity
Morning peak	..	..	1.3	2.7	2.4	..	..	..	..	..	..
Evening peak	..	..	3.2	2.5	1.7	..	..	..	..	..	..
Overall	..	..	2.2	2.6	2.0	..	..	..	..	..	..

Source: Passenger Focus - Not National Statistics

Table 7.12 Rail passenger satisfaction: National Passenger Survey

	1999 [3]	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
ScotRail passengers											*percentage who were satisfied or said good* [1]
Overall opinion of journey	86	86	84	80	82	85	85	87	84	89	89
How deals with delays	35	32	35	23	32	35	40	46	33	40	41
Value for money	62	57	59	56	55	58	57	56	57	59	57
How station staff handle requests	76	84	84	79	84	87	83	83	82	88	86
Overall station environment	64	66	68	59	63	65	64	67	71	74	78
Ticket buying facilities	75	78	80	77	74	72	71	74	78	85	83
Info. re. times, platforms	75	73	75	70	72	76	78	79	78	83	85
Punctuality / reliability	84	82	76	73	75	80	79	86	83	89	88
Length of journey time	86	88	86	83	85	87	87	89	88	89	90
Ease of getting on/off	81	81	83	83	82	84	84	84	83	85	88
Amount of seats / standing space	69	70	75	70	70	72	72	71	71	72	77
Frequency	83	82	82	70	78	81	83	82	80	82	84
Cleanliness	74	75	71	71	75	74	77	79	79	79	81
Comfort of seats	73	72	75	74	76	76	80	80	78	76	79
Sample size	*999*	*2,060*	*2,077*	*2,024*	*2,416*	*2,042*	*2,114*	*2,015*	*2,029*	*2,091*	*2,067*
Others whose journeys started in Scotland [2]											*percentage who were satisfied or said good 1*
Overall opinion of journey	93	86	85	87	87	84	80	89	87	85	90
How deals with delays	60	53	55	52	68	56	52	69	58	54	56
Value for money	65	64	60	64	66	68	64	70	70	65	65
How station staff handle requests	96	91	87	81	91	88	94	87	82	90	87
Overall station environment	75	73	74	72	75	81	78	79	79	80	83
Ticket buying facilities	73	78	78	83	87	90	85	78	82	78	90
Info. re. times, platforms	84	76	83	77	85	80	89	86	87	86	91
Punctuality / reliability	91	76	73	76	78	82	73	87	86	87	90
Length of journey time	87	79	76	82	79	81	78	86	84	82	87
Ease of getting on/off	79	78	78	78	82	76	77	78	83	81	83
Amount of seats / standing space	70	78	78	80	80	70	73	71	77	72	80
Frequency	70	81	80	81	76	72	73	83	78	72	84
Cleanliness	82	80	81	79	77	81	83	84	89	84	86
Comfort of seats	80	68	71	70	72	71	80	78	77	74	78
Sample size	*144*	*465*	*535*	*464*	*457*	*382*	*420*	*480*	*323*	*391*	*481*
All GB regional operators											*percentage who were satisfied or said good 1*
Overall opinion of journey	80	80	78	78	80	82	83	85	82	86	86
Punctuality / reliability	78	76	67	72	73	76	79	82	82	84	86
All GB long-distance operators											
Overall opinion of journey	85	81	75	80	80	81	83	88	86	84	86
Punctuality / reliability	80	75	63	71	68	75	78	86	84	81	86

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

3 In 1999, there was only one wave of the National Passenger Survey, in the Autumn. In other years, there were two waves, one Spring, one Autumn.

Table 7.13 Freight traffic lifted in Scotland by destination and by commodity

	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Freight lifted *(weight)*											
by destination											*million tonnes*
within Scotland	2.65	2.87	4.28	4.03	4.27	3.75	4.36	4.80	5.30	6.30	6.10
elsewhere in the UK	4.21	4.45	3.09	4.90	4.36	4.13	6.38	8.97	7.13	4.55	3.84
outwith the UK [1]	0.84	0.91	0.88	0.64	0.49	0.43	0.51	0.54	0.53	0.50	0.39
Total	7.69	8.24	8.25	9.57	9.12	8.32	11.25	14.31	12.96	11.35	10.33
by commodity											*million tonnes*
minerals/ coal, coke	5.72	6.03	6.29	7.58	7.18	6.24	8.73	10.80	9.87	7.29	6.09
other	1.97	2.21	1.96	1.99	1.94	2.08	2.52	3.52	3.09	4.06	4.27
Total	7.69	8.24	8.25	9.57	9.12	8.32	11.25	14.32	12.96	11.35	10.36
Freight moved *(weight x distance)*											
by destination											*million tonne-kilometres*
within Scotland	285	341	620	572	632	576	632	623	692	1,143	1,230
elsewhere in the UK	1,896	1,908	1,246	2,083	1,752	1,634	2,734	3,296	2,530	1,388	1,047
outwith the UK [1]	606	643	596	444	353	308	368	385	375	352	266
Total	2,787	2,891	2,462	3,099	2,737	2,519	3,734	4,304	3,597	2,883	2,543
by commodity											*million tonne-kilometres*
minerals/ coal, coke	1,802	1,871	1,603	2,293	2,017	1,734	2,797	3,479	2,846	1,749	1,443
other	985	1,020	859	806	720	783	939	825	751	1,134	1,100
Total	2,787	2,891	2,462	3,099	2,737	2,517	3,736	4,304	3,597	2,883	2,543

Source: Rail freight companies - Not National Statistics

1. From 1996-97, outwith the UK includes freight taken to ports for export (such freight was previously counted unde *either* within Scotland *or* elsewhere in the UK, depending upon the location of the port)

Table 7.14 Freight traffic with a destination in Scotland by origin (where lifted) and by commodity

	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09
Freight lifted *(weight)*											
by origin											*million tonnes*
lifted within Scotland	2.65	2.87	4.28	4.03	4.27	3.75	4.36	4.80	5.30	6.30	6.10
elsewhere in the UK	1.20	1.14	1.05	1.15	1.08	1.04	0.91	2.08	2.06	2.01	2.01
outwith the UK [1]	0.81	0.89	0.82	0.59	0.64	0.52	0.54	0.48	0.45	0.41	0.37
Total	4.66	4.90	6.15	5.77	5.99	5.31	5.81	7.35	7.82	8.72	8.48
by commodity											*million tonnes*
minerals/ coal, coke	2.67	2.88	4.28	4.04	4.28	3.76	4.21	4.45	5.07	4.91	4.53
other	1.99	2.02	1.87	1.73	1.71	1.55	1.61	2.91	2.74	3.80	3.98
Total	4.66	4.90	6.15	5.77	5.99	5.31	5.82	7.36	7.81	8.71	8.51
Freight moved *(weight x distance)*											
by origin											*million tonne-kilometres*
lifted within Scotland	285	341	620	572	632	576	632	623	692	1,143	1,230
elsewhere in the UK	627	591	543	588	569	556	487	479	1,012	1,089	1,062
outwith the UK [1]	584	627	576	412	438	376	390	343	327	287	339
Total	1,496	1,559	1,739	1,572	1,638	1,507	1,509	1,445	2,031	2,519	2,631
by commodity											*million tonne-kilometres*
minerals/ coal, coke	313	361	634	589	639	584	607	626	632	591	626
other	1,183	1,198	1,105	983	999	923	902	819	1,399	1,928	2,005
Total	1,496	1,559	1,739	1,572	1,638	1,507	1,509	1,445	2,031	2,519	2,631

Source: Rail freight companies - Not National Statistics

1. From 1996-97, outwith the UK includes freight imported via ports in England and Wales, which then comes by rail into Scotlan (previously, such freight was counted as lifted elsewhere in the UK).
It should be noted that, in *all* years, imported freight lifted at *Scottish* ports is counted under lifted in Scotland.

Table 7.15 Lines open for traffic

	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
											kilometres
Routes											
Electrified	634	634	634	634	634	634	639	639	639	639	672
Non electrified	2,095	2,095	2,095	2,095	2,095	2,095	2,097	2,097	2,097	2,106	2,087
Total	2,729	2,729	2,729	2,729	2,729	2,729	2,736	2,736	2,736	2,745	2,759

Source: Network Rail - Not National Statistics

Table 7.16 Number of stations[1,2]

	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
Passenger and parcel	335	335	336	340	340	340	344	344	345	346	349
Freight only	112	116	116	117	118	118	118	115	118	118	118
Total	447	451	452	457	458	458	462	459	463	464	467

Source: Network Rail - Not National Statistics

1. The figures for freight stations include main yards, sidings/depots, private terminals and sidings: ballast.
2. The figure for passenger stations for e.g. 2005-06 represents the number which were part of the national rail network at the end of the 2005-0 financial year. All are owned by Network Rail with the exception of Prestwick Airport

Table 7.17 Number of passenger stations by local authority, 2009-10[1]

Local Authority	number	Local Authority	number	Local Authority	number
Aberdeen, City of	2	Edinburgh, City of	10	Orkney Islands	0
Aberdeenshire	6	Eilean Siar	0	Perth & Kinross	7
Angus	7	Falkirk	5	Renfrewshire	10
Argyll and Bute	14	Fife	19	Scottish Borders	0
Clackmannanshire	1	Glasgow, City of	60	Shetland Islands	0
Dumfries & Galloway	7	Highland	58	South Ayrshire	10
Dundee City	2	Inverclyde	14	South Lanarkshire	19
East Ayrshire	6	Midlothian	0	Stirling	6
East Dunbartonshire	6	Moray	3	West Dunbartonshire	13
East Lothian	7	North Ayrshire	12	West Lothian	12
East Renfrewshire	9	North Lanarkshire	24	**Scotland**	**349**

Source: Network Rail - Not National Statistics

1. The number of stations open at the end of the financial year 2005-06. All owned by Network Rail except Prestick Airport (South Ayrshire

Table 7.18 Strathclyde Partnership for Transport - Glasgow Subway[1]

	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
Vehicles[2]	41	41	41	41	41	41	41	41	41	41	41
											thousands
Loaded train kilometres	1,180	1,161	1,145	1,123	1,143	1,141	1,159	1,196	1,210	1,225	1,196
Passenger journeys	14,680	14,400	13,760	13,360	13,339	13,310	13,164	13,160	14,449	14,103	13,055
											£ thousands
Revenue[3]	10,260	10,490	10,684	10,727	10,937	11,514	11,786	12,963	13,965	14,690	13,296
Revenue at constant prices[4]	13,256	13,163	13,175	13,010	12,892	13,179	13,118	13,984	14,445	14,615	13,296
Passenger receipts[5]	9,681	9,976	10,128	10,167	10,337	10,939	11,190	12,396	13,119	14,015	12,661
Pass. rec. at constant prices[4]	12,508	12,518	12,489	12,331	12,184	12,521	12,455	13,372	13,570	13,943	12,661
											numbers
Operational staff	353	350	343	351	375	382	364	361	354	361	351

Source: Strathclyde Partnership for Transport - Not National Statistics

1. The Strathclyde Partnership for Transport took over the roles and functions of the Strathclyde Passenger Transport Authority and Executive from 1 April 2006.
2. Passenger carriages including power cars
3. These figures are headline revenue figures and include such as items as rental and advertising income.
4. Adjusted approximately for general inflation using the Retail Prices Index for the relevant year (e.g. 2001 RPI used for 2001-02).
5. These figures are passenger ticket receipts as described at paragraphs 3.10 and 3.11 of the commentary.

Table 7.19 Railway accidents

	1999-00	2000-01	2001-02	2002-03	2003[1]	2004	2005	2006	2007	2008	2009
Railway accidents											
Collisions	2	2	5	1	2	1	0	0	2	4	1
Derailments	8	16	7	9	2	3	6	5	7	3	1
Running into level crossing gates and other obstructions	54	45	46	36	23	23	27	30	32	28	44
Fires	11	36	25	28	15	16	7	8	11	4	5
Missiles through driver's cab	64	52	32	9	8	6	1	3	1	8	3
Miscellaneous	-	-	1	0	0	0	0	0	0	0	0
All accidents	139	151	116	83	50	49	41	46	53	47	54
Casualties											
Train accidents - deaths	-	-	1	0	1	1	0	0	3	0	3
- injuries	8	5	12	2	2	3	15	0	4	3	0
Accidents through movements of railway vehicle - deaths	-	1	3	0	0	0	2	0	0	1	1
- injuries	77	77	60	59	60	42	53	66	59	37	49
Accidents on railway premises -deaths	-	1	1	2	0	0	1	1	1	0	0
- injuries	235	287	290	250	229	240	242	171	202	163	216
Trespassers and suicides (All accidents) - deaths	25	25	15	15	26	18	18	27	17	20	24
- injuries	19	16	13	15	12	8	6	11	9	7	8
Total deaths	25	27	20	17	27	19	21	28	21	21	28
Total injuries	339	385	375	326	303	293	316	248	274	210	273

Source: HM Railway Inspectorate - Not National Statistics

1. Data from 2003 onwards based on the calendar year; previous years' figures relate to financial years (1 April to 31 March).

Table 7.20 Railway fatalities by local authority[1] and category, 2009

	Trespasser	Suicide	Level Crossing User	Railway Staff	Pass-enger	Other Member of Public	Total
Central	1						1
Dumfries & Galloway	1						1
East Ayrshire	1						1
East Lothian	1						1
Edinburgh, City of	1						1
Fife	5						5
Glasgow, City of	4						4
Grampian	1						1
Highland			3				3
North Ayrshire	4						4
North Lanarkshire	1						1
South Lanarkshire	1						1
Strathclyde	1						1
Tayside			1				1
West Dunbartonshire	2						2
Scotland	**24**	**0**	**4**	**0**	**0**	**0**	**28**

Source: HM Railway Inspectorate - Not National Statistics

1. The table does not show local authorities with no fatalities.

Table 7.21 Adults (16+) - views on train services of those who used them in the past month: 2009 [1]

	Agree			No view		Disagree			*Sample*
	strongly	tend to	**All**	neither … nor	no opinion	**All**	strongly	tend to	**All**	*size (=100%)*
								row percentages		
Trains are on time	45	44	**89**	3	1	**4**	5	1	**6**	*1,396*
Trains are frequent	41	46	**87**	5	1	**6**	6	1	**7**	*1,396*
Service runs when I need it	39	46	**85**	6	1	**7**	7	1	**8**	*1,396*
Service is stable and isn't regularly changing	41	45	**86**	6	3	**9**	4	1	**5**	*1,396*
Trains are clean	38	52	**90**	6	0	**6**	4	0	**4**	*1,396*
Trains are comfortable	42	51	**93**	3	0	**3**	4	1	**5**	*1,396*
Feels personally safe and secure on the train during the day	51	45	**96**	2	0	**2**	1	0	**1**	*1,396*
Feels personally safe and secure on the train during the evening	27	40	**67**	10	9	**19**	10	5	**15**	*1,396*
Simple deciding the type of ticket I need	45	41	**86**	5	1	**6**	7	1	**8**	*1,396*
Finding out about routes and times is easy	45	43	**88**	5	1	**6**	5	1	**6**	*1,396*
Easy changing from trains to other forms of transport	37	46	**83**	8	4	**12**	5	1	**6**	*1,396*
Fares are good value	23	34	**57**	7	2	**9**	21	13	**34**	*1,396*

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

Chapter 8 AIR TRANSPORT

1. Introduction

1.1 This chapter provides information on air transport, such as passenger numbers by origin, destination, and type of service, flight punctuality, amount of freight carried, air transport movements, and income and expenditure figures of airline authorities.

2. Main Points

Passengers & Airports

2.1 There were 22.5 million air terminal passengers in 2009, 1.9 million (8%) less than in the previous year. Over the ten years from 1999 to 2009, terminal passengers have increased by 41%. *(Table 8.1)*

2.2 Edinburgh airport had 9 million terminal passengers in 2009 (0.6% increase) and Glasgow airport had 7.2 million, 11% less than the previous year. Aberdeen had 3 million, (down 9%) and Glasgow Prestwick had 1.8 million (25% less). Together these four airports accounted for 94% of the total. Over the past ten years, the increases at these airports were: Edinburgh 23%; Glasgow 7%; Aberdeen 23%; Glasgow Prestwick's numbers have increased many times over, having been 702,000 ten years ago. *(Table 8.1)*

2.3 In 2009, London Heathrow accounted for 38% of passengers on selected domestic routes to and from Aberdeen, 27% for Edinburgh and 28% for Glasgow. 61% of the domestic passengers using Glasgow Prestwick were travelling to/from Stansted. London Gatwick had 40% of the domestic passengers to/from Inverness. Other domestic routes with large passenger numbers included those between Edinburgh and Gatwick, Stansted, Birmingham and London City, and between Glasgow and Gatwick, Stansted, Luton and Birmingham: routes which show large increases in patronage over the past ten years. *(Table 8.2)*

Origin/destinations

2.4 The most popular country of origin/destination for passengers flying directly to and from Scottish airports was Spain (excluding the Canary Islands) with 1.7 million passenger journeys in 2009, 17% of all passengers on direct flights abroad. Other popular origins/destinations were the Irish Republic and the Netherlands (around 1 million passengers) and France (0.9 million passengers). In each case, the number of passengers is considerably greater than five or ten years earlier. *(Table 8.3)*

2.5 The majority of passengers to/from the Turkey took charter flights, 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 2009) were Amsterdam with just under 1 million passengers and Dublin with 0.8 million passengers. *(Table 8.5)*

2.7 In 2009, 6% of all terminal passenger traffic was within Scotland, 48% was to/from other parts of the UK, and 34% was between Scotland and mainland Europe. *(Table 8.6)*

Delays & Movements

2.8 In 2009, the overall average delay was 11 minutes for flights to or from Edinburgh and 12 minutes from Glasgow airports. (Section 3.6 describes the basis for these figures.) Around 8% of flights to or from Edinburgh and 10% from Glasgow airports were delayed by more than 30 minutes. *(Table 8.8)*

2.9 The total number of aircraft movements in 2009 was 490,000. Edinburgh had the highest number of aircraft movements with around 116,000, (98% of which were commercial movements), followed by Aberdeen (110,000) and Glasgow (85,000). *(Table 8.9)*

Air freight

2.10 Air freight carried in 2009 increased by 105 tonnes over the previous year to 45,659 tonnes. Freight at Edinburgh increased by 11,373 tonnes to 23,791 tonnes. Freight through Glasgow Prestwick fell by 42% to 13,385 tonnes. Glasgow also showed a fall from 3,546 tonnes to 2,334 tonnes. *(Table 8.13)*

Other statistics

2.11 BAA's operating profit for the three main airports was £34.4 million in 2009 - this comprised Edinburgh £19.5 million, Glasgow £8.0 million, and Aberdeen £6.9 million. Highlands and Islands Airports Ltd recorded a loss of £1,000,000 for 2008-09. *(Tables 8.14 & 8.15)*

2.12 There were 1.67 million passengers on services supported by the Route Development Fund in 2009-10, the largest being Glasgow/Dubai (254,000), Edinburgh/Newark (155,000), Edinburgh /Geneva (110,000), Edinburgh/Madrid (101,000) and Glasgow Prestwick/Girona (95,000). *(Table 8.16)*

2.13 The Civil Aviation Authority's 2009 passenger survey found large differences between the 5 main airports. Business passengers ranged from 8% at Glasgow Prestwick to 54% at Aberdeen. Nine out of ten passengers at Inverness were UK residents, compared with just under two-thirds at Glasgow Prestwick. *(Table 8.17)*

2.14 While around 41-56% of departing passengers at each airport arrived by private car, there were marked differences in the use of other modes of transport: taxi/minicab use ranged from 9% at Glasgow Prestwick to 36% at Aberdeen; bus/coach travellers varied from 5% at Aberdeen to 28% at Edinburgh; hire car users from 4% at Aberdeen to 18% at Inverness; and rail's share was 30% at Glasgow Prestwick. *(Table 8.18)*

3. Notes and Definitions

3.1 ***Aircraft Movement:*** an aircraft take-off or landing at an airport: one arrival and one departure are counted as two movements. Air transport movements are landings or take-offs of aircraft engaged in the transport of passengers or cargo on commercial terms. All scheduled service movements, whether loaded, empty or positioning; and charter movements transporting passengers or cargo and air taxi movements are included.

3.2 ***Types of passenger****:* a *terminal passenger* is one who joins or leaves an aircraft at the reporting airport, excluding passengers carried on air taxi charter services. A passenger travelling between two reporting airports is counted twice, once at each airport. There are two types of terminal passenger: *terminating passengers*, who arrive

or depart at the airport by a surface means of transport; and *transfer passengers*, who change aircraft at the airport. A *transit passenger* is one who arrives at and departs from a reporting airport on the same aircraft which is transiting the airport. Each transit passenger is counted once only.

3.3 ***Freight:*** the weight of property carried out on an aircraft including, for example the weight of vehicles, excess baggage, and diplomatic bags, but excluding mail and passengers' and crews' permitted luggage. Freight carried on air taxi services and in transit through the airport on the same aircraft is excluded.

3.4 ***International Services:*** services flown between the United Kingdom, Isle of Man and the Channel Islands, and places outside.

3.5 ***International and Domestic Destinations:*** the figures in Tables 8.2 to 8.7 are based on the origin and destination of passengers as reported to UK airport authorities by the airport handling agent. Operators are required to report in respect of each service operated, the point of uplift and discharge of each passenger. The figures may not reflect a passenger's entire air journey: the point at which a passenger disembarks from a particular service may not represent his ultimate destination. In some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e. the aircraft's origin or ultimate destination. The figures include all passengers carried on scheduled and chartered services excluding those charter passengers carried on air taxi service and passengers carried on aircraft chartered by Government Departments. In Tables 8.3 and 8.4, international traffic figures are given for each country for which scheduled traffic was reported until and including 2004 data. In cases where charter only routes carried less than 5,000 passengers, the countries concerned may not appear separately in Table 8.3, and may be shown under Other international traffic … in Table 8.4. All non- air taxi is recorded individually.

3.6 Air punctuality statistics

3.6.1 These statistics cover both arrivals and departures. They relate solely to punctuality at the specified airport. For example, the information which is used about flights from Edinburgh relates only to the punctuality of their departure, so the statistics take no account of any subsequent delays before landing at, say, London. Similarly, the information which is used about arrivals at Edinburgh relates only to the time of arrival (no allowance is made for whether or not the flight departed on time from the airport of origin).

3.6.2 The calculations cover those flights for which information about the planned and the actual times of operation has been matched - for example, cancelled flights, and flights which are diverted to or from another airport, are excluded (the numbers of such flights are included in the figures which are given for unmatched flights).

3.6.3 The percentages early to 15 minutes late would probably be lower, and the average delays would probably be higher, if these statistics were calculated in the same way as the rail punctuality statistics (the latter are based on the time of arrival at the destination, and take account of cancellations).

3.6.4 All cargo and air taxi services are excluded.

3.6.5 ***Unmatched actual flights*** are air transport movements which actually took place at the airport, but for which no corresponding planned flight was found. There may be a number of reasons for this, such as:

- the flight was a diversion from another airport;
- the flight was a short-haul flight more than one hour before the planned time;
- the flight was planned to take place in the previous month;
- errors in, or omissions from, the records of Airport Coordination Ltd (ACL) or the airport.

3.6.6 ***Unmatched planned flights*** are those which were reported in data supplied by ACL, but for which no corresponding air transport movement return has been found. There may be a number of reasons for this, such as:

- the flight was diverted to another airport;
- the flight was cancelled;
- the planned time was for a short-haul flight more than one hour after the flight;
- the flight took place in the following month;
- errors in, or omissions from, the records of ACL or the airport.

3.6.7 ***Average delays*****:** the averages relate to all flights – not just to the ones which were delayed. With effect from January 2000, flights which are early are counted as zero delay; prior to that they were counted as a negative delay. As a result, the average delays for 2000 onwards are not directly comparable with the figures for 1999 and earlier years. This accounts for the whole of the apparent increase in the averages for Glasgow for 2000: when the Civil Aviation Authority (CAA) recalculated the averages for 1999 on the current basis, it found that they would be two minutes more than when calculated on the original basis. A similar recalculation using the data for Edinburgh for 1999 suggested that the change had no effect on its averages, when these were rounded to the nearest whole minute.

3.6.8 ***Taxi-ing time*****:** the CAA changed its assumption for the taxi-ing time for Edinburgh airport departures from 5 minutes to 10 minutes with effect from the start of 2001. As a result, the punctuality and average delay figures for Edinburgh for 2001 onwards are not on the same basis as the figures for 2000 and earlier years. However, when the CAA recalculated the figures for Edinburgh for 2000 on the current basis, it appeared that this change did not affect on the averages or the percentage early or within 15 minutes, when these were rounded to the nearest whole number.

3.7 Route Development Fund

3.7.1 The Route Development Fund (RDF) formally ended on 31 May 2007 and has not been replaced although existing agreements with airlines are being adhered to. It has not proved possible to introduce a viable 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.

3.7.2 The purpose of the RDF was to share risk with airports and airlines by investing in developing routes which secured the greatest economic return for Scotland. Prior to 31 May 2007, RDF support was available to airport operators, not to airlines, for the development of new direct routes which improved business links and encouraged inbound tourism. While most of the Fund was administered by Scottish Enterprise, part

was allocated to Highlands and Islands Airports Limited and administered separately, with the involvement of Highlands and Islands Enterprise and other bodies.

3.7.3 The RDF concentrated on routes which had high business and in-bound tourism potential. It was used to develop key UK domestic services as well as European and intercontinental links. The aim was to support the development of new services which had an average frequency of at least five return trips per week, which operated on an all year round basis and which would not have gone ahead without RDF investment. For the more limited markets outside of those served by Scotland's central belt airports, the frequency criteria were more flexible. For example, international services from the more peripheral airports could be seasonal with a more limited frequency. To promote connections between Scotland and the EU entrant States, the frequency requirements were relaxed to at least three return trips per week on a year round basis.

3.7.4 The figures appearing for a particular route for a given year in Table 8.16 cover *only* passengers on those services on that route which *were supported by the RDF in that year*. Therefore, Table 8.16 may *not* provide the overall total number of passengers on that route in that year. For example, there may have been other services on that route in that year which were *not* supported by the RDF (perhaps because they were already existing seasonal services - e.g. operating only in the summer or at a frequency less than the RDF minimum requirements). In other cases, the RDF may have supported services on a route for only one financial year or a route may have ceased to operate, in which case the table will *not* show any passenger numbers for the *next* year because the services were not *supported by the RDF* in later years. As a result, the table has blank entries for some routes for the later years.

3.7.5 The figures in Table 8.16 are for financial years, unlike the figures in the earlier tables of passenger numbers which relate to calendar years. The reason for this difference is that RDF support was provided for financial years - and, in some cases, for only one financial year. Therefore, it is more appropriate to show the number of passengers on services on a particular route which were supported by the RDF in, say, 2007-08 as a single number for the 2004-05 financial year than to show separate numbers for 2007 and 2008. Because of this difference, and because Table 8.16 covers *only* passengers on services which were *supported* by the RDF *in that year*, users of Table 8.16 should be *very* cautious about drawing any conclusions from any comparison of its figures with those in the other tables in this chapter.

3.8 Survey of passenger characteristics

3.8.1 ***International and domestic passengers*****:** a passenger is classified as domestic if his/her flight is between two points which are within the UK or the Channel Islands).

3.8.2 ***Business and leisure journeys*****:** the business category includes purposes such as meetings with customers, conferences, trade fares, armed services and airline staff, studies paid for by an employer, overseas employment, etc. The leisure category includes holidays, visiting friends or relatives, migration, culture, sport, study (not paid for by an employer), etc.

3.8.3 ***UK and Foreign passengers:*** a passenger is classified as a UK resident if the UK is the country in which he/she has lived for most of the last twelve months.

3.8.4 ***Mode of transport:*** this is the mode of surface transport that was used to arrive at the airport - so, in cases where the journey involved the use of more than one mode of transport, it may not be the mode used for the majority of the journey.

3.8.5 ***Origins and destinations of terminating passengers:*** when analysing the results of the survey, the CAA used the former Regions for Scottish origins and destinations. The interviewer asks where did you start your journey to catch this flight?. In cases where the answer is *not* the person's home, the interviewer asks whether it was a transit stop - i.e. somewhere the traveller chose to break the journey to the airport (e.g. an airport hotel prior to an early morning flight, calling in on or staying with relatives, stopping somewhere to rest or for a meal, etc) - and, if it was a transit stop, asks for the proper origin of the journey.

4. Sources

4.1 Tables 8.1 to 8.13 are compiled from information supplied by the Civil Aviation Authority (CAA).

4.2 Air punctuality statistics

4.2.1 These statistics are prepared by the CAA with the co-operation of the airport operators and Airport Coordination Ltd (ACL). They are produced for Edinburgh, Glasgow and some other UK airports. The first year for which information is available varies from airport to airport: for example, figures for Edinburgh are only available from April 1996, so it is not possible to provide figures for Edinburgh for 1996 as a whole, or for any earlier years.

4.2.2 The actual times of flights' wheels on/off the runway are derived from flight air transport movement returns made by airports to the CAA. The planned times, which relate to arrival/departure from the stand, and include changes made up to 24 hours beforehand, are supplied by ACL. The CAA also uses assumptions about taxi-ing time - currently these are:

- Edinburgh: arrivals - 5 minutes; departures - 10 minutes;
- Glasgow: arrivals - 5 minutes; departures - 10 minutes

The CAA matches the two sets of data and resolves any obvious mismatches. For example, if an airline appears to operate a series of flights significantly off slot, the CAA will substitute information from published timetables, where these are available, in place of the ACL slot. The statistics are then calculated from the information for those flights for which the data have been matched - so cancelled flights, and flights which are diverted to or from another airport, are excluded from the calculations.

4.3 Table 8.14 was compiled by Highlands and Islands Airports Ltd.

4.4 Table 8.15 was compiled from information supplied by BAA Scottish Airports Ltd.

4.5 Table 8.16 was prepared using figures supplied by the Scottish Government Aviation Policy branch, which were based on information which is publicly available from the Civil Aviation Authority. (In some cases, the Aviation Policy branch rounded the numbers to, say, the nearest 100 passengers.)

4.6 Survey of passengers

4.6.1 Tables 8.17 to 8.19 were prepared using figures from the Civil Aviation Authority's Passenger Survey reports.

4.6.2 The survey only includes Scottish airports in some years: most recently 2009, and prior to that 2005. Only departing passengers are interviewed, as previous surveys found no significant differences between the characteristics of arriving and departing passengers. The information collected includes: the purpose, origin, destination and type of ticket used for the journey; the age-group, income band, job title and other details needed to determine the socio-economic group of the passenger; the number of people in the party, whether the traveller was accompanied to the airport, and whether the person has flown before; etc.

4.6.3 Each month's sample is weighted, using information on routes and destinations, to gross up the results to the actual level of traffic. The weighting factors therefore vary, but generally, a single survey interview will be weighted in such a way as to represent around 1,000 actual passengers.

5. Further Information

5.1 Further information on UK civil aviation is available from the Civil Aviation Authority's regular publications, from Mrs D McLean of the CAA Data Unit (tel: 0207 453 6258 or e-mail aduoutput@caaerg.org.uk), and from the CAA Economic Regulation Group's website: www.caaerg.co.uk . For example, the CAA website includes:

- a wide range of tables of monthly and annual statistics about airports, including the kinds of figures which appear in Tables 8.1 to 8.13 and much other information besides;

- detailed tables of punctuality statistics, which give figures separately for each operator on each route, for each month and for each year as a whole, for Edinburgh, Glasgow and some other UK airports;

- detailed reports of the results of the surveys of passengers, which include tables analysing them by purpose of journey, type of service, type of passenger, origin/destination, age-group, income band, socio-economic group, type of business, etc

5.2 Highlands and Islands Airports Ltd – Anthony Torreggiani on 01667 464 214.

5.3 BAA financial figures - Tom Syme of the BAA (tel: 0141 848 4599).

5.4 Route Development Fund - Scottish Government Aviation Policy branch: 0131 244 0854.

Fig. 8.1 Terminal air passenger traffic, 1999 and 2009

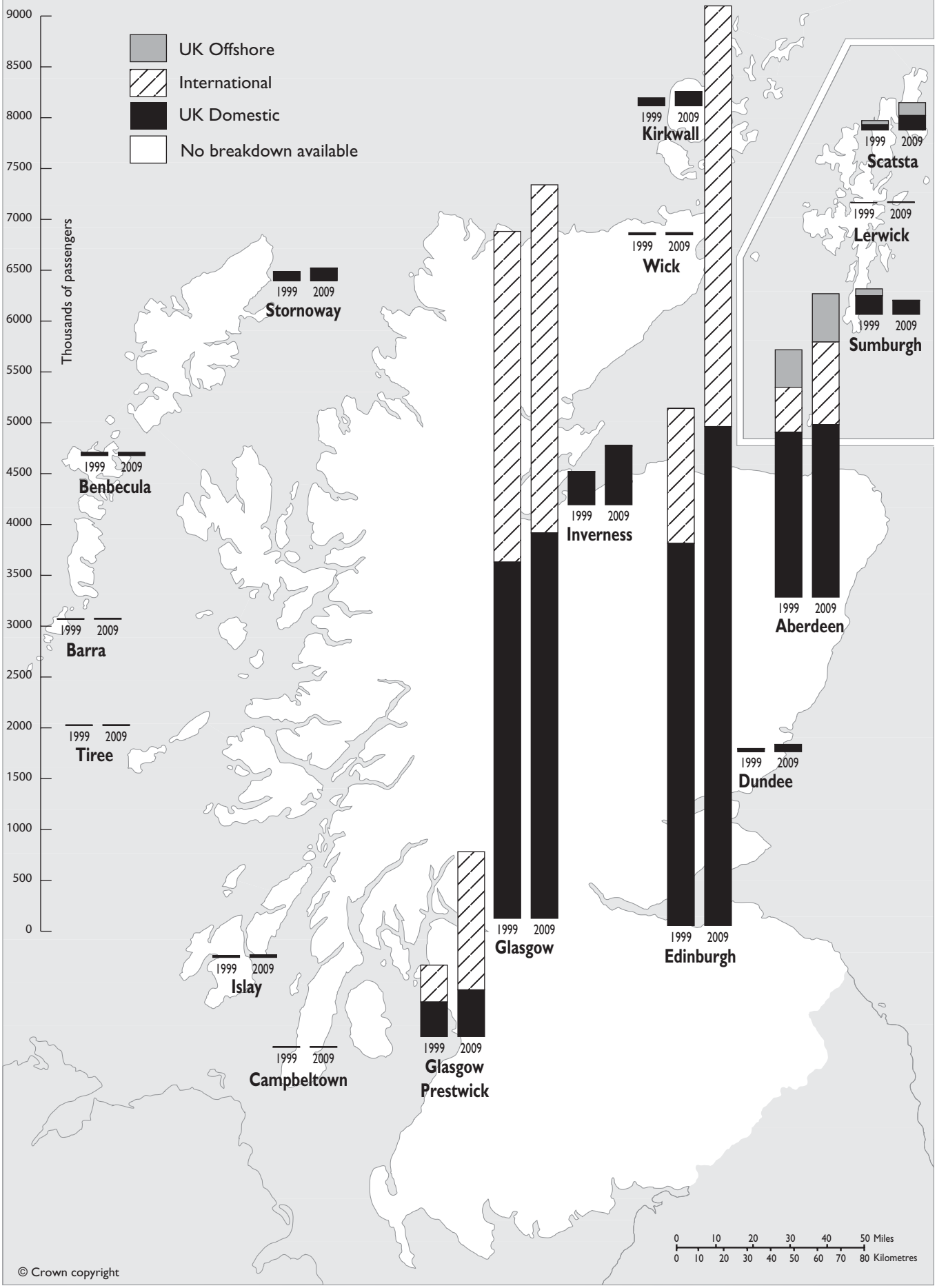


Table 8.1 Summary of air transport

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Passengers											*thousand*
Terminal	15,941	16,787	18,081	19,783	21,084	22,555	23,795	24,437	25,132	24,348	22,496
Transit	155	117	131	107	71	102	91	86	109	85	43
Total	16,096	16,904	18,212	19,890	21,155	22,657	23,886	24,523	25,242	24,433	22,539
Terminal passengers[1] by airport											
											thousand
Aberdeen	2,432	2,454	2,525	2,549	2,508	2,634	2,852	3,163	3,411	3,290	2,984
Barra	7	8	9	8	8	9	9	10	10	11	10
Benbecula	33	34	34	32	32	30	31	33	35	34	33
Campbeltown	8	8	8	8	8	8	9	9	9	9	9
Dundee	30	49	49	45	52	51	49	51	65	61	72
Edinburgh	5,084	5,494	6,038	6,911	7,476	7,992	8,449	8,607	9,037	8,992	9,043
Glasgow	6,755	6,920	7,243	7,769	8,115	8,557	8,775	8,820	8,726	8,135	7,213
Glasgow Prestwick	702	905	1,232	1,486	1,854	2,159	2,405	2,395	2,421	2,414	1,817
Inverness	328	337	343	363	435	520	589	671	697	671	583
Islay	20	20	20	21	21	21	22	26	28	29	26
Kirkwall	79	85	87	98	103	102	104	117	132	138	138
Lerwick (Tingwall)	4	2	2	2	2	2	4	4	5	5	5
Scatsta	93	240	247	246	230	229	239	255	253	243	270
Stornoway	88	88	88	93	106	111	115	120	126	131	122
Sumburgh	251	119	133	127	110	108	121	128	147	154	139
Tiree	5	5	5	5	5	6	7	7	8	8	8
Unst	2	1	0	0	0	0	0	0	0	0	0
Wick	20	19	18	18	17	16	16	20	21	23	21
Terminal passengers by airport group[2]											
BAA airports	14,272	14,868	15,806	17,229	18,100	19,183	20,076	20,590	21,174	20,418	19,240
HIAL airports	838	721	744	774	846	930	1,023	1,141	1,214	1,208	1,089
other airports	831	1,198	1,530	1,780	2,138	2,441	2,697	2,706	2,744	2,723	2,185
HIAL 'lifeline' airports[3]	510	384	401	411	411	410	434	470	516	537	506
											tonnes
Freight	73,849	74,582	72,400	72,602	76,451	77,572	74,515	77,884	61,197	45,554	45,659
Aircraft movements [4]											
Air transport											*thousand*
Domestic [5]	220	225	219	222	229	241	255	256	254	247	225
International [5,6]	105	108	114	114	113	119	128	138	144	139	129
Air taxi [5]	..	..	27	26	26	26	26	26	30	31	28
Other movements [7]	154	141	132	111	135	129	135	133	131	126	108
Total	479	474	492	473	503	514	544	554	560	543	490

Source: Civil Aviation Authority - Not National Statistics

1. Statistics are not collected for some of the smaller airports on Orkney and Shetland, which are therefore not included in any overall totals.
2. In cases where the ownership of an airport has changed during the period covered by the table, it is counted on the basis of its ownership in the latest year. Tables 8.14 and 8.15 indicate which airports were HIAL airports and BAA airports in the latest year
3. Barra, Benbecula, Campbeltown, Islay, Kirkwall, Stornoway, Sumburgh, Tiree, Wick.
4. 'Aircraft movements' excludes both Campbeltown and Barra pre-1999 (see table 8.11).
5. For 2000 and earlier years, air taxi movements were counted under domestic and International aircraft movements. From 2001, this breakdown is no longer available. They have therefore been shown separately for 2001 onwards.
6. Including UK offshore flights.
7. Other includes positioning flights, local movements, test & training, other flights by air transport operators, aero club, private, official, military and business

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											thousands
Aberdeen											
Edinburgh	0.4	0.6	0.2	0.1	0.0	0.1	0.0	-	-	-	-
Glasgow	8.5	5.3	4.7	3.9	5.2	4.1	1.1	-	-	0.1	-
Inverness	-	-	-	-	-	-	-	-	-	-	-
Kirkwall	37.3	36.8	35.3	40.3	40.5	38.8	39.1	42.2	42.8	44.4	39.5
Sumburgh	144.7	73.1	73.9	75.7	63.0	61.2	64.3	68.8	73.3	74.9	63.8
Other Scottish	61.6	139.9	120.0	146.9	132.8	132.7	139.9	156.5	158.7	154.5	166.0
Heathrow	469.9	495.5	456.6	514.7	507.3	623.6	664.0	673.2	659.0	656.0	641.3
Gatwick	216.6	235.6	224.0	241.1	254.7	240.0	217.3	216.7	214.9	148.0	135.5
London City	-	8.8	41.3	0.1	0.0	-	0.0	-	-	-	-
Luton	143.5	156.5	159.3	163.7	159.1	156.0	156.7	148.7	149.9	139.4	126.9
Stansted	87.1	-	-	0.0	-	-	-	-	-	-	-
Belfast[2]	11.1	11.4	9.8	8.6	4.1	4.4	26.7	29.9	25.7	25.4	24.2
Birmingham	51.3	54.7	55.7	52.3	62.3	58.2	60.5	77.9	151.5	146.5	111.1
Bristol	27.4	28.3	29.8	24.8	0.4	2.3	19.5	28.7	26.7	26.9	23.2
Cardiff Wales	1.6	2.3	2.6	3.4	0.1	3.5	13.7	1.4	0.0	-	6.9
East Midlands	25.7	8.5	0.4	14.2	14.4	20.9	21.2	22.5	18.8	20.8	19.5
Exeter	-	-	-	-	-	-	-	3.3	24.6	17.6	28.1
Humberside	12.6	-	-	28.9	28.0	26.7	29.9	29.6	32.5	33.7	32.0
Leeds/Bradford	18.5	18.7	17.8	12.8	12.3	15.9	16.6	20.9	26.7	21.6	15.5
Manchester	122.6	133.4	148.6	150.7	125.3	119.2	119.4	134.7	121.6	132.3	104.6
Newcastle	40.3	46.6	67.1	46.3	19.6	19.9	21.2	26.7	21.8	22.4	18.5
Norwich	46.1	37.1	29.3	52.2	60.7	59.1	57.6	68.7	65.6	65.8	60.9
Plymouth	0.2	0.0	0.1	1.2	0.0	-	-	-	-	-	-
Southampton	8.2	12.6	14.7	10.0	18.8	20.6	30.0	33.2	40.3	55.5	45.2
Teesside	30.8	22.7	-	18.9	19.6	20.5	24.3	33.7	33.4	33.2	31.9
Total these routes	**1,565.8**	**1,528.4**	**1,491.1**	**1,610.9**	**1,528.0**	**1,627.8**	**1,723.0**	**1,817.4**	**1,887.9**	**1,819.0**	**1,694.6**
Channel Islands	-	-	-	1.8	1.8	1.6	1.6	1.5	1.5	2.4	2.0
Edinburgh											
Aberdeen	0.4	0.6	0.2	0.1	0.0	0.1	0.0	-	-	-	-
Glasgow	0.1	-	0.1	0.7	0.3	-	-	-	-	-	-
Inverness	4.1	9.3	11.5	8.1	12.7	17.1	17.1	15.3	10.5	7.5	0.9
Kirkwall	8.9	13.2	14.5	28.0	20.4	20.7	20.4	23.2	29.2	35.7	39.1
Sumburgh	9.3	13.2	15.4	16.7	15.2	15.8	21.9	23.3	26.7	30.8	32.9
Other Scottish	6.7	12.1	15.1	13.4	30.1	37.2	34.7	31.9	31.3	35.6	39.4
Heathrow	1,488.6	1,587.1	1,477.8	1,603.4	1,661.8	1,696.3	1,660.3	1,495.0	1,436.6	1,319.0	1,306.1
Gatwick	356.6	349.3	353.7	679.4	771.1	739.1	753.8	754.1	748.3	704.9	647.9
London City	86.7	130.7	160.4	137.0	117.7	192.3	236.6	313.9	353.9	371.5	326.6
Luton	365.4	386.1	486.0	502.1	485.2	453.2	475.9	444.0	429.1	359.5	315.6
Stansted	461.5	447.9	486.4	513.4	499.9	499.7	520.6	470.2	448.7	401.9	373.7
Belfast[2]	94.4	95.2	216.8	379.8	327.7	407.1	439.2	423.3	401.8	363.4	351.5
Birmingham	230.8	264.3	267.9	334.9	373.4	384.3	471.1	495.3	435.3	401.1	336.2
Bournemouth	16.3	2.5	0.3	0.1	0.1	-	-	-	-	19.3	88.4
Bristol	99.0	107.5	154.0	298.4	326.7	326.1	329.7	318.2	260.6	249.8	235.2
Cardiff Wales	29.2	24.2	32.1	29.1	132.3	151.7	159.5	156.3	158.1	162.6	161.0
East Midlands	73.6	70.4	61.8	188.2	314.6	330.2	240.4	175.8	169.8	164.1	130.2
Exeter	-	-	-	-	-	35.9	70.9	82.9	67.7	68.0	61.1
Humberside	-	-	-	2.8	-	-	-	-	-	-	-
Leeds/Bradford	17.0	30.1	34.1	49.7	55.1	57.4	51.8	50.8	51.3	36.5	19.0
Manchester	135.0	149.3	166.1	190.3	209.2	222.0	285.9	257.6	237.8	228.6	158.3
Newcastle	-	-	-	0.0	0.0	-	0.0	-	-	0.1	-
Newquay	-	-	-	-	-	-	-	5.4	20.4	17.9	12.2
Norwich	-	6.5	-	22.2	19.5	21.8	52.7	64.0	57.3	58.6	50.4
Plymouth	3.2	3.0	2.3	1.8	-	-	-	-	-	-	-
Southampton	61.4	73.7	73.5	68.3	98.4	198.4	221.4	237.5	208.1	205.1	191.5
Total these routes	**3,548.2**	**3,776.2**	**4,030.2**	**5,068.0**	**5,471.2**	**5,806.4**	**6,064.0**	**5,838.1**	**5,582.7**	**5,241.5**	**4,877.2**
Channel Islands	9.4	11.1	8.2	13.6	20.1	13.1	9.2	26.5	31.1	28.7	23.2
Isle of Man	-	-	-	3.8	12.7	12.7	-	6.0	11.9	13.0	11.5

Source: Civil Aviation Authority - Not National Statistics

1. In this table only, non-paying passengers are excluded up to 2001 but included from then on. In addition, this table excludes some of the smaller domestic routes. Note also that passengers between the four main cities will be counted twice eg flights between Aberdeen and Edinburgh will appear in both the 'Aberdeen' and the 'Edinburgh' sections.

2. Belfast includes Belfast and Belfast City airport.

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											thousands
Glasgow											
Aberdeen	8.5	5.3	4.7	3.9	5.2	4.1	1.1	-	-	0.1	-
Edinburgh	0.1	-	0.1	0.7	0.3	-	-	-	-	-	-
Inverness	23.0	21.0	23.7	27.7	21.4	6.2	5.6	1.9	0.1	0.1	-
Kirkwall	5.3	4.8	4.9	5.4	5.8	6.9	6.9	11.6	15.5	15.1	15.4
Sumburgh	10.2	11.4	11.9	12.4	15.4	14.4	15.2	15.1	16.5	17.2	17.4
Other Scottish	105.9	104.2	103.8	107.3	107.4	102.9	102.8	122.8	131.3	138.7	129.9
Heathrow	1,364.3	1,402.6	1,258.4	1,448.3	1,465.2	1,535.6	1,427.1	1,284.5	1,207.1	1,143.5	1,080.0
Gatwick	323.3	331.7	325.0	338.5	387.8	396.5	372.3	433.0	570.7	521.9	514.7
London City	35.0	34.5	33.5	1.1	28.2	0.0	-	0.0	78.1	112.7	114.9
Luton	325.7	428.0	492.0	509.8	475.0	466.5	451.7	413.9	407.7	352.4	326.0
Stansted	156.1	65.5	286.4	334.5	377.9	396.7	436.4	461.6	448.0	358.6	305.1
Belfast[2]	140.5	133.4	242.6	428.7	377.0	421.3	457.9	426.1	392.8	324.2	323.9
Birmingham	254.5	266.8	247.3	316.0	361.4	345.1	324.3	326.5	347.0	337.1	269.4
Bournemouth	25.9	4.1	-	-	-	-	-	-	-	-	0.1
Bristol	97.4	100.5	135.1	265.9	293.4	308.8	299.3	279.9	243.1	220.2	212.3
Cardiff Wales	25.0	25.0	24.1	19.0	53.9	0.1	0.1	82.5	76.9	84.0	56.4
City of Derry	15.3	18.4	20.6	14.7	15.5	14.2	14.3	15.9	11.9	9.4	-
East Midlands	84.7	81.2	82.8	177.3	266.2	209.7	170.1	184.0	172.6	150.9	115.0
Exeter	-	-	-	-	-	33.8	42.0	53.1	56.3	39.4	33.4
Leeds/Bradford	33.3	33.2	34.5	39.2	42.2	44.2	42.8	41.0	38.7	30.4	19.9
Liverpool	-	-	-	-	0.6	-	12.4	-	-	0.1	-
Manchester	117.6	121.6	127.6	143.7	169.2	182.7	169.9	171.2	167.2	151.8	100.4
Newcastle											0.2
Newquay											0.3
Plymouth	2.8	2.8	3.5	0.7	0.3	-	-	-	-	17.2	24.4
Southampton	64.9	72.3	69.1	66.2	77.3	117.3	192.6	202.6	166.5	161.6	156.3
Total these routes	**3,219.1**	**3,268.6**	**3,531.6**	**4,261.2**	**4,546.7**	**4,607.1**	**4,544.7**	**4,527.1**	**4,547.9**	**4,186.6**	**3,815.4**
Channel Islands	22.6	20.3	18.8	13.7	13.2	9.1	10.3	7.4	6.3	5.6	5.4
Isle of Man	22.0	25.2	25.8	24.0	18.1	29.4	29.7	21.8	18.5	16.7	13.8
Glasgow Prestwick											
Stansted	276.4	418.9	596.5	694.2	721.1	590.7	504.8	469.6	427.1	402.7	278.3
Belfast City	40.1	0.7	0.0	-	-	-	-	0.0	11.8	86.3	91.7
Birmingham	0.6	0.1	-	-	-	-	-	-	-	-	-
Bournemouth	-	-	-	-	85.0	100.4	97.5	93.3	94.1	129.0	34.3
Cardiff Wales	-	-	-	-	36.3	50.9	32.8	4.9	-	-	-
City of Derry	-	-	-	-	-	-	-	2.8	58.6	64.0	51.3
Total these routes	**317.1**	**419.8**	**596.6**	**694.2**	**842.4**	**742.0**	**635.2**	**570.6**	**591.6**	**682.0**	**455.6**
Channel Islands	-	-	-	1.3	-	-	-	-	-	-	-
Isle of Man	-	-	-	-	8.1	0.3	-	-	-	-	-
Inverness											
Aberdeen	-	-	-	-	-	-	-	-	-	-	-
Edinburgh	4.1	9.3	11.5	8.1	12.7	17.1	17.1	15.3	10.5	7.5	0.9
Glasgow	23.0	21.0	23.7	27.7	21.4	6.2	5.6	1.9	0.1	0.1	-
Kirkwall	7.9	7.8	9.0	14.2	16.0	16.4	18.5	22.0	25.9	25.1	24.8
Sumburgh	3.9	4.3	4.6	1.0	0.1	0.2	0.1	0.2	0.1	0.2	-
Other Scottish	27.0	22.5	23.1	26.3	28.4	31.5	33.2	33.5	37.8	35.7	33.1
Heathrow	-	-	-	-	-	46.9	65.7	51.0	53.5	7.9	-
Gatwick	155.4	149.5	141.6	158.9	224.5	247.8	235.0	240.8	221.6	243.2	224.9
London City	-	-	1.2	0.0	-	-	-	-	-	-	-
Luton	92.5	104.9	112.9	111.8	112.3	115.0	102.4	100.5	102.3	102.5	86.6
Stansted	2.7	-	-	2.3	-	0.2	-	-	0.3	-	-
Belfast[2]	-	-	-	-	-	-	29.2	40.7	24.4	22.6	19.3
Birmingham	-	-	-	-	1.6	12.7	15.3	18.2	15.1	24.9	30.3
Bristol	-	-	-	-	-	-	41.3	82.5	82.1	74.0	73.3
East Midlands Int	-	-	-	-	-	-	-	-	34.1	40.2	20.4
Exeter	-	-	-	-	-	-	-	-	-	5.8	-
Leeds/Bradford	-	-	-	-	-	-	-	4.7	2.4	0.8	-
Liverpool	-	-	-	-	-	-	-	14.5	43.8	-	-
Manchester	-	-	-	2.0	14.4	15.3	18.1	20.6	16.7	42.9	50.5
Southhampton	-	-	-	-	-	-	-	-	3.3	14.9	3.9
Total these routes	**316.5**	**319.4**	**327.7**	**352.3**	**431.4**	**509.3**	**581.6**	**646.3**	**673.8**	**648.3**	**568.0**
Channel Islands	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	0.9	1.2

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 eg flights between Aberdeen and Edinburgh will appear in both the 'Aberdeen' and the 'Edinburgh' sections.
2. Belfast includes Belfast and Belfast City airport.

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

REGIONAL AREA / COUNTR	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
EU countries (May 2004)[2]											*thousand*
Austria	20.6	21.1	9.1	14.0	13.1	21.9	28.4	23.3	21.9	21.7	28.9
Belgium	274.7	290.6	337.4	162.3	139.7	149.2	161.8	140.1	121.0	121.0	113.3
Cyprus	124.8	149.9	174.5	164.5	145.7	126.6	153.6	151.2	139.4	152.8	139.4
Czech Republic	-	-	-	0.3	32.0	119.8	207.0	142.5	70.0	63.4	47.5
Denmark	84.9	86.2	81.5	86.6	75.6	71.2	102.8	135.8	129.6	147.2	178.1
Finland	-	-	-	-	-	5.5	6.2	22.0	16.6	5.7	3.5
France	346.4	421.6	354.1	368.3	435.2	474.2	525.6	569.4	690.0	859.4	862.1
Germany	95.6	176.5	193.7	258.5	344.8	319.7	493.1	484.4	566.4	641.7	663.7
Greece	175.0	199.5	222.1	254.6	276.0	272.8	248.6	235.2	209.8	161.6	158.9
Hungary	-	-	-	-	-	0.5	0.1	0.1	6.9	33.1	30.2
Irish Republic	623.3	654.8	851.2	1,009.0	946.7	994.8	1,024.5	1,113.7	1,143.3	1,186.3	1,015.9
Italy	65.0	61.0	67.6	54.6	86.0	246.3	365.0	331.0	380.3	348.1	401.8
Latvia	-	-	-	-	-	-	-	7.3	49.5	31.5	36.5
Lithuania	-	-	-	-	-	0.2	-	0.8	4.2	6.0	-
Malta	44.9	49.9	46.7	42.6	40.3	49.2	45.9	35.7	40.9	37.9	45.6
Netherlands	630.1	706.7	891.6	1,056.5	1,035.5	1,028.6	988.8	1,072.4	1,125.3	1,078.8	987.2
Poland	-	-	-	-	-	1.0	15.1	227.4	341.3	384.3	374.2
Portugal (excl Madeira)	136.2	139.0	140.7	153.4	174.8	190.5	214.2	252.5	261.0	266.0	207.5
Portugal (Madeira)	15.0	22.5	23.9	24.3	25.7	30.4	22.2	20.0	25.7	36.1	34.4
Slovenia	-	-	-	-	-	-	0.8	0.1	-	0.1	0.1
Spain (excl Canary Isles)	1,122.7	1,122.8	1,214.4	1,266.0	1,536.2	1,663.2	1,799.1	1,948.7	2,101.8	1,908.4	1,679.7
Spain (Canary Islands)	562.6	626.0	668.1	722.1	778.0	734.0	766.9	773.2	771.2	795.6	666.0
Sweden	2.3	7.2	1.9	-	88.0	209.6	192.8	143.9	152.5	149.5	159.3
Total EU countries	**4,324.0**	**4,735.3**	**5,278.4**	**5,637.9**	**6,173.2**	**6,709.3**	**7,362.4**	**7,830.6**	**8,368.8**	**8,436.2**	**7,833.8**
Other identified countries											
Barbados	-	-	-	-	-	-	-	-	3.5	7.1	8.0
Bulgaria	-	-	17.4	24.8	34.7	60.4	71.7	65.4	60.1	63.1	48.4
Canada	193.6	205.0	198.6	142.5	135.1	210.3	216.7	189.5	207.7	160	107.5
Croatia	-	-	-	-	0.2	1.9	5.7	11.7	15.6	12.9	24.3
Dominican Republic	13.7	-	-	-	-	10.7	23.7	13.5	14.0	22.8	25.5
Egypt	-	-	-	-	-	-	25.5	64.0	55.8	67.5	97.9
Faroe Islands	3.7	4.5	8.9	6.9	8.8	5.6	5.0	3.8	3.8	0.7	0.5
Iceland	86.6	93.1	87.2	67.6	52.8	58.9	62.3	55.4	46.5	30.8	9.7
Jamaica	-	-	-	-	-	-	-	-	-	-	2.3
Mexico	5.3	17.0	17.3	15.1	15.4	15.1	21.6	19.8	27.9	22.1	22.9
Norway	159.4	131.2	133.2	188.0	208.7	246.3	271.4	285.9	307.2	305.2	302.1
Pakistan	-	-	-	-	-	-	2.5	27.9	9.3	18.4	25.5
Romania	-	-	-	-	-	-	-	-	-	-	3.0
Russia	..	..	..	..	..	1.2	0.7	0.4	0.7	-	0.8
Slovak Republic	-	-	-	-	-	-	-	-	-	6.6	50.3
Switzerland	47.5	52.4	27.0	27.8	29.7	41.4	52.8	118.4	149.8	155.5	148.2
Tunisia	12.8	23.8	16.1	15.3	13.7	35.5	28.8	35.6	35.7	34	38.9
Turkey	105.0	93.8	83.9	99.7	98.3	135.0	176.0	165.9	216.3	260.4	268.6
United Arab Emirates	..	..	..	..	..	98.6	167.6	192.9	231.1	240.7	244.7
United States of America	304.3	277.8	254.4	268.7	256.1	382.4	438.5	559.9	569.5	483.5	459.7
Total these countries	**931.8**	**898.6**	**843.9**	**856.5**	**853.4**	**1,303.2**	**1,570.4**	**1,810.1**	**1,951.1**	**1,884.2**	**1,888.8**
All identified countries for these airports	**5,255.8**	**5,633.9**	**6,122.3**	**6,494.5**	**7,026.7**	**8,012.5**	**8,932.8**	**9,640.7**	**10,319.9**	**10,320.4**	**9,722.6**

Source: Civil Aviation Authority - Not National Statistics

1. For the purpose of preparing this table, Scotland's main international airports are Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick. This table does not cover all international traffic, as indicated by the lower part of table 8.4.
2. Countries which were members of the EU in May 2004. Includes the earlier years' figures for countries which joined the EU then (and therefore were not member states in 2003 and earlier years). There was little or no passenger traffic to/from EU countries which do not appear in the table: see Table 9.4.

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Foreign airports served [2]	32	46	39	40	54	66	71	83	93	95	103
Routes [3]	46	61	55	53	82	95	97	122	142	150	168
											thousand
Passengers on scheduled services	2,621.6	3,063.0	3,499.0	3,603.4	3,982.2	5,161.6	6,279.2	7,141.3	7,938.3	8,153.4	8,054.5

Source: Civil Aviation Authority - Not National Statistics

1. These figures are produced from the information about scheduled services in the Civil Aviation Authority's UK Airport Statistics Table 12.1, so are based on its conventions and definitions. For the purpose of this table, Scotland's main international airports are Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick. This table does not cover all scheduled international traffic.
2. The number of foreign airports shown in the CAA table as the destinations of international scheduled services from Scottish airports in that year. For example, the CAA table shows Rome (Ciampino) and Rome (Fiumicino) separately (for services from Glasgow Prestwick and Edinburgh respectively, in 2003) so they are counted as two separate foreign airports.
3. International scheduled services to the same foreign airport from different Scottish airports are counted as separate routes. For example, Aberdeen/Dublin, Edinburgh/Dublin, Glasgow/Dublin and Glasgow Prestwick/Dublin are counted as four separate routes. More than one airline may operate services on a particular route.

Table 8.4 Passenger traffic on selected international routes, to and from Scotland's main airports1, 2009

	Scheduled	Charter	Total
Austria	-	28,883	28,883
Barbados	-	7,970	7,970
Belgium	112,834	489	113,323
Bulgaria	-	48,378	48,378
Canada	107,370	91	107,461
Croatia	21,920	2,370	24,290
Cyprus	53,381	86,030	139,411
Czech Republic	47,123	402	47,525
Denmark	177,557	517	178,074
Dominican Republic	-	25,532	25,532
Egypt	54,416	43,490	97,906
Faroe Islands	-	534	534
Finland	-	3,549	3,549
France	845,987	16,088	862,075
Germany	658,023	5,691	663,714
Greece	-	158,870	158,870
Hungary	30,204	-	30,204
Iceland	9,550	131	9,681
Irish Republic	1,005,364	10,572	1,015,936
Italy	364,378	37,383	401,761
Jamaica	-	2,325	2,325
Latvia	36,545	-	36,545
Malta	30,415	15,232	45,647
Mexico	-	22,889	22,889
Netherlands	984,962	2,233	987,195
Norway	300,167	1,978	302,145
Pakistan	25,490	-	25,490
Poland	373,312	901	374,213
Portugal (other than Madeira)	175,835	31,672	207,507
Portugal (Madeira)	13,461	20,938	34,399
Romania	-	3,037	3,037
Russia	-	755	755
Slovak Republic	49,710	611	50,321
Slovenia	-	68	68
Spain (Canary Islands)	307,371	358,625	665,996
Spain (other than Canary Islands)	1,289,982	389,744	1,679,726
Sweden	158,679	633	159,312
Switzerland	131,083	17,145	148,228
Tunisia	-	38,899	38,899
Turkey	32,514	236,082	268,596
United Arab Emirates	244,486	203	244,689
United States of America	412,336	47,320	459,656
Total passenger traffic counted for these countries for Scotland's main airports[2]	8,054,455	1,631,407	9,722,715
Other international traffic at main Scottish airports[2]	..	..	7,123
All international traffic for Scotland's main airports	..	..	9,729,838
International traffic at other Scottish airports	..	..	10,067
Total International traffic at all Scottish airports	..	..	9,739,905

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], 2009

	Scheduled	Charter	Total
Amsterdam	979,042	1,987	981,029
Dublin	792,707	9,553	802,260
Paris (Charles De Gaulle)	521,546	982	522,528
Malaga	356,317	22,759	379,076
Palma De Mallorca	229,444	148,798	378,242
Alicante	326,527	47,105	373,632
Tenerife (Surreina Sofia)	191,959	158,351	350,310
New York (Newark)	261,136	-	261,136
Dubai	244,486	-	244,486
Faro	175,835	31,416	207,251

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, 2009

	Other Scottish Airports	Other UK Airports	UK offshore	Eire	Europe	North America	Rest of world	Total
Aberdeen	269,914	1,427,036	474,856	52,266	759,709	-	12	2,983,793
Barra	10,182	-	-	-	-	-	-	10,182
Benbecula	32,692	-	-	-	-	-	-	32,692
Campbeltown	9,380	4	-	-	5	-	-	9,389
Dundee	179	72,281	-	-	6	-	-	72,466
Edinburgh	112,357	4,794,418	-	588,697	3,308,102	218,180	21,698	9,043,452
Glasgow	163,721	3,626,502	-	115,278	2,510,802	349,121	447,973	7,213,397
Glasgow Prestwick	-	459,286	-	259,657	1,096,964	559	820	1,817,286
Inverness	65,727	510,086	121	3,645	3,795	-	-	583,374
Islay	26,285	-	-	-	-	-	-	26,285
Kirkwall	137,491	-	7	-	885	-	-	138,383
Lerwick (Tingwall)	4,663	-	46	-	-	-	-	4,709
Scatsta	143,048	1	126,705	-	-	-	-	269,754
Stornoway	122,387	7	3	-	78	-	-	122,475
Sumburgh	135,538	5	2,055	-	1,548	-	-	139,146
Tiree	8,202	-	-	-	-	-	-	8,202
Wick	21,236	110	9	-	105	-	-	21,460
Total	1,263,002	10,889,736	603,802	1,019,543	7,681,999	567,860	470,503	22,496,445

Source: Civil Aviation Authority - Not National Statistics
Statistics are not collected for some of the smaller airports on Orkney and Shetland, which are therefore not included in any overall totals.

Table 8.7 Terminal air passengers by airport, international/domestic and type of service, 2009

Airport	International/UK Offshore			Domestic			Total
	Scheduled	Charter	Total	Scheduled	Charter	Total	
Aberdeen	773,333	513,510	1,286,843	1,546,265	150,685	1,696,950	2,983,793
Barra	.	.	.	10,182	-	10,182	10,182
Benbecula	.	.	.	32,692	-	32,692	32,692
Campbeltown	-	5	5	9,374	10	9,384	9,389
Dundee	-	6	6	72,360	100	72,460	72,466
Edinburgh	3,940,324	196,353	4,136,677	4,903,827	2,948	4,906,775	9,043,452
Glasgow	1,988,668	1,434,506	3,423,174	3,788,329	1,894	3,790,223	7,213,397
Glasgow Prestwick	1,352,746	5,254	1,358,000	459,233	53	459,286	1,817,286
Inverness	4,758	2,803	7,561	575,502	311	575,813	583,374
Islay	.	.	.	26,285	-	26,285	26,285
Kirkwall	885	7	892	137,455	36	137,491	138,383
Lerwick (Tingwall)	-	46	46	4,663	-	4,663	4,709
Scatsta	-	126,705	126,705	121	142,928	143,049	269,754
Stornoway	-	81	81	122,384	10	122,394	122,475
Sumburgh	1,451	2,152	3,603	132,247	3,296	135,543	139,146
Tiree	.	.	.	8,202	-	8,202	8,202
Wick	-	114	114	21,236	110	21,346	21,460
Total	8,062,165	2,281,542	10,343,707	11,850,357	302,381	12,152,738	22,496,445

Source: Civil Aviation Authority - Not National Statistics
(a) Domestic traffic is counted both at the airport of arrival and at the airport of departure.
The total of domestic traffic is, therefore, only a measure of airport activity.

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

Table 8.8 Punctuality of flights at Edinburgh and Glasgow airports

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Edinburgh											
Flights to/from UK origins / destinations											*numbers*
Matched	54,254	56,770	63,694	72,104	70,112	76,096	82,233	79,818	75,021	72,499	64,086
Unmatched - actual [1]	246	236	811	438	271	767	318	278	308	366	193
Unmatched - planned [2]	1,487	1,751	1,232	1,149	657	718	1,326	932	816	517	365
Percentage of flights late [3]											*percentages*
early to 15 mins late	78	81	77	76	75	75	74	74	73	79	84
16 to 30 mins late	12	10	11	12	12	13	13	13	13	10	8
31 to 60 mins late	6	6	7	7	7	8	8	8	8	7	5
1 hr 1 min to 3 hrs late	3	3	4	4	4	4	4	5	5	4	3
3hrs 1 min to 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
											minutes
Average delay [3, 4]	11	11	13	13	14	13	14	15	15	12	10
All flights (UK and international)											*numbers*
Matched	73,664	78,269	89,499	96,257	96,141	102,667	108,802	109,307	109,402	107,172	100,408
Unmatched - actual [1]	373	328	996	618	526	1,051	526	508	613	518	387
Unmatched - planned [2]	1,869	2,185	1,650	1,450	934	837	1,536	1,107	1,074	769	575
Percentage of flights late [3]											*percentages*
early to 15 mins late	74	78	75	74	75	74	74	74	73	77	82
16 to 30 mins late	14	11	12	13	12	13	13	13	13	11	9
31 to 60 mins late	8	7	8	8	7	8	8	8	8	7	5
1 hr 1 min to 3 hrs late	4	4	5	5	4	4	4	5	5	4	3
3hr 1 min to 6 hrs late	0	0	0	0	0	0	0	0	1	0	0
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
											minutes
Average delay [3, 4]	13	13	14	14	14	14	14	15	16	13	11
Glasgow											
Flights to/from UK origins / destinations											*numbers*
Matched	57,917	57,905	62,213	60,165	60,771	63,046	66,243	66,121	65,538	60,243	51,934
Unmatched - actual [1]	573	690	661	884	551	496	308	466	906	636	198
Unmatched - planned [2]	1,753	752	756	441	345	296	390	778	726	375	274
Percentage of flights late											*percentages*
early to 15 mins late	79	79	78	76	78	80	79	76	77	79	85
16 to 30 mins late	11	11	11	12	11	10	10	11	11	10	7
31 to 60 mins late	6	6	7	7	7	6	6	7	7	7	4
1 hr 1 min to 3 hrs late	3	4	4	4	4	4	4	4	5	4	3
3hrs 1 min to 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
											minutes
Average delay [4]	10	12	12	13	12	12	12	13	13	12	10
All flights (UK and international)											*numbers*
Matched	84,535	86,647	90,245	86,004	86,500	90,093	95,198	95,383	91,886	85,274	73,262
Unmatched - actual [1]	767	841	851	1,119	834	916	522	730	1,146	814	294
Unmatched - planned [2]	2,384	1,313	1,042	637	559	763	568	966	908	526	330
Percentage of flights late											*percentages*
early to 15 mins late	74	75	75	76	77	78	78	75	74	75	82
16 to 30 mins late	12	11	11	12	11	10	11	12	11	11	8
31 to 60 mins late	8	7	7	7	7	7	7	8	8	8	5
1 hr 1 min to 3 hrs late	5	5	5	5	4	4	4	5	5	5	4
3hrs 1 min to 6 hrs late	1	1	1	1	1	1	1	1	1	1	1
more than 6 hrs late	0	0	0	0	0	0	0	0	0	0	0
											minutes
Average delay [4]	14	16	16	15	14	14	14	15	17	16	12

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 and average delay 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 flights is counted as zero delay

Table 8.9 Aircraft movements, by airport and type of movement, 2009 [1]

Airport	Commercial Movements				Non-commercial Movements								Total
	Air Transport	Position-ing Flights	Local Move-ments	Total	Test and Training	Other Flights by air transport operators	Aero Club	Private	Official	Millitary	Business	Total	
Aberdeen	99,419	4,051	5	103,475	4,655	70	874	150	-	127	525	6,401	109,876
Barra	1,199	-	-	1,199	-	-	155	1	-	-	1	157	1,356
Benbecula	4,292	301	-	4,593	12	8	123	-	-	35	8	186	4,779
Campbeltown	1,359	45	-	1,404	34	2	438	-	-	536	4	1,014	2,418
Dundee	4,159	341	387	4,887	808	157	31,852	945	3	124	498	34,387	39,274
Edinburgh	111,059	2,063	2	113,124	30	48	1,011	446	4	293	1,013	2,845	115,969
Glasgow	77,874	2,096	-	79,970	133	68	3,842	175	-	136	957	5,311	85,281
Glasgow Prestwick	15,496	490	-	15,986	1,902	5	10,448	2,241	-	3,648	0	18,244	34,230
Inverness	15,791	2,929	4	18,724	2,165	7	8,775	4	57	120	438	11,566	30,290
Islay	1,677	32	-	1,709	9	-	758	2	-	118	7	894	2,603
Kirkwall	13,849	372	-	14,221	249	23	1,032	2	-	44	19	1,369	15,590
Lerwick (Tingwall)	2,011	75	6	2,092	36	7	10	12	-	-	-	65	2,157
Scatsta	12,704	267	-	12,971	879	513	-	1	-	-	-	1,393	14,364
Stornoway	9,484	332	2	9,818	968	352	413	4	2	60	10	1,809	11,627
Sumburgh	8,435	1,530	-	9,965	1,807	234	105	14	-	34	-	2,194	12,159
Tiree	1,109	7	-	1,116	-	-	190	10	-	-	-	200	1,316
Wick	2,776	833	-	3,609	1,255	8	1,181	4	-	165	9	2,622	6,231
Total	382,693	15,764	406	398,863	14,942	1,502	61,207	4,011	66	5,440	3,489	90,657	489,520

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, 2009 [2]

Airport	Scheduled			Charter			Air taxi [1] movements	Total
	UK Operators	Over seas Operators	Total	UK Operators	Over seas Operators	Total		
Aberdeen	43,111	10,668	53,779	40,442	165	40,607	5,033	99,419
Barra	1,196	-	1,196	-	-	-	3	1,199
Benbecula	2,791	-	2,791	-	-	-	1,501	4,292
Campbeltown	957	-	957	-	4	4	398	1,359
Dundee	1,665	2,262	3,927	7	2	9	223	4,159
Edinburgh	72,111	27,307	99,418	4,501	2,558	7,059	4,582	111,059
Glasgow	60,743	5,972	66,715	6,231	1,105	7,336	3,823	77,874
Glasgow Prestwick	18	15,129	15,147	13	304	317	32	15,496
Inverness	11,326	332	11,658	16	22	38	4,095	15,791
Islay	1,279	-	1,279	-	-	0	398	1,677
Kirkwall	10,788	-	10,788	13	-	13	3,048	13,849
Lerwick (Tingwall)	1,591	-	1,591	38	-	38	382	2,011
Scatsta	4	-	4	12,652	-	12,652	48	12,704
Stornoway	7,120	-	7,120	36	5	41	2,323	9,484
Sumburgh	6,050	-	6,050	574	27	601	1,784	8,435
Tiree	957	-	957	-	-	-	152	1,109
Wick	1,951	-	1,951	249	6	255	570	2,776
Total	223,658	61,670	285,328	64,772	4,198	68,970	28,395	382,693

Source: Civil Aviation Authority - Not National Statistics

1. A breakdown of air taxi movements between scheduled and chartered aircraft transport movements is no longer available. They have therefore been shown as a separate category.

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

Table 8.11 Air transport movements [1]

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Aberdeen	82,852	82,550	88,656	84,313	81,488	85,302	94,382	102,989	108,453	106,366	99,419
Barra	1,185	1,247	1,304	1,226	1,282	1,227	1,232	1,265	1,209	1,262	1,199
Benbecula	3,211	3,537	3,600	3,489	3,527	3,702	3,911	4,052	4,320	4,145	4,292
Campbeltown	1,320	1,347	1,400	1,395	1,294	1,357	1,293	1,268	1,307	1,216	1,359
Dundee	1,749	2,468	2,686	2,875	2,884	2,513	2,536	2,523	3,513	3,910	4,159
Edinburgh	84,803	89,142	100,161	106,920	107,558	115,205	119,061	118,690	120,096	118,899	111,059
Glasgow	88,366	90,607	95,067	91,027	91,862	96,278	99,700	99,157	97,277	90,977	77,874
Glasgow Prestwick	12,083	11,428	13,480	15,280	19,423	19,189	20,554	19,464	20,454	20,427	15,496
Inverness	9,557	10,712	12,441	13,426	16,105	18,427	20,139	20,601	19,352	17,936	15,791
Islay	1,550	1,567	1,558	1,520	1,557	1,528	1,579	1,738	1,731	1,869	1,677
Kirkwall	8,592	9,339	10,042	11,065	11,771	11,714	11,954	13,226	14,008	14,121	13,849
Lerwick (Tingwall)	2,348	2,110	2,100	2,140	2,325	2,127	2,328	2,029	1,913	1,863	2,011
Scatsta	4,344	10,841	10,874	10,392	9,888	10,012	10,430	11,445	11,333	10,743	12,704
Stornoway	5,103	5,664	5,457	5,822	6,558	7,259	8,135	9,646	9,741	10,028	9,484
Sumburgh	13,379	6,583	7,874	8,042	6,137	6,157	7,562	8,453	9,861	9,812	8,435
Tiree	751	710	718	751	744	724	724	753	755	937	1,109
Unst	740	682	138	-	-	-	-	-	-	-	-
Wick	3,093	2,937	3,023	2,908	2,933	2,905	3,280	3,253	2,860	2,571	2,776
Total	325,026	333,471	360,579	362,591	367,336	385,626	408,800	420,552	428,183	417,082	382,693

Source: Civil Aviation Authority - Not National Statistics
1. Statistics are not collected for some of the smaller airports on Orkney and Shetland and are therefore not included in any overall totals.

Table 8.12 Total aircraft movements, by airport [1]

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Aberdeen	104,007	99,564	104,801	100,207	97,895	98,598	109,232	116,971	121,927	119,831	109,876
Barra	1,280	1,349	1,355	1,307	1,394	1,358	1,323	1,321	1,296	1,310	1,356
Benbecula	3,617	4,257	4,162	4,068	4,147	4,209	4,466	4,462	4,810	4,660	4,779
Campbeltown	2,207	1,931	2,081	1,957	1,828	1,913	2,500	3,837	3,674	1,921	2,418
Dundee	30,295	36,723	28,349	18,713	30,716	32,099	37,261	37,444	37,292	36,297	39,274
Edinburgh	101,226	102,393	112,361	118,416	118,943	125,317	127,122	126,914	128,172	125,550	115,969
Glasgow	101,609	104,929	110,408	104,393	105,597	107,885	110,581	110,034	108,305	100,087	85,281
Glasgow Prestwick	54,093	44,922	48,144	43,190	57,099	55,998	54,996	48,189	47,910	42,708	34,230
Inverness	27,687	25,375	27,298	26,959	31,171	33,477	37,879	40,826	39,139	40,538	30,290
Islay	2,463	2,322	2,326	2,178	2,576	2,306	2,334	2,558	2,650	2,625	2,603
Kirkwall	11,631	11,733	11,838	12,461	13,524	13,466	13,375	14,719	15,574	15,982	15,590
Lerwick (Tingwall)	2,395	2,555	2,441	2,240	2,361	2,214	2,416	2,131	2,050	2,085	2,157
Scatsta	4,580	11,355	11,223	10,997	10,728	10,958	11,257	12,335	12,961	12,951	14,364
Stornoway	7,779	8,115	7,943	8,092	8,841	9,508	10,665	12,363	12,716	13,072	11,627
Sumburgh	16,835	9,517	11,094	11,776	8,701	8,655	10,409	12,185	13,984	14,758	12,159
Tiree	951	938	868	901	849	868	858	858	868	1,071	1,316
Unst	751	684	138	-	-	-	-	-	-	-	-
Wick	5,684	5,389	5,521	5,440	6,363	5,624	6,931	6,721	6,327	7,221	6,231
Total	479,090	474,051	492,351	473,295	502,733	514,453	543,605	553,868	559,655	542,667	489,520

Source: Civil Aviation Authority - Not National Statistics
1. Statistics are not collected for some of the smaller airports on Orkney and Shetland, which are therefore not included in any overall totals.

Table 8.13 Freight carried by airport[1]

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											tonnes
Aberdeen	4,484	4,489	4,927	3,808	3,478	3,762	4,089	4,022	3,434	4,006	3,822
Barra	39	40	40	35	37	35	35	36	35	34	30
Benbecula	247	261	242	219	206	218	235	245	240	235	224
Campbeltown	2	2	2	2	2	2	2	2	1	1	1
Dundee	5	-	-	-	-	-	-	-	-	-	-
Edinburgh[2]	17,715	17,894	16,169	21,232	24,761	27,376	29,595	36,389	19,292	12,418	23,791
Glasgow[2]	8,972	8,545	5,928	5,041	4,927	8,122	8,733	6,289	4,276	3,546	2,334
Glasgow Prestwick	40,845	41,450	43,104	39,500	39,975	34,102	29,199	28,537	31,517	22,966	13,385
Inverness	275	286	459	880	967	1,393	894	652	568	526	452
Islay	166	171	176	191	196	200	197	245	272	275	229
Kirkwall	139	129	111	123	227	451	138	102	108	106	89
Lerwick (Tingwall)	-	-	-	-	44	0	1	-	-	-	-
Scatsta	300	956	714	676	655	695	725	730	765	723	752
Stornoway	219	248	405	767	743	772	559	520	558	551	475
Sumburgh	402	79	90	98	203	413	81	86	104	144	53
Tiree	24	28	26	26	26	25	25	25	24	23	21
Unst	4	-	-	-	-	-	-	-	-	-	-
Wick	10	5	8	3	4	6	5	5	2	2	1
Total	73,849	74,582	72,400	72,602	76,451	77,572	74,515	77,884	61,197	45,554	45,659

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.

Table 8.14 Highlands and Islands Airports Ltd income and expenditure, 2008-09 [1]

	Income				Expenditure							Operating Profit (Loss)
	Traffic Operations	Other	Grant	Total	Staff Costs	Property Rates	Services/ Materials	Repairs/ Mainte-nance	Depre-ciation	Other	Total	
												£ thousand
Barra	154	12	-	166	419	8	103	73	11	69	683	(517)
Benbecula	545	86	-	631	1,270	42	401	305	16	130	2,164	(1,533)
Campbeltown	219	21	-	240	548	17	150	277	0	59	1,051	(811)
Inverness	5,139	2,042	167	7,348	4,177	365	2,865	978	328	1,170	9,883	(2,535)
Islay	411	52	-	463	736	15	244	142	19	91	1,247	(784)
Kirkwall	1,528	145	-	1,673	2,103	133	891	324	-7	203	3,647	(1,974)
Stornoway	1,600	342	14	1,956	2,034	112	968	550	25	276	3,965	(2,009)
Sumburgh[2]	2,156	630	7	2,793	2,559	185	1,246	476	82	1,285	5,833	(3,040)
Tiree	186	32	-	218	491	10	123	133	10	54	821	(603)
Wick	577	43	208	828	1,531	29	421	259	49	376	2,665	(1,837)
Total [3 4 5]	12,515	3,405	15,038	30,958	15,868	916	7,412	3,517	533	3,713	31,959	(1,001)

Source: Highlands and Islands Airports Ltd - Not National Statistics

1. HIAL only operate Kirkwall and Sumburgh airports on Orkney and Shetland and not the smaller airports on these islands, therefore the totals will only include figures for HIAL airports and not the smaller non-HIAL airports on Shetland and Orkney.
2. Sumburgh includes both oil and non-oil related activities.
3. Including grant.
4. Exclude Dundee Airport Ltd.
5. Figures have not been reconciled to annual report

Table 8.15 BAA Revenue and Operating Profit

Airport		Revenue				Operating Profit (Loss)[1]			
		Airport Operational Activities		Other Activties	Total	Airport Operational Activities		Other Activities	Total
		Airport Charges	Other Income			Airport Charges	Other Income		
									£ million
Aberdeen	1996-97	14.9	11.9	0.2	**26.9**	4.0	5.2	0.2	**9.4**
	1997-98	16.0	10.9	0.2	**27.1**	3.5	5.5	-	**9.0**
	1998-99	16.4	10.9	0.5	**27.9**	3.7	6.0	0.3	**10.1**
	1999-00	15.9	9.8	0.6	**26.3**	3.1	6.1	0.4	**9.5**
	2000-01	16.1	10.4	0.5	**27.0**	3.4	7.3	0.3	**10.9**
	2001-02	16.7	10.8	0.5	**28.0**	2.6	7.0	0.3	**10.0**
	2002-03	16.7	11.2	0.3	**28.2**	2.5	7.4	0.3	**10.2**
	2003-04	16.7	11.1	1.2	**28.9**	0.9	7.0	0.7	**8.7**
	2004-05	17.6	11.6	1.3	**30.5**	2.3	6.9	0.8	**10.0**
	2005-06	19.3	13.0	1.6	**33.9**	1.7	8.1	1.1	**10.9**
	2006 [2]	16.3	11.0	1.3	**28.6**	2.7	7.1	0.8	**10.6**
	2007	22.7	15.1	3.1	**40.9**	2.8	9.9	2.2	**14.9**
	2008	22.6	16.5	2.7	**41.8**	5.6	7.5	2.6	**15.7**
	2009	27.4	17.5	3.0	**47.9**	-3.9	7.9	2.9	**6.9**
Edinburgh	1996-97	22.9	15.2	0.3	**38.5**	7.5	5.9	-0.4	**12.9**
	1997-98	24.3	14.4	0.4	**39.0**	5.3	5.8	0.1	**11.2**
	1998-99	26.3	15.7	0.9	**42.9**	7.5	6.5	0.6	**14.7**
	1999-00	30.2	13.2	1.2	**44.7**	7.6	6.1	1.1	**14.7**
	2000-01	34.0	16.1	0.8	**50.9**	7.0	10.1	0.8	**17.9**
	2001-02	37.2	19.1	1.2	**57.5**	6.8	12.4	0.9	**20.1**
	2002-03	39.7	20.9	1.4	**62.0**	7.1	13.5	1.1	**21.7**
	2003-04	41.6	22.4	1.1	**65.1**	8.1	13.8	1.0	**22.9**
	2004-05	44.3	25.5	1.2	**71.0**	11.5	14.9	1.1	**27.5**
	2005-06	46.7	29.4	1.3	**77.4**	13.4	16.7	1.3	**31.4**
	2006 [2]	36.5	25.9	1.0	**63.4**	10.7	15.2	1.0	**26.9**
	2007	48.8	35.6	2.8	**87.2**	13.6	20.2	1.5	**35.3**
	2008	49.0	39.6	1.7	**90.3**	12.8	23.1	1.6	**37.5**
	2009	54.5	40.8	1.9	**97.2**	-4.0	21.8	1.7	**19.5**
Glasgow	1996-97	34.5	30.4	0.6	**65.8**	3.5	14.8	0.5	**18.8**
	1997-98	37.0	25.0	0.6	**62.7**	1.3	14.0	-	**15.2**
	1998-99	38.8	25.3	2.0	**66.2**	5.9	17.5	1.3	**24.7**
	1999-00	41.1	23.0	2.3	**66.4**	7.0	16.3	1.5	**24.8**
	2000-01	43.4	24.2	1.1	**68.7**	8.2	16.3	1.0	**25.4**
	2001-02	44.1	25.7	1.1	**70.9**	7.1	17.2	0.9	**25.2**
	2002-03	44.4	27.3	1.2	**72.9**	5.2	17.5	0.8	**23.5**
	2003-04	43.2	29.2	1.2	**73.9**	0.8	19.5	1.1	**21.5**
	2004-05	44.6	32.1	1.2	**77.9**	1.1	21.0	1.2	**23.3**
	2005-06	44.9	36.2	1.5	**82.6**	1.9	22.4	1.5	**25.8**
	2006 [2]	36.1	29.6	1.2	**66.9**	5.7	17.8	1.0	**24.5**
	2007	44.1	37.9	3.3	**85.3**	-1.6	26.3	1.5	**26.2**
	2008	40.5	40.6	1.3	**82.4**	-0.9	29.0	1.3	**29.4**
	2009	41.9	38.1	1.4	**81.4**	-21.8	28.5	1.3	**8.0**
Total	1996-97	72.3	57.6	1.1	**131.2**	15.0	25.8	0.3	**41.1**
	1997-98	77.3	50.3	1.2	**128.8**	10.1	25.3	0.1	**35.4**
	1998-99	81.5	51.9	3.4	**137.0**	17.1	30.0	2.2	**49.5**
	1999-00	87.2	46.0	4.1	**137.4**	17.7	28.5	3.0	**49.0**
	2000-01	93.5	50.7	2.4	**146.6**	18.6	33.7	2.1	**54.2**
	2001-02	98.0	55.6	2.8	**156.7**	16.5	36.6	2.1	**55.3**
	2002-03	100.8	59.4	2.9	**163.1**	14.8	38.4	2.2	**55.4**
	2003-04	101.5	62.7	3.5	**166.7**	9.8	40.3	2.8	**52.9**
	2004-05	106.5	69.2	3.7	**179.4**	14.9	42.8	3.1	**60.8**
	2005-06	110.9	78.6	4.4	**193.9**	17.0	47.2	3.9	**68.1**
	2006 [2]	88.9	66.5	3.5	**158.9**	19.1	40.1	2.8	**62.0**
	2007	115.6	88.6	9.2	**213.4**	14.8	56.4	5.2	**76.4**
	2008	112.1	96.7	5.7	**214.5**	17.5	59.6	5.5	**82.6**
	2009	123.8	96.4	6.3	**226.5**	-29.7	58.2	5.9	**34.4**

Source: BAA - Not National Statistics

1. In 1997-98 the effects of the Windfall Tax levied on BAA has affected the operating profit for each airport.
2. In 2007, BAA's financial year changed from April - March to January - December.
The figures in 2006 are for the 9 month period from April - December

Table 8.16 Passengers on services which were supported, in that year[2], by the Route Development Fund [1]

		2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
Domestic services supported by the RDF								
Aberdeen	Bristol		6,118	21,696	28,510	26,812	26,493	22,104
Edinburgh	Jersey	8,000						
Inverness	Birmingham	3,957	13,418	16,148	17,563	15,142	27,245	30,488
Inverness	Bristol			59,985	81,069	78,055	71,759	74,703
Aberdeen	Southampton			9,931	9,426	11,562 [5]	54,963 [5]	43,259 [5]
Aberdeen	Blackpool			1,707				
Aberdeen	Stornoway			1,198	5,632	7,030 [5]	6,911 [5]	6,417 [5]
Inverness	Newcastle				1,178			
Inverness	Leeds				6,171	897	663	
Sumburgh	Stansted				2,302	2,493	1,904	
Inverness	Liverpool				27,145	30,113		
Aberdeen	Liverpool				31,894	30,489		
Inverness	Belfast City				4,680	25,683	21,155	19,102
Inverness	Nottingham East Midlands				3,056	39,423	9,982	
Dundee	Birmingham						14,670	18,947
Dundee	Belfast City						8,208	9,948
Total domestic services supported by the RDF		**11,957**	**19,536**	**110,665**	**218,626**	**267,699**	**243,953**	**224,968**
International services supported by the RDF								
Aberdeen	Copenhagen		6,319	23,503	27,452	27,836 [3]	48,857 [3]	46,838 [3]
Aberdeen	Groningen		9,801	11,507	11,416	10,147 [4]	8,040	5,418
Aberdeen	Oslo			11,434	11,597	10,609 [5]		
Edinburgh	Atlanta				76,952	58,648		
Edinburgh	Cologne	41,000	52,432	50,794	43,249	50,105 [5]	36,061 [5]	39,275 [5]
Edinburgh	Geneva	8,800	2,263		61,519	78,848 [3]	76,783 [3]	110,343 [3]
Edinburgh	Madrid				8,468	95,416	92,000	101,005
Edinburgh	Milan	3,200	1,309			71,667	87,578	72,825
Edinburgh	Munich		1,246			91,335	84,868	74,807
Edinburgh	Newark		78,908	121,208	130,482	154,354 [5]	153,600 [5]	155,369 [5]
Edinburgh	Oslo	4,400	1,353					
Edinburgh	Zurich	4,000	1,550		208	16,995	15,593	14,607
Edinburgh	Barcelona			54,899	66,803	62,184 [3]	54,658 [3]	28,895 [3]
Edinburgh	Warsaw				44,111	54,073	15,111	
Glasgow	Berlin				78,731	92,603	83,356	73,507
Glasgow	Dubai		142,315	168,024	200,690	238,966 [5]	234,774 [5]	253,639 [5]
Glasgow	Prague		22,000	19,674				
Glasgow	Barcelona			90,540	92,864	71,622	47,365	10,258
Glasgow Prestwick	Dusseldorf		23,085	75,370	59,375	53,606	50,584	
Glasgow Prestwick	Gdansk				35,221	41,472	44,619	53,028
Glasgow Prestwick	Girona	78,241	97,053	110,748	109,144	115,611	106,187	94,574
Glasgow Prestwick	Gothenberg	31,300	81,344	78,894	61,265	57,389	53,919	52,103
Glasgow Prestwick	Hamburg		5,837	66,377	15,716			
Glasgow Prestwick	Milan (Bergamo)	18,526	91,906	98,712	91,733	83,925	46,352	50,296
Glasgow Prestwick	Pisa		7,583	84,967	61,427	59,732	37,682	24,963
Glasgow Prestwick	Riga				18,107	44,394	31,951	38,979
Glasgow Prestwick	Rome		84,537	97,690	83,906	66,144	65,102	29,916
Glasgow Prestwick	Stockholm (Skavsta)	88,444	86,775	84,674	71,464	68,316	54,050	30,566
Glasgow Prestwick	Wroclaw				30,521	42,280	42,733	38,773
Glasgow Prestwick	Warsaw				41,962	53,003	48,061	39,396
Inverness [6]	Dublin				13,179	12,960	6,169	3,593
Inverness	Stockholm		2,861					
Kirkwall	Bergen	300						
Sumburgh	Oslo		1,083					
Sumburgh	Faroes							
Total international services supported by the RDI		**278,211**	**801,560**	**1,249,015**	**1,547,562**	**1,884,240**	**1,626,053**	**1,442,973**
Total all services supported by the RDF		**290,168**	**821,096**	**1,359,680**	**1,766,188**	**2,151,939**	**1,870,006**	**1,667,941**

Source: Scottish Government aviation policy - Not National Statistics

1. These figures cover only passengers on **services which were supported by the Route Development Fund.**
They do NOT necessarily represent the total passenger numbers for these routes, because there might be other services on these routes which are not supported by the RDF, for example, in cases where RDF funding was provided for a route for only one financial year, this table does not show any passenger numbers or that route for subsequent financial years (because there were no services on that route which were supported by the RDF in the later years). That is why the table shows blanks for some routes for some years.
2. RDF funding is provided for financial years, so this table gives figures for financial years, unlike the other passenger number tables, earlier in the chapter, which provide figures for calendar years.
3. Passenger traffic based on data from the RDF.
4. Last four months of financial year based on UK CAA route traffic data.
5. Passenger traffic based on UK CAA data.
6. This route was previously shown in the domestic section above.

Table 8.17 Characteristics of terminal passengers, 2009 [1]

Airport	International passengers				Domestic passengers				All services				All
	Business		Leisure		Business		Leisure		Busin-ess	Leisure	UK resid.	Foreign resid.	
	UK resid.	Non UK resid.	UK resid.	Non UK resid.	UK resid.	Non UK resid.	UK resid.	Non UK resid.					
													row percentages
Aberdeen	9.7	7.7	13.0	3.7	33.9	2.9	25.8	3.3	54.2	45.8	82.4	17.6	100
Edinburgh	3.0	3.0	21.2	18.7	22.0	1.6	24.0	6.4	29.6	70.3	70.2	29.7	100
Glasgow	2.2	1.2	37.7	6.1	24.2	1.4	23.7	3.6	29.0	71.1	87.8	12.3	100
Glasgow Prestwick	2.3	2.7	42.8	26.8	2.8	0.3	18.9	3.3	8.1	91.8	66.8	33.1	100
Inverness	0.0	0.0	0.4	0.6	25.9	2.1	64.7	6.2	28.0	71.9	91.0	8.9	100

Source: Civil Aviation Authority - Not National Statistics
1. The CAA survey collected statistics only for the airports shown in the table.

Table 8.18 Mode of surface transport used to arrive at the airport [1]

Airport [2]		Bus and rail			Car and taxi				Other modes	Total all modes*
		Bus / coach	Rail	Total bus + rail	Private car	Hire car	Taxi / minicab	Total car + taxi		
										row percentages
Aberdeen	1975	13	0	13	50	7	28	85	3	101
	1982	9	0	9	50	8	30	88	3	100
	1990	6	0	6	49	8	36	93	1	100
	1996	5	0	5	55	7	32	94	1	100
	2001	4.7	0.0	4.7	49.2	5.2	38.8	93.2	2.1	100
	2005	6.2	0.0	6.2	49.5	6.1	36.9	92.5	1.3	100
	2009	5.2	2.5	7.7	49.2	4.3	36.2	89.7	2.4	100
Edinburgh	1970	24	0	24	54	6	13	73	3	100
	1975	22	0	22	55	8	14	77	1	100
	1982	9	0	9	61	10	19	90	2	101
	1990	7	0	7	56	10	25	91	1	99
	1996	9	0	9	53	10	28	91	0	100
	2001	18.4	0.0	18.4	46.8	6.3	28.1	81.2	0.4	100
	2005	19.3	0.0	19.3	48.6	5.8	25.7	80.1	0.6	100
	2009	28.1	3.3	31.4	42.6	5.1	20.4	68.1	0.5	100
Glasgow	1970	24	0	24	54	4	16	74	2	100
	1975	16	0	16	60	4	19	83	1	100
	1982	8	0	8	70	4	17	91	1	100
	1990	8	0	8	62	7	22	91	2	101
	1996	7	0	7	61	7	23	91	1	99
	2001	8.3	0.0	8.3	60.1	4.9	26.0	91.0	0.7	100
	2005	10.7	0.0	10.7	57.6	4.4	26.4	88.4	0.9	100
	2009	13.5	3.7	17.2	49.8	4.7	27.6	82.1	0.8	100
Glas. Prestwick	2005	3.6	20.8	24.4	57.2	12.5	5.2	74.9	0.7	100
	2009	11.3	30.1	41.4	41.2	6.0	8.9	56.1	2.3	100
Inverness	1990	7	0	7	62	15	15	92	1	100
	1996	6	0	6	57	17	17	91	3	100
	2001	4.0	0.0	4.0	56.3	17.1	20.8	94.2	1.8	100
	2005	4.9	0.0	4.9	60.5	17.9	14.4	92.8	2.3	100
	2009	9.5	2.2	11.7	56.3	17.9	12.0	86.2	2.2	100

Source: Civil Aviation Authority - Not National Statistics
1. The CAA surveys collected statistics only for the airports shown in the table. These results are based on a departure survey only.
The CAA's assumption, for weighting purposes, is that arriving and departing passengers share the same modal characteristics
2. Airports are shown only for the years for which figures are given in the CAA survey reports for 1996 (which also gives earlier years' results), 2001, 2005 and 2009.
*. The figures for 1996 and earlier years may appear not to total 100% because they were rounded independently and then given only as whole percentages.

Table 8.19 Origins/destinations of terminating passengers: 2009 [1]

	Aberdeen	Edinburgh	Glasgow	Glasgow Prestwick	Inverness	Total
						thousands
Borders	3	180	10	5	0	198
Central	7	581	249	61	0	898
Dumfries & Galloway	1	23	68	37	0	129
Fife	6	850	144	30	1	1,031
Grampian	2,086	128	131	56	106	2,507
Highlands & Islands	46	96	108	49	446	745
Lothian	6	5,777	293	169	0	6,245
Strathclyde	25	513	5,721	1,269	4	7,532
Tayside	95	567	237	73	1	973
Total all Scottish areas	2,275	8,715	6,961	1,749	558	20,258
England & Wales	11	115	53	49	2	230
All passengers [2]	**2,286**	**8,830**	**7,014**	**1,798**	**560**	**20,488**

Source: Civil Aviation Authority - Not National Statistics
1. The CAA survey collected statistics only for the airports shown in the table.
2. Terminating passengers are those who arrive at or depart from an airport by surface means of transport. As explained in the Notes and Definitions, their numbers are not the same as the numbers of terminal passengers: the latter also include transfer passengers (people who change aircraft at an airport).

Chapter 9 WATER TRANSPORT

1. Introduction

1.1 This chapter provides information about foreign and domestic freight traffic at Scottish ports and inland waterways by type of freight and country of origin and destination. It also includes statistics on passengers and vehicles carried by Caledonian MacBrayne, Western Ferries (Clyde) Ltd, Orkney Ferries, Northlink Orkney & Shetland Ferries, and some of the other ferry services operating in Scotland and some statistics on HM Coastguard search and rescue operations.

1.2 Port traffic statistics methodology changed in 2000, to comply with the requirements of a new EC Maritime Statistics Directive. This produced large changes in the figures for one-port and coastwise traffic, and in the split between domestic and foreign traffic, between 1999 and 2000. Details of the method and notes on the effect of the change are given in sections 3.1 and 4.2 to 4.4.

2. Main Points

Freight

2.1 In 2009, a total of 61.8 million tonnes of freight was recorded as being lifted by water transport in Scotland: 19.8 million tonnes of coastwise traffic to other ports in the United Kingdom (including Scotland), 3.6 million tonnes of one port traffic to offshore installations, and 38.3 million tonnes of exports from the major Scottish ports. Only 10.1 million tonnes of waterborne freight was carried for part of its journey on inland waterways in 2009. Compared with 2008, there was a 15% decrease in coastwise traffic and the tonnage of port exports fell by 10%; the other figures were similar to those of the previous year. *(Table 9.1[a])*

2.2 Exports through Scottish ports rose from 61 million tonnes in 1997 to 73 million tonnes in 2000 before steadily falling to 38 million tonnes in 2009. Figures for 1997 and later years cover exports via *major* ports only (see section 4.3.3) - 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 2009, a total of 6.3 million tonnes of coastwise freight was discharged in Scotland: considerably less than lifted in Scotland. 2.8 million tonnes of one-port traffic (nearly all from oil rigs) was discharged in Scotland. Imports totalled 13.5 million tonnes, considerably less than the volume of exports. There are no figures on 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 11.2% in 2009 to 85.5 million tonnes. This was 34% less than in 1999 –well below the most recent peak of over 130 million tonnes in 2000. A breakdown between foreign and domestic traffic was only collected for the major ports from 1996 onwards. In 2009, the eleven major ports accounted for 96% of the total traffic through Scottish ports. Exports accounted for 45% of the total freight through Scottish ports and domestic traffic (either coastwise or one port) accounted for a quarter. Imports, and incoming domestic freight were

much lower, together accounting for 25% of the total freight through Scottish ports. *(Table 9.2)*

Ports & Destinations

2.5 Forth (37 million tonnes), Clyde (13 million tonnes) and Sullom Voe (11 million tonnes) accounted for the highest freight traffic in 2009. Forth traffic is 6% lower than 2008, and is 19% below 1999. Clyde's freight traffic increased from 8.5 million tonnes in 1999 to 12.6 million tonnes in 2009. 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 62 million tonnes (75%) of the total traffic through major Scottish ports in 2009. *(Table 9.4)*

2.7 Top exporting ports were: Forth (24 million tonnes); Sullom Voe (5 million tonnes); and Glensanda (4 million tonnes). Clyde (8.8 million tonnes) and Forth (3.5 million tonnes) together accounted for almost all the imports. Forth (8.2 million tonnes), Sullom Voe (5.2 million tonnes) and Clyde (2.2 million tonnes) had most outward domestic traffic; Cromarty Firth and Cairnryan (both 1.1 million tonnes) and Aberdeen (1.7 million tonnes) were the main ports for inwards domestic traffic. *(Table 9.6)*

2.8 The main types of traffic through the major ports in 2009 were crude oil (43.6 million tonnes), oil products (8.8 million tonnes), coal (7.4 million tonnes), other dry bulk (7.0 million tonnes) and road goods vehicles (2.4 million tonnes). *(Table 9.7)*

2.9 In 2009 most exports were destined for Netherlands (13.0 million tonnes), USA (10.6 million tonnes), Germany (5.2 million tonnes) and France (2.8 million tonnes) while most imports arrived from Russia (3.0 million tonnes) and Norway (2.4 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 35% and 29% respectively between 1999 and 2009. *(Table 9.9)*

2.11 Inland waterway traffic mainly comprises those parts of coastwise and foreign traffic that are carried on inland waterways. About 10.1 million tonnes of freight were lifted in Scotland and carried on inland waterways in 2009, in line with most of the past ten years (when the total was usually between 10 and 12 million tonnes). Most of the inland waterway traffic was carried on the Forth. *(Table 9.10)*

Passenger Services

2.12 In 2009, 1.9 million passengers were carried on ferry services between Scotland and Northern Ireland, the busiest Scottish port for this traffic being Stranraer, which accounted for over half of the total. *(Tables 9.12 (a) & (b))*

Passenger Operators

2.13 Caledonian MacBrayne ferries carried 5.3 million passengers in 2009, 212,000 (4%) more than 2008. There were 1.2 million cars carried, 69,000 (or 6%) more than in 2008, and 108,000 commercial vehicles and buses, 5,000 (or 4%) less

than in 2008. If one excludes the Gourock-Kilcreggan route (taken over in 2001 by another operator), the total number of passengers on Calmac services rose by 566,500 (12%), from 4.7 million in 1999 to 5.3 million in 2009. *(Tables 9.13 and 9.14)*

2.14 Northlink Ferries carried 309,000 passengers in 2009 (on routes that were operated by P & O Scottish Ferries until 30 September 2002), 13,000 (4%) more than used those routes in 2008 and 36% more than in 1999. Orkney Ferries services carried 329,000 passengers in 2009, 10,000 (3%) more than the previous year and 17% more than in 1999. *(Table 9.13)*

2.15 In 2009, the total number of passengers carried on Caledonian MacBrayne, Northlink Ferries and Orkney Ferries services was 5.9 million. Caledonian MacBrayne accounted for 89% of the total passenger numbers on all these services. *(Table 9.13)*

2.16 Shetland Islands Council services carried 637,000 passengers in 2009, 3,000 (0.5%) more than 2008. There were 265,600 cars carried which was 8,000 (3%) more than in 2008. *(Table 9.13)*

2.17 Caledonian MacBrayne's busiest route in terms of passengers in 2009 was Wemyss Bay-Rothesay, with 756,000 passengers, a 2% increase on the previous year, and a 13.3% increase on 1999. Wemyss Bay-Rothesay was also the company's busiest route for car traffic in 2009 with 163,900 car crossings, an increase of almost 2% over the previous year. (*Table 9.14)*

2.18 In 2009, the Western Ferries service between Gourock and Dunoon carried 1,336,200 passengers, 27,700 (2.1%) more than 2008. There were 584,000 cars carried on this route, a decrease of 4,000 (0.6%) from 2008, but 145,900 (33%) more than 1999. *(Table 9.15)*

2.19 The service between Toft and Ulsta had the largest number of passengers of all the Shetland Islands Council services, with 264,000 in 2009, 15,600 (6%) more than in 2008. This was an increase of 59,800 (29%) over 1999. *(Table 9.15)*

Punctuality & Incidents

2.20 The level of punctuality for Caledonian MacBrayne lifeline ferry services was 99.9% in 2009-10. For Northlink the level of lifeline ferry services that were both punctual and reliable was 99.9% for Aberdeen routes and 98.9% for the Pentland Firth in 2009-10. *(Table 9.16)*

2.21 Due to 'Industrial action short of a strike' undertaken by Coastguard staff during 2009, the Maritime and Coastguard Agency is unable to provide a detailed breakdown of incident details for 2009. Overall there were 3,765 incidents. *(Table 9.17)*

3. Notes and Definitions

3.1 The change in the Department for Transport's method of compiling statistics of port traffic with effect from 2000

3.1.1 A new data collection system for maritime traffic was introduced with effect from 2000. As a result, some data for 2000 onwards are not directly comparable with previous years. The reason for the change was to comply with a new EC Maritime Statistics Directive (Council Directive 95/64/EC on statistical returns in respect of the carriage of goods and passengers by sea).

3.1.2 One of the effects of this change is that some data for 2000, principally coastwise and one-port crude oil traffic, and the inland waters penetration of such traffic, are not directly comparable with information for previous years. However, the overall totals are unaffected.

3.1.3 Previously, all freight information was collected from ports annually. Major ports (generally those with cargo volumes of at least 2 million tonnes a year) were asked for detailed information on weight of traffic in and out of their ports, identifying cargo categories (eg liquid bulks, dry bulks, containers, Roll-on-Roll-off etc), and whether they were foreign, coastwise or one port cargoes. Other (minor) ports were required to provide only total weight of cargo inwards and outwards.

3.1.4 In the new collection system, most of the detailed freight information is collected from shipping lines, operators or shipping agents, which are required to supply detailed returns of their inwards and outwards traffic at each major port for each ship, on each route. Major ports (now defined as those with at least 1 million tonnes of cargo a year) are only required to supply summary information (for use as control totals) while other (minor) ports continue to provide just the total weight of cargo inwards and outwards.

3.1.5 One difference between the data from 2000 and previous years affects *both* coastwise and one-port crude oil estimates from 2000. The new collection arrangements produce much more reliable data on origins and destinations and (when aggregated) coastwise, one-port and foreign traffic summaries. Previously, this information was estimated by ports, with varying degrees of accuracy, particularly for crude oil traffic, which means that origins and destinations for crude oil data in 1999 and earlier years are approximate only. E.g. ports or refinery operators would not necessarily have been able to tell if crude oil was shipped directly from the UK offshore installation, or piped to a land terminal such as Sullom Voe and then shipped out from the land terminal, or if it was imported from a North Sea country or another foreign crude oil producer. As a consequence, it is likely that pre-2000, *coastwise* crude oil estimates were overestimated and *one-port* traffic correspondingly underestimated. This leads to the figures for coastwise traffic lifted in Scotland falling substantially in 2000 compared with 1999.

Definitions

3.2 ***Coastwise traffic:*** traffic between ports of the United Kingdom, *excluding* traffic between a UK port and either the sea bed or an off-shore installation. It should be noted that Table 9.1(a) covers only freight *lifted* in Scotland, and therefore its figures for coastwise traffic *exclude* cargoes arriving from other UK ports; Table 9.1(b) covers freight *discharged* in Scotland, so includes cargoes arriving from other UK ports (including those elsewhere in Scotland).

3.3 ***One port traffic:*** traffic between the sea bed or an offshore installation and a UK port. For example, it includes traffic to and from offshore installations, materials shipped for dumping at sea, and dredged sand and gravel etc landed at a port for commercial purposes. The disappearance of the sea dumped traffic is due to the end of sewage dumping at sea. It should be noted that Table 9.1(a) covers only freight *lifted* in Scotland: Table 9.1(b) contains figures for the one port traffic arriving from offshore installations and any incoming sea dredged aggregates. The reason for the increase in one-port oil traffic is due to increased number of crude oil shipments into Sullom Voe and Flotta, particularly from the newer Atlantic fields west of the Shetlands, Schiehallion and Foinaven.

3.4 ***Domestic traffic:*** in the statistics of traffic through the ports, domestic traffic comprises coastwise traffic plus one port traffic.

3.5 ***Foreign traffic:*** traffic between ports in the United Kingdom and other countries.

3.6 ***Inland waterways:*** in general, waterways bounded by the furthest point downstream which is less than both 3 km wide at low tide and 5 km wide at high tide (spring). However, this definition is not applied strictly: for example, the definition is relaxed, where necessary, in order *not* to count, as inland waterway traffic, short-haul shipping movements of foreign and coastwise traffic, such as all sea-going traffic to or from major seaboard ports.

3.7 ***Inland waters traffic*****:** subdivides into coastwise, one port and foreign (in each case, that part of the traffic that is carried upstream of the inland waters boundary, excluding short haul inland movements of sea-going traffic) and internal (i.e. not sea-going) traffic. All passenger and passenger vehicle ferry services are *excluded*, such as crossing movements (e.g. Gourock-Dunoon) and coastwise ferries entering sheltered waters (e.g. Loch Ryan, on services between Stranraer or Cairnryan and Northern Ireland).

3.8 ***Tonne-kilometres*****:** where part of a voyage is on an inland waters and part is at sea, account is taken of the inland waterway boundary, so that, in the case of traffic involving inland ports, there is no double-counting of tonne-kilometres between the figures for inland waters and the figures for coastwise, one port and foreign traffic. (This is in contrast to the double-counting of some of the figures for tonnage - for example, if a voyage to another UK port starts on a Scottish inland waterway in Scotland, the tonnage would be counted in the figures for both inland waters and coastwise traffic.)

3.9 ***Container and roll-on traffic:*** includes *all* traffic carried on special container and roll-on vessels, as well as the container traffic carried on conventional services.

3.10 ***Main Freight Units*** comprise containers, road goods vehicles, unaccompanied trailers, rail wagons, shipborne port to port trailers and shipborne barges only.

3.11 ***Persons assisted:*** Coastguard statistics relating to persons given assistance do not include people who are rescued.

4. Sources

4.1 Most of the data in this section is supplied by the Department for Transport (DfT). The Scottish Government obtains shipping service information from Caledonian MacBrayne, Western Ferries, Northlink Ferries, Orkney Ferries, Shetland Island Council and some of the other operators of shipping and ferry services.

4.2 Waterborne Freight Lifted in Scotland (Table 9.1)

4.2.1 Statistics of waterborne freight (coastwise traffic, one port traffic and inland waters traffic) are compiled by MDS-Transmodal Ltd under contract to the Department for Transport.

4.2.2 A number of data sources are used to determine the level of *coastwise* traffic, including the tonnage of goods reported in the port traffic statistics, (see below) and other surveys, and information about vessel movements. (The vessel movement data include the Northern Ireland, Orkney and Shetland ferry services, but exclude ferries operated by Caledonian MacBrayne and others in and around the Western Isles.) The pattern of coastwise shipping flows, by port and commodity group, is represented by origin and destination matrices, and combined with Admiralty information about the distances between ports. Where appropriate, account is taken of the inland waters boundary, so that there is no double-counting of tonne-kilometres between inland waters and coastwise shipping, in the case of traffic involving inland ports. The method which is used to derive the statistics of coastwise shipping involves some adjustments and reclassifications. As a result, the totals that it produces do not match the port traffic statistics for reasons which are described in the DfT Statistical Bulletin *Waterborne Freight in the United Kingdom*.

4.2.3 The principal sources for the statistics of *one-port* traffic are the port statistics (see section 4.3 below) and information about the distances between the ports and the at sea origins and destinations of the traffic, such as offshore installations and dumping grounds.

4.2.4 The sources of the *inland waterway* statistics are described in section 4.4 below.

4.3 Traffic at Scottish Ports (Tables 9.2 to 9.9)

4.3.1 A new system for collecting detailed port traffic statistics was introduced in 2000 to comply with the requirements of an EC Maritime Statistics Directive. Annual traffic returns are made by shipping lines or their agents and port authorities. This information has been used to derive data on coastal and one-port traffic, and on the inland waters penetration of such traffic. From 1 January 2000, shipping lines or their agents are required to supply detailed statistics of foreign, coastwise and one-port traffic for all cargoes loaded or unloaded at major UK ports. Major ports are now defined as those ports with cargo volumes of at least one million tonnes in the previous year, plus a few smaller ports. The major ports handled 97 per cent of total port traffic in 2000. In addition, port authorities at the major ports are required to supply inwards and outwards control totals for each cargo category. For all other ports, the port authorities are required to supply just two figures: total inwards and total outwards traffic. The lack of detailed statistics for these minor ports means that a degree of approximation is required in the statistics for their traffic. For more details about the new data collection system, see DfT's publication *'Maritime Statistics'*

4.3.2 For 1999 and earlier years, the port traffic statistics were produced, for the most part, from the records made by each port authority of the dues levied on goods passing through the port (supplemented, in some cases, by figures supplied by others).

4.3.3 From 1995 to 1999, the smaller ports (then defined as, generally, those with less than 2 million tonnes of traffic per year) were not required to supply detailed statistics - they provided only two figures, their inwards and outwards traffic. Full details of freight traffic were collected only for those ports with at least 2 million tonnes of cargo in the previous year (and for a few ports with less traffic): these were called the 'major' ports. In the 1995 and 1996 surveys, there were seven 'major' ports in Scotland: Aberdeen, Clyde, Cromarty Firth, Forth, Glensanda (on Loch Linnhe, south-west of Fort William, which exports crushed granite, which is classified in the statistics as crude minerals), Orkney, and Sullom Voe. In the 1997 and 1998 surveys, there were eight: these seven plus Cairnryan, which was counted as a major port because its 1996 return of its inwards and outwards totals had shown that its traffic exceeded 2 million tonnes in 1996. In 1999 the number of 'major' ports increased from eight to nine, since total traffic at Peterhead had exceeded 2 million tonnes in 1998. In 2000, with the introduction of the new definition of a major port (at least 1 million tonnes), Stranraer and Dundee became major ports, bringing the total in Scotland to 11.

4.4 Inland Waterways (Tables 9.10 and 9.11)

4.4.1 Statistics for internal traffic (ie traffic which is wholly within inland waters) are collected directly by DfT's contractor, MDS-Transmodal, from all known operators using personal interviews and postal questionnaires, supplemented by statistics from British Waterways collected primarily for toll levying purposes. Some information is also drawn from Maritime Statistics Directive returns where traffic is classified as internal movements and these traffic movements are then excluded from other traffic estimates to avoid duplication. For traffic moving to and from the open sea, the

figures for inland waterway tonne-kilometres are calculated using information about the distances from each inland waterway boundary to the ports and wharves which are upstream of the boundary.

4.5 Shipping Services (Tables 9.12 to 9.16)

4.5.1 The Scottish Government obtains shipping service information from DfT (in respect of the services between Scotland and Northern Ireland, the Rosyth/Zeebrugge and Lerwick/Europe routes). The Scottish Government writes directly to Caledonian MacBrayne, Western Ferries, Northlink Ferries, Orkney Ferries, Shetland Island Council and the other major ferry operators in Scotland for the required information.

4.6 HM Coastguard Statistics (Table 9.17)

4.6.1 Statistics on search and rescue operations are obtained from the Maritime and Coastguard Agency.

5. Further Information

5.1 UK water transport statistics can be found in the annual DfT publications *Maritime Statistics*, *Waterborne Freight in the UK* and *Transport Statistics Great Britain*.

5.2 Water freight transport statistics, and figures for Scotland/Northern Ireland, the Rosyth/Zeebrugge and Lerwick/Europe routes - Maritime Statistics Branch of DfT (maritime.stats@dft.gsi.gov.uk Tel: 0207 944 4131).

5.3 Passengers and vehicles carried on ferry services within Scotland - Andrew Knight, Scottish Government Transport Statistics Branch (tel: 0131 244 7256).

5.4 Punctuality of lifeline ferry services - Scottish Government Transport Group: Bob Davie (CalMac figures) on 0131 244 7243 and Peter Bald (NorthLink figures) on 0131 244 5312.

5.4 HM Coastguard statistics - Wendy Wood, Maritime and Coastguard Agency (tel: 023 8032 9416)

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

(a) **Waterborne freight *lifted* in Scotland, and moved, by type of traffic**

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Freight lifted *(weight)*											*million tonnes*
Coastwise traffic[1]											
Liquid bulks	27.80	17.66	13.54	12.29	12.34	13.68	16.95	12.54	15.07	15.79	13.59
Coal	1.30	1.17	1.50	1.14	1.26	1.06	2.15	1.59	1.28	1.40	1.02
Other	6.20	5.85	5.59	5.77	5.91	5.75	6.44	6.45	6.43	6.09	5.23
Total	35.30	24.68	20.63	19.20	19.50	20.49	25.53	20.58	22.79	23.28	19.83
One Port traffic[2]											
To rigs	2.58	1.54	1.90	1.81	1.54	1.34	1.76	1.48	1.83	1.75	3.59
Sea dumped	-	-	-	-	-	-	-	-	-	-	-
Total	2.58	1.54	1.90	1.81	1.54	1.34	1.76	1.48	1.83	1.75	3.59
Inland waterway traffic											
Internal	-	-	-	0.01	-	-	-	-	-	-	-
Coastwise	4.56	5.63	4.62	3.96	4.05	3.92	4.77	4.19	4.10	3.99	3.43
One Port	-	0.03	-	0.03	0.02	0.02	0.02	0.11	0.03	0.02	0.04
Foreign	4.91	6.58	6.79	6.01	5.99	6.03	5.41	5.86	6.36	8.18	6.63
Total	9.47	12.24	11.41	10.01	10.06	9.97	10.19	10.16	10.50	12.19	10.10
All above traffic[3]	42.79	32.80	29.32	27.03	27.03	27.86	32.70	27.92	30.98	33.21	30.06
Port exports[4]	67.22	73.19	67.00	67.78	58.90	54.45	45.00	43.99	45.58	42.42	38.32
All freight lifted[5]	105.10	99.41	89.53	88.80	79.94	76.28	72.29	66.06	70.20	67.44	61.75
Freight moved *(weight x distance)*											*million tonne-kilometres*
Coastwise traffic[1]											
Liquid bulks	23,020	15,750	11,450	10,340	10,460	10,580	13,523	10,550	13,155	14,456	12,360
Coal	510	160	410	180	360	170	391	368	305	343	261
Other	3,320	4,220	3,690	4,020	4,030	3,310	3,543	3,573	3,449	3,090	2,700
Total	26,850	20,100	15,600	14,540	14,850	14,060	17,457	14,491	16,909	17,890	15,321
One Port traffic[2]											
To rigs	600	1,540	1,900	1,810	1,540	1,270	1,762	1,482	1,832	1,746	2,287
Sea dumped	-	-	-	-	-	-	-	-	-	-	-
Total	600	1,540	1,900	1,810	1,540	1,270	1,762	1,482	1,832	1,746	2,287
Inland waterway traffic											
Internal	-	-	-	-	-	-	-	-	-	-	-
Coastwise	100	120	110	100	90	90	115	101	101	101	83
One Port	-	-	-	-	-	-	-	-	-	-	-
Foreign	140	160	170	150	140	140	135	146	166	210	160
Total	240	280	280	240	240	240	251	249	268	312	244
All above traffic[6]	27,690	21,920	17,780	16,590	16,630	15,570	19,470	16,222	19,009	19,948	17,852
Port exports[7]	..	..	..	..	..	..	..	..	..	..	..
All freight[7]	..	..	..	..	..	..	..	..	..	..	..

1. Covers all coastwise cargo *lifted* in Scotland, regardless of its destination.
2. Covers cargoes lifted in Scotland for offshore installations and for dumping at sea.
3. Total of Coastwise traffic, One Port traffic and the Internal and Foreign components of Inland Waterway traffic. Excludes Coastwise and One Port components of Inland Waterway traffic to avoid double counting.
4. Major ports only. There were seven major ports in 1996; eight in 1997 and 1998; nine in 1999;and 11 from 2000 onwards.
5. Coastwise traffic, One Port traffic, the Internal component of Inland Waterway traffic, and Port exports. Excludes Coastwise and One Port components of Inland Waterway traffic to avoid double counting.
6. This is the total of Coastwise traffic, One Port traffic and Inland Waterway traffic. No double counting exists asthe Coastwise component of Inland Waterway traffic relates to the distance travelled on inland waterways, and Coastwise traffic relates to the distance travelled at sea.
7. Figures for tonne-kilometres are not available for exports (and, in any case, would not be relevant to Scottish transport statistics).

Fig. 9.1 Foreign and domestic freight traffic by port

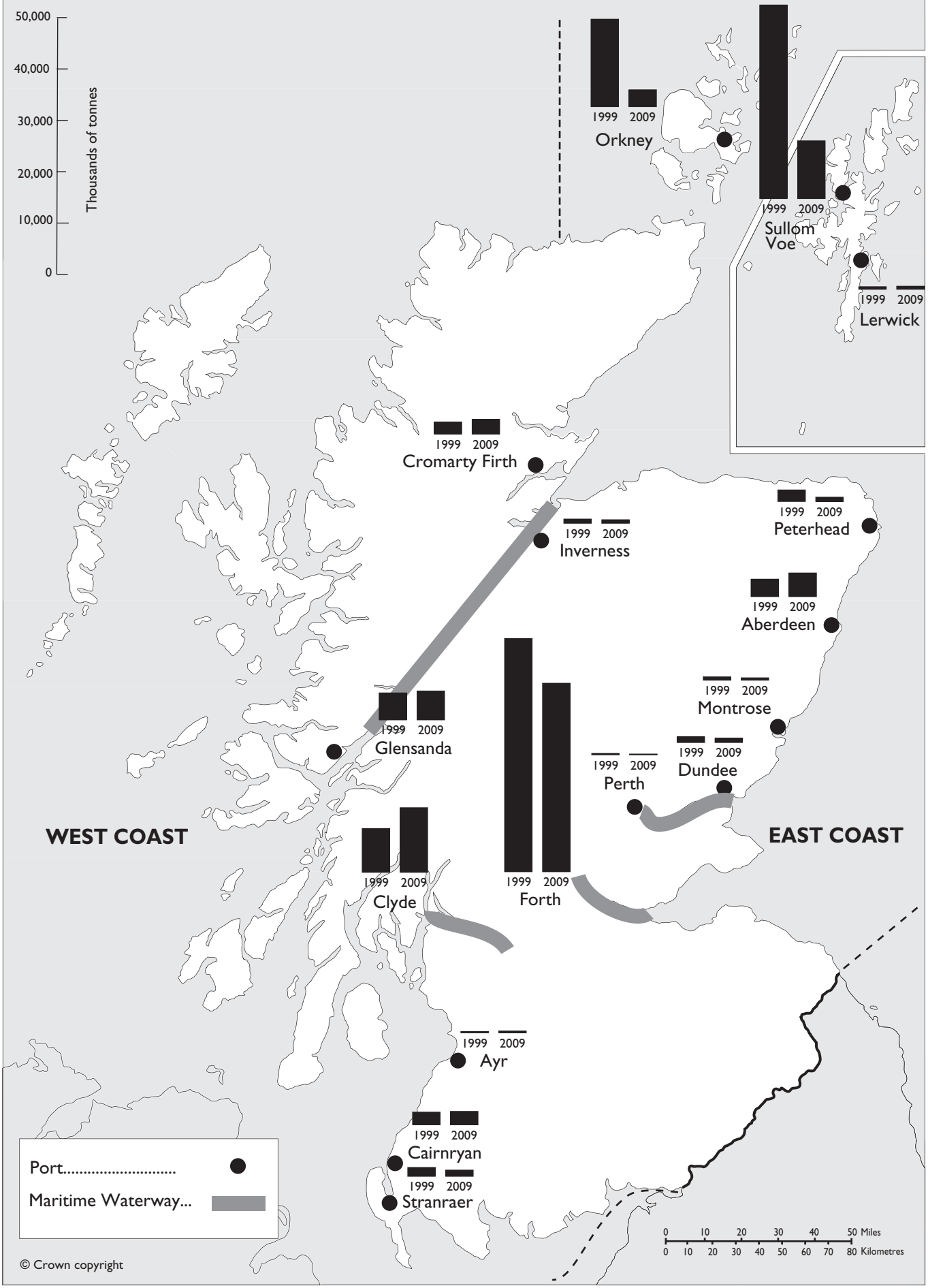


Table 9.1 (continued) Waterborne freight lifted, discharged and moved, by type of traffic

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

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Freight discharged *(weight)*											*million tonnes*
Coastwise traffic[1]											
Liquid bulks	4.20	3.44	4.08	3.48	3.19	3.56	4.29	3.56	3.62	2.79	2.52
Coal	-	-	-	-	-	-	-	0.01	0.04	0.02	-
Other	4.10	3.46	3.75	3.49	3.62	3.34	4.17	4.22	4.13	4.20	3.77
Total	8.30	6.90	7.83	6.98	6.83	6.90	8.46	7.79	7.79	7.01	6.29
One Port traffic[2]											
From rigs	3.51	11.73	7.48	13.35	12.74	10.24	9.57	8.31	7.86	4.06	2.75
Sea dredged	-	-	-	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01
Total	3.51	11.73	7.48	13.37	12.75	10.26	9.58	8.33	7.87	4.07	2.76
Inland waterway traffic[3]	..	..	..	..	..	..	..	..	..	..	..
Port imports[4]	6.62	10.82	17.47	11.43	9.50	15.00	17.02	17.91	14.61	16.11	13.53
Freight moved *(weight x distance)*											*million tonne-kilometres*
Coastwise traffic[1]											
Liquid bulks	1,580	1,660	2,130	1,770	1,610	2,060	2,120	1,811	1,907	1,444	1,445
Coal	10	-	-	-	-	-	-	-	39	12	-
Other	960	770	940	850	900	630	960	1048	943	1031	953
Total	2,600	2,430	3,070	2,610	2,520	2,690	3,090	2,862	2,890	2,487	2,399
One Port traffic[2]											
From rigs	3,510	11,750	7,490	13,380	12,780	10,270	9,580	8,325	7,870	4,067	2,762
Sea dredged	-	-	-	-	-	-	-	-	-	-	
Total	3,510	11,750	7,490	13,380	12,780	10,270	9,580	8,325	7,870	4,067	2,762
Inland waterway traffic[3]	..	..	..	..	..	..	..	..	..	..	..
Port imports[5]	..	..	..	..	..	..	..	..	..	..	..

1. Covers *all* coastwise cargo *discharged* in Scotland, whether it was loaded in Scotland or elsewhere in the UK.
2. One port traffic covers cargoes *from* offshore installations and sea dredged aggregates *unloaded* in Scotland.
3. Information about Inland Waterway traffic discharged in Scotland is not available from the statistics compiled by DfT.
4. These figures relate to major ports only (please see the notes on the Sources of the statistics).
   There were seven major ports in 1996; eight in 1997 and 1998; nine in 1999; and eleven in 2000 onwards
5. Figures for tonne-kilometres are not available for imports (and, in any case, would not be relevant to Scottish transport statistics).

Table 9.2 Foreign and domestic freight traffic at (major) Scottish ports[1]

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											thousand tonnes
Foreign											
Imports	6,623	10,822	17,467	11,427	9,501	14,995	17,024	17,909	14,612	16,106	13,532
Exports	67,222	73,194	67,003	67,783	58,903	54,454	45,002	43,994	45,581	42,416	38,321
Total	73,845	84,016	84,470	79,208	68,404	69,447	62,025	61,903	60,193	58,521	51,853
Domestic											
Inwards	15,652	17,276	13,510	18,795	18,068	15,947	16,572	14,680	14,138	9,611	7,670
Outwards	34,641	25,640	21,588	20,088	19,998	21,023	26,395	21,039	23,482	23,975	22,558
Total	50,293	42,916	35,098	38,882	38,068	36,970	42,967	35,718	37,619	33,586	30,228
Total - major ports only	124,137	126,933	119,568	118,090	106,472	106,417	104,992	97,621	97,812	92,108	82,081
Total - all ports	130,100	130,512	123,820	122,156	110,535	110,444	108,890	101,587	101,952	96,346	85,547

1. The Foreign and Domestic figures refer to major ports only.
There were seven major ports in 1996, eight major ports in 1997 and 1998, nine in 1999 and 11 in 2000 onwards
so the figures for different years are not directly comparable.

Port	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											thousand tonnes
Stranraer											
Inwards	813	764	733	694	684	690	630	644	647	634	646
Outwards	877	742	671	579	590	587	535	578	584	556	531
Total traffic	1,690	1,506	1,404	1,273	1,274	1,277	1,165	1,222	1,231	1,190	1,177
Cairnryan											
Inwards	1,244	1,136	953	1,015	1,113	1,270	1,479	1,446	1,440	1,294	1,123
Outwards	1,193	1,147	1,061	1,085	1,214	1,579	1,795	1,699	1,723	1,633	1,448
Total traffic	2,437	2,283	2,014	2,099	2,328	2,849	3,274	3,145	3,163	2,928	2,572
Ayr											
Inwards	82	154	220	158	156	162	185	172	174	182	182
Outwards	148	129	53	83	134	239	233	247	379	375	153
Total traffic	229	283	274	241	291	401	418	419	553	557	335
Clyde											
Inwards	4,862	4,436	7,880	6,540	6,056	8,173	11,868	11,702	9,323	10,885	9,474
Outwards	3,633	2,788	3,189	3,193	3,158	3,334	3,870	3,279	2,740	3,453	3,078
Total traffic	8,495	7,224	11,069	9,733	9,214	11,507	15,737	14,981	12,063	14,338	12,552
Glensanda											
Inwards	-	-	3	4	3	1	-	-	-	-	-
Outwards	5,217	5,899	5,468	5,842	5,319	5,188	5,439	6,004	7,050	6,336	5,591
Total traffic	5,217	5,899	5,471	5,846	5,322	5,189	5,439	6,004	7,050	6,336	5,591
Other West Coast											
Inwards	161	232	411	463	445	375	371	408	448	489	368
Outwards	204	196	382	428	441	411	381	536	518	538	530
Total traffic	365	428	793	892	887	786	752	944	967	1,028	896
Orkneys											
Inwards	3,683	7,182	5,755	6,115	4,471	6,656	5,344	4,158	3,655	776	169
Outwards	13,315	15,615	12,652	12,697	9,951	11,278	9,190	7,091	6,937	4,014	3,073
Total traffic	16,998	22,798	18,407	18,812	14,422	17,934	14,534	11,249	10,592	4,789	3,241
Lerwick											
Inwards	297	310	553	343	312	299	342	311	352	372	309
Outwards	188	211	425	310	304	291	280	230	263	287	250
Total traffic	486	521	979	653	616	590	622	541	615	658	560
Sullom Voe											
Inwards	5,147	6,151	5,781	6,156	6,000	5,382	3,937	3,705	2,747	2,379	840
Outwards	32,533	32,053	25,385	23,219	20,360	18,557	16,603	15,743	13,826	12,160	10,377
Total traffic	37,680	38,204	31,166	29,376	26,360	23,939	20,541	19,447	16,573	14,539	11,217
Cromarty Firth											
Inwards	1,191	1,114	1,152	1,179	1,650	1,552	1,648	1,608	1,688	1,174	1,300
Outwards	1,146	1,215	992	1,479	1,851	1,656	1,677	1,598	1,814	1,078	1,565
Total traffic	2,336	2,329	2,145	2,658	3,501	3,208	3,325	3,206	3,502	2,252	2,864
Inverness											
Inwards	683	622	603	551	605	599	568	549	562	551	524
Outwards	100	102	111	134	122	127	97	122	123	146	127
Total traffic	783	724	714	686	727	726	665	671	684	697	651
Peterhead											
Inwards	894	730	799	845	600	390	606	647	468	524	482
Outwards	1,315	393	540	498	451	286	322	300	321	347	315
Total traffic	2,209	1,123	1,339	1,343	1,051	676	928	947	790	871	797
Aberdeen											
Inwards	1,989	1,898	2,118	1,980	1,794	2,095	2,401	2,407	2,541	2,407	2,227
Outwards	1,379	1,479	1,727	1,665	1,438	1,793	2,208	2,256	2,591	2,426	1,343
Total traffic	3,368	3,377	3,845	3,645	3,233	3,888	4,609	4,663	5,131	4,833	4,570
Montrose											
Inwards	447	515	468	486	578	585	466	397	366	413	283
Outwards	167	206	207	242	220	192	232	244	216	196	140
Total traffic	614	721	675	728	798	777	697	640	582	609	423
Dundee											
Inwards	802	757	829	827	753	766	905	918	809	788	632
Outwards	270	290	272	276	264	291	317	284	226	190	177
Total traffic	1,072	1,047	1,101	1,103	1,016	1,058	1,222	1,202	1,035	978	810
Perth											
Inwards	240	264	212	168	137	150	133	147	144	141	120
Outwards	2	1	6	8	7	9	7	1	-	1	6
Total traffic	242	266	218	176	144	159	139	148	144	141	125
Forth											
Inwards	3,263	3,929	4,972	4,865	4,446	3,966	4,778	5,353	5,431	4,856	4,309
Outwards	42,132	37,214	36,635	37,337	34,306	30,926	29,440	26,203	31,249	34,199	32,381
Total traffic	45,396	41,143	41,607	42,202	38,752	34,892	34,218	31,556	36,681	39,054	36,690
Other East Coast											
Inwards	317	338	298	328	252	280	254	263	272	281	284
Outwards	163	299	301	363	349	309	349	339	324	263	1,192
Total traffic	480	637	599	691	601	589	604	602	595	549	476
Scotland											
Inwards	26,117	30,533	33,741	32,717	30,056	33,394	35,915	34,835	31,067	28,147	23,272
Outwards	103,983	99,979	90,079	89,439	80,479	77,050	72,975	66,752	70,885	68,198	62,277
Total traffic	130,100	130,512	123,820	122,156	110,535	110,444	108,890	101,587	101,952	96,345	85,547

1. Other West Coast ports are: Troon; Ardrishaig; Corpach; Stornoway; Lochaline

2. Other East Coast ports are: Scrabster; Wick; Burghead; Buckie; MacDuff; Fraserburgh; Inverkeithing.

Table 9.4 Foreign and domestic freight traffic by port: bulk fuel and all other traffic[4]

Port	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Stranraer											*thousand tonnes*
Bulk fuel	..	-	-	-	-	-	-	-	-	-	-
All other traffic	..	1,506	1,404	1,273	1,274	1,277	1,165	1,222	1,231	1,190	1,177
Cairnryan											
Bulk fuel	-	-	-	-	-	-	-	-	-	-	-
All other traffic	2,437	2,283	2,014	2,099	2,328	2,849	3,274	3,145	3,163	2,928	2,572
Ayr											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Clyde											
Bulk fuel	6,965	5,391	9,311	8,077	7,417	9,507	13,785	13,106	9,825	12,197	10,672
All other traffic	1,530	1,833	1,758	1,656	1,797	2,000	1,952	1,875	2,238	2,141	1,880
Glensanda											
Bulk fuel	-	-	1	4	3	1	-	-	-	-	-
All other traffic	5,217	5,899	5,470	5,842	5,319	5,188	5,439	6,004	7,050	6,336	5,591
Other West Coast [2]											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Orkney											
Bulk fuel	16,795	22,622	18,218	18,591	14,304	17,779	14,379	11,103	10,414	4,595	3,027
All other traffic	203	176	189	221	118	155	155	146	178	194	214
Lerwick											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Sullom Voe											
Bulk fuel	37,640	38,204	31,007	29,376	26,360	23,939	20,494	19,417	16,537	14,507	11,217
All other traffic	41	-	159	-	-	-	47	30	36	32	-
Cromarty Firth											
Bulk fuel	2,091	2,128	1,922	2,431	3,315	2,983	3,164	3,031	3,336	2,101	2,730
All other traffic	245	201	223	227	186	225	161	175	166	151	134
Inverness											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Peterhead											
Bulk fuel	445	326	285	347	436	249	451	369	143	230	309
All other traffic	1,765	797	1,054	996	615	427	477	578	647	641	488
Aberdeen											
Bulk fuel	852	1,063	1,086	1,092	1,068	1,357	1,396	1,517	1,487	1,468	1,044
All other traffic	2,516	2,314	2,759	2,553	2,165	2,531	3,213	3,146	3,644	3,365	3,526
Montrose											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Dundee											
Bulk fuel	..	408	494	512	477	494	664	595	528	493	448
All other traffic	..	639	607	591	539	564	558	607	507	485	362
Perth											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
All other traffic	..	..	..	..	..	..	..	..	..	..	..
Forth											
Bulk fuel	41,781	38,192	37,762	38,211	34,720	30,855	29,586	27,455	32,738	34,863	32,438
All other traffic	3,614	2,951	3,845	3,991	4,032	4,037	4,632	4,101	3,943	4,191	4,252
Other East Coast [3]											
Bulk fuel	..	..	..	..	..	..	..	..	..	..	..
Other	..	..	..	..	..	..	..	..	..	..	..
Major ports (from 1995) [4]											
Bulk fuel [1]	106,570	108,334	100,087	98,641	88,100	87,164	83,919	76,593	75,008	70,454	61,885
All other traffic	17,568	18,599	19,481	19,449	18,373	19,253	21,073	21,029	22,803	21,654	20,196
All traffic:											
Major ports only	124,137	126,933	119,568	118,090	106,473	106,417	104,992	97,622	97,811	92,108	82,081
All ports	130,100	130,512	123,820	122,156	110,535	110,444	108,890	101,587	101,952	96,345	85,547

1. From 1995 onwards, separate figures for bulk fuel and other are available for major ports only (see notes and sources).
2. Other West Coast ports are: Troon; Ardrishaig; Corpach; Stornoway; Lochaline; Girvan; Kirkudbright; Port Askaig.
3. Other East Coast ports are: Scrabster; Wick; Burghead; Buckie; MacDuff; Fraserburgh; Inverkeithing; Lossiemouth.
4. From 1995, the totals for bulk fuel and other relate only to the major ports, the numbers of which may change from year to year.

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

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
West Coast:										*thousand tonnes*
Stranraer*										
Liquid bulk	..	-	-	-	-	-	-	-	-	-
Dry bulk	..	-	-	-	-	-	-	-	-	-
Container & roll on traffic	1,506	1,404	1,273	1,274	1,277	1,165	1,222	1,231	1,190	1,177
Other general cargo	-	-	-	-	-	-	-	-	-	-
All traffic	1,506	1,404	1,273	1,274	1,277	1,165	1,222	1,231	1,190	1,177
Cairnryan*										
Liquid bulk	-	-	-	-	-	-	-	-	-	-
Dry bulk	-	-	-	-	-	-	-	-	-	-
Container & roll on traffic	2,283	2,014	2,099	2,328	2,849	3,274	3,145	3,163	2,928	2,572
Other general cargo	-	-	-	-	-	-	-	-	-	-
All traffic	2,283	2,014	2,099	2,328	2,849	3,274	3,145	3,163	2,928	2,572
Clyde										
Liquid bulk	1,780	2,673	3,191	3,112	3,494	3,473	3,626	3,568	5,149	4,685
Dry bulk	4,333	7,451	5,661	5,072	6,872	11,334	10,397	7,249	8,095	6,904
Container & roll on traffic	878	534	346	426	406	370	398	469	439	447
Other general cargo	233	411	534	604	736	560	560	777	654	516
All traffic	7,224	11,069	9,733	9,214	11,507	15,737	14,981	12,063	14,338	12,552
Glensanda										
Liquid bulk	-	1	4	3	1	-	-	-	-	-
Dry bulk	5,899	5,470	5,842	5,319	5,188	5,439	6,004	7,050	6,336	5,591
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-
Other general cargo	-	-	-	-	-	-	-	-	-	-
All traffic	5,899	5,471	5,846	5,322	5,189	5,439	6,004	7,050	6,336	5,591
East Coast:										
Orkney										
Liquid bulk	22,623	18,213	18,588	14,299	17,775	14,375	11,100	10,413	4,594	3,026
Dry bulk	54	58	55	18	20	15	12	10	6	12
Container & roll on traffic	100	87	131	70	116	115	115	153	161	181
Other general cargo	21	48	38	35	23	29	21	16	29	21
All traffic	22,798	18,407	18,812	14,422	17,934	14,534	11,249	10,592	4,789	3,241
Sullom Voe										
Liquid bulk	38,204	31,166	29,376	26,360	23,939	20,494	19,417	16,537	14,507	11,217
Dry bulk	-	-	-	-	-	-	-	-	-	-
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-
Other general cargo	-	-	-	-	-	47	30	36	32	-
All traffic	38,204	31,166	29,376	26,360	23,939	20,541	19,447	16,573	14,539	11,217
Cromarty Firth										
Liquid bulk	2,116	1,920	2,424	3,321	2,974	3,156	3,026	3,336	2,100	2,727
Dry bulk	119	115	168	110	116	86	79	70	70	73
Container & roll on traffic	33	14	-	-	-	-	-	-	-	-
Other general cargo	61	96	67	70	118	84	101	97	81	64
All traffic	2,329	2,145	2,658	3,501	3,208	3,325	3,206	3,502	2,252	2,864
Peterhead*										
Liquid bulk	568	723	735	522	298	503	532	377	440	377
Dry bulk	151	164	179	196	145	140	102	73	101	88
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-
Other general cargo	404	452	429	333	233	286	313	340	331	331
All traffic	1,123	1,339	1,343	1,050	676	928	947	790	871	797
Aberdeen										
Liquid bulk	1,572	1,801	1,720	1,615	1,962	2,073	2,209	2,214	2,184	2,065
Dry bulk	322	380	295	269	330	394	373	371	308	331
Container & roll on traffic	110	239	262	272	309	354	317	334	355	345
Other general cargo	1,373	1,426	1,368	1,077	1,287	1,790	1,765	2,213	1,986	1,829
All traffic	3,377	3,845	3,645	3,233	3,888	4,609	4,663	5,131	4,833	4,570
Dundee*										
Liquid bulk	411	493	512	477	494	664	594	530	501	451
Dry bulk	294	282	358	315	352	335	317	333	373	300
Container & roll on traffic	-	-	-	-	-	-	-	-	-	-
Other general cargo	342	326	233	225	212	223	291	172	104	59
All traffic	1,047	1,101	1,103	1,016	1,058	1,222	1,202	1,035	978	810
Forth										
Liquid bulk	38,790	38,444	38,240	34,297	30,756	29,090	26,220	31,578	33,941	31,913
Dry bulk	1,137	1,221	1,182	1,418	980	1,596	2,264	2,051	1,994	1,840
Container & roll on traffic	606	835	1,688	2,078	2,388	2,361	2,407	2,582	2,627	2,494
Other general cargo	610	1,107	1,091	958	769	1,171	663	470	492	442
All traffic	41,143	41,607	42,202	38,752	34,892	34,218	31,556	36,681	39,054	36,690

* Cairnryan and Peterhead did not become "major ports" (in terms of the statistical survey) until 1997 and 1999 respectively
Dundee and Stranraer also became major ports in 2000.

Table 9.6 (a) Foreign and domestic freight traffic at the major ports by type of traffic, 2008

	Foreign traffic			Domestic traffic			Total
	Imports	Exports	Total	Inwards	Outwards	Total	
							thousand tonnes
Stranraer	-	-	-	634	556	1,190	1,190
Cairnryan	-	-	-	1,294	1,633	2,928	2,928
Clyde	9,902	1,241	11,143	983	2,211	3,194	14,338
Glensanda	-	4,309	4,309	-	2,026	2,026	6,336
Orkney	542	3,536	4,077	234	478	712	4,789
Sullom Voe	89	7,846	7,935	2,291	4,314	6,605	14,539
Cromarty Firth	194	1,077	1,272	979	-	980	2,252
Peterhead	17	106	122	507	242	749	871
Aberdeen	677	461	1,138	1,730	1,965	3,694	4,833
Dundee	714	167	881	75	23	98	978
Forth	3,971	23,672	27,644	884	10,526	11,410	39,054
All Major Ports	**16,106**	**42,415**	**58,521**	**9,611**	**23,974**	**33,586**	**92,108**

Table 9.6 (b) Foreign and domestic freight traffic at the major ports by type of traffic, 2009

	Foreign traffic			Domestic traffic			Total
	Imports	Exports	Total	Inwards	Outwards	Total	
							thousand tonnes
Stranraer	-	-	-	646	531	1,177	1,177
Cairnryan	-	-	-	1,123	1,448	2,572	2,572
Clyde	8,758	868	9,626	716	2,210	2,926	12,552
Glensanda	-	4,152	4,152	-	1,439	1,439	5,591
Orkney	7	1,853	1,859	162	1,220	1,382	3,241
Sullom Voe	-	5,187	5,187	840	5,190	6,030	11,217
Cromarty Firth	195	1,393	1,588	1,105	172	1,276	2,864
Peterhead	17	82	99	465	233	698	797
Aberdeen	494	435	930	1,733	1,908	3,640	4,570
Dundee	587	151	738	45	26	72	810
Forth	3,474	24,200	27,674	835	8,181	9,016	36,690
All Major Ports	**13,532**	**38,321**	**51,853**	**7,670**	**22,558**	**30,228**	**82,081**

Table 9.7 All traffic at the major ports by mode of appearance and commodity, 2009

	Foreign traffic		All foreign traffic	Domestic traffic		All domestic traffic	All foreign & domestic traffic
	Imports	Exports		Inwards	Outwards		
							thousand tonnes
Liquid bulk							
Liquefied gas	6	1,348	1,354	3	736	739	2,093
Crude oil	3,071	26,504	29,574	2,097	11,960	14,056	43,631
Oil products	1,582	3,208	4,790	1,812	2,206	4,018	8,808
Other liquid bulk products	344	416	760	91	1,080	1,171	1,931
All liquid bulk traffic	5,002	31,476	36,478	4,002	15,982	19,984	56,462
Dry bulk							
Ores	47	72	119	-	5	5	124
Coal	6,269	68	6,337	1	1,015	1,016	7,353
Agricultural products (eg grain, soya, tapioca)	389	220	609	49	41	90	699
Other dry bulk	545	4,183	4,728	732	1,504	2,236	6,964
All dry bulk traffic	7,250	4,542	11,792	782	2,565	3,348	15,140
Containers							
20' freight units	143	482	625	143	168	311	936
40' freight units	265	853	1,118	181	266	447	1,565
Freight units >20' & <40'	33	120	153	-	-	0	153
Freight units >40'	72	91	163	1	2	4	167
All container traffic	514	1,546	2,060	325	436	761	2,821
Roll-on/roll-off (self-propelled)							
Road goods vehicles with or without accompanying trailers	5	10	15	1,135	1,236	2,371	2,386
Import/Export motor vehicles	7	-	7	-	2	2	8
Live animals on the hoof	-	-	0	-	-	0	0
Other mobile self-propelled units	3	3	6	-	-	0	6
All ro-ro self-propelled traffi	15	13	28	1,136	1,238	2,374	2,402
Roll-on/roll-off (non self-propelled)							
Unaccompanied road goods trailers & semi-trailers	45	45	91	732	788	1,520	1,611
Unaccompanied caravans and other road, agricultural and industrial vehicles	-	-	-	-	1	1	1
Rail wagons, shipborne port to port trailers, and shipborne barges engaged in goods transport	103	97	200	14	8	21	221
Other mobile non self-propelled units	-	-	-	71	89	160	160
All ro-ro non self-propelled traffic	148	143	291	817	886	1,703	1,993
Other general cargo							
Forestry products	295	44	339	4	-	4	343
Iron and steel products	267	419	686	20	33	53	739
Other general cargo & containers <20'	41	137	178	582	1,419	2,001	2,179
All other general cargo traffic	602	601	1,203	607	1,452	2,059	3,262
All traffic	**13,532**	**38,320**	**51,852**	**7,670**	**22,559**	**30,228**	**82,080**

Table 9.8 Major ports traffic by cargo category and country of loading or unloading - 2009

Country of loading or unloading	Liquid Bulks			Dry Bulks			Other General Cargo		
	Inwards to UK	Outwards from UK	All traffic	Inwards to UK	Outwards from UK	All traffic	Inwards to UK	Outwards from UK	All traffic
									thousand tonnes
European Union (as at 1 May 2007)									
Belgium	77	898	975	20	119	139	14	17	31
Cyprus	-	-	-	-	-	-	1	1	2
Denmark	61	377	438	8	11	19	8	4	12
Estonia	20	-	20	-	-	-	-	-	-
Finland	-	12	12	50	-	50	88	7	95
France	26	2,454	2,480	91	318	409	24	-	24
Germany	193	3,578	3,771	123	1,599	1,722	51	7	58
Greece	-	-	-	2	-	2	5	-	5
Irish Republic	-	78	78	-	23	23	-	-	-
Italy	-	89	89	-	-	-	5	-	5
Latvia	-	-	-	682	-	682	20	1	21
Lithuania	-	-	-	7	-	7	2	5	7
Netherlands	376	10,996	11,372	106	1,327	1,433	47	16	63
Poland	12	218	230	12	799	811	-	1	1
Portugal	9	30	39	-	31	31	-	1	1
Romania	-	-	-	-	-	-	-	-	-
Spain	5	912	917	56	212	268	3	38	41
Sweden	496	217	713	20	7	27	54	1	55
All EU countries (as at 1 May 2007)	1,276	19,858	21,134	1,178	4,444	5,623	323	100	421
All other Europe & Mediterranean									
Algeria	92	-	92	-	-	-	-	-	-
Egypt	4	-	4	-	-	-	1	6	7
Gibraltar	-	24	24	-	-	-	-	-	-
Iceland	2	12	14	1	1	2	-	-	-
Israel	-	-	-	-	-	-	-	-	-
Morocco	-	43	43	39	-	39	-	3	3
Norway	2,023	435	2,458	147	6	153	173	382	555
Russia	-	-	-	3,037	64	3,101	-	23	23
Tunisia	-	-	-	24	-	24	-	-	-
Turkey	-	-	-	-	-	-	-	-	-
Ukraine	-	-	-	13	-	13	-	-	-
All other Europe & Med.	2,122	513	2,635	3,262	71	3,332	174	414	588
Africa (excluding Mediterranean countries)									
Angola	-	-	-	-	-	-	-	23	23
Congo	-	-	-	-	-	-	2	2	4
Cote Divoire	-	-	-	-	-	-	2	3	5
Equatorial Guinea	-	-	-	-	-	-	-	1	1
Eritrea	151	-	151	-	-	-	-	-	-
Gabon	-	-	-	-	-	-	-	1	1
Ghana	-	-	-	-	-	-	1	7	8
Nigeria	1,032	-	1,032	-	-	-	1	11	12
Senegal	-	16	16	-	-	-	-	-	-
South Africa	124	73	197	287	-	287	-	-	-
All Africa (excl. Med.)	1,306	88	1,396	287	-	287	6	48	54
America									
Argentina	-	-	-	83	-	83	1	-	1
Barbados	-	-	-	-	-	-	-	-	-
Brazil	7	-	7	86	-	86	-	-	-
Canada	-	640	640	186	-	186	-	-	-
Chile	-	844	844	4	-	4	-	-	-
Colombia	-	475	475	1,644	-	1,644	-	-	-
Falkland Islands	2	-	2	-	-	-	-	-	-
Guyana	-	-	-	-	-	-	-	-	-
Mexico	2	-	2	-	-	-	10	1	11
Peru	-	-	-	8	-	8	-	-	-
Tinidad & Tobago	-	-	-	-	11	11	-	-	-
USA	-	7,101	7,101	350	17	367	36	31	67
United States Minor Outlying Islands	-	1,297	1,297	-	-	-	-	-	-
Venezuela	286	-	286	-	-	-	-	-	-
Virgin Islands (USA)	-	178	178	-	-	-	-	-	-
All America	297	10,534	10,832	2,360	27	2,389	47	32	79
Asia and Australasia									
China	-	-	-	2	-	2	2	-	2
Hong Kong	-	-	-	-	-	-	-	-	-
India	-	99	99	-	-	-	-	-	-
Indonesia	-	-	-	161	-	161	1	-	1
Japan	-	-	-	-	-	-	39	-	39
Jordan	1	-	1	-	-	-	-	-	-
Kazakhstan	-	-	-	-	-	-	-	4	4
Pakistan	-	-	-	-	-	-	-	-	-
Singapore	-	-	-	-	-	-	10	-	10
South Korea	-	321	321	-	-	-	-	-	-
Thailand	-	-	-	-	-	-	-	-	-
United Arab Emirates	-	40	40	-	-	-	-	-	-
Australia	-	17	17	-	-	-	-	-	-
French Polynesia	-	5	5	-	-	-	-	-	-
Vanuatu	-	-	-	-	-	-	-	1	1
All Asia and Australasia	1	483	483	163	-	163	52	6	57
Unspecified countries	-	-	-	-	-	-	-	2	-
All foreign countries	5,002	31,476	36,480	7,250	4,542	11,794	602	602	1,199
All domestic traffic	4,002	15,982	19,984	782	2,565	3,347	607	1,452	2,059
All foreign and domestic traffic	**9,004**	**47,458**	**56,464**	**8,032**	**7,107**	**15,141**	**1,209**	**2,054**	**3,258**

"-" 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 - 2009

Country of loading or unloading	Container Traffic			Ro-Ro Traffic			All Traffic		
	Inwards to UK	Outwards from UK	All traffic	Inwards to UK	Outwards from UK	All traffic	Inwards to UK	Outwards from UK	All traffic
									thousand tonnes
European Union (as at 1 May 2007)									
Belgium	52	608	660	157	151	308	320	1,793	2,113
Cyprus	-	-	-	-	-	-	1	1	2
Denmark	-	-	-	-	-	-	77	392	469
Estonia	-	-	-	-	-	-	20	-	20
Finland	-	-	-	-	-	-	138	19	157
France	2	46	48	-	-	-	143	2,818	2,961
Germany	-	-	-	-	-	-	367	5,184	5,551
Greece	1	-	1	-	-	-	8	-	8
Irish Republic	-	-	-	-	-	-	-	101	101
Italy	34	-	34	-	-	-	39	89	128
Latvia	-	-	-	-	-	-	702	1	703
Lithuania	-	-	-	-	-	-	9	5	14
Netherlands	241	699	940	-	-	-	770	13,038	13,808
Poland	-	-	-	-	-	-	24	1,018	1,042
Portugal	-	27	27	-	-	-	9	89	98
Romania	-	-	-	-	-	-	-	-	-
Spain	22	144	166	-	-	-	86	1,306	1,392
Sweden	-	-	-	-	-	-	570	225	795
All EU countries (as at 1 May 2007)	352	1,524	1,876	157	151	308	3,286	26,077	29,363
All other Europe & Mediterranean									
Algeria	-	-	-	-	-	-	92	-	92
Egypt	-	-	-	-	-	-	5	6	11
Gibraltar	-	-	-	-	-	-	-	24	24
Iceland	-	-	-	-	-	-	3	13	16
Israel	2	-	2	-	-	-	2	-	2
Morocco	-	-	-	-	-	-	39	46	85
Norway	12	16	28	6	4	10	2,361	843	3,204
Russia	-	-	-	-	-	-	3,037	87	3,124
Tunisia	-	-	-	-	-	-	24	-	24
Turkey	7	-	7	-	-	-	7	-	7
Ukraine	-	-	-	-	-	-	13	-	13
All other Europe & Med.	22	16	37	6	4	10	5,586	1,018	6,602
Africa (excluding Mediterranean countries)									
Angola	-	1	1	-	-	-	-	24	24
Congo	-	-	-	-	-	-	2	2	4
Cote Divoire	-	-	-	-	-	-	2	3	5
Equatorial Guinea	-	-	-	-	-	-	-	1	1
Eritrea	-	-	-	-	-	-	151	-	151
Gabon	-	-	-	-	-	-	-	1	1
Ghana	-	-	-	-	-	-	1	7	8
Nigeria	-	-	-	-	-	-	1,033	11	1,044
Senegal	-	-	-	-	-	-	-	16	16
South Africa	2	-	2	-	-	-	413	73	486
All Africa (excl. Mediterranean)	2	1	3	-	-	-	1,601	137	1,738
America									
Argentina	1	-	1	-	-	-	85	-	85
Barbados	1	-	1	-	-	-	1	-	1
Brazil	9	-	9	-	-	-	102	-	102
Canada	3	-	3	-	-	-	189	640	829
Chile	10	-	10	-	-	-	14	844	858
Colombia	-	-	-	-	-	-	1,644	475	2,119
Falkland Islands	-	-	-	-	-	-	2	-	2
Guyana	-	-	-	-	-	-	-	-	-
Mexico	-	-	-	-	-	-	12	1	13
Peru	-	-	-	-	-	-	8	-	8
Tinidad & Tobago	-	-	-	-	-	-	-	11	11
USA	21	-	21	-	-	-	407	7,149	7,556
United States Minor Outlying Islands	-	-	-	-	-	-	-	1,297	1,297
Venezuela	-	-	-	-	-	-	286	-	286
Virgin Islands (USA)	-	-	-	-	-	-	-	178	178
All America	47	-	45	-	-	-	2,751	10,593	13,344
Asia and Australasia									
China	54	-	54	-	-	-	58	-	58
Hong Kong	5	-	5	-	-	-	5	-	5
India	5	-	5	-	-	-	5	99	104
Indonesia	-	-	-	-	-	-	162	-	162
Japan	1	-	1	-	-	-	40	-	40
Jordan	-	-	-	-	-	-	1	-	1
Kazakhstan	-	-	-	-	-	-	-	4	4
Pakistan	1	-	1	-	-	-	1	-	1
Singapore	20	5	25	-	-	-	30	5	35
South Korea	-	-	-	-	-	-	-	321	321
Thailand	2	-	2	-	-	-	2	-	2
United Arab Emirates	-	-	-	-	-	-	-	40	40
Australia	2	-	2	-	-	-	2	17	19
French Polynesia	-	-	-	-	-	-	-	5	5
Vanuatu	-	-	-	-	-	-	-	1	1
All Asia and Australasia	92	5	95	-	-	-	308	494	802
Unspecified countries	-	-	-	-	-	-	-	2	2
All foreign countries	515	1,546	2,056	163	155	318	13,532	38,321	51,853
All domestic traffic	325	436	761	1,953	2,124	4,077	7,669	22,559	30,228
All foreign and domestic traffic	**840**	**1,982**	**2,817**	**2,116**	**2,279**	**4,395**	**21,201**	**60,880**	**82,081**

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

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Main Freight Units											*thousand*
Containers	91	113	167	179	205	209	223	232	250	252	251
Wheeled [2]	408	379	406	410	423	468	472	456	468	463	420
Total	499	492	574	590	628	676	695	689	718	715	672
Weight											*thousand tonnes*
Containers	1,203	1,095	1,399	2,059	2,285	2,587	2,590	2,714	3,033	3,115	2,894
Wheeled [2]	4,918	4,349	4,157	4,203	4,508	4,993	5,386	5,317	5,527	5,264	5,027
Total	6,122	5,444	5,555	6,262	6,793	7,580	7,976	8,030	8,560	8,378	7,920

1. With effect from 1995, traffic at smaller ports is estimated
2. Includes road goods vehicles, unaccompanied trailers, and shipborne port to port trailers

Table 9.10 Inland waterway freight traffic lifted and moved

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Freight lifted in Scotland											*million tonnes*
River Clyde	1.66	0.95	1.61	1.29	1.34	1.29	1.59	1.53	2.08	2.53	1.46
River Forth	7.54	11.02	9.59	8.53	8.58	8.52	8.47	8.49	8.28	9.52	8.52
All waterways[1]	9.47	12.24	11.41	10.01	10.06	9.9722	10.19	10.16	10.50	12.19	10.10
Freight moved (weight x distance)											*million tonne-kilometres*
River Clyde	60	40	70	50	60	50	70	60	90	110	60
River Forth	170	230	200	180	180	180	180	180	170	200	180
All waterways[1]	240	280	280	240	240	240	250	250	268	320	250

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

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Freight lifted in Scotland											*million tonnes*
Bulk-liquid	6.12	10.12	8.78	7.10	7.01	6.70	6.61	6.49	6.73	7.48	6.57
Bulk-dry	1.96	1.03	1.00	0.91	0.83	1.04	1.38	1.40	1.43	1.51	1.02
Unitised forest products	0.23	0.24	0.29	0.20	0.12	0.23	0.17	0.21	0.20	0.24	0.16
Other semi-bulk	0.13	..	..	..	..	..	..	..	..	..	..
Break bulk	0.05	..	..	..	..	..	..	..	..	..	..
Other general cargo	..	0.24	0.51	0.43	0.52	0.10	0.14	0.23	0.17	0.60	0.10
Unit loads	0.99	0.61	0.83	1.36	1.57	1.89	1.89	1.83	1.97	2.37	2.26
Total	9.47	12.24	11.41	10.01	10.06	9.97	10.19	10.16	10.50	12.19	10.10
Freight moved (weight x distance)											*million tonne-kilometres*
Bulk-liquid	140	220	200	150	150	150	150	140	160	170	150
Bulk-dry	80	40	40	40	40	40	60	50	60	60	40
Unitised forest products	10	-	10	-	-	-	-	-	-	10	-
Other semi-bulk	-	..	..	..	..	..	..	..	..	..	..
Break bulk	-	..	..	..	..	..	..	..	..	..	..
Other general cargo	..	-	20	10	20	-	-	-	-	20	-
Unit loads	20	10	20	30	30	40	40	40	40	60	50
Total	240	280	280	240	240	240	250	250	268	320	250

Table 9.12(a) Vehicle and Passenger Traffic between Scotland and Northern Ireland

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											thousands
Ardrossan - Larne											
Numbers of cars	..	..	..	-	-	-	-	-	-	-	-
Numbers of passengers	3	4	1	-	-	-	-	-	-	-	-
Cairnryan - Larne											
Numbers of cars	182	151	140	153	139	137	140	134	156	154	154
Numbers of passengers	740	644	604	651	599	595	602	595	646	628	602
Campbeltown[1] - Ballycastle											
Numbers of cars	6	-	-	-	-	-	-	-	-	-	-
Numbers of passengers	25	-	-	-	-	-	-	-	-	-	-
Stranraer - Belfast											
Numbers of cars	338	270	248	257	239	275	239	250	257	239	244
Numbers of passengers	1,651	1,458	1,358	1,296	1,363	1,319	1,235	1,212	1,217	1,104	1,101
Stranraer - Larne											
Numbers of cars	-	-	-	-	-	-	-	-	-	-	-
Numbers of passengers	-	-	-	-	-	-	-	-	-	-	-
Troon - Belfast[2]											
Numbers of cars	44	80	76	76	87	74	-	-	-	-	-
Numbers of passengers	199	364	362	332	368	303	-	-	-	-	-
Troon - Larne											
Numbers of cars	..	..	..	1	25	27	56	56	66	59	62
Numbers of passengers	..	..	1	5	100	120	214	208	231	206	213
Total											
Numbers of cars	570	501	464	487	490	513	435	440	479	452	460
Numbers of passengers	2,618	2,470	2,326	2,284	2,430	2,337	2,051	2,015	2,094	1,937	1,915

1. The Campbeltown - Ballycastle ferry service was withdrawn in 2000 before the start of the summer season.
2. The Troon - Belfast ferry service was withdrawn in December 2004.

Table 9.12 (b) Vehicle and Passenger Traffic between Scotland and Europe

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											thousands
Rosyth - Zeebrugge [1]											
Numbers of passengers	-	-	-	105	195	192	183	112	110	74	31
Numbers of cars	-	-	-	28	43	44	43	28	31	21	9
Roads goods vehicles	-	-	-	8	16	21	21	6	6	4	1
Unaccompanied trailers	-	-	-	6	16	20	18	22	8	5	3
Import/export vehicles	-	-	-	2	2	3	6	7	7	5	7
Lerwick - Bergen [2]	3	3	3	4	5	7	5	4	-	-	-
Lerwick - Maaloy [3]	0	-	-	-	-	-	-	-	-	-	-
Lerwick - Hanstholm [2]	-	-	-	-	1	1	1	-	-	-	-
Lerwick - Torshaven [2]	3	3	3	3	7	7	6	5	1	1	-

1. The service started in May 2002. The drop in passenger numbers in 2006 follows a reduction in the frequency of the service with effect from November 2005. There was no service in the fourth quarter of 2008
2. These are passenger numbers only as car and commercial vehicles are not recorded.
3. This service ran in 1999 only

Fig. 9.2 Caledonian MacBrayne ferry routes

Table 9.13 Shipping services

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Caledonian MacBrayne[1, 13]											*thousand*
Cars carried	895	917	965	999	1,024	1,091	1,103	1,109	1,150	1,113	1,182
Commercial vehicles and buse	96	100	99	100	97	99	105	111	115	113	108
Passengers	4,803	4,777	4,811	4,874	5,170	5,311	5,358	5,398	5,389	5,084	5,296
											thousand tonnes
Loose freight [2]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
											£ thousand
Revenue from users [1]	37,429	38,571	39,768	43,844	45,829	49,861	51,687	55,205	59,204	57,950	55,856
Subsidy [3]	14,975	19,376	20,400	18,900	25,919	25,900	31,400	33,200	38,285	53,338	57,338
Cowal ferries (subsidy) [3]	-	-	-	-	-	-	-	-	2,270	3,130	3,040
P&O Scottish Ferries [7]											*thousand*
Cars carried	61	62	51	40	-	-	-	-	-	-	-
Commercial vehicles	17	20	22	16	-	-	-	-	-	-	-
Passengers	242	239	208	166	-	-	-	-	-	-	-
											thousand tonnes
Loose freight	..	47.3	49.9	-[6]	-	-	-	-	-	-	-
											£ thousand
Revenue from users [5]	15,688	15,284	16,662	12,195	-	-	-	-	-	-	-
Subsidy [5]	11,400	11,500	11,600	11,206	-	-	-	-	-	-	-
Northlink Orkney & Shetland Ferries[8]											*thousand*
Cars carried	-	-	-	-	59	64	67	69	70	68	68
Commercial Vehicles [9,12]	-	-	-	-	1	1	1	..	..	..	..
Passengers	-	-	-	-	241	289	301	304	307	296	309
											£ thousand
Revenue from users [10,11]	-	-	-	-	..	..	20,064	21,260	20,914	22,171	21,694
Subsidy[10]	-	-	-	-	18,524	28,121	22,450	29,177	30,173	29,207	36,867
Orkney Ferries											*thousand*
Vehicles carried	73	72	74	75	80	83	83	83	81	83	87
Passengers	282	278	285	291	310	322	312	318	316	319	330
											thousand tonnes
Loose freight	2.0	1.7	1.9	1.5	1.4	1.5	2.1	2.1	2.0	2.0	2.7
											£ thousand
Revenue from users [3,4]	1,412	1,470	1,585	1,659	1,671	1,835	1,859	1,939	2,053	2,263	2,280
Subsidy [3,4]	3,439	3,697	3,858	3,903	4,560	4,940	5,554	6,257	6,207	6,918	7,535
Total for these Shipping Services											*thousand*
Vehicles carried	1,142	1,171	1,211	1,230	1,260	1,338	1,358	1,372	1,416	1,377	1,445
Passengers	5,327	5,294	5,304	5,330	5,721	5,921	5,971	6,020	6,012	5,699	5,935
											thousand tonnes
Loose freight [6]	..	52.0	54.8	4.5	4.4	4.5	5.1	5.1	5.0	5.0	5.7
											£ thousand
Revenue from users	54,529	55,325	58,015	57,698	..	..	73,610	78,404	82,171	82,384	79,830
Subsidy	29,814	34,573	35,858	34,009	49,003	58,961	59,404	68,634	76,935	92,593	104,780
Shetland Islands Council [14]											*thousand*
Cars carried	252	264	275	302	296	315	300	324	347	258	266
Commercial vehicles	25	26	24	25	26	25	23	21	21	16	16
Passengers	667	674	676	732	696	755	716	770	805	634	637

Source: Ferry companies - Not National Statistics

1. Figures include charter and contract carryings (see table 10.14).
2. This figure only covers the routes of Mallaig to the smaller isles since the freight is lifted by crane onto the vessels rather than transported by lorry onto the ferry.
3. Financial year beginning 1 April of year.
4. Revenue from users and subsidy may be subject to amendment following annual audit.
5. Calendar year.
6. In 2001 P & O's loose fright operations were taken over by a separate company called, Northwards, which did not provide the relevant information.
7. P & O Scottish Ferries stopped operating its services on 30 September 2002.
8. Northlink Ferries Ltd started operating its service on 6 July 2006, from NorthLink Orkney & Shetland Ferries Ltd.
9. Only coaches and mini-buses are included under this heading for 2003.
10. 2007 figures relate to an operating year from July to June 2007 and figures for 2006 relate to a financial year beginning 1 April. Previous years covered the period 1 October to 30 September.
11. The figures published previously for 2003 to 2005 were wrong. Corrected figures for 2003 and 2004 are not readily available.
12. The number of vehicles are no longer available due to a change in the method of collecting the data.
13. Includes Gourock-Dunoon which has been operated by Cowal ferries since October 2006, and Ballycastle-Rathlin which has been operated by Rathlin Ferries since April 2007
14. Since 2008, no fares have been charged on 2 routes, the previous figures are therefore not comparable.

Figure 9.3 Traffic on Caledonian MacBrayne ferry services, 2009

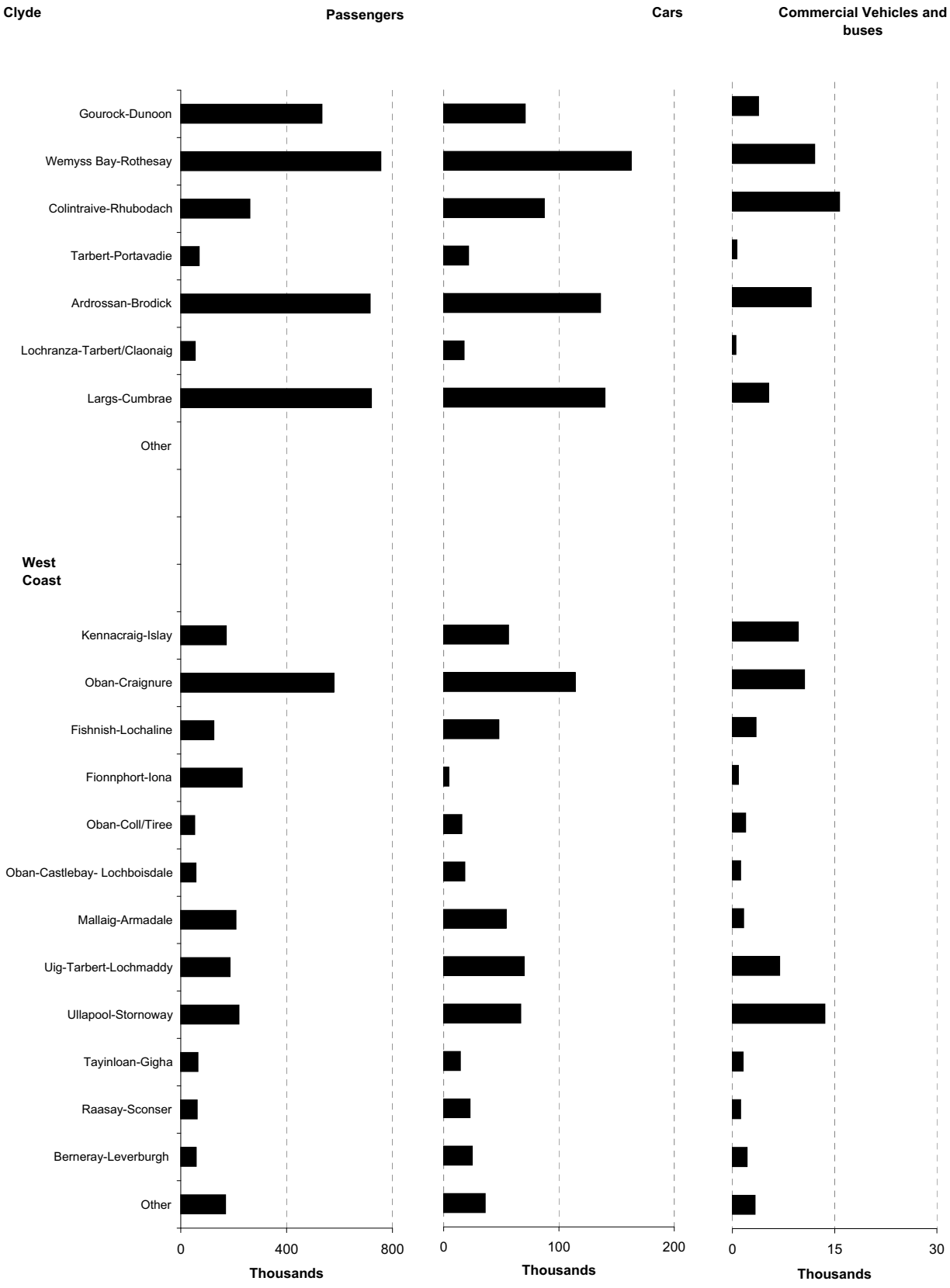


Table 9.14 Traffic on Caledonian MacBrayne ferry services

Route	Passengers										
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Clyde											*thousand*
Gourock-Dunoon[6,8]	634.5	621.9	627.1	593.7	565.6	619.8	624.7	615.2	607.2	550.8	533.5
Gourock-Kilcreggan[1]	73.7	72.5	..	..	..	..	..	..	..	..	..
Wemyss Bay-Rothesay	666.7	681.1	708.3	709.7	770.7	764.2	750.1	759.7	770.3	741.0	755.9
Colintraive-Rhubodach	243.9	249.6	285.4	269.8	272.9	268.4	279.9	264.6	257.5	256.3	260.6
Tarbert-Portavadie	39.4	37.5	41.7	40.7	49.0	52.9	57.9	67.6	60.4	59.5	69.7
Ardrossan-Brodick	627.7	626.6	630.7	660.3	702.0	716.6	742.6	735.9	749.0	707.4	715.7
Lochranza-Tarbet/Claonaig[2]	48.9	46.9	52.6	51.7	54.0	54.0	54.0	52.4	54.5	50.2	54.4
Largs-Cumbrae	629.1	623.3	647.6	659.5	710.0	682.9	698.6	722.6	750.4	710.8	720.4
Other[3,9]	53.6	53.9	37.4	39.2	47.0	45.6	48.2	49.8	50.0	-	-
Total Clyde	3,017.4	3,013.2	3,031.0	3,024.6	3,171.2	3,204.3	3,256.0	3,267.8	3,299.3	3,076.1	3,110.3
West Coast											
Kennacraig-Islay	119.1	121.3	118.6	126.0	140.0	148.0	150.9	152.5	157.4	159.3	171.4
Oban-Craignure	556.5	541.5	554.7	562.8	618.4	653.3	649.8	640.4	596.7	554.6	578.3
Fishnish-Lochaline	103.6	100.3	100.2	103.9	116.8	122.9	121.7	132.9	130.0	118.2	125.0
Fionnphort-Iona	257.0	246.1	245.4	245.7	250.0	257.4	245.9	255.5	246.8	222.3	232.2
Oban-Coll/Tiree	34.9	36.3	38.4	39.5	42.8	44.6	45.7	44.1	46.4	46.5	53.0
Oban-Castlebay-Lochboisdale	46.7	45.7	47.3	47.4	44.6	45.9	43.3	45.3	46.5	46.2	57.0
Mallaig-Armadale	170.2	160.4	149.6	165.9	168.1	188.3	189.5	188.9	190.5	187.5	208.8
Uig-Tarbert-Lochmaddy[5]	128.8	127.9	130.0	142.7	146.0	152.0	159.4	161.7	160.3	161.7	185.8
Ullapool-Stornoway	168.8	172.5	180.2	183.0	179.9	188.9	183.2	181.2	185.5	182.8	219.9
Tayinloan-Gigha	42.3	46.0	46.9	46.3	53.3	54.5	59.0	64.0	62.4	57.8	64.7
Raasay-Sconser	41.1	44.7	45.5	47.8	51.7	51.6	56.5	55.5	62.7	64.5	61.6
Otternish-Leverburgh	39.3	40.1	40.5	-	-	-	-	-	-	-	-
Berneray-Leverburgh[7]	-	-	-	44.7	48.0	51.8	52.2	51.4	53.8	53.9	58.2
Other[4]	77.5	80.8	82.4	93.4	139.5	147.3	145.5	157.0	150.4	152.6	169.4
Total West Coast	1,785.6	1,763.5	1,779.9	1,849.1	1,999.1	2,106.7	2,102.6	2,130.5	2,089.4	2,008.0	2,185.5
Grand Total	4,803.0	4,776.7	4,810.8	4,873.7	5,170.3	5,311.1	5,358.6	5,398.4	5,388.7	5,084.1	5,295.8
Total excluding Gourock - Kilgreggan	4,729.3	4,704.2	4,810.8	4,873.7	5,170.3	5,311.1	5,358.6	5,398.4	5,388.7	5,084.1	5,295.8

Route	Cars										
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Clyde											*thousand*
Gourock-Dunoon[6,8]	102.5	107.1	110.0	101.3	70.5	90.2	84.9	77.8	80.1	71.8	70.7
Wemyss Bay-Rothesay	116.7	126.1	135.7	141.3	147.7	152.1	152.5	158.2	164.2	159.9	162.7
Colintraive-Rhubodach	84.8	88.8	95.1	90.8	93.3	92.7	93.5	89.6	90.2	88.2	87.3
Tarbert-Portavadie	14.8	15.0	15.6	15.5	17.5	18.6	18.8	19.1	20.9	21.0	21.6
Ardrossan-Brodick	98.4	100.8	107.7	117.9	121.9	125.8	131.0	132.0	137.4	131.1	136.0
Lochranza-Tarbet/Claonaig[2]	15.4	14.6	16.2	15.9	16.8	16.8	17.7	17.3	17.9	16.7	17.6
Largs-Cumbrae	112.5	112.7	120.3	125.9	132.3	132.4	135.9	139.4	151.3	143.1	139.8
Other[3,9]	2.1	2.7	2.5	2.6	2.8	2.6	2.6	2.6	2.6	-	-
Total Clyde	547.2	567.8	603.0	611.2	602.8	631.3	636.7	636.0	664.6	631.7	635.9
West Coast											
Kennacraig-Islay	38.4	39.7	39.5	41.6	45.8	47.4	48.9	49.3	51.3	52.2	56.3
Oban-Craignure	93.2	91.4	94.5	100.2	109.0	115.9	117.8	117.4	114.7	110.1	114.3
Fishnish-Lochaline	38.6	36.4	37.0	38.6	43.8	45.5	46.0	47.9	48.0	45.2	47.9
Fionnphort-Iona	4.4	5.0	4.8	4.8	4.7	5.0	5.2	5.3	4.6	4.8	4.6
Oban-Coll/Tiree	9.0	9.5	10.0	11.0	11.3	12.4	12.7	12.4	13.0	13.0	15.8
Oban-Castlebay-Lochboisdale	11.6	11.9	12.8	13.2	12.2	13.1	12.6	13.2	13.7	13.6	18.3
Mallaig-Armadale	36.9	34.2	34.5	38.2	40.4	44.5	44.0	44.2	46.9	46.6	54.3
Uig-Tarbert-Lochmaddy[5]	37.3	37.9	39.8	44.7	47.1	49.5	53.0	54.0	55.3	57.0	69.8
Ullapool-Stornoway	34.0	35.7	39.2	42.2	44.3	48.5	46.9	46.9	49.0	48.8	66.7
Tayinloan-Gigha	9.5	10.5	11.2	10.2	11.2	12.5	12.5	13.2	14.2	13.7	14.5
Raasay-Sconser	10.6	12.1	12.9	13.9	14.7	16.1	17.2	16.7	20.2	22.9	22.9
Otternish-Leverburgh	12.4	12.6	13.1	-	-	-	-	-	-	-	-
Berneray-Leverburgh[7]	-	-	-	14.6	16.6	18.9	19.2	20.8	21.5	21.5	24.7
Other[4]	11.8	12.1	12.6	14.6	20.5	30.7	30.9	31.8	32.6	32.2	36.1
Total West Coast	347.6	349.0	361.9	387.8	421.6	460.0	467.1	473.2	485.0	481.7	546.3
Total	894.8	916.8	964.9	999.0	1,024.4	1,091.3	1,103.8	1,109.2	1,149.6	1,113.4	1,182.1

Source: CALMAC - Not National Statistics

1. Since 2001 the Gourock-Kilcreggan route has been tendered by Strathclyde Passenger Transport (SPT), and operated under contract by Clyde Marine, so figures for that and subsequent years appear in table 10.15. The SPT changed it's name to Strathclyde Partnership for Transport in April 2006.
2. Seasonal carryings.
3. Includes Gourock-Tarbert(Loch Fyne), Gourock-Tighnabruaich, Ballycastle-Rathlin (internal Northern Ireland route), Clyde and Loch Lomond cruising, RNAD and tanker charters, Millport Cruise, Dunoon Cruise, Largs-Largs via Millport, Special sailings, Clyde charters.
4. Includes Ken-Islay-Colonsay-Oban, Oban-Inner & Outer Isles, Mallaig-Small Isles, Tobermory-Kilchoan, Barra-Eriskay, Oban-Colonsay, Oban-Lismore, K.Craig-Islay-Colonsay and Oban-Colonsay-Islay.
5. These figures are an aggregate of the Uig-Tarbert-Lochmaddy, Uig-Lochmaddy, Uig-Tarbert & Tarbert-Lochmaddy routes.
6. This route was out of service between March 2003 and June 2003.
7. Berneray-Leverburgh replaced the Otternish-Leverburgh service and started in 2002. Day charters and livestock specials are included in the figures for some routes.
8. Gourock-Dunoon has been operated by Cowal Ferries Ltd since October 2006
9. Ballycastle-Rathlin has been operated by Rathlin Ferries since April 2007

Table 9.14 (Continued) Traffic on Caledonian MacBrayne ferry services

Route	Commercial Vehicles and Buses										
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Clyde											*thousand*
Gourock-Dunoon [5, 7]	8.8	9.6	9.0	8.2	4.9	6.1	6.0	6.0	5.6	3.9	3.8
Wemyss Bay-Rothesay	10.6	12.5	13.6	14.0	13.1	13.2	11.0	14.2	13.6	14.1	12.1
Colintraive-Rhubodach	10.8	11.6	13.0	13.1	13.1	12.7	15.3	16.5	17.4	17.5	15.7
Tarbert-Portavadie	0.4	0.5	0.3	0.4	0.3	0.3	0.6	0.9	0.6	0.5	0.7
Ardrossan-Brodick	11.1	11.4	10.3	10.2	10.4	10.9	12.2	11.4	13.5	12.5	11.6
Lochranza-Tarbert/Claonai	0.4	0.5	0.6	0.4	0.4	0.4	0.4	0.4	0.6	0.5	0.5
Largs-Cumbrae	4.3	3.8	4.5	4.8	6.0	5.2	5.3	6.5	7.4	6.6	5.3
Other [2,8]	0.2	0.7	0.3	0.2	0.3	0.3	0.3	0.4	0.4	-	-
Total Clyde	46.7	50.4	51.5	51.2	48.5	49.1	51.2	56.2	59.1	55.6	49.7
West Coast											
Kennacraig-Islay	6.7	6.9	6.9	7.1	7.5	7.6	8.3	8.8	9.5	10.0	9.7
Oban-Craignure	8.7	8.9	9.7	9.1	9.1	9.0	9.2	9.5	9.4	10.9	10.6
Fishnish-Lochaline	2.5	2.3	2.2	2.3	2.0	3.0	2.7	3.5	4.0	4.0	3.5
Fionnphort-Iona	0.7	0.6	0.8	0.8	0.8	0.9	1.0	1.0	0.7	0.9	0.9
Oban-Coll/Tiree	1.6	1.7	1.9	1.6	1.5	1.5	1.8	1.8	1.9	1.7	1.9
Oban-Castlebay-Lochboisdale	2.1	2.3	2.1	2.0	1.4	1.1	1.0	1.1	1.0	1.1	1.2
Mallaig-Armadale	1.5	1.3	1.1	1.3	1.3	1.5	1.6	1.8	1.6	1.9	1.6
Uig-Tarbert/Lochmaddy [4]	7.9	7.1	6.3	6.1	6.1	6.3	7.6	7.4	6.9	7.2	6.9
Ullapool-Stornoway	12.0	13.0	10.2	12.5	12.2	12.4	12.5	12.3	12.5	12.7	13.6
Tayinloan-Gigha	1.5	1.9	1.9	1.8	1.9	2.0	2.2	2.0	2.0	1.4	1.6
Raasay-Sconser	0.7	0.7	0.6	0.6	0.7	0.5	0.8	0.8	1.0	1.5	1.2
Otternish-Leverburgh	2.1	2.0	1.9	-	-	-	-	-	-	-	-
Berneray-Leverburgh [6]	-	-	-	1.7	1.7	1.5	1.6	1.7	2.3	2.1	2.2
Other [3]	1.4	1.3	1.3	1.6	2.3	2.6	2.9	3.4	3.1	2.0	3.3
Total West Coast	49.3	50.0	47.0	48.5	48.5	50.0	53.3	54.9	55.9	57.3	58.1
Grand Total	96.0	100.4	98.5	99.7	97.0	99.1	104.5	111.2	115.0	112.9	107.8

Source: CALMAC - Not National Statistics

1. Seasonal carryings
2. Includes Gourock-Tarbert(Loch Fyne), Gourock-Tighnabruaich, Ballycastle-Rathlin (internal Northern Ireland route), Clyde and Loch Lomond cruising, RNAD and tanker charters, Millport Cruise, Dunoon Cruise, Largs-Largs via Millport, Special sailings, Clyde charters, and Tarbert-Portavadie for the years for which separate figures for this route are not available.
3. Includes Ken-Islay-Colonsay-Oban, Oban-Inner & Outer Isles, Mallaig-Small Isles, Tobermory-Kilchoan, Barra-Eriskay, Oban-Colonsay, Oban-Lismore, K.Craig-Islay-Colonsay and Oban-Colonsay-Islay.
4. These figures are an aggregate of the Uig-Tarbert-Lochmaddy, Uig-Lochmaddy, Uig-Tarbert & Tarbert-Lochmaddy routes.
5. This route was out of service between March 2003 and June 2003.
6. Berneray-Leverburgh replaced the Otternish-Leverburgh service and started in 2002. Day charters and livestock specials are included in the figures for some routes.
7. Gourock-Dunoon has been operated by Cowal Ferries Ltd since October 2006
8. Ballycastle-Rathlin has been operated by Rathlin Ferries since April 2007

Table 9.15 Traffic on some other major ferry routes

Route	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Passengers											*thousands*
Orkney Ferries[1]											
Houton - Lyness/Flotta	65.6	63.2	64.7	63.6	71.1	77.7	75.4	74.8	74.2	76.2	76.0
Tingwall - Rousay/Egilsay/Wyre	56.4	55.1	54.0	54.2	60.3	61.7	58.7	58.6	60.5	55.0	60.6
Kirkwall - Shapinsay	57.8	57.0	61.7	60.9	64.3	64.3	63.8	64.0	65.0	65.2	69.9
Kirkwall - Westray/Stronsay	84.9	86.0	87.5	94.4	96.2	97.6	96.7	101.6	98.3	102.1	102.0
Stromness-Hoy/Graemsay	16.8	16.5	16.8	17.5	18.3	20.4	18.2	18.9	18.4	20.5	21.1
Orkney Line (previously Orcargo)											
Invergordon - Orkney [10]	1.6	1.3	0.3	-	-	-	-	-	-	-	-
Western Ferries [2]											
Gourock-Dunoon	1,062.6	1,076.6	1,129.3	1,163.7	1,259.6	1,254.7	1,280.3	1,306.9	1,329.4	1,308.5	1,336.2
Argyll & Bute Council											
Appin-Lismore[13]	28.1	26.2	27.5	32.5	43.5	56.1	35.7	29.5	39.1	40.2	39.0
Islay - Jura	57.1	58.6	63.6	62.9	62.7	66.2	67.7	73.3	71.6	72.4	69.1
Cuan-Luing [3,13]	..	13.0	12.7	9.2	20.2	17.7	23.4	21.3	15.2	14.6	13.9
Seil-Easdale[13]	..	19.1	22.2	17.3	18.2	12.2	13.4	14.3	12.7	14.4	16.0
Highland Council											
Ardgour-Nether Lochaber (Corran Ferry) [4]	..	..	..	..	..	..	..	..	..	..	..
Camusnagaul - Fort William [5]	13.9	8.9	8.1	7.5	5.8	6.0	5.6	7.0	16.7	1.0	3.9
Bruce Watt Cruises											
Mallaig-Loch Nevis	..	..	2.3	2.1	2.4	2.5	3.0	3.4	2.6	4.9	3.3
Cromarty Ferry Company											
Cromarty-Nigg	24.2	12.6	10.3	13.4	12.8	9.6	..	..	..	..	..
West Highland Seaways [(12)]											
Gairloch (Wester Ross) - Portree (Skye)	..	..	..	..	..	2.7	-	-	-	-	-
Shetland Islands Council [1]											
Laxo or Vidlin - Symbister	120.4	136.8	138.1	146.2	141.2	154.1	146.3	169.2	177.5	170.9	166.2
Toft - Ulsta	204.6	211.0	216.1	229.7	221.9	232.1	238.8	245.0	256.0	248.8	264.4
Gutcher - Belmont [15]	109.3	112.9	113.5	126.3	110.2	122.7	108.4	117.9	131.8	-	-
Lerwick - Bressay [6]	205.3	185.8	180.7	206.3	194.5	213.0	196.8	207.9	206.8	214.4	205.9
Gutcher - Oddsta [15]	20.6	20.4	20.2	23.5	19.3	23.4	18.4	20.5	23.5	-	-
Strathclyde Partnership for Transport											
Renfrew - Yoker [7]	147.9	142.1	133.6	132.6	128.8	129.1	145.1	149.9	149.5	141.4	147.8
Gourock - Kilcreggan [8]	..	..	74.4	72.5	78.9	69.5	72.8	74.9	71.3	70.0	71.6
P & O Scottish Ferries / Northlink Orkney & Shetland Ferries[9,14]											
Aberdeen - Stomness [(11)]	20.1	20.8	18.5	21.1	-	-	-	-	-	-	-
Aberdeen - Kirkwall [(11)]	-	-	-	-	22.8	33.7	38.2	37.3	36.5	34.2	37
Aberdeen - Lerwick	62.2	60.0	61.5	65.6	75.4	95.1	101.4	102.6	102.4	101.6	105.9
Scrabster - Stromness	159.9	157.8	128.0	113.2	128.2	142.8	144.7	148.0	154.8	145.0	151.0
Lerwick - Kirkwall	..	..	..	..	14.2	17.0	16.6	16.4	14.0	13.9	14.6

Source: Ferry companies - Not National Statistics

1. In addition to the routes shown in this table, there may be some other routes, which have less traffic, for which the number of passengers and vehicles are included in the totals for the operator which appear in table 10.13.
2. Passenger numbers prior to 1999 are based on paying passengers, but from 1999 numbers are based on a head count. There were 793,600 paying passengers in 1999.
3. Figures for 2000 and 2001 are estimates.
4. Although passengers are carried on the Corran Ferry, their numbers are not recorded because passenger travel is free.
5. Until 25 October 1999 this service carried pupils going to Lochaber High School. A bus service now operates to carry school pupils, which mainly accounts for the drop in passenger numbers from 1999 to 2000. Since 2006 this has carried pupils from Fort William who attend Ardnamurchan High School
6. Passenger numbers in 1999 are high because of special events such as the Tall ships race.
7. Figures relate to financial years which start in the specified calendar year (e.g. the 1998 figure is for 1998-99). Comparable figures prior to 1998-99 are not available, because before then the numbers of passengers were counted exclusive of zone card ticket holders (and therefore passengers who had a zone card were not counted).
8. Since 2001 the Gourock-Kilcreggan route has been tendered by Strathclyde Passenger Transport (SPT), and operated under contract by Clyde Marine. The SPT changed it's name to Strathclyde Partnership for Transport in April 2006. It was a Caledonian MacBrayne route in previous years, so figures for 2000 and earlier years appear in table 10.14. Figures relate to financial years which start in the specified calendar year (e.g. the "1998" figure is for 1998-99).
9. P & O Scottish Ferries stopped operating these services on 30 September 2002 and Northlink took over the operating of these services on 1 October 2002.
10. This service ceased to operate from May 2001.
11. The Aberdeen to Stromness route changed to Aberdeen to Kirkwall in October 2002 but the figures provided by the company for 2002 did not distinguish between the two.
12. The Gairloch to Portree service operated by West Highland Seaways was withdrawn from 22 August 2004 but is expected to resume by 2008.
13. 2004 is the first full calender year of the electronic ticketing sytem and the statistics quoted for the Cuan, Easdale and Appin Services reflect the more accurate counting method.
14. Figures for 2003 onwards are on an October-to-September year e.g. 2003 figures are for Oct 02 - Sept 03.
15. Since 2008,there have been no fares charged on these routes.

Fig. 9.4 Orkney and Shetland Islands selected ferry routes

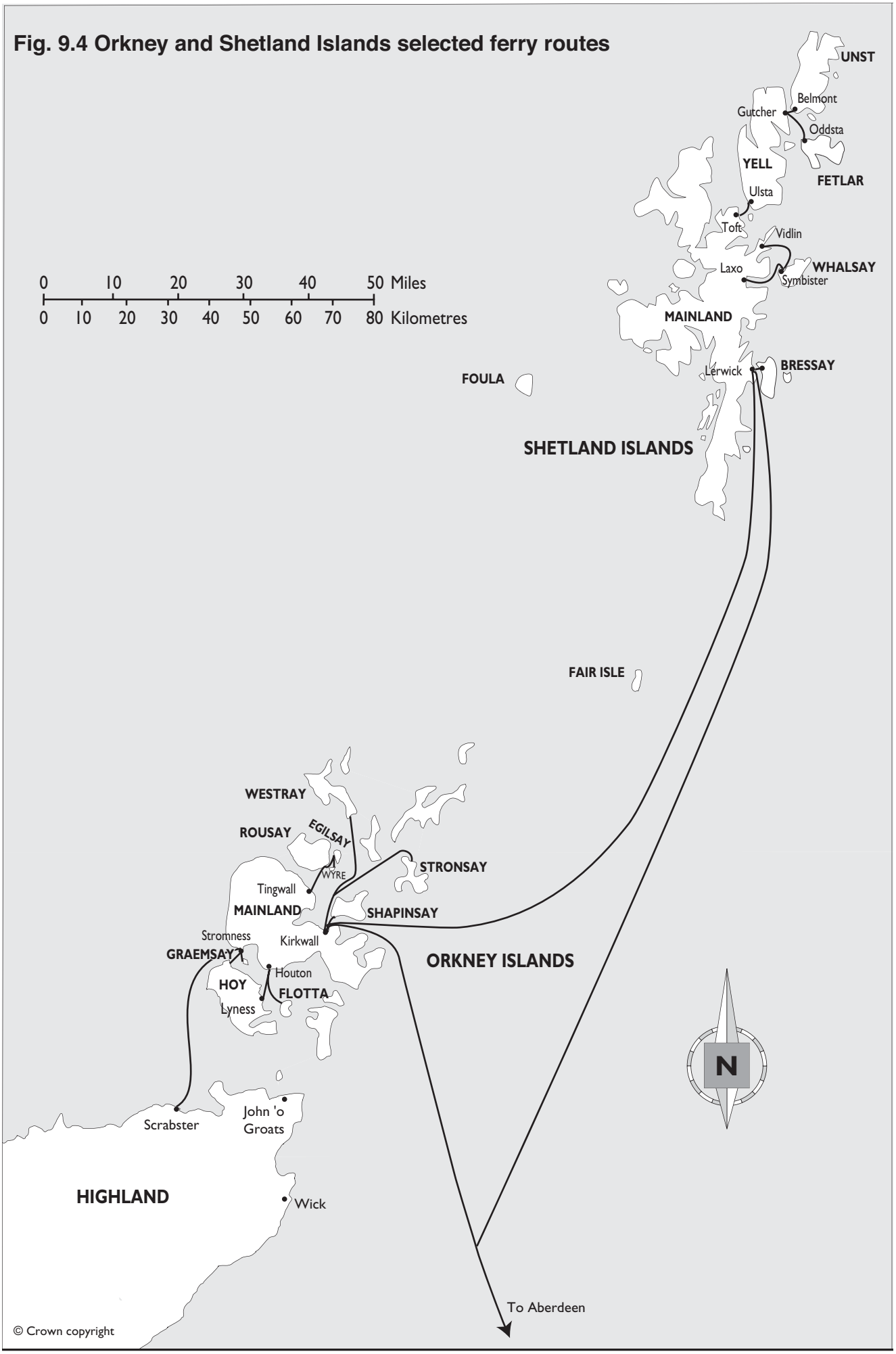


Table 9.15 (continued) Traffic on some other major ferry routes

Route	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Cars [1]											*thousands*
Orkney Ferries [2,3]											
Houton - Lyness/Flotta	18.4	18.2	18.8	19.0	21.0	21.4	20.7	21.0	20.6	18.2	19.3
Tingwall - Rousay/Egilsay/Wyı	10.9	9.5	10.7	9.9	10.1	10.2	10.4	10.0	9.7	9.2	9.8
Kirkwall - Shapinsay	7.6	7.4	7.5	7.7	7.4	7.5	7.4	7.9	8.0	8.0	7.8
Kirkwall - Westray/Stronsay	16.4	16.3	17.4	19.7	21.1	21.2	21.1	21.0	20.1	20.9	21.1
Orkney Line (previously Orcargo)											
Invergordon - Orkney[6]	1.1	0.9	0.2	-	-	-	-	-	-	-	-
Western Ferries											
Gourock-Dunoon	438.1	451.1	482.1	504.1	549.2	553.4	571.5	577.8	602.0	588.0	584.0
Argyll & Bute Council											
Islay - Jura	19.3	19.7	20.9	21.2	21.0	21.9	23.8	23.9	24.0	23.9	26.5
Cuan-Luing [4,8]	..	25.0	21.0	9.2	14.3	8.8	16.3	10.9	7.6	7.7	7.2
Highland Council											
Ardgour-Nether Lochaber (Corran Ferry)	215.5	211.2	212.8	235.4	247.5	254.9	247.6	234.2	252.4	245.0	249.4
Cromarty Ferry Company											
Cromarty-Nigg	3.9	3.8	3.4	3.7	3.8	3.3	..	..	..	..	..
Shetland Islands Council [2]											
Laxo or Vidlin - Symbister	49.1	55.9	58.5	61.9	62.6	68.4	63.2	73.2	76.4	73.3	74.3
Toft - Ulsta	88.4	94.3	99.4	106.5	104.1	107.7	112.9	115.4	119.6	116.7	123.8
Gutcher - Belmont[10]	45.4	48.6	52.3	58.3	53.0	59.4	50.7	56.4	65.8	-	-
Lerwick - Bressay	58.6	55.1	54.3	65.0	64.9	65.8	62.5	65.5	69.6	67.9	67.5
Gutcher - Oddsta[10]	8.3	8.7	8.7	10.2	8.8	11.2	8.1	9.9	11.4	-	-
P & O Scottish Ferries/ Northlink Orkney & Shetland Ferries [5,9]											
Aberdeen-Stromness[7]	3.2	3.1	2.9	3.6	-	-	-	-	-	-	-
Aberdeen - Kirkwall[7]	-	-	-	-	3.9	4.9	5.4	5.4	5.4	4.9	5.3
Aberdeen-Lerwick	11.5	11.7	11.4	12.6	14.5	16.4	17.0	16.9	15.7	16.7	16.7
Scrabster-Stromness	47.0	47.1	37.5	33.6	38.1	40.5	41.9	44.0	46.2	43.9	43.5
Lerwick - Kirkwall	..	..	..	..	2.4	2.6	2.7	2.8	2.4	2.3	2.3

Source: Ferry companies - Not National Statistics

1. Routes which do not carry cars are not shown in this table.
2. In addition to the routes shown in this table, there are some other routes, which have less traffic, for which the number of passengers and vehicles are included in the totals for the operator which appear in table 10.13.
3. Separate figures for cars/buses and commercial vehicles are only available for some Orkney Ferries services for recent years. Prior to that, only the total number of vehicles carried is available.
4. Figures for 2000 and 2001 are estimates.
5. P & O Scottish Ferries stopped operating this service on 30 September 2002. and North Link took over the operating of this service on 1 October 2002.
6. This service ceased to operate from May 2001.
7. The Aberdeen to Stromness route changed to Aberdeen to Kirkwall in October 2002 but the figures provided by the company for 2002 did not distinguish between the two.
8. 2004 is the first full calender year of the electronic ticketing sytem and the statistics quoted for the Cuan service reflects the more accurate counting method.
9. Figures for 2003 onwards are on an October-to-September year e.g. 2003 figures are for Oct 02 - Sept 03.
10. Since 2008,there have been no fares charged on these routes.

Figure 9.5 Top passenger ferry routes within and to/from Scotland, 2009

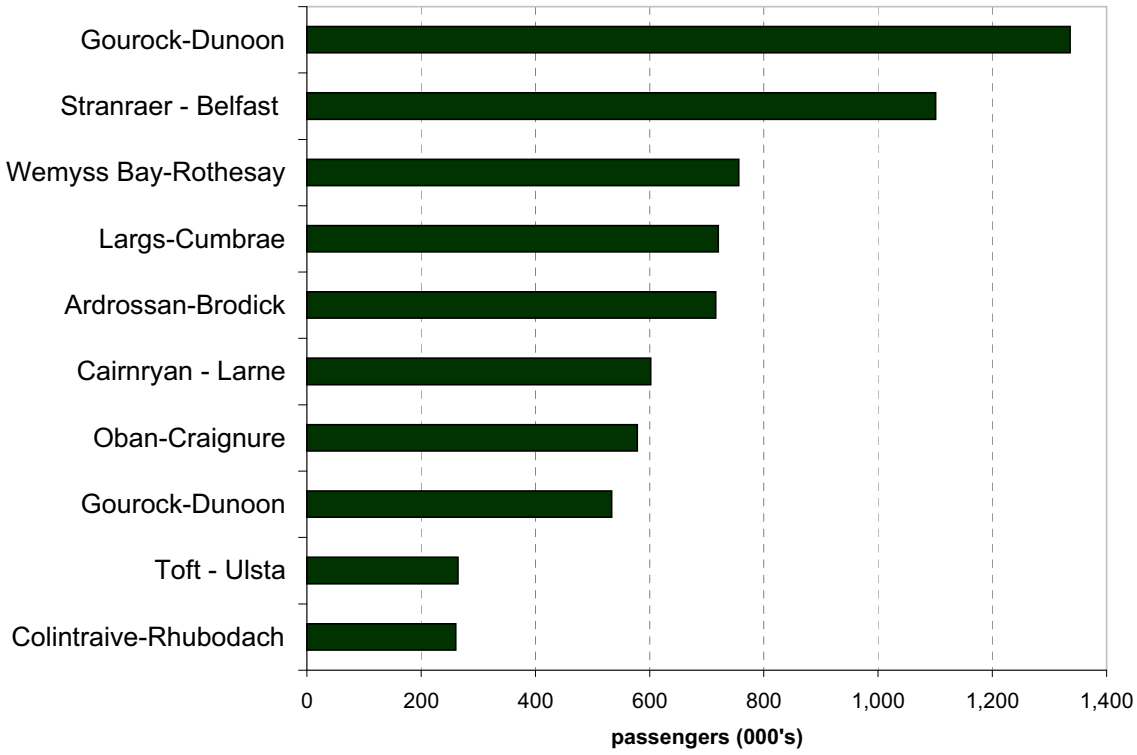


Figure 9.6 Top car ferry routes within and to/from Scotland, 2009

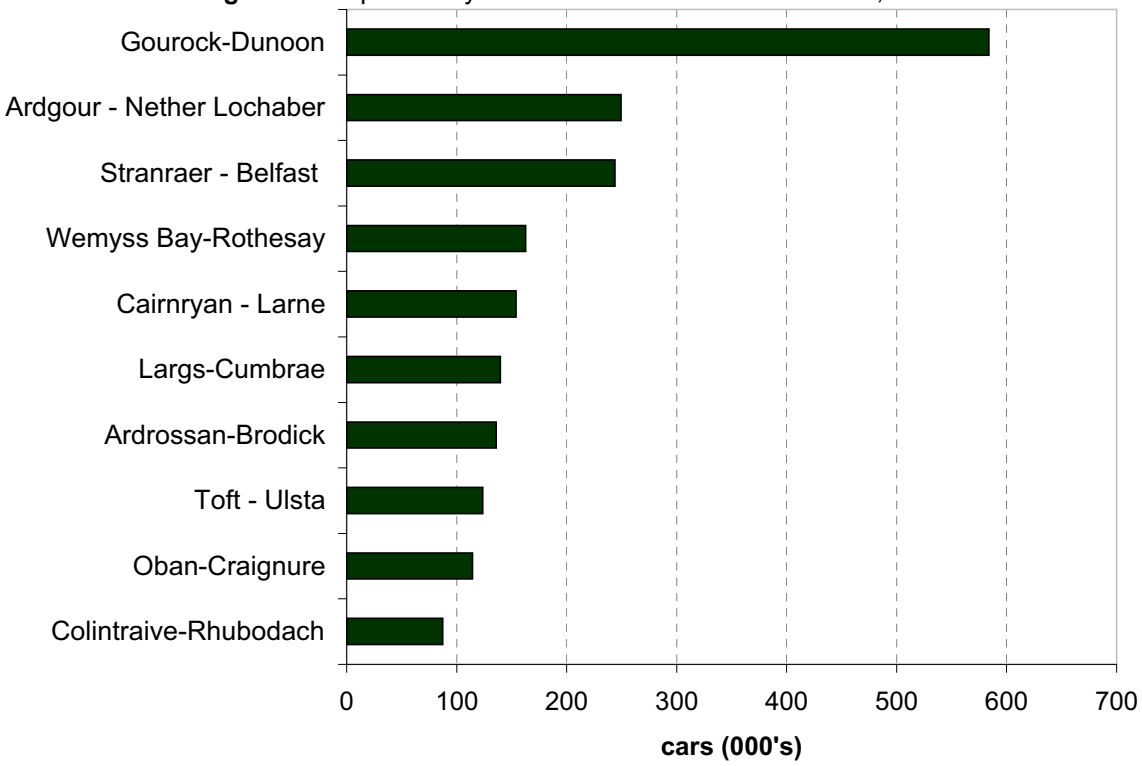


Table 9.15 (continued) Traffic on some other major ferry routes

Route	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Commercial Vehicles and Buses [1]											*thousands*
Orkney Ferries [2,3]											
Houton - Lyness/Flotta	2.6	2.5	2.8	2.7	2.7	3.2	2.9	2.8	2.7	4.9	5.3
Tingwall - Rousay/Egilsay/Wyre	4.3	4.3	4.3	4.5	5.5	5.7	5.4	5.4	6.1	4.7	6.7
Kirkwall - Shapinsay	2.7	2.3	2.6	2.1	2.9	3.3	3.3	3.1	3.0	3.6	4.7
Kirkwall - Westray/Stronsay	10.2	9.9	10.3	9.3	9.1	10.1	11.7	11.8	11.0	11.7	12.7
Orkney Line (previously Orcargo)											
Invergordon - Orkney [6]	5.1	4.0	1.0	-	-	-	-	-	-	-	-
Western Ferries											
Gourock-Dunoon	13.2	11.8	10.9	17.3 [4]	29.1 [4]	32.8	35.3	33.7	33.0	32.2	33.8
Argyll & Bute Council [9]											
Islay - Jura	2.1	3.0	5.7	4.5	3.6	3.8	3.8	4.9	4.7	4.6	2.5
Cuan-Luing [9]	-	-	-	-	-	0.5	1.1	0.2	0.3	0.3	0.3
Highland Council											
Ardgour-Nether Lochaber (Corran Ferry)	7.6	5.9	7.6	8.8	9.1	11.3	10.3	10.0	9.8	17.1	16.9
Shetland Islands Council [2]											
Laxo or Vidlin - Symbister	3.3	4.2	3.6	4.2	3.0	3.5	3.0	3.5	3.9	3.6	3.3
Toft - Ulsta	9.6	10.9	11.2	11.5	11.0	11.5	10.2	10.0	9.8	9.8	10.3
Gutcher - Belmont [12]	4.9	5.9	5.2	4.9	3.8	4.5	4.4	4.0	4.8	-	-
Lerwick - Bressay	6.5	4.2	3.5	4.1	2.8	4.3	4.5	3.8	2.0	2.2	2.0
Gutcher - Oddsta [12]	0.3	0.5	0.4	0.4	0.4	1.2	0.3	0.5	0.3	-	-
P & O Scottish Ferries / Northlink Orkney & Shetland Ferries [5,8,10,11]											
Aberdeen - Stromness [7]	0.7	..	2.4	2.1	-	-	-	-	-	-	-
Aberdeen - Kirkwall [7]	-	-	-	-	0.0	0.1	0.1	..	..	..	..
Aberdeen - Lerwick	9.7	..	12.0	10.3	0.2	0.2	0.2	..	..	..	..
Scrabster - Stromness	7.0	..	7.6	4.8	0.2	0.3	0.2	..	..	..	..
Lerwick - Kirkwall	..	..	..	..	0.1	0.0	0.0	..	..	..	..

Source: Ferry companies - Not National Statistics

1. Routes which do not carry commercial vehicles or buses are not shown in this table.
2. In addition to the routes shown in this table, there are some other routes, which have less traffic, for which the number of passengers and vehicles are included in the totals for the operator which appear in table 10.13.
3. Separate figures for cars/buses and commercial vehicles are only available for some Orkney Ferries services for recent years. Prior to that, only the total number of vehicles carried is available.
4. The operator indicated that this figure may not be directly comparable with previous years.
5. P & O Scottish Ferries stopped operating this service on 30 September 2002 and North Link took over the operating of this service on 1 October 2002.
6. This service ceased to operate from May 2001.
7. The Aberdeen to Stromness route changed to Aberedeen to Kirkwall in October 2002 but the figures provided by the company for 2002 did not distinguish between the two.
8. Only coaches and mini-buses are included under this heading for 2003.
9. 2004 is the first full calender year of the electronic ticketing sytem and the statistics quoted for the Cuan service reflects the more accurate counting method.
10. The figures for 2003 and 2004 are on a calendar year basis.
11. The number of vehicles are no longer available due to a change in the method of collecting the data
12. Since 2008,there have been no fares charged on these routes.

Table 9.16 Reliability and punctuality of lifeline ferry services

	1999 -00	2000 -01	2001 -02	2002 -03	2003 -04	2004 -05	2005 -06	2006 -07	2007 -08	2008 -09	2009 -10
Caledonian MacBrayne											*numbers*
Scheduled sailings [1]	142,131	137,770	132,020	135,022	139,653	140,381	143,910	142,933	132,558	131,639	131,103
											percentages
Reliability [2]	..	..	..	..	99.7	99.7	99.7	99.7	99.8	100.0	99.9
Punctuality [3]	97.1	98.6	98.8	98.9	98.9	98.8	99.2	99.2	99.4	99.9	99.9
NorthLink [4]											*numbers*
Scheduled sailings [1]	..	..	..	1,350	2,625	2,645	3,254	2,688	3,191	3,247	3,232
											percentages
Reliability / Punctuality											
Aberdeen routes	..	..	..	100.0	100.0	100.0	100.0	100.0	99.9	99.9	99.9
Pentland Firth	..	..	..	99.8	99.2	96.7	100.0	99.0	98.6	98.9	98.9

Source: Scottish Government - Not National Statistics

1. Timetabled sailings but excluding any additional sailings operated by CalMac.
2. New performance measure for 2003-2004 covering the number of timetabled sailings actually operated taking account of any relief events agreed by the Scottish Executive - for example, sailings which were cancelled due to bad weather; in accordance with safety procedures; delays due to the availability or operational restrictions of harbour facilities, or having to wait for the arrival of other public transport connections
3. Covers CalMac's punctuality performance against its published timetable taking account of any relief events. Performance measure was previously called Quality of Service.
4. NorthLink Orkney and Shetland Ferries Ltd started operating its services on 1 October 2002. Its figures for 2002-03 therefore cover only a period of six months. NorthLink Ferries Ltd started operating its services on 6 July 2006 and includes freight services for the first time. The figures for 2007-08 relate to the 2007 calendar year. The reliability figures include services cancelled due to circumstances beyond the operators control, such as adverse weather, for which the operator can claim relief. From October 2002, the punctuality figures relate to services arriving within 20 minutes of the published timetable on the Pentland Firth services and within 90 minutes on the Aberdeen, Kirkwall and Lerwick passenger services.
   The punctuality figures include services delayed due to circumstances beyond the operators control, such as adverse weather, for which the operator can claim relief. From July 2006, the punctuality figures relate to services arriving within 10 minutes of the published timetable on the Pentland Firth services, within 30 minutes on the Aberdeen, Kirkwall and Lerwick passenger services and within 45 minutes on the Aberdeen, Kirkwall and Lerwick freight services.
   The punctuality figures include services delayed due to circumstances beyond the operators control, such as adverse weather, for which the operator can claim relief.

Table 9.17 HM Coastguard statistics: Search and rescue operations (Scotland)

Type of callout	1999	2000	2001	2002	2003	2004	2005	2006	2007 [1]	2008 [1]	2009 [1]
Assistance rendered	1,199	1,219	1,395	1,410	1,347	1,481	1,416	1,178	..	..	..
Assistance not rendered	1,155	1,106	1,108	1,170	1,111	1,341	1,434	2,074	..	..	..
Hoax	37	24	30	34	31	64	53	99	92	56	89
Total incidents	2,393	2,349	2,533	2,614	2,524	2,680	2,903	3,351	3,383	3,583	3,765
Coastguard rescue team callouts	..	1,351	1,480	1,636	1,197	2,037	1,897	2,591	..	..	..
Number of persons assisted	3,032	2,475	4,267	6,670	13,591	11,696	12,810	13,317	..	..	..
Number of persons rescued	1,032	1,079	890	1,214	1,123	1,148	1,273	970	..	..	..
Lives lost	53	54	84	78	60	58	86	69	..	..	..

Source: Maritime and Coastguard Agency - Not National Statistics.

1. Due to 'Industrial action short of a strike' undertaken by Coastguard staff during 2007 to 2009, the Maritime and Coastguard Agency is unable to provide full incident details for 2007 to 2009. The figures provided are provisional - they have not been audited.

Chapter 10 FINANCE

1. Introduction

1.1 This chapter provides information on finance, such as expenditure on transport within Scottish Ministers' responsibility and on transport controlled by Local Authorities. It shows capital and current expenditure on motorways and trunk roads, Local Authority revenue and capital income and expenditure on roads and transport, government grants for the construction and improvement of harbour facilities, petrol and diesel prices and duties, and average weekly household expenditure on transport.

1.2 Almost all the figures in this chapter are expressed in what are referred to as current, out-turn or cash prices: no table gives constant price (i.e. deflated) figures.

2. Main Points

Motorways & Trunk Roads

2.1 The total of capital and current expenditure on motorways and trunk roads in 2008-09 was estimated at £437 million, an increase of 9% over 2007-08. Total expenditure on transport within Scottish Ministers' responsibility in 2008-09 was estimated at £1,685 million, £85 million (5%) less than in the previous year. *(Table 10.1)*

2.2 Expenditure on the management and maintenance of the trunk road network totalled £145.8m in 2008-09. Excluding an inflation adjustment of £11.3m, the expenditure is split £79.4m on structural repairs and £55.1m on routine, cyclic, winter maintenance and network management. (These figures do not include spending on construction). *(Table 10.2)*

Local Authorities

2.3 In 2008-09, expenditure on transport controlled by local authorities was £453 million (excluding loan charges). In cash terms, this was 1% less than in 2007-08. Road maintenance (£274 million in 2008-09) accounted for around half the expenditure in recent years. The other main categories of expenditure in 2008-09 were:

- contributions to passenger transport - £66 million;
- road lighting - £67 million;
- network and traffic management - £43 million

In 2008-09, the net income from parking charges was £29 million, almost half as much more than the figure for 1999-00. *(Table 10.1)*

2.4 The Local Authorities with the highest net revenue expenditure on roads and transport (excluding loan charges) in 2008-09 were: Glasgow City (£38.3 million), Fife (£34.7 million), North Lanarkshire, (£32.4 million), Highland (£31.8 million) and South Lanarkshire (£31.6 million). *(Table 10.3)* The table also shows local authorities' figures for other types of expenditure in 2008/09:

- ***Road maintenance/Winter maintenance*** Glasgow City had the highest expenditure on road maintenance (£18.8 million), followed by Fife (£15.7 million). Highland and Aberdeenshire spent the most on winter maintenance (£6.4 million and £5.9 million respectively)

- ***Contributions to Public Transport*** in terms of the total net revenue expenditure on 'local authority' and 'non LA' public transport, Shetland Islands (£13.0 million) made the largest contributions to passenger transport. Orkney spent £8.7 million and Fife spent £8.6 million.

- ***Road Lighting*** Glasgow spent most on road lighting (£10.8 million), followed by North Lanarkshire (£5.7 million) and South Lanarkshire (£4.2 million).

- ***Parking*** Edinburgh raised the largest amount from parking (£14.8 million, net) and Glasgow raised £7.3 million.

Gross Capital Expenditure

2.5 Gross capital account expenditure by councils and boards on local authority roads and transport totalled £493.8 million in 2008-09, an decrease of 2% on the previous year. Of this total £275.7 million was spent on roads, £127.9 million on other transport and £31.0 million on bridges. *(Table 10.4)*

2.6 The local authorities with the highest gross capital account expenditure on roads and transport in 2008-09 were:

- City of Edinburgh (£118.8 million),
- Glasgow City (£64.9 million),
- Highland (£32.1 million) and
- Aberdeenshire (£26.4 million)

Glasgow City spent the most on roads (£61.6 million) and Aberdeenshire spent the most on bridges (£3.5 million). *(Table 10.5)*

2.7 The **National Concessionary Travel** (NCT) bus scheme was introduced in April 2008 and administered at 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.

2.8 In 2008-09, government grants for the construction and improvement of harbour facilities totalled £2 million. The main recipients were North Link ferries (£0.6 million), Oban (£0.5 million), Argyll & Bute (£0.4 million) and Orkney Islands (£0.3 million). *(Table 10.6)*

Travel Costs

2.9 Between June 2008 and June 2009 the average price of unleaded petrol fell by 15.7 pence, and diesel fell by 26.3 pence per litre in Great Britain. Tax (duty plus VAT) represented about 66% of the price of unleaded petrol and 65% of diesel in Great Britain in June 2009, compared with 83% for unleaded petrol and 84% for diesel in June 1999, and with 58% for unleaded petrol and 53% for diesel in June 2008. *(Table 10.7)*

2.10 The UK Retail Prices Index (RPI) rose by 29% from a value of 165.4 (based on 13 January 1987=100) for 1999 to a value of 213.7 for 2009. 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 68%, petrol and oil by 42% and there was a 47% rise in the cost of vehicle tax and insurance. However, the cost of purchasing a motor vehicle fell by 29% in cash terms over the last ten years. As a result,

motoring expenditure index rose by 11%, less than the 29% increase in the RPI and therefore a real term fall between 1999 and 2009. Over the same period, fares and other travel costs rose by 53% in cash terms - rail fares by 43% and bus and coach fares by 57%, both real term increases. (*Table 10.8)*

2.11 Average weekly household expenditure in Scotland on transport and vehicles in 2006-08 was £59.90, representing 13.8% of total household expenditure. On average, £24.30 was spent on the purchase of vehicles, £27.20 on the operation of personal transport (including £18.40 on petrol, diesel and other motor oils) and £8.40 on transport services (such as bus and train fares). (*Table 10.9b)*

3. Notes and Definitions

3.1 Following local government reorganisation on 1 April 1996, the management and maintenance of motorways and other trunk roads was sub-divided into 8 operating units. These applied for the years from 1996-97 to 2000-01 inclusive. New arrangements were introduced with effect from 2001-02 which resulted in 4 Operating Companies maintaining the trunk road network. The introduction of 3rd Generation Contracts for Trunk Road Maintenance in April 2006 and 2007 means there are now 3 Operating Companies. Details of the areas covered by each of these companies can be found in the Annex.

3.2 ***Local authority trading services:*** Those services of a commercial nature which are, or could be, substantially financed by charges made to recipients of the services.

3.3 In a few cases, negative figures are shown in the net expenditure tables. This is due to income/receipts exceeding the expenditure in a particular category.

3.4 ***Retail Prices Index****:* Rail fares are 5 parts per 1,000 (or 0.5%) of the Retail Prices Index. Bus and coach fares are also 5 parts per 1,000 (or 0.5%). 'Motoring costs' accounts for 14.6% of the Retail Prices Index. This breaks down into:

6.2% Purchase of vehicles (CHBK)
2.2% Maintenance of motor vehicles (DOCT)
3.8% Petrol and Oil (DOCU)
2.4% Tax and Insurance.(DOCV)

Car parking charges are included under 'Maintenance of motor vehicles'.

3.5 ***Resource Accounting and Budgeting (also known as Accruals):*** Under resource accounting income is shown when it is earned, and costs are shown when they are incurred, the timing of the cash movement is irrelevant. The costs of a capital asset are spread ('depreciated') evenly over its useful life. A capital charge is also made against the value of the asset.

3.6 ***Cash Accounting:*** Income is shown when money is received, and costs are shown when payment is made. All receipts and payments made in a financial year are included in the cash accounts for that period. The whole cost of a capital asset is recorded when it is bought.

4. Sources & Further Information

4.1 The statistics in this chapter come from the following sources:

- Table 10.1(upper half) - *Building a Better Scotland: Spending Proposals 2003-2006* and Scotland's *Budget Documents 2006-07: Budget (Scotland) (No.3) Bill Supporting* Document - contact Dawn Williamson of Transport Scotland (tel: 0141 272 7526)

- Tables 10.1(lower), 10.3 to 10.7 - from returns by Councils and boards to The Scottish Government - contact John Valentine (0131 244 7033) or email: lgfstats@scotland.gsi.gov.uk .

- Tables 10.2 - Transport Scotland Trunk Roads Network Management. Contact James Watson of Halcrow (tel: 0141 272 3300)

- Table 10.6 - The Scottish Government Transport Group Ferries Operations, Piers and Harbours. Contact Bob Davie (tel: 0131 244 7243).

- Tables 10.7 - The Department of Energy and Climate Change. Contact Susan Lomas (tel: 0300 068 5047).

- Table 10.8 - http://www.statistics.gov.uk/statbase/Product.asp?vlnk=867 Table 4.8. - (tel: 0207 533 5845)

- Table 10.9 - The Office for National Statistics Family Spending publication, http://www.statistics.gov.uk/StatBase/Product.asp?vlnk=361&Pos=1&ColRank=1&Rank=272 table A37 – (tel: 0207 533 5756).

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

	1999 -00	2000 -01	2001 -02 [15]	2002 -03	2003 -04	2004 -05	2005 -06	2006 -07	2007 -08	2008 -09	2009 -10 *Fore-cast*
Expenditure on transport within the Scottish Ministers' responsibility											*£ million at outturn prices*
Motorways and trunk roads [12]											
Capital [1]											
- New construction and improvements [2]	46	38	3	43	73	70	95	146	132	166	258
- Forth Replacement Crossing	-	-	-	- 0	-	-	-	-	-	22	30
- Other	-	1	-	-	-	-	-	-	-	-	-
Total	46	39	3	43	73	70	95	146	132	188	288
Current [1,3]											
- Routine and winter maintenance etc	55	57	45	63	76	80	67	92	88	73	75
- Structural maintenance [2]	37	45	50	64	66	82	51	41	23	48	48
- Improvements [2]	..	..	28	50	57	71	75	99	117	96	94
- Design, build, finance, operate payments	23	25	26	26	27	22	25	28	35	32	32
Total	115	127	149	203	226	255	218	260	263	249	249
Total capital and current (a)	**162**	**166**	**152**	**246**	**299**	**325**	**313**	**406**	**401**	**437**	**537**
Central Government support to transport industries [12]											
Highlands and Islands Airports Ltd	12	15	19	24	24	22	60	34	28	26	26
Caledonian MacBrayne Ltd	21	22	22	26	28	33	52	44	45	51	56
British Waterways Scotland [13]	..	..	9	14	13	13	12	17	9	12	12
Rail Services in Scotland [13]	..	..	79	116	188	180	542	649	679	690	638
Northern Isles Ferries [14]	..	..	..	..	(23	28	29	33	29	33	36
Bus Service Operators Grant [14]	..	..	..	..	(53	56	57	63	67	64	64
Freight Facilities Grant [14]	..	..	..	..	(3	2	2	3	2	5	2
Integrated Transport Fund [14]	..	..	..	..	(71	116	110	195	252	129	159
National Concessionary Travel schemes (incl Smartcards) [15]					..	..	..	163	174	193	201
Other [7]	36	75	107	148	(71	82	129	13	84	45	22
Total (b)	**69**	**112**	**236**	**328**	**474**	**532**	**993**	**1,214**	**1,369**	**1,248**	**1,216**
Total Ministers' resp. (sum of a and b)	**231**	**278**	**388**	**574**	**773**	**857**	**1,306**	**1,620**	**1,770**	**1,685**	**1,753**
Local transport - gross capital [4] expenditure											
Roads - new construction and improvement [5]	*94*	*102*	*127*	*121*	*138*	*178*	*243*	*299*	*285*	*345*	*306*
Public transport investment [6]	*18*	*23*	*38*	*49*	*84*	*93*	*91*	*149*	*218*	*149*	*167*
Total	*112*	*125*	*165*	*170*	*222*	*271*	*334*	*448*	*503*	*494*	*473*
Expenditure on transport controlled by local authorities											
Local transport - net revenue expenditure (excl. loan charges) [8,9,10]											
Administration [11]	35	30	..	..	..	..	..	..	..	..	..
Construction	..	..	2	5	6	6	4	5	6	4	..
Road maintenance (incl winter maintenance)	205	216	204	251	249	244	256	252	261	274	..
Road lighting	44	44	46	50	50	53	59	61	65	67	..
Parking	-20	-21	-23	-26	-24	-24	-25	-24	-24	-29	..
Network and traffic management (other than school crossing patrols)	15	14	29	28	28	35	47	39	39	43	..
Concessionary fares	41	40	39	65	91	90	95	10	8	12	..
Contributions to passenger transport	51	55	62	67	72	81	85	72	76	66	..
School crossing patrols	12	13	13	15	15	15	15	16	16	16	..
Total controlled by Local Authorities	**384**	**391**	**373**	**456**	**487**	**499**	**535**	**432**	**447**	**453**	..

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

1. Includes reconstruction, new road surfaces, maintenance of bridges and other road structures.
2. From 2001-02 Roads improvements & Structural Maintenance have been reclassified as current expenditure. Expenditure on structured maintenance now appears under the current heading for earlier years, but it is not possible to separate improvements from new construction in the capital figures for 2000-01 and earlier years.
3. Includes minor repairs.
4. Figures are on a cash basis up to 2003-04 and on an accruals basis from 2004-05 onwards. Capital Funded from Current Revenue is included.
5. Includes Network & Traffic Management, Bridges and Parking
6. Includes Shipping, Transport piers and ferry terminals
7. Includes subsidies for the Community Transport Association, piers, harbours, road safety, safer routes to schools and additional concessionary fares support to Local Authorities (prior to 2007).
8. The revenue account figures are reported on an accruals basis (i.e. reflected in the accounts of the period in which they take place).
9. Includes support for LA and non-LA transport undertakings, and revenue contributions to capital.
10. For 2000-01 and earlier years, support service costs are apportioned between the various services. For 2001-02 onwards, the actual support service costs are included in each service.
11. From 2001-02 onwards administration costs are included within the various services.
12. From 2001-02 onwards these figures are on an accruals basis and for the years prior to 2001-02 are on a cash basis but do not include depreciation
13. SE took responsibility for these areas in 2001-02. In respect of rail services in Scotland from 2003/04 this figure includes grant paid to Strathclyde Passenger Transport for rail passenger services in the SPT area, and from 2006-07 it includes funding for Network Rail in Scotland (which was previously the responsibility of the Department for Transport).
14. Separate figures for each of these categories were not available prior to 2003 -04
15. The NCT schemes were introduced in April 2006. From April 2010 NCT electornic (Smartcards) required on-board Smartcard equipment.

Table 10.2 Net expenditure on management and maintenance of motorways and trunk roads by Operating Companies[1], 2008-09

Description	Capital	Current	CPF [2]	Total
	Structural Repairs	Routine, Cyclical and Winter Maintenance and Network Management		
				£ thousand at outturn prices
North East Operating Company	15,367	13,659	1,743	30,769
North West Operating Company	19,515	15,559	3,888	38,962
South East Operating Company	17,118	10,003	1,535	28,656
South West Operating Company	27,434	15,903	4,124	47,461
Total	79,434	55,124	11,290	145,848

Source: Public Accounts Committee - Not National Statistics
1. For the purpose of maintenance from 2001-02, the trunk road network was sub-divided into 4 operating units (see Notes)
2. The inflation adjustment (Contract Price Fluctuation) of £6,117k cannot be readily split between Capital and Current

Table 10.3 Net revenue expenditure on roads and transport *(excluding loan charges)* by Councils , by type, 2008-09 [1]

	Roads			Network and traffic management				Public Transport			
		Maintenance						Local Authority	Non Local Authority		Total
Council	Constr-uction	Winter maintenance	Structural, environmental and safety maintenance and routine repairs	Lighting	School crossing patrols	Other	Parking Services	LA public trans-port	Conces-sionary fares [2]	Other non LA public transport	
											£ thousand
Aberdeen City	-	2,002	5,017	2,534	416	-	-	-	46	614	10,629
Aberdeenshire	-	5,878	12,340	2,419	622	177	-14	-	79	5,966	27,467
Angus	2,967	2,724	7,119	1,504	328	-	140	-	21	1,640	16,443
Argyll & Bute	250	2,603	8,615	1,409	210	1,182	-473	1,121	105	3,162	18,184
Clackmannanshire	-	587	1,183	825	105	56	-17	-	1	642	3,382
Dumfries & Galloway	-	1,626	7,454	984	216	3,132	256	-	4	7,077	20,749
Dundee City	-	1,578	2,826	1,414	396	681	-4,537	-	290	1,103	3,751
East Ayrshire	-	1,911	6,026	1,748	274	742	-464	-	144	984	11,365
East Dunbartonshire	-	959	1,898	1,153	606	1,614	80	-	130	923	7,363
East Lothian	2	1,151	3,041	843	369	-	-	-	-	1,783	7,189
East Renfrewshire	-	988	7,030	1,002	269	197	35	-	105	814	10,440
Edinburgh, City of	-	2,093	9,382	3,576	950	5,439	-14,777	-	1,147	3,739	11,549
Eilean Siar	-	1,907	3,871	328	-	10	-17	94	22	3,048	9,263
Falkirk	88	1,359	3,125	1,524	521	1,921	-125	-	378	2,288	11,079
Fife	-	3,475	15,712	3,622	921	3,526	-1,132	-	1,285	7,301	34,710
Glasgow City	-	3,132	18,824	10,822	3,065	6,874	-7,266	-	624	2,212	38,287
Highland	-	6,412	14,451	3,704	263	1,491	-363	264	2,210	3,376	31,808
Inverclyde	-	435	1,363	898	129	250	-	-	102	1,521	4,698
Midlothian	-	1,163	2,748	1,098	292	1,315	66	-	62	1,687	8,431
Moray	-	2,586	4,020	900	210	-	-79	-	-1	1,348	8,984
North Ayrshire	-	1,079	5,014	1,608	441	1,006	101	-	168	2,261	11,678
North Lanarkshire	-	3,041	11,880	5,769	1,330	4,415	-	-	341	5,605	32,381
Orkney Islands	-	933	3,143	242	62	165	26	6,715	112	1,861	13,259
Perth & Kinross	-	3,886	3,883	1,695	345	1,416	852	-	70	2,453	14,600
Renfrewshire	-	1,511	5,361	2,544	619	1,888	-244	-	198	1,401	13,278
Scottish Borders	195	3,633	4,563	1,058	168	1,755	79	-	-	3,043	14,494
Shetland Islands	-	1,258	3,914	391	-	783	-	10,372	53	2,595	19,366
South Ayrshire	-	988	3,795	1,579	204	1,573	-124	-	157	1,853	10,025
South Lanarkshire	-	4,881	14,840	4,165	1,457	826	-543	-	348	5,635	31,609
Stirling	-	1,703	3,287	1,098	327	171	-275	-	3	2,223	8,537
West Dunbartonshire	-	826	1,735	1,074	418	520	59	-	-	1,837	6,469
West Lothian	-	2,810	5,201	3,482	483	346	30	-	864	2,990	16,206
HITRANS	-	-	-	-	-	-	-	-	-	-	-
NESTRANS	-	-	-	-	-	-	-	-	-	-	-
SESTRAN	-	-	-	-	-	-	-	-	-	-	-
SWESTRAN	-	-	-	-	-	-	-	-	-	-	-
SPT	-	-	-	-	-	-	-	-	2,660	-37,395	-34,735
TACTRAN	-	-	-	-	-	-	-	-	-	-10	-10
ZETRANS	-	-	-	-	-	-	-	-	-	197	197
Scotland	**3,502**	**71,118**	**202,661**	**67,012**	**16,016**	**43,471**	**-28,726**	**18,566**	**11,728**	**47,777**	**453,125**

1. Support service costs (e.g. administrative buildings and services such as legal, personnel, accountancy, IT and estates management), are included in the various service totals.
2. The Scottish National Concessionary Travel bus scheme was introduced in April 2006 and administered by Transport Scotland, therefore local authority figures no longer cover bus travel but cover rail, subway, ferry and some taxi schemes. Further statistics on concessionary travel can be found in tables 11.29.

Table 10.4 Service breakdown of Local Authorities' gross capital expenditure 2008-09[1]

	Tangible Fixed Assets			Intangible	Revenue Expenditure Funded from Capital Resources	
Category of expenditure	**Acquisition of land, leases, existing buildings or works**	**New construction, conversions & enhancement to existing buildings**	**Vehicles, Plant, machinery & Equipment**	**Intangible assets**	**Third Party Capital Projects**	**Total Gross Capital Expenditure**
						£ thousand
Roads	18,180	187,454	16,335	420	53,315	275,704
Network and Traffic Management	2,041	26,350	2,035	12	1,931	32,369
Bridges	1,884	28,399	660	14	-	30,957
Parking services	419	5,342	229	-	-	5,990
Rail	338	5,664	-	-	801	6,803
Other Public Transport	84,072	30,368	11,465	15	2,026	127,946
Shipping, Airports, Transport Piers & Ferry Terminals	7	14,011	-	-	-	14,018
Total Roads and Transport	**106,941**	**297,588**	**30,724**	**461**	**58,073**	**493,787**

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

Table 10.5 Gross[1] capital account expenditure on local authority roads and transport by Councils and Boards, by type, 2008-09

Authority	**Roads**	**Network and Traffic Management**	**Bridges**	**Parking services**	**Rail**	**Public Transport**	**Shipping, Airports, Transport Piers & Ferry Terminals**	**Total Roads and Transport**
								£ thousand
Aberdeen City	9,065	4,030	862	340	-	193	-	14,490
Aberdeenshire	15,801	3,218	3,501	-	-	3,840	-	26,360
Angus	8,288	248	221	-	-	982	-	9,739
Argyll & Bute	6,804	6	1,388	-	-	21	7,025	15,244
Clackmannanshire	1,258	327	121	-	-	18	-	1,724
Dumfries & Galloway	5,330	74	795	-	-	579	-	6,778
Dundee City	4,529	272	46	339	-	496	-	5,682
East Ayrshire	2,245	645	405	173	-	-	-	3,468
East Dunbartonshire	9,207	175	185	-	-	434	-	10,001
East Lothian	7,754	-	-	-	-	1,415	-	9,169
East Renfrewshire	3,093	497	176	-	-	-	-	3,766
Edinburgh, City of	20,489	7,769	1,357	2,930	-	86,289	-	118,834
Eilean Siar	4,802	229	78	-	-	635	-	5,744
Falkirk	4,373	320	459	-	-	-	-	5,152
Fife	6,724	1,752	346	46	50	769	-	9,687
Glasgow City	61,593	2,684	580	37	-	-	-	64,894
Highland	23,861	915	963	740	13	-	5,601	32,093
Inverclyde	2,058	66	1	-	-	-	-	2,125
Midlothian	1,285	1,005	153	171	-	-	-	2,614
Moray	4,628	622	1,249	-	-	-	-	6,499
North Ayrshire	2,676	293	620	82	-	279	-	3,950
North Lanarkshire	7,866	1,587	1,844	-	-	352	-	11,649
Orkney Islands	1,403	158	472	-	-	125	1,064	3,222
Perth & Kinross	10,634	1,371	628	419	-	52	-	13,104
Renfrewshire	2,268	462	539	356	-	-	-	3,625
Scottish Borders	7,800	308	340	-	5,928	276	-	14,652
Shetland Islands	2,905	144	30	-	-	439	328	3,846
South Ayrshire	1,406	325	107	39	6	837	-	2,720
South Lanarkshire	17,234	-	865	-	5	588	-	18,692
Stirling	8,377	44	1,581	28	-	1,244	-	11,274
West Dunbartonshire	1,961	262	147	290	-	-	-	2,660
West Lothian	5,499	2,041	1,242	-	-	61	-	8,843
Forth Estuary Transport	-	-	6,505	-	-	-	-	6,505
Tay Bridge	-	-	3,151	-	-	-	-	3,151
HITRANS	-	-	-	-	-	-	-	-
NESTRANS	2,288	520	-	-	801	271	-	3,880
SESTRAN	200	-	-	-	-	-	-	200
SWESTRANS	-	-	-	-	-	-	-	-
SPT	-	-	-	-	-	27,751	-	27,751
TACTRAN	-	-	-	-	-	-	-	-
ZetTrans	-	-	-	-	-	-	-	-
Total	**275,704**	**32,369**	**30,957**	**5,990**	**6,803**	**127,946**	**14,018**	**493,787**

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

Table 10.6 Harbour facilities, government grants for construction and improvement

Recipient of grant(s)	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06[1]	2006-07[1]	2007-08[1]	2008-09[2]
										£ thousand
Local authority										
Highland	250	779	1,755	2,712	1,795	1,129	1,835	2,493	345	147
Orkney Islands	20	106	4,185	8,540	2,550	789	352	965	578	309
Shetland Islands	-	193	238	-	-	-	-	-	-	-
Western Isles	-	-	245	-	-	-	-	133	-	-
Argyll and Bute	-	-	-	-	-	-	95	2,698	9,449	430
Total	270	1,078	6,423	11,252	4,345	1,918	2,282	6,289	10,742	886
Harbour authority										
Lerwick Port Authority	-	-	368	947	-	69	1,042	153	-	-
Mallaig Harbour Authority	-	23	-	-	-	-	-	-	-	-
Scrabster Harbour Trust	10	224	3,661	4,642	3,946	1,341	483	5,394	17	-
Stornoway Port Authority	25	-	-	-	-	-	-	-	-	-
Ullapool	200	-	-	-	-	-	-	-	-	-
Scottish Natural Heritage Tarbert (Loch Fyne)	-	469	-	-	-	-	-	-	-	-
Harbour Authority	-	-	91	199	-	-	-	-	15	-
Total	235	716	4,029	5,788	3,946	1,410	1,525	5,547	17	0
Northlink Ferries Ltd										
Aberdeen Lairage	-	-	-	-	-	-	-	371	1,585	597
Caledonian Maritime Assets Ltd										
Fishnish	-	31	-	-	-	-	-	-	-	-
Tobermory	186	2	10	-	-	-	-	-	-	-
Brodick	-	-	-	-	-	-	-	-	-	-
Castlebay	13	36	199	124	28	136	8	-	-	-
Kennacraig	-	-	-	-	-	-	-	-	-	-
Gourock	373	68	-	-	-	-	-	-	-	-
Lochaline Slipways	20	9	-	-	-	-	-	-	-	-
Lochboisdale	65	18	-	-	-	-	-	-	-	-
Colonsay	-	-	-	-	-	-	-	-	-	-
Coll & Tiree	-	16	-	60	16	-	4	-	-	-
Mallaig	-	-	-	-	-	-	-	-	-	-
Armadale	-	-	-	62	15	305	51	33	-	-
Kilchoan Slipway	123	-	19	-	-	-	-	-	-	-
Fionnphort/Iona	-	-	-	-	-	-	-	-	-	-
Largs slipway	110	29	11	-	-	-	-	-	-	-
Tarbert (Harris)	-	437	34	137	20	-	8	-	-	-
Colintraive/Rhubodach	12	124	-	-	-	-	-	-	-	-
Wemyss Bay	-	-	-	142	7	183	565	-	51	-
Oban	-	-	-	-	651	1,848	877	1,302	4,580	507
Total	902	770	273	525	737	2,472	1,513	1,335	4,631	507
Total	**1,407**	**2,564**	**10,725**	**17,565**	**9,028**	**5,800**	**5,320**	**13,542**	**16,975**	**1,990**

Source: Scottish Government - Not National Statistics

1. Annual accrual and retention payments have been included from 2005-06.
2. Fron 2009/10 this scheme was no longer operated by the Scottish Government. This table will be removed in future edition

Table 10.7 Petrol and diesel prices and duties per litre (June), GB

		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Unleaded Petrol[1]												
Price	pence	69.8	84.3	78.9	74.0	74.4	81.7	84.9	95.3	96.4	117.5	101.8
of which:												
Duty		47.2	48.8	45.8	45.8	45.8	47.1	47.1	47.1	48.4	50.4	54.2
VAT[2]		10.4	12.6	11.8	11.0	11.1	12.2	12.6	14.2	14.4	17.5	13.3
All tax		57.6	61.4	57.6	56.8	56.9	59.3	59.7	61.3	62.7	67.9	67.5
All tax as a % of price		*83*	*73*	*73*	*77*	*76*	*73*	*70*	*64*	*65*	*58*	*66*
4 Star Petrol / LRP[3]												
Price	pence	77.3	88.3	82.3	77.3	79.4	85.0	87.8	..	..	..	..
of which:												
Duty		52.9	50.9	48.8	48.8	48.8	47.1	47.1	..	..	..	..
VAT[2]		11.5	13.2	12.3	11.5	11.8	12.7	13.1	..	..	..	..
All tax		64.4	64.1	61.1	60.3	60.6	59.8	60.2	..	..	..	..
All tax as a % of price		*83*	*73*	*74*	*78*	*76*	*70*	*69*	..	..	..	..
Diesel (derv)[4,5]												
Price	pence	72.8	82.9	78.2	75.6	76.7	82.9	89.0	97.7	97.0	130.6	104.3
of which:												
Duty		50.2	48.8	45.8	45.8	45.8	47.1	47.1	47.1	48.4	50.4	54.2
VAT[2]		10.8	12.4	11.7	11.3	11.4	12.3	13.3	14.6	14.5	19.5	13.6
All tax		61.1	61.2	57.5	57.1	57.2	59.4	60.4	61.7	62.8	69.8	67.8
All tax as a % of price		*84*	*74*	*73*	*75*	*75*	*72*	*68*	*63*	*65*	*53*	*65*

Source: BERR - Not National Statistics

1. From June 2001 Premium unleaded prices represent Ultra Low Sulphur Petrol (ULSP) which now accounts for virtually all Premium unleaded sold.
2. VAT is rebated to business. From 1 April 1991 it is 17.5%.
3. From June 2000 the figures are for Lead Replacement Petrol (LRP). DTI discontinued publishing the price of LRP from September 2005, due to the low volume of sales.
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 10.8 Transport components of the Retail Prices Index (1987=100), UK

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
									index: 13 January 1987 = 100		
Retail Prices Index (all items)	165.4	170.3	173.3	176.2	181.3	186.7	192.0	198.1	206.6	214.8	213.7
Transport components of the RPI:											
Motoring expenditure	174.6	181.3	180.3	178.9	181.2	183.0	184.2	186.9	189.2	195.1	193.7
Purchase of motor vehicles	133.8	126.6	124.8	122.3	118.9	115.2	109.2	106.2	103.4	96.3	95.6
Maintenance of motor vehicles	202.2	210.6	220.9	232.3	246.2	261.1	277.0	293.9	309.0	327.2	340.6
Petrol and oil	206.1	233.2	221.3	214.3	222.0	234.4	255.0	269.0	276.3	317.9	292.6
Vehicle tax and Insurance	228.3	252.7	265.9	270.0	281.7	283.0	279.3	282.9	295.8	305.2	334.9
Fares and other travel costs	178.7	184.6	190.5	195.9	209.7	217.0	225.9	229.9	244.2	261.1	273.4
Rail fares	202.3	205.8	213.7	218.6	222.3	230.8	240.1	249.7	262.5	273.9	288.5
Bus and Coach fares	196.3	204.2	212.8	219.3	228.5	240.2	256.1	259.7	274.5	291.5	309.1
Other travel costs	155.2	160.9	164.9	169.8	188.9	192.3	199.7	201.4	214.6	232.3	240.3

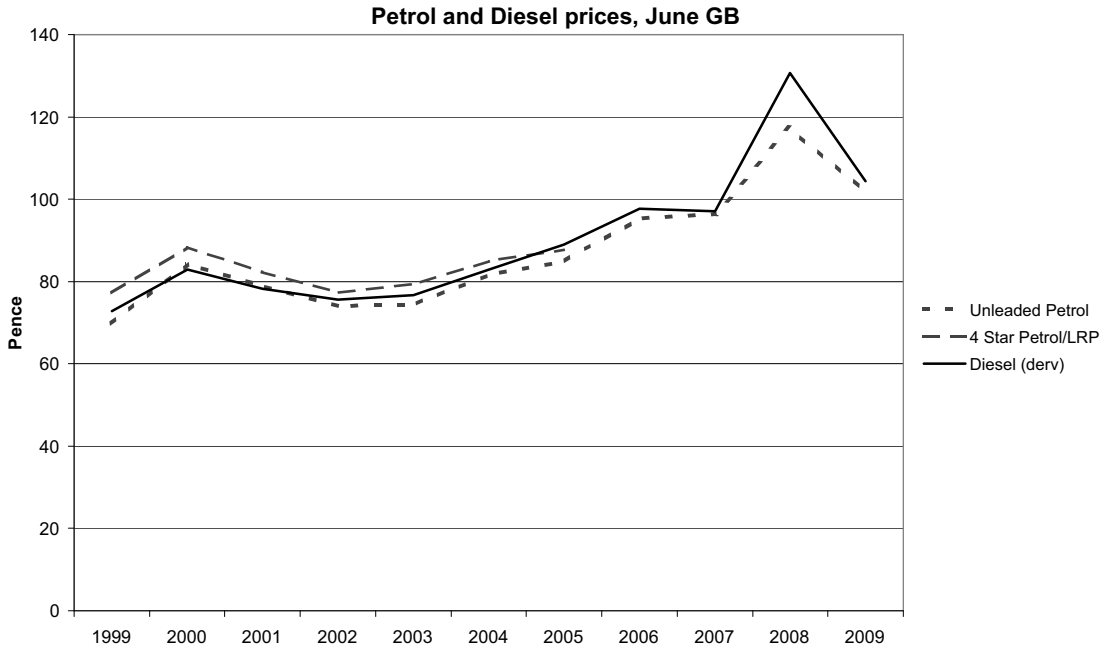


Table 10.9a Average weekly household expenditure in Scotland on transport and vehicles (£)[1,2,3,4]

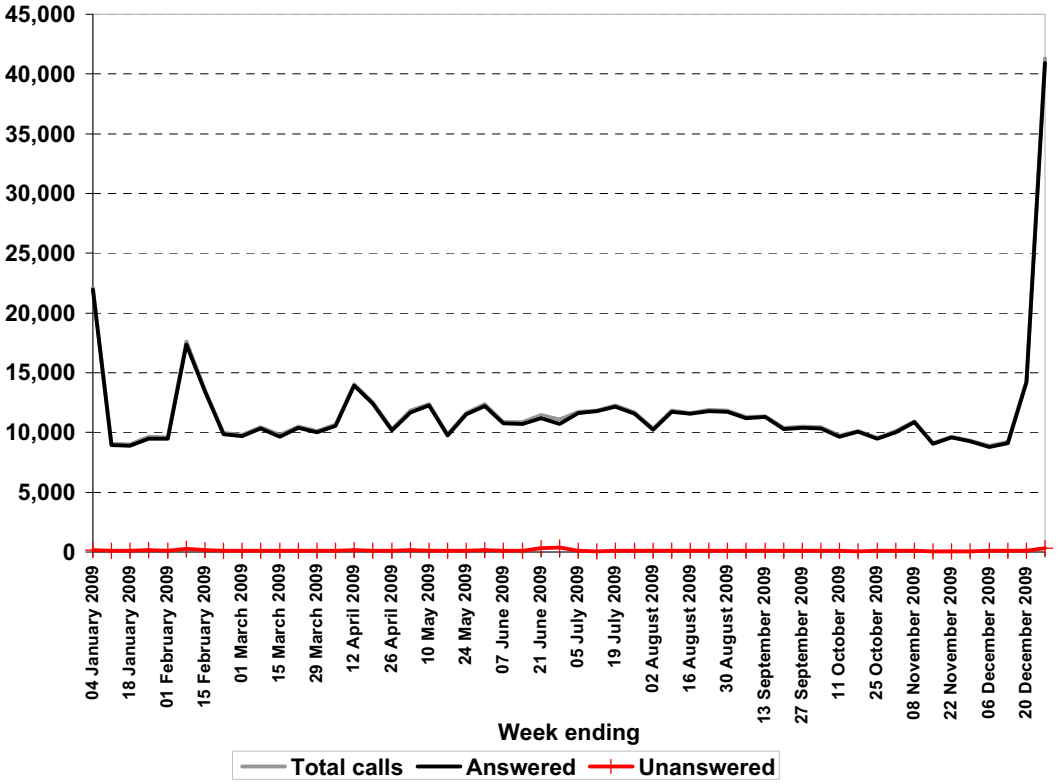
	1996-97 to 1998-99 ave.[5]	1997-98 to 1999-00 ave.[5]	1998-99 to 2000-01 ave.[5]	1999-00 to 2001-02 ave.[5]	2000-01 to 2002-03 ave.[5]	2001-02 fin yr.	2002-03 fin yr.	2003-04 fin yr.
Net purchase of motor vehicles, spares and accessories	21.30	22.20	22.40	22.60	22.20	23.40	23.30	25.50
Maintenance and running motor vehicles	21.80	21.90	23.80	24.90	26.70	25.30	28.40	27.80
of which fuel costs	11.50	11.70	13.00	13.30	13.80	13.30	13.70	13.70
Purchase and maintenance of other vehicles and boats	0.40	0.50	0.50	0.60	0.50	0.40	0.30	0.60
Railway fares	1.10	1.10	1.20	1.30	1.30	1.50	1.20	1.00
Bus and coach fares	2.10	2.00	2.10	2.10	2.10	2.20	2.00	1.70
Other travel and transport	2.60	2.90	2.70	3.00	2.90	2.90	2.90	2.80
Total Transport expenditure	49.30	50.60	52.70	54.50	55.70	55.40	58.20	59.40
Total Household Expenditure	305.70	317.30	330.70	344.80	359.10	357.60	374.60	380.90
Transport as % of total exp	*15.9*	*16.1*	*15.9*	*16.0*	*15.8*	*15.5*	*15.5*	*15.5*

Table 10.9b Average weekly household expenditure in Scotland on transport and vehicles (£)[1]

	2001-02 to 2003-04 ave.[5]	2002-03 to 2004-05 ave.[5]	2003-04 to 2005-06 ave.[5]	2006-08
Purchase of vehicles	22.3	23.00	23.70	24.30
Purchase of new cars and vans	9.70	10.70	11.40	8.80
Purchase of second hand cars or vans	12.20	11.90	11.90	14.90
Purchase of motorcycles and other vehicles	0.40	[0.50]	0.50	0.60
Operation of personal transport	20.80	21.30	23.00	27.20
Spares and accessories	1.90	2.00	1.80	1.80
Petrol, diesel and other motor oils	13.50	13.80	15.00	18.40
Repairs and servicing	4.00	4.20	4.70	5.20
Other motoring costs	1.40	1.40	1.50	1.90
Transport services	7.90	6.90	7.70	8.40
Rail and tube fares	1.20	1.10	1.30	1.80
Bus and coach fares	2.00	1.70	1.60	1.70
Combined fares	0.10	[0.10]	[0.10]	[0.20]
Other travel and transport	4.60	4.00	4.80	4.60
Total Transport Expenditure	50.90	51.20	54.40	59.90
Total Household Expenditure	370.30	380.20	393.80	432.80
Transport as % of total exp	*13.7*	*13.5*	*13.8*	*13.8*

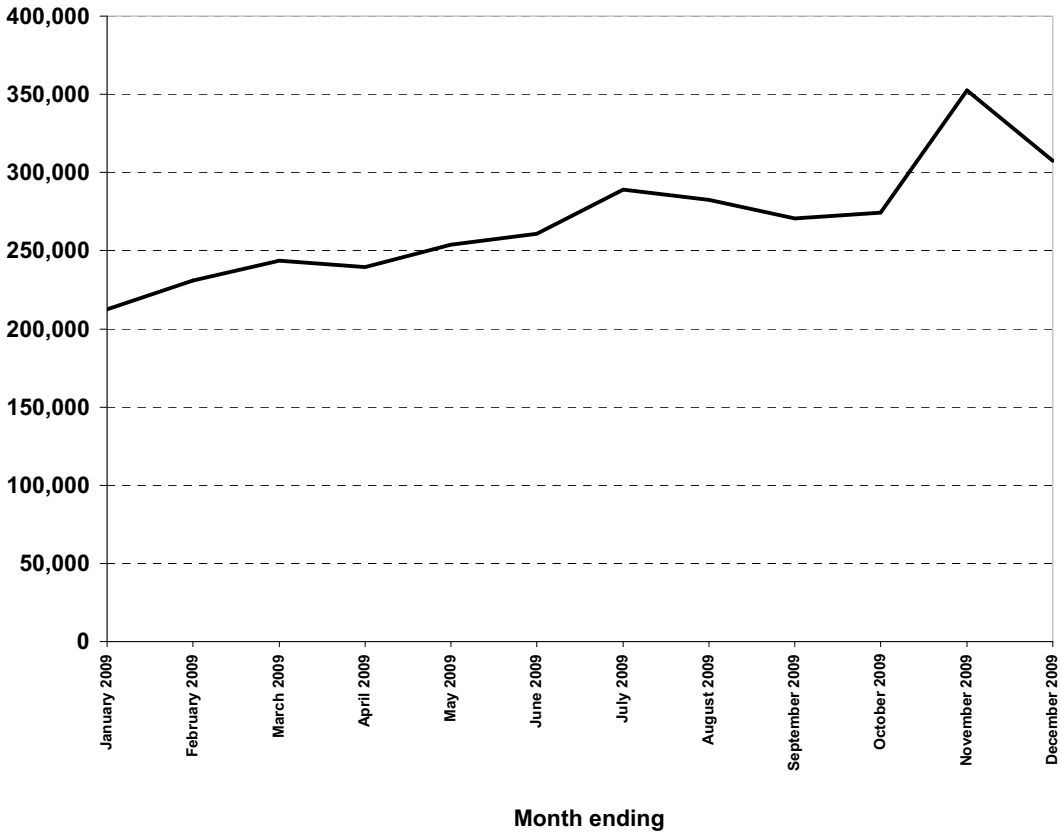
1. Based on weighted data and including children's expenditure.
2. For 2001-02, a new coding frame for expenditure items was introduced to the Expenditure and Food Survey.
   As a result, many individual expenditure items for 2001-02 are not directly comparable with those from previous years.
   However, the categories still include all the same types of expenditure.
3. There are differences between the figures shown in this table and the ones in table 11.11b. The latter are on the basis which is now used in the Office for National Statistics' Family Spending publication, which reports the results of the Expenditure and Food Survey.
The main differences are that:
a) the 'net purchase of motor vehicles, spares and accessories' category includes expenditure on protective head gear which in Family Spending is included within 'clothing and footwear.'
b) the 'purchase and maintenance of other vehicles and boats' category is within 'recreation and culture' in Family Spending.
c) the 'Railway fares' and 'Bus and coach fares' categories do not include expenditure on 'combined fares' (e.g. bus + train in one ticket). This expenditure is included in the 'Other travel and transport' category.
d) Air fares are not included in this table.
4. Information on expenditure on transport was not asked for in the SHS in 2007 or 2008, but will be included in 2009.
5. The figures in this column refer to the average expenditure over the three financial year periods to reduce the effect of the sampling errors

Figure 11.1 Calls to Traveline Scotland in 2009



Note: Severe weather conditions in December 2009 caused a sharp increase in the volumes of calls.

Figure 11.2 Traveline Scotland - Web hits in 2009



Chapter 11 PERSONAL AND CROSS-MODAL TRAVEL

1. Introduction

1.1 This chapter includes information collected from individuals via surveys like the National Travel Survey (NTS) and the Scottish Household Survey (SHS). Such surveys provide person-based cross-modal information, in contrast to most of the earlier chapters, which tend to be based on particular modes of transport.

1.2 The NTS is a Great Britain survey with a very small Scottish sample (see section 4.1) and so results combine years but may be subject to large percentage sampling errors (see section 3.6). Therefore NTS results should be regarded as broad indications only of the relative use of different modes of transport.

2. Main Points

National Travel Survey

Trips

2.1 The National Travel Survey's estimated average number of trips, within Great Britain, per Scottish resident per year was 978 in the two-year period 2008/09, equivalent to an average of 2.7 trips per person per day. The estimated average number of trips per person per year has remained around the range 969 to 1,100 between 1998/99 and 2008/09, with some fluctuation (which could be due to sampling variability; see section 3.6). Since 1998/99, the estimated number of trips by car has fallen by 7%, walking by 26% and bus by 13%. *(Table 11.1)*

Distance travelled

2.2 Cars, vans and lorries accounted for 77% of the average 7,232 miles travelled, within Great Britain, per year per Scottish resident in 2008/09. Half this distance was as a driver, and a further 27% (1,971 miles) as a passenger. Local bus and Surface rail each accounted for 6.7% (483 miles) and 5.7% of the total distance travelled respectively. Other public transport (e.g. air, ferry, non-local bus) for 3.1% (225 miles). *(Table 11.2)*

2.3 The estimated average distance travelled per person per year has decreased by 6% between 1998/99 (7,713 miles) and 2008/09 (7,232 miles), with some fluctuations during the period, possibly sampling variability. Car journeys accounted for the fall with driven journeys falling from 3,652 miles to 3,585 miles. *(Table 11.2)*

2.4 The average length of a car trip has remained around 8 or 9 miles since 1998/99, local bus trips around 4 - 6 miles and train trips around 30 miles. *(Table 11.3)*

2.5 In 2008/09, shopping (20%) was the most frequent purpose of a trip followed by: commuting (17%), visiting friends at home (11%), other personal business and other escort (both 10%). *(Table 11.4)*

2.6 Unsurprisingly commuting journeys accounted for the largest share of the total distance travelled in 2008/09 (19%: 1,397 miles). This was followed by

holiday/day trip (16% or 1,176 miles), visiting friends at home (14% or 999 miles) and shopping (14% or 986 miles). *(Table 11.5)*

Duration travelled

2.7 In 2008/09, Scottish residents spent an average of 367 hours per person per year travelling within Great Britain: an average of an hour per day. This figure has not changed much since 1998/99, remaining between 339 hours and 386 hours. In 2008/09, 19% of the average hours travelled per person were for commuting. Shopping accounted for 16%. *(Table 11.7)*

2.8 Since 1998/99, the average duration of travel per trip has remained between 20 minutes and 23 minutes. This is highest for holiday/day trip (down from 65 minutes in 1998/99 to 54 minutes in 2008/09) and business trips (varying between 35 and 41 minutes), and lowest for escort to education trips (around 11-13 minutes). Generally, the figures have been fairly constant since 1998/99. *(Table 11.8)*

2.9 People in households with two or more cars made an average of 1,082 trips per person per year in 2008/09, about 62% less than the overall average of 2,829 trips per person per year; those in no car households averaged 754 trips per person per year, 73% fewer than the overall average. Residents of households with cars made most of their journeys by car: 66% of journeys for one car households and 77% for 2+ car households. People in households without a car averaged over twice as many trips per person by foot, and almost seven times as many trips per person by local bus, as those in households with 2+ cars. *(Table 11.9)*

Scottish Household Survey

Driving

2.10 The Scottish Household Survey (SHS) provides information about how often people aged 17 or over drive. In 2009, 50% of men, 37% of women and 43% of all people aged 17+ said that they drove every day. A further 18% stated they drove at least once a week (but not every day), 3% drove less frequently, 4% had a full driving licence but never drove, and 32% did not have a full driving licence. *(Table 11.10)*

2.11 Since the survey started in 1999, the percentage who drove every day has fallen, but those who drove at least three times a week (but not every day) and once or twice a week has risen. However this may be impact by changes to the survey: previously this information was collected via the head of household or his/her spouse/partner; but since April 2003, it's collected for only one randomly-selected adult member of the household and collected directly. *(Table 11.12)*

2.12 The frequency of driving varied with age. In 2009, 53% to 58% of people aged 30 to 59 said they drove every day. As age rises this falls (to 12% for people aged 80 and over). The frequency of driving also varied with the annual net income of the household. Around two thirds of people aged 17+ living in households with an annual net income of £30,000 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 60% in accessible rural areas. *(Table 11.10)*

Walking

2.13 In 2009, 59% of adults made a journey of more than a quarter of a mile by foot to go somewhere in the last seven days – the highest level since the survey began in 1999. Young adults (aged 16-19) were the most likely to have walked to go somewhere (77%), compared with just over half of those in their 50s and 60s (54-56%), and just over a third of those aged 80 or above (34%). *(Tables 11.11 & 11.13)*

2.14 In 2009, 48% of adults said that they had walked for pleasure or to keep fit at least once in the last seven days – also the highest since the survey began. Men were slightly more likely than women to report that they had walked for pleasure or to keep fit (men: 50%; women: 47%). There was some variation with age: the percentage was highest for those aged 30-39 (57%) and lowest for those aged 80 or above (27%). There was less variation with household income, although those with net annual incomes of over £40,000 were more likely than those with lower incomes. *(Tables 11.11 & 11.13)*

Travel To Work (*non-SHS data*)

2.16 Labour Force Survey results suggest that, between 1999 and 2009, there has been little change in the percentage for whom a car or a van is the usual means of travel to work (69% in 1998 and 70% in 2009). There was also little change to walking which fell from 13% to 12%. People who work at home are excluded from these figures. *(Table 11.14)*

2.17 There appears to have been little change in recent years in the average times taken to travel to work by the main modes of transport (in 2009: 24 minutes by car; 35 minutes by bus and 14 minutes by foot). *(Table 11.15 b)*

2.18 The longer-term trends are shown by statistics from the population censuses, which have collected information about travel to work since 1966. Excluding those that worked at home, the percentage of the working population using cars to travel to work has increased from 21% in 1966 to 68% in 2001 and the percentage using buses has fallen from 43% in 1966 to 12% in 2001. There has also been a significant fall in the proportion of the working population who walk to work, from 24% in 1966 to 12% in 2001. *(Table 11.16)*

Travel to Work (*SHS data*)

2.19 SHS data can be used in more detailed analysis of travel to work patterns. The SHS shows that 11% of employed adults worked from home in 2009, the proportion of which has been gradually increasing from 1999 (7%). Over half (57%) of self-employed people worked from home. *(Tables 11.17 & 11.21)*

2.20 Overall, the SHS found that the majority (67%) of employed adults who did not work at home travelled to work by car or van in 2009. This percentage varied with gender (men: 70%, women: 65%), age (16-20: 51%, 40-49: 74%), type of employment (only 60% of those who work part-time) and annual net household income (rising to 77% of those in the £40,000+ band). *(Table 11.18)*

2.21 Other usual means of travel to work were: walking (12%); bus (12%); rail (4%); bicycle (2%) and other modes (2%). Use of such modes of transport also varied. For example: in general, the greater the income of the household, the less likely a person was to walk or use the bus to travel to work; the percentage who walked to work was highest in remote small towns (21%) and the percentage who commuted by bus was highest in large urban areas (19%). Since the survey started, the percentage driving to work has risen (from 54.6% in 1999 to 60.7% in 2009), the percentage of passenger and walking journeys has fallen (from 11.8% to 6.4% and from 13.7% to 12.3% respectively), and little change in the use of other modes of transport *(Tables 11.18 & 11.22)*

2.22 SHS travel to work statistics underpin Scotland's National Indicator on travel to work. More information on National Indicators can be found on the Scotland Performs website:
http://www.scotland.gov.uk/About/scotPerforms/indicators/publicTransport

Travel to School

2.23 In 2009, 50% of children in full-time education at school usually walked to school, 22% usually went by bus, 24% by car or van, 1% by train, 1% cycled and about 2% used other means of transport (such as taxi or ferry). There was little difference between the sexes, but varied greatly with age: 56% of primary school age pupils (those aged up to 11) usually walked to school compared with only 42% of those of secondary school age (those aged 12 and over); 31% of primary pupils went by car or van compared with only 16% of secondary pupils; and only 10% of primary pupils usually travelled by bus compared with 38% of those of secondary age. *(Table 11.19)*

2.24 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. Walking to school was lowest (24-29%) in rural areas. The survey suggests a fall in those walking to school and a rise in those going by car since 1999. This is consistent with findings from the National Travel Survey's Scottish sample results. *(Tables 11.19, 11.20 & 11.23)*

Travel Abroad

2.25 According to the International Passenger Survey (IPS), Scottish residents made an estimated 3.9 million visits abroad in 2009 with about 3.7 million visits (94%) being made by air. Glasgow was the main airport used and accounted for about 1.3 million visits (34% of all visits abroad), followed by Edinburgh (1.0 million or 27%), Prestwick (376,000 or 10%) and Aberdeen (180,000 or 5%). Around

163,000 visits abroad (4%) were made by sea, and roughly 63,000 (2%) were made using the Channel Tunnel. *(Table 11.24)*

2.26 Around 67% of Scottish residents' visits abroad were made for holiday purposes. Of these, around a half (1.2 million) were on a package holiday whilst the rest travelled independently. There were 800,000 (21%) visits abroad to visit friends or relatives and 397,000 visits abroad for business purposes (10%). *(Table 11.24)*

2.27 Over 75% (2.9 million) of Scottish residents' visits abroad were made to EU countries and visits to other European areas totalled 50,000 (1%). Visits to Canada and the USA together totalled about 365,000 (9%). *(Table 11.25)*

2.28 The estimated number of visits abroad by Scottish residents increased from almost 3.1 million in 1999 to 3.9 million in 2009, a rise of 28%. There were large percentage increases for most of the main purposes of visit, and for each of the main areas visited. One should not read too much into some of the apparent year-to-year changes, which may be due to sampling variability. *(Table 11.26)*

Transport Model for Scotland

2.29 Some information on travel between different parts of Scotland is available from the Transport Model for Scotland (TMfS), which covers the area, broadly, from the Borders, through Perth and Dundee, stretching North East to Aberdeen and the surrounding area. The base year of TMfS is 2007.

2.30 It is estimated that, on an average weekday in 2007, 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. Two fifths of these trips were within Glasgow and Strathclyde (excluding Ayrshire), a fifth were within Edinburgh and the Lothians, and 10% were within Aberdeen and the North East. Only 12% of trips were between different TMfS sectors, with the largest such flows being roughly 52,000 person trips in each direction between Glasgow/Strathclyde and Ayrshire; around 42,000 person-trips each way between Glasgow/Strathclyde and Edinburgh/Lothians; about 41,000 person trips each way between Glasgow/Strathclyde and Central; and another 31,000 or so person-trips each way between Edinburgh/Lothians and Central. The numbers travelling between the area covered by the TMfS and elsewhere in Scotland are estimated to be around 236,000 each way per weekday. *(Table 11.27)*

2.31 Of the 5 million inter-zonal person trips per weekday it is estimated that 4.2 million were by car. These accounted for over four-fifths of the total, and the main features of the pattern of trips by car were similar to (but smaller than) those described in the previous paragraph. There were also an estimated 0.9 million inter-zonal person-trips by bus or train per weekday. Two fifths of these were within Glasgow/Strathclyde, and about 20% were within Edinburgh/Lothians. The only flow between different TMfS sectors which involved as many as 11,000 bus or train passengers each way per weekday was between Glasgow/Strathclyde and Ayrshire. *(Table 11.27)*

2.32 There was an average of almost 4.2 million trips per weekday by cars and goods vehicles. One third were within Glasgow/Strathclyde, and a sixth were within Edinburgh/Lothians: in total, 87% were within TMfS sectors. The largest

flows between areas were around 45,000 vehicles each way per weekday between Glasgow/Strathclyde and Ayrshire, and about 38,000 vehicles each way per weekday between Glasgow/Strathclyde and Edinburgh/Lothian. *(Table 11.27)*

2.33 The TMfS also produces estimates of the number of trips which are made by car, bus or train across the border with England. These suggest that, on an average weekday, around 8,000 people travel each way between Scotland and places in Yorkshire and South East England, about 5,000 travel each way between Scotland and places in Northumberland, and over 6,000 people travel to and from South West England and Wales. *(Table 11.28)*

Concessionary Travel

2.34 158 million passenger journeys were made under all types of concessionary fare schemes in 2009-10, 3% less than in 2008-09. Concessionary travel schemes have varied over the years: a national minimum standard of free off-peak local bus travel for elderly and disabled people in Scotland was introduced from 30 September 2002, The scheme was extended to men aged 60-64 from 1 April 2003. In 2006 this was superseded by the introduction of the National Concessionary Travel Scheme for the elderly and disabled which allowed free bus travel across Scotland. Including the young persons scheme bus travel accounted for 152 million passenger journeys (97% of the total) in 2009-10. *(Table 11.29)*

2.35 In 2009 Traveline Scotland received 613,000 telephone calls which was 4% less than the previous year. Its Web site recorded 3.2 million hits in 2009, an increase of 97% on the previous year. *(Table 11.30).*

3. Notes and Definitions

National Travel Survey (NTS) [Tables 11.1 – 11.9]

3.1 The averages given in the tables are averages per head of population, and they will vary greatly from person to person: for example, there will be many people who do not travel on business at all, and others who travel thousands of miles on business.

3.2 A *trip* is defined as a one-way course of travel having a single main purpose. Outward and return halves of a return trip are treated as two separate trips. If a single course of travel involves a mid-way change of purpose then it is split into two trips (but trivial subsidiary purposes, such as a stop en route to buy a newspaper, are disregarded).

3.3 ***Main mode of transport*****:** the mode that was used for the longest stage of the trip, where a trip involves more than one mode of transport (e.g. a bus and then a train). In the text, references to car trips include a few by van and lorry.

3.4 ***Length of a trip*****:** the distance actually covered by the traveller, as reported by the traveller and not the distance as the crow flies.

3.5 ***Other personal business*****:** includes - e.g. - trips to the bank, doctor, hairdresser, library and church.

3.6 ***Sampling variability*****:** Because the NTS's Scottish sample is small (see section 4.1), its results may be affected by large percentage sampling errors. Chapter 8 of the *NTS Technical Report 2000* provides information about the possible scale of the sampling errors for the survey's estimates for the three-year period 1998/2000. Tables on page 85 show the estimated per person per year averages, and their associated 95% confidence ranges, for different parts of Great Britain. The figures given for Scotland for 1998/2000 were:

- average trips per person per year - 1,058, with a 95% confidence range of +/- 56 trips (i.e. +/- 5%);
- average distance travelled per person per year - 7,210, with a 95% confidence range of +/- 583 miles (i.e. +/- 8%).

(These may have changed slightly following the Department for Transport's retrospective revision, in 2006, of the estimates back to 1995/1997 to use weighted results.)

Estimates based on smaller samples tend to be subject to larger sampling errors, all else being equal. The estimated numbers of trips made and distances travelled for some modes of transport could be subject to proportionately much greater sampling variability (because those modes were used by only a few people in the sample). Therefore, some of the apparent changes in some modes' figures in Table 11.2 may be due to sampling variability: for example, the apparent fluctuations in the surface rail figures (268 miles in 1995/97, 525 miles in 1998/2000, 339 miles in 2002/2003, 465 miles in 2004/2005 and 408 miles in 2005/2006) are inconsistent with the changes in the overall figures for rail passenger numbers for the same period. It is likely that the fluctuations in the NTS results reflect the inclusion (by random chance) in the sample of more rail users, or greater rail users, in some years than in other years. Similarly, some of the NTS results in other tables may be affected noticeably by sampling variability.

Scottish Household Survey (SHS)

3.8 ***Annual net household income*****:** this is the *net* income (i.e. after taxation and other deductions) which is brought into the household by the highest income householder and/or his/her spouse or partner, if there is one. It includes any contributions to the household finances made by other members of the household (eg dig money). In the case of households for which any of the main components of income were not known (for example, because of refusal to answer a question), the SHS contractors imputed the missing amounts, using information that was obtained from other households that appeared similar.

3.9 ***SHS urban / rural classification*****:** the urban / rural classification shown in some tables was developed for use in analysing the results of the SHS. It is based on settlement size, and (for the less-populated areas) the estimated time that would be taken to drive to a settlement with a population of 10,000 or more. Each postcode in Scotland was classed as either urban or non-urban, then clumps of adjacent urban postcodes, which together contained more than a certain total number of addresses, were grouped together to form settlements. Six categories were then defined:

- ***Large urban areas*** - settlements with populations of 125,000 or more. These are around - but not the same as - Aberdeen, Dundee, Edinburgh and Glasgow. This category may (a) include areas outwith the boundaries of these four cities, in cases where a settlement extends into a neighbouring

local authority, and (b) exclude some non-urban areas within the boundaries of these four cities.

- ***Other urban areas*** - other settlements of population 10,000 or more.
- ***Accessible small towns*** - settlements of between 3,000 and 9,999 people, which are within 30 minutes drive of a settlement of 10,000+ people.
- ***Remote small towns*** - settlements of between 3,000 and 9,999 people, which are *not* within 30 minutes drive of a settlement of 10,000+ people.
- ***Accessible rural areas*** - settlements of less than 3,000 people, which are within 30 minutes drive of a settlement of 10,000+ people.
- ***Remote rural areas*** - settlements of less than 3,000 people, which are *not* within 30 minutes drive of a settlement of 10,000+ people.

3.10 ***Full driving licence*** **and** ***frequency of driving:*** the SHS asks whether the person currently holds a full driving licence (car or motorcycle). For those who are said to hold a licence, the SHS asks how often the person drives nowadays. The interviewer records whichever of the categories shown in the table is the most appropriate, in the light of the answer. Prior to April 2003, these questions were asked of the head of the household, or his or her spouse/partner, about each adult member of the household. Since April 2003, these questions have been asked of a randomly-selected adult member of the household about themselves. Hence, results for previous years may not be entirely comparable with results for 2003 onwards.

3.11 ***Frequency of walking:*** the SHS asks on how many of the last seven days the person made a trip of more than quarter of a mile by foot. The interviewer asks about walking for the purpose of going somewhere, such as work, shopping or to visit friends. The interviewer then asks about walking just for the pleasure of walking or to keep fit or to walk the dog.

3.12 ***Frequency of cycling:*** the SHS asks on how many of the last seven days the person made a trip of more than quarter of a mile by bicycle. The interviewer asks about cycling for the purpose of going somewhere, such as work, shopping or to visit friends. The interviewer then asks about cycling just for the pleasure or to keep fit.

International Passenger Survey

3.14 The International Passenger Survey is designed to be representative of all people travelling in and out of the UK in terms of: the usage of air, sea and tunnel; UK residents going abroad and foreign residents coming to the UK; different types of traveller (e.g. holiday, business, etc); and travel to and from different parts of the world. However, it is not designed to produce results which are representative for different regions of residence within the UK. While the survey's procedures should not lead to any major bias in the estimates for Scottish residents, the sample-based nature of the survey may result in their being over-represented in the survey in some years, and under-represented in other years.

3.15 ***Visits abroad:*** The figures include all tourists who make trips which last no more than a year, those travelling to Eire have been included in the IPS since 1999.

3.16 ***Miscellaneous and other purposes**:* includes visits for study, to attend sporting events, for shopping, health, religious or other purposes, and multi-purpose visits for which no one purpose predominates.

3.17 ***Area visited:*** in cases where two or more countries are visited, a person is counted on the basis of the one country in which he or she stayed for the longest time.

Inter-zonal trips made on an average weekday - the Transport Model for Scotland (TMfS)

3.18 These are the estimated annual average numbers of trips made per weekday between or within the areas shown, using the specified modes of transport (for example, they do *not* include trips made by foot, by bicycle, or by motorcycle). The figures represent the estimated total flows over the whole 24 hours of an average weekday. A return journey, from A to B and back again, on the same day, would be counted as two trips: one from A to B and one from B to A.

3.19 The figures are estimates of the numbers of *inter-zonal trips* - i.e. trips which cross the boundary of at least one of the zones used in the Transport Model for Scotland (TMfS). The zones used in the model are constructed by amalgamating Population Census output areas. The model's zones vary in size from area to area, depending on factors such as the size and density of the population and the nature of the transport network that the model must represent. As a result, there is no simple definition of a zone. Some Council areas have many zones (e.g. there are 180 in Edinburgh, and 239 in Glasgow); others have only a few (e.g. there are 10 in East Lothian and 11 Midlothian and 21 in West Lothian). It follows that a trip of a particular length will be more likely to be counted as an inter-zonal trip if it is in (say) Edinburgh than if it is in (say) East Lothian.

3.20 ***Person trips*** relate to the number of people travelling by the specified modes of transport, and ***vehicle trips*** to the numbers of vehicles going between the specified areas. Thus, for example, if a car containing two people goes from A to B, it is counted as two person trips and one vehicle trip.

3.21 The areas identified in the table are sectors within the TMfS. These correspond broadly (but not necessarily exactly) to the areas of the similarly-named former Regions and/or current Councils. Some of these sectors do not contain many TMfS zones - for example, the Borders sector contains 11 zones, and the Perth & Kinross sector contains 23 zones. All else being equal, the larger the zones are within a sector, the smaller the proportion of the trips within the sector that will be treated as inter-zonal trips - and, hence, the smaller the proportion that will be represented within the model.

3.22 ***Elsewhere in Scotland*** refers to those parts of Scotland which are outwith the TMfS model area: broadly, Arran, Argyll & Bute, Highland, Moray, Orkney, Shetland and the Western Isles. The model does not hold information regarding trips which are wholly outwith its model area, such as a trip between Inverness and Dingwall, which would be wholly within the elsewhere in Scotland area.

3.23 The estimated average number of trips originating in an area usually differs from the estimated number with a destination in that area - for example, compare the estimates of 869,000 person trips with a destination in Edinburgh & Lothians and 868,000 trips originating in Edinburgh & Lothians. This is because the estimation process (which is described in section 4) is mainly based upon survey data covering the 7 a.m. to 7 p.m. period, and cannot take full account of trips which involve returning later in the evening. Therefore, the TMfS-based estimates indicate broadly the levels of flows within Scotland, but do not provide precise measures.

3.24 The model's estimates of the number of cross-border trips by bus and train may not be particularly reliable, because of the way that they are produced - see section 4.

4. Sources

4.1 Travel (within GB) by Scottish residents (Tables 11.1 to 11.9, and 11.22)

4.1.1 The **National Travel Survey** (NTS) collects travel diary details from a sample of households across Great Britain and includes travel for all private purposes. Trips in the course of work are included if the main reason for the journey is for the traveller to reach the destination whereas travel in the course of work (to convey passengers or to deliver goods) is excluded (e.g. by bus drivers, lorry drivers and postmen). Trips off the public highway, such as country walks, are excluded.

4.1.2 Prior to 2002, the NTS was not designed to provide reliable estimates for Scotland for single years: the sample included only a few hundred Scottish households each year. Therefore, the samples for a number of years had to be combined in order to produce Scottish results, and even they could be subject to considerable sampling variability. In 2002, the NTS's sample size was increased greatly, enabling the production of results for individual calendar years with effect from 2002. However, the sample size was less in 2002 than in the previous three years taken together, and therefore the results for 2002 alone could be subject to greater sampling variability than those for 1999/2001 taken together. The tables therefore give results for the two-year periods 2002/2003, 2004/2005, 2006/2007 and 2008/2009 as they should be more reliable, being based on a larger sample. Section 3.6 provides some information about sampling variability.

4.1.3 In 2006, the Department for Transport (DfT) revised retrospectively NTS results for 1995/1997 onwards, following its introduction of a method of weighting the data to adjust for differential response rates among different sections of the population (in order to reduce the effects of non-response bias) and to adjust for the drop off in the reporting of journeys during the course of the seven days covered by the NTS Travel Diary (which is done separately for each journey purpose, using their weighted total numbers, assuming that the reporting on the first day of the travel week is the most accurate). In order to allow analysis of trends in recent years, DfT developed retrospectively weighting factors for the NTS data back to 1995. Greater weight was given to respondents from sub-groups which had lower response rates. The weighting process was also used to adjust the balance of the sample to correspond to the population estimates by age and

sex for Scotland and other parts of Great Britain. The use of the weights increased the overall number of trips and average distance travelled per person by 4-5 percent for GB as a whole.

4.2 Frequencies of driving, walking and cycling; and usual main methods of travel to school and travel to work (Tables 11.10 to 11.12 and 11.19 to 11.21)

4.2.1 Information on these and some other transport-related topics is collected by the **Scottish Household Survey**, which started in February 1999. The SHS collects information on a wide range of topics, to allow exploration of the relationships between different sets of variables. Interviewing takes place throughout the year.

4.2.2 The SHS is a survey of private households. For the purposes of the survey, a household is defined as one person or a group of people living in accommodation as their only or main residence and *either* sharing at least one meal a day *or* sharing the living accommodation. A student's term-time address is taken as his/her main residence, in order that he/she is counted where he/she lives for most of the year. The sample was drawn from the Small User file of the Postcode Address File (PAF) which does not include many nurses' homes, student halls of residence, hostels for the homeless, other communal establishments, mobile homes, and sites for travelling people.

4.2.3 Each year, SHS interviews are conducted with a randomly-chosen sample of (on average) over 15,000 households across Scotland. Within each Council area, the sample is stratified using a geo-demographic indicator in order that it will be representative across that Council's area. A higher sampling fraction is used in the areas of the Councils with the smallest populations, in order that (in each two-year period) there is a minimum of 550 household interviews per Council. The results are then reweighted so that they will be representative of Scotland as a whole.

4.2.4 The SHS interview is conducted in two parts. The first part is with the highest income householder, or his/her spouse/partner (if any), who answers questions about the household and its members. This provides household members' age and gender , and the annual net household income. Prior to April 2003, it included questions about the type of driving licence (if any) held by each adult member of the household, and the frequency of driving. Main method of travel to school was also collected (for one randomly-chosen schoolchild member of the household). As the information is collected for one schoolchild per household, proportionately greater weight is given to cases with greater numbers of schoolchildren in the household.

4.2.5 The second part of the SHS aims to obtain results which are representative of Scottish adults by interviewing a randomly-chosen adult (aged 16+) member of the household (who may happen to be the person who answered the questions in the first part of the interview - for example, this is always the case for single pensioner households). This part has fewer respondents as not all randomly-chosen adults are available. Information on the frequency of walking, place of work , usual method of travel to work etc are collected Questions are also asked about journeys made on the previous day (the Travel Diary). These include the start and

end times of each stage of the journey, the mode of transport used, the purpose of the journey, and experiences of congestion. As one adult is interviewed per household, proportionately greater weight is given to cases with greater numbers of adults in the household. For the Travel Diary questions, further weighting is given according to the day of the week and the economic status of the adult.

4.2.6 Although the SHS's sample is chosen at random, respondents will not necessarily be a representative cross-section of the people of Scotland. E.g. the sample could include disproportionate numbers of certain types of people, in which case the survey's results would be affected. In general, the smaller the sample from which an estimate is produced, the greater the likelihood that the estimate could be misleading. SHS publications (see sections 5.3 and 5.4) provide examples of the 95% confidence limits for estimates of a range of percentages calculated from sub-samples of a range of sizes.

4.2.7 The above information relates only to sampling variability. The survey's results could also be affected by non-contact / non-response bias: the characteristics of the (roughly) one-third of households who should have been in the survey but who could not be contacted, or who refused to take part, could differ markedly from those of the people who were interviewed. If that is the case, the SHS's results will not be representative of the whole population. Without knowing the true values (for the population as a whole) of some quantities, one cannot be sure about the extent of any such biases in the SHS. However, comparison of SHS results with information from other sources suggests that they are broadly representative of the overall Scottish population, and therefore that any non-contact or non-response biases are not large overall. Of course, such biases could be more significant for certain sub-groups of the population. In addition, because it is a survey of private households, the SHS does not cover some sections of the population - for example, it does not collect information about many students in halls of residence. The SHS technical reports (see section 5.4) provide more information on these matters.

4.3 Travel to work (Tables 11.16 to 11.18)

4.3.1 The information about the usual means of travel to work and the time taken to travel to the usual place of work shown in tables 11.16 and 11.17 is obtained from the **Labour Force Survey** using questions which have been included in those survey interviews which have been conducted in the Autumn each year since 1992. The tables include the self-employed, those on Government training schemes and unpaid family workers as well as employees, but exclude those working at home, and those whose workplace or mode of transport to work was not known. The LFS is a household survey covering 60,000 households each quarter in GB, and about 6,000 households per quarter in Scotland.

4.3.2 Table 11.18 provides some **Census** of Population information about travel to work. There have been some changes in the categories used – for example, the 1966 Census had a category described as none which was included in the 1971 Census under its On foot and none category; the 1971 Census had a category described as Public Transport which was separate from the categories for Train and Bus; and the 1966 and 1971 Census travel to work figures did not identify separately those who were working at home, so they are included in the figures for

those years. However, the effect of such differences on the statistics will be small compared to the scale of the changes in the shares of the main modes of travel.

4.3.3 Information about travel to work is also collected by the SHS (see section 4.2 above), which is the source for tables 11.18 and 11.22.

4.4 Scottish residents' visits abroad (Tables 11.26 to 11.28)

4.4.1 This information is collected by the International Passenger Survey (IPS), from a sample of passengers returning to the UK by the principal air, sea and tunnel routes (excluding some routes which are too small in volume or which are too expensive to be covered). Travellers passing through passport control during the day are randomly selected for interview (interviewing is suspended at night). A weighting procedure takes account of the non-sampled routes and time periods. For example, the figures for certain airports are uplifted to take account of the passenger numbers at the other UK airports which are not covered by the survey. Prior to 2005, Edinburgh and Glasgow were the only Scottish airports at which interviewing took place. Prestwick airport was added to the survey in 2005 and Aberdeen has been collected since 2009. These are uplifted to take account of the non sampled airports. Rosyth was included in quarters 2, 3 and 4 of 2007 and quarters 2 & 3 of 2008.

4.4.2 The figures in the tables are based on interviews with Scottish residents who returned to the UK. This is the Office for National Statistics' standard practice for producing such estimates, as it can then also analyse other information that is collected in the interviews (such as the amount that people say that they spent while on holiday).

4.4.3 The survey covers both adults and children, and is voluntary - for example, the response rate was 80% in 2003, and the results reported in these tables for that year are based upon interviews with about 2,000 Scottish residents.

4.4.4 The IPS data used in the tables are adjusted to take account of the fact that not all people respond to questions regarding area of residence. This means that tables produced by area of residence will not always exactly match other published data regarding trips abroad by UK residents.

4.5 Trips made on an average weekday (Table 11.29 and 11.30)

4.5.1 These figures were provided using the **Transport Model for Scotland** 2007. This model covers the Scottish Strategic Transport Network, and also includes representation of travel patterns between Scotland and England. This covers the areas from the Borders, through Perth and Dundee, stretching North East to Aberdeen and the surrounding area, in which lives roughly 95% of the population of Scotland.

4.5.2 The area covered by the model is divided into 720 zones. The model uses planning data for each zone (e.g. population, number of households, car ownership, employment, number of employed residents) to calculate the number of trips that would be expected to be generated. It also uses information collected by traffic counts, roadside interviews and surveys of passengers on public transport. The information collected and used to develop the model started in

2002 and continued through to 2007, which is the base year. TMfS also uses information from other sources, such as 'donor' models (such as the Strathclyde Integrated Transport Model), the 2001 Census of Population and the Scottish Household Survey (which has been conducted continuously since February 1999). Data collected in other years were factored to represent the base year. The quality and coverage of the data that are held within the TMfS vary between different areas and different parts of the transport network. This is the result of the historical interest in the movement of people and goods between various points on the transport network, and the resultant availability of data. However, the base information used to develop TMfS:07 is more robust and comprehensive than that used in former versions of the national model.

4.5.3 The pattern of travel movements is held in a series of trip matrices covering the morning peak period, the evening peak period and the intervening off-peak period. Taken together, these matrices can be combined to provide a matrix reflecting trip movements during the period 7 a.m. to 7 p.m. on a typical weekday. Daily, monthly and annual averages can then be derived by grossing-up these figures using time series data sources. The resulting expected flows around the transport network are then calibrated and validated for each modelled time period using information about the actual numbers of trips that were made on particular routes.

4.5.4 Applying the calibration and validation process to the expected numbers of generated trips calculated by the model produces estimates of the numbers of trips which are consistent with the observed traffic counts and the results of surveys and interviews. The estimated numbers of trips for the areas shown in the table were then produced by aggregating the estimated numbers of trips for the relevant zones.

4.5.5 The model's estimates of the numbers of people travelling by bus and train across the border with England are less reliable because it uses its standard set of public transport factors to gross up the cross-border passenger numbers obtained (e.g.) from surveys and passenger counts which were carried out at certain times on certain days. Because local bus services account for the vast majority of public transport in Scotland, the model's standard public transport grossing-up factors mainly reflect the pattern of local bus passenger usage - so applying these factors to the data for cross-border bus and train traffic may not take proper account of the different patterns of such traffic.

4.6 Passenger journeys made under concessionary fare schemes (Table 11.31)

4.6.1 The figures for the Strathclyde Concessionary Travel scheme were supplied by Strathclyde Partnership for Transport (SPT); the figures for other schemes were collected from Transport Scotland (national schemes) and from local authorities using the Local Financial Returns form LFR5.

4.6.2 The National Concessionary Travel bus scheme was introduced on 1st April 2006, which allows elderly and disabled free travel on all scheduled bus services in Scotland. This is administered by Transport Scotland and replaced any local bus schemes. The Young People's Concessionary bus Travel Scheme started in 8

January 2007, aimed at 16 to 18 year olds (inclusive) and full time volunteers (aged under 26).

4.6.2 Local authorities were asked to provide numbers of passenger journeys on the same basis as the expenditure on concessionary fares that they report in the LFR5. This relates to concessionary fares for elderly people, for people with visual or other disabilities, and for children (but exclude school transport).

4.6.3 SPT was able to provide passenger numbers from its records for the Strathclyde Concessionary Travel scheme for several years; figures for the passenger numbers for other schemes are only available for 2000-01 onwards because that was the first year for which that information was requested from local authorities using the LFR forms.

5. Further Information

5.1 National Travel Survey statistics for Scotland are available on the SG website. This includes webtables and an accompanying background note. The National Travel Survey is also described in the Department for Transport website.

www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/PubTravScotRes
www.dft.gov.uk/pgr/statistics/datatablespublications/nts/

5.2 National Travel Survey statistics: nationaltravelsurvey@dft.gsi.gov.uk

5.3 Labour Force Survey - lfs.dataservice@ons.gsi.gov.uk

5.3 There are a number of transport specific publications on the Scottish Household Survey available at:
www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/Publications

5.4 SHS publications include *Scotland's People*, a detailed Annual Report and can be accessed at: www.scotland.gov.uk/Topics/Statistics/16002/Publications Enquiries regarding the Scottish Household Survey should be directed to the SHS Project Manager: Nic Krzyzanowski (tel: 0131 244 0824).

5.6 Enquiries regarding the International Passenger Survey should be directed to Josh Lovegrove of the Office for National Statistics (tel: 020 7533 5765).

5.7 Further information or guidance on the detailed application of the Transport Model for Scotland can be obtained from Alison Irvine, Transport Scotland Strategy and Investment (tel: 0141 272 7571).

5.8 Further information about the numbers of passenger journeys made under concessionary fare schemes can be obtained from Maureen Fisher in Transport Scotland (tel: 0131 272 7533).

5.9 Further information about the number of telephone calls and Web site hits for Traveline Scotland can be obtained from Peter J Cullen, Travel Information Manager, Trunk Roads and Network Management, Transport Scotland, (tel: 0141 272 7381).

Table 11.1 Trips per person per year by main mode

*Scottish residents: average per head of population **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009
						trips
Walk [1]	316	326	289	242	230	233
Bicycle	15	11	9	10	7	10
Driver of car, van or lorry	433	414	395	407	394	402
Passenger in car, van or lorry	228	230	214	229	209	211
Other private transport (eg motorcycle, private hire bus)	13	13	12	10	11	10
Local bus	92	73	83	81	83	80
Surface Rail	11	16	12	16	15	14
Taxi / minicab	19	18	16	16	17	14
Other public transport (eg air, ferry, non-local bus)	5	4	4	2	4	3
All modes	1,133	1,106	1,035	1,014	969	978
Sample size (number of people)	*1,224*	*1,395*	*3,396*	*3,766*	*3,618*	*3,270*

* Some of the results are based upon a small number of trips in the sample, and so may be subject to large percentage sampling errors. As a result, there may be some apparently large, and potentially misleading, percentage changes between periods.
As mentioned in the text, NTS results for Scotland should be regarded as broad indicators rather than precise measures.
The figures for 1995/97 onwards are based on weighted data, so are not directly comparable with earlier results (which are based on unweighted data) which can be found in the previous edition or in the *Travel by Scottish residents* bulletin.
1. Short walks are believed to be under-recorded in 2002/03 and short trips in 2007-08 compared with earlier years.

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

*Scottish residents: average per head of population **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009
						miles
Walk [1]	226	219	199	169	165	196
Bicycle	37	25	28	25	25	30
Driver of car, van or lorry	3,652	3,781	3,275	3,549	3,361	3,585
Passenger in car, van or lorry	2,139	2,125	2,058	2,072	1,932	1,971
Other private transport (eg motorcycle, private hire bus)	250	141	183	172	171	173
Local bus	480	383	380	441	440	483
Surface Rail	509	357	339	465	460	410
Taxi / minicab	75	79	55	61	56	58
Other public transport (eg air, ferry, non-local bus)	345	335	416	379	388	225
All modes	7,713	7,445	6,933	7,332	6,997	7,232

* See footnotes for table 12.1

Table 11.3 Average length of trip by main mode

*Scottish residents **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009
						miles
Walk [1]	0.7	0.7	0.7	0.7	0.7	0.7
Bicycle	2.5	2.3	3.0	2.4	3.4	3.1
Driver of car, van or lorry	8.4	9.1	8.3	8.7	8.5	8.9
Passenger in car, van or lorry	9.4	9.2	9.6	9.0	9.2	9.2
Other private transport (eg motorcycle, private hire bus)	18.8	10.9	14.7	17.2	16.2	16.9
Local bus	5.2	5.2	4.6	5.4	5.3	6.0
Surface Rail	44.3	21.8	28.5	29.2	30.9	31.9
Taxi / minicab	3.9	4.4	3.5	3.8	3.3	3.7
Other public transport (eg air, ferry, non-local bus)	68.3	77.0	111.8	178.2	102.6	93.0
All modes	6.8	6.7	6.7	7.2	7.2	7.4

* See footnotes for table 11.1

Table 11.4 Trips per person per year by purpose

*Scottish residents: average per head of population **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009
						trips
Commuting	173	174	174	170	161	164
Business	34	31	28	35	31	31
Education	64	83	82	64	59	54
Escort education	24	34	31	29	28	29
Shopping	259	234	207	207	203	199
Other escort	87	92	98	104	90	94
Other personal business	119	112	107	102	99	100
Visting friends at home	140	146	119	118	111	106
Visiting friends elsewhere	46	40	44	36	40	43
Sport / entertainment	84	76	72	74	62	65
Holiday / day trip	29	25	29	31	35	41
Other (including just walk	74	57	44	44	50	50
All purposes	1,133	1,106	1,035	1,014	969	978
Sample size (number of people)	*1,224*	*1,395*	*3,396*	*3,766*	*3,618*	*3,270*

* See footnotes for table 11.1

Table 11.5 Average distance travelled per person per year by purpose

*Scottish residents: average per head of population **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009
						miles
Commuting	1,352	1,540	1,323	1,369	1,350	1,397
Business	705	848	656	820	657	647
Education	224	290	208	219	225	154
Escort education	82	118	55	64	53	49
Shopping	1,191	1,011	982	1,011	977	986
Other escort	494	520	516	587	480	487
Other personal business	617	556	501	506	461	593
Visting friends at home	1,081	1,026	1,030	1,140	1,051	999
Visiting friends elsewhere	238	190	229	217	247	247
Sport / entertainment	681	572	516	496	471	437
Holiday / day trip	972	710	875	856	977	1,176
Other (including just walk	76	64	43	47	50	60
All purposes	7,713	7,445	6,933	7,332	6,997	7,232

* See footnotes for table 11.1

Table 11.6 Average length of trip by purpose

*Scottish residents **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009
						miles
Commuting	7.8	8.9	7.6	8.1	8.4	8.5
Business	21.0	27.0	23.1	23.6	21.4	20.6
Education	3.5	3.5	2.5	3.4	3.8	2.8
Escort education	3.4	3.5	1.8	2.2	1.9	1.6
Shopping	4.6	4.3	4.7	4.9	4.8	5.0
Other escort	5.6	5.6	5.2	5.6	5.3	5.2
Other personal business	5.2	5.0	4.7	5.0	4.6	5.9
Visting friends at home	7.7	7.0	8.6	9.7	9.5	9.5
Visiting friends elsewhere	5.2	4.7	5.2	6.0	6.1	5.7
Sport / entertainment	8.1	7.5	7.2	6.7	7.6	6.7
Holiday / day trip	33.5	28.2	30.4	27.8	27.9	28.5
Other (including just walk)	1.0	1.1	1.0	1.1	1.0	1.2
All purposes	6.8	6.7	6.7	7.2	7.2	7.4

* See footnotes for table 11.1

Table 11.7 Hours travelled per person per year by purpose

*Scottish residents: average per head of population **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009
						hours
Commuting	65	74	65	65	69	69
Business	20	21	16	22	19	19
Education	22	25	23	19	19	17
Escort education	5	7	5	5	5	6
Shopping	70	62	57	56	61	60
Other escort	22	24	26	27	25	26
Other personal business	33	33	29	28	30	32
Visting friends at home	48	48	44	43	44	44
Visiting friends elsewhere	13	12	13	11	14	15
Sport / entertainment	29	27	24	23	23	23
Holiday / day trip	31	22	26	25	30	37
Other (including just walk)	26	19	16	16	19	19
All purposes	386	374	346	339	359	367
Sample size (number of people)	*1,224*	*1,395*	*3,396*	*3,766*	*3,618*	*3,270*

* See footnotes for table 11.1

Table 11.8 Average duration of travel per trip by purpose

*Scottish residents: average per head of population **

	1998 / 1999	2000 / 2001	2002 / 2003	2004 / 2005	2006 / 2007	2008 / 2009
						minutes
Commuting	22.5	25.7	23.3	25.0	25.6	25.4
Business	36.2	39.7	35.1	41.4	37.7	36.9
Education	20.4	17.9	17.9	19.4	19.8	18.6
Escort education	12.7	12.3	11.1	11.4	11.3	11.4
Shopping	16.2	16.0	17.4	17.8	18.1	18.2
Other escort	15.0	15.4	16.5	16.7	16.6	16.6
Other personal business	16.9	17.4	17.0	18.0	18.0	19.2
Visting friends at home	20.7	19.6	23.3	24.0	24.0	25.0
Visiting friends elsewhere	17.6	17.8	19.2	20.0	21.3	20.5
Sport / entertainment	21.0	21.4	18.6	16.1	21.6	20.8
Holiday / day trip	64.5	53.5	52.4	52.4	52.1	53.6
Other (including just walk)	21.1	20.4	23.2	23.3	22.3	22.4
All purposes	20.4	20.3	21.9	21.9	22.2	22.5

* See footnotes for table 11.1

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

*Scottish residents: 2009 (average per head of population *)*

	Number of cars available to the household			
	No car	One car	2+ cars	All house holds
Walk	343	233	173	749
Driver of car, van or lorry	*19*	421	588	1,028
Passenger in car, van or lorry	102	233	245	579
Other private (eg bicycle, motorcycle, private hire bus)	*18*	19	22	59
Local bus	208	62	32	301
Other public (eg rail, taxi, air, non-local bus)	20	13	13	45
All modes	754	994	1,082	2,829
Sample size (number of people)	*452*	*724*	*445*	*1,621*

* See footnotes for table 11.1

Table 11.10 Frequency of driving*for people aged 17+: 2009

	Per Week			Per Month						
	Every day	At least 3 times	Once or twice	At least 2 or 3 times	At least once	Less than once	Holds full licence, never drives	Total with a full driving licence	Doesn't have a full driving licence	*Sample size (=100%)*
										row percentages
All people aged 17+ in 2009:	43	12	6	1	0	2	4	68	32	*12,447*
by gender:										
Male	50	13	6	1	0	1	4	76	24	*5,400*
Female	37	11	5	1	1	2	4	61	39	*7,047*
by age:										
17-19	17	3	2	0	1	1	1	25	75	*280*
20-29	37	9	3	1	1	2	6	58	42	*1,470*
30-39	53	12	6	1	0	2	3	77	23	*1,927*
40-49	58	10	6	1	0	2	3	80	20	*2,193*
50-59	53	13	5	1	0	1	4	78	22	*2,027*
60-69	40	17	8	1	1	2	6	75	25	*2,066*
70-79	25	15	6	1	0	1	5	55	45	*1,614*
80+	12	11	7	0	0	1	6	37	63	*870*
by current situation:										
Self employed	64	16	7	2	1	2	2	93	7	*745*
Employed full time	63	10	5	1	1	2	3	83	17	*4,048*
Employed part time	50	13	5	0	0	1	2	71	29	*1,308*
Looking after the home or family	31	13	6	1	0	1	5	57	44	*683*
Permanently retired from work	26	17	7	1	0	1	6	59	41	*3,873*
Unemployed and seeking work	17	8	4	1	0	2	7	40	60	*535*
In further/higher education	21	6	5	2	1	5	7	47	53	*376*
Permanently sick or disabled	13	8	6	1	0	2	8	37	63	*667*
Unable to work due to short-term illness or injury	16	11	4	1	2	4	7	45	55	*120*
by annual net household income:										
up to £10,000 p.a.	20	10	6	1	1	2	8	47	53	*2,302*
over £10,000 - £15,000	26	10	5	1	0	2	6	51	50	*2,442*
over £15,000 - £20,000	36	12	5	1	0	2	6	61	39	*1,836*
over £20,000 - £25,000	48	11	6	1	1	2	4	72	28	*1,380*
over £25,000 - £30,000	53	13	5	1	0	1	2	75	25	*1,096*
over £30,000 - £40,000	61	13	6	1	0	1	2	83	17	*1,491*
over £40,000 p.a.	69	14	7	1	1	1	1	92	8	*1,468*
by Scottish Index of Multiple Deprivation:										
1 (20 % most deprived)	27	6	4	1	0	2	5	45	55	*2,387*
2	38	10	5	1	0	2	5	60	40	*2,590*
3	46	12	6	1	1	2	4	71	29	*2,688*
4	53	15	7	1	0	1	3	80	21	*2,644*
5 (20% least deprived)	52	17	8	1	1	2	4	84	16	*2,126*
by urban/rural:										
Large urban areas	34	11	6	1	1	3	6	61	40	*4,337*
Other urban	46	10	5	1	0	1	4	67	33	*3,711*
Small accessible towns	48	13	6	1	1	1	4	73	27	*1,025*
Small remote towns	44	17	5	1	0	1	4	71	29	*689*
Accessible rural	60	15	6	1	0	1	2	85	15	*1,405*
Remote rural	55	16	8	1	1	0	3	84	17	*1,268*

Table 11.11 Frequency of Walking in the previous seven days [1] (people aged 16+): 2009

	As means of transport					Just for pleasure or to keep fit[2]					*Sample size (=100%)*
	none	1-2 days	3-5 days	6-7 days	1 + days	none	1-2 days	3-5 days	6-7 days	1 + days	
											row percentages
All people in 2009:	41	18	22	19	59	52	19	13	16	48	*6,119*
by gender:											
Male	40	18	22	21	60	50	20	14	17	50	*2,707*
Female	42	17	23	18	58	53	18	13	16	47	*3,412*
by age:											
16-19	23	17	32	29	77	59	17	10	13	41	*176*
20-29	31	20	26	24	69	51	23	14	12	49	*725*
30-39	37	19	24	20	63	43	22	17	18	57	*958*
40-49	39	18	24	19	61	47	23	14	17	54	*1,052*
50-59	46	17	22	16	54	50	18	12	20	50	*975*
60-69	44	17	20	19	56	53	16	13	18	47	*1,000*
70-79	55	14	16	15	45	63	13	10	15	37	*815*
80+	67	11	12	10	34	73	10	8	9	27	*418*
by current situation:											
Self employed	40	16	19	25	60	42	18	15	25	58	*359*
Employed full time	40	19	23	19	60	46	25	13	16	54	*1,925*
Employed part time	37	18	26	20	63	44	19	19	18	56	*639*
Looking after the home/family	37	17	26	19	63	52	18	12	19	48	*336*
Permanently retired from work	51	16	17	16	49	60	14	11	16	40	*1,924*
Unemployed/seeking work	25	24	25	26	75	51	16	15	17	49	*274*
In further/higher education	21	20	29	31	79	48	21	17	14	52	*190*
Permanently sick or disabled	61	14	16	9	39	75	11	6	9	25	*323*
by annual net household income:											
up to £10,000 p.a.	41	14	23	22	60	59	12	11	17	41	*1,121*
over £10,000 - £15,000	43	16	21	20	57	61	15	11	13	39	*1,202*
over £15,000 - £20,000	40	19	22	19	60	55	16	13	16	45	*893*
over £20,000 - £25,000	43	17	19	22	58	47	21	12	21	53	*664*
over £25,000 - £30,000	44	17	22	17	56	52	20	15	14	49	*572*
over £30,000 - £40,000	39	17	26	19	61	49	21	13	17	51	*748*
over £40,000 p.a.	39	22	23	16	61	38	28	17	16	62	*700*
by Scottish Index of Multiple											
1 (20 % most deprived)	40	17	24	20	60	64	15	9	13	36	*1,147*
2	41	16	23	19	59	55	19	12	15	46	*1,286*
3	42	18	21	19	58	49	21	14	16	51	*1,325*
4	43	20	19	19	57	45	20	16	20	55	*1,290*
5 (20% least deprived)	39	17	26	18	61	47	22	16	16	53	*1,062*
by urban/rural classification:											
Large urban areas	36	15	27	21	64	56	17	12	14	44	*2,103*
Other urban	43	19	20	18	57	51	21	14	14	49	*1,813*
Small accessible towns	44	17	21	19	56	51	20	14	16	49	*516*
Small remote towns	30	23	24	23	71	48	19	16	17	52	*355*
Accessible rural	50	18	17	15	51	43	20	13	24	57	*697*
Remote rural	53	16	15	16	47	44	19	16	21	56	*626*

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											column percentages
Every Day	44.2	44.7	45.8	45.5	43.3	41.4	41.8	40.9	45.2	44.9	43.4
Per Week:											
At least 3 times	7.6	7.9	8.0	8.0	10.2	11.2	11.2	11.6	10.0	10.4	11.9
Once or twice	4.5	4.2	3.9	4.2	5.5	5.7	5.8	6.7	5.1	5.6	5.6
Per Month:											
At least 2 or 3 times	1.0	0.9	1.0	0.9	0.7	0.8	0.8	1.0	0.9	1.0	0.9
At least once	0.5	0.5	0.6	0.4	0.4	0.6	0.5	0.5	0.6	0.4	0.4
Less than once	1.7	1.8	1.9	2.1	1.7	1.6	1.4	1.4	1.7	1.3	1.6
Holds full driving licence, never drives	4.0	4.0	3.5	3.5	4.1	4.5	4.1	4.4	3.5	4.0	4.2
Total with a full driving licence	63.5	64.0	64.7	64.6	65.8	65.8	65.6	66.4	67.0	67.6	68.0
Doesn't have a full driving licence	36.5	36.0	35.3	35.4	34.2	34.2	34.4	33.6	33.0	32.4	32.0
Sample size (=100%)	*13,660*	*14,440*	*14,527*	*13,936*	*13,850*	*14,660*	*13,968*	*14,075*	*12,152*	*12,263*	*12,447*

1 For holders of full licences.

2 From April 2003, the questionnaire changed such that information on possession of driving licences and frequency of driving was no longer collected from the head of the household, or his / her spouse/partner, about all adults in the household, but instead from one randomly chosen adult member of the household about him or herself.

Table 11.13 Frequency of Walking in the previous seven days[1] (people aged 16+)

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											column percentages
As means of transport											
None	47.6	46.4	44.9	45.1	45.6	45.8	46.0	46.0	48.0	47.5	41.0
1-2 days	18.7	18.3	19.1	18.3	17.5	16.8	15.3	15.8	17.9	17.2	17.5
3-5 days	18.2	20.5	21.6	22.1	21.9	21.3	22.0	21.3	19.8	21.7	22.4
6-7 days	15.4	14.7	14.5	14.6	15.0	16.0	16.7	17.0	14.3	13.6	19.1
1+ days	52.4	53.6	55.1	54.9	54.4	54.2	54.0	54.0	52.0	52.5	59.0
Just for pleasure or to keep fit [2]											
None	60.3	58.6	57.1	59.3	56.1	56.1	53.9	53.3	53.1	54.9	51.6
1-2 days	15.9	16.9	18.2	18.0	17.8	16.4	16.9	16.5	17.6	18.4	19.1
3-5 days	10.5	11.7	12.1	10.7	12.4	13.3	14.2	13.7	13.7	13.0	13.1
6-7 days	13.2	12.8	12.6	12.1	13.7	14.2	15.1	16.4	15.5	13.7	16.1
1+ days	39.7	41.4	42.9	40.7	43.9	43.9	46.1	46.7	46.9	45.1	48.4
Sample size (=100%)	*13,757*	*14,516*	*14,643*	*14,041*	*13,925*	*14,713*	*6,993*	*7,111*	*6,121*	*6,209*	*6,119*

1. The number of days in the previous seven days on which the person made a trip of more than a quarter of a mile by foot for the specified purpose.

3. This category includes jogging and walking a dog.

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
											percentage
Car,van,minibus,works van	69	67	69	70	70	69	68	69	69	69	70
Bicycle	2	2	2	2	1	1	2	1	2	2	2
Bus,coach.private bus	11	13	12	11	11	12	12	12	12	13	11
Rail (inc Underground)	3	4	4	3	4	3	4	5	4	4	4
Walk	13	13	12	13	12	12	13	12	11	11	12
Other (inc taxi)	1	1	2	1	2	3	2	1	2	2	3
All	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*99*	*100*	*100*

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

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
										minutes
Car,van,minibus,works van	22	22	22	22	23	20	23	20	22	21
Bicycle	14	14	15	15	18	15	14	16	15	16
Bus,coach.private bus	31	33	32	32	32	33	34	33	32	32
Rail (inc Underground)	58	42	55	53	52	47	46	48	46	49
Walk	11	12	12	12	12	11	12	12	12	13
Other (inc taxi)	34	33	45	33	47	42	46	25	36	40
All	22	23	23	23	24	22	24	21	23	22

Note: This table is no longer being updated. Henceforth, information about average times taken to travel to work will be given in Table 11.17 (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)

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009 [1]
											minutes
Car	..	..	..	23	23	24	23	23	24	24	24
Motorcycle	..	..	..	*	17	16	19	*	24	*	19
Bicycle	..	..	..	14	16	15	17	21	19	18	15
Bus/coach	..	..	..	34	33	33	33	35	33	36	35
Rail	..	..	..	46	50	52	49	50	49	57	53
Walk	..	..	..	12	12	13	13	13	12	12	14
Other	..	..	..	53	39	62	61	70	64	75	94
All	..	..	..	24	24	25	24	25	25	26	26

* Sample size too small.

Note: Some of the figures shown in table 12.17 (b) differ slightly from those in 12.17 (a) due to differing methodology used to extract.

1. For the latest data (2009) data have been reweighted using the latest population estimates (2009). Previous year's data have been weighted using 2007 population estimates data.

Table 11.16 Usual means of travel to work[1] (in Spring)

Population Census year	Train (inc. u/grd)	Bus	Car	Motor cycle	Pedal cycle	Foot[2]	Other[3] (e.g. taxi)	Total of these
								percentage
1966	4	43	21	1	2	24	5	100
1971	3	35	29	0	2	24	6	100
1981	3	25	46	1	1	20	3	100
1991	3	18	59	1	1	15	3	100
2001	4	12	68	0	2	12	2	100

1. Excluding those who worked at home in 1981, 1991 and 2001 (who were not identified separately in the 1966 and 1971 Census travel to work figures)
2. Includes 'none' in 1971
3. Includes 'none' in 1966; unspecified means of 'Public transport' in 1971, and 'not stated' in all years apart from 2001 (when there was no "not stated" category).

Table 11.17 Employed[1] adults (16+) - place of work: 2009

	Works from home	Does not work from home	All employed adults	*Sample size (=100%)*
		row percentages		
All employed adults	11.4	88.6	100	*6,103*
Self-employed	56.6	43.4	100	*745*
Employed full-time	5.6	94.4	100	*4,049*
Employed part-time	5.2	94.8	100	*1,309*

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

Figure 11.3: Travel to work a) 1999 and b) 2009

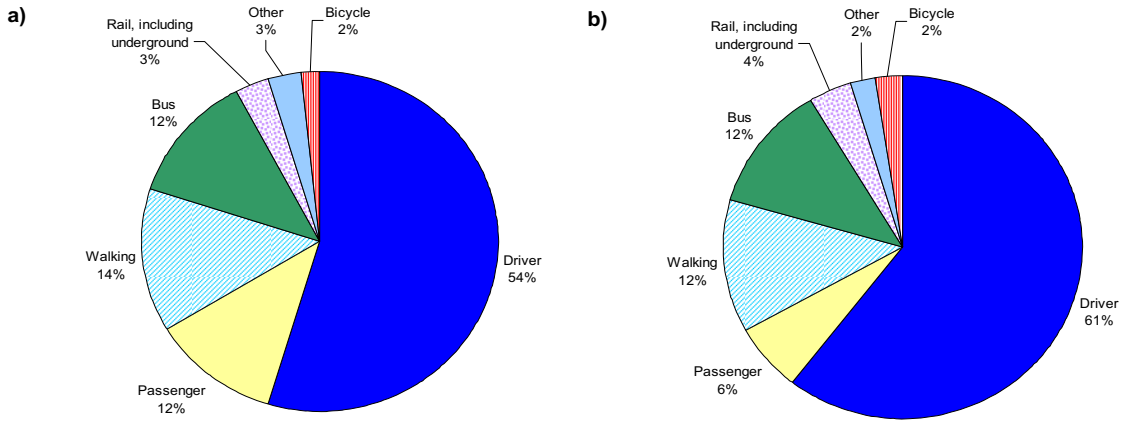


Figure 11.4: Experience of congestion, 2003 - 2009

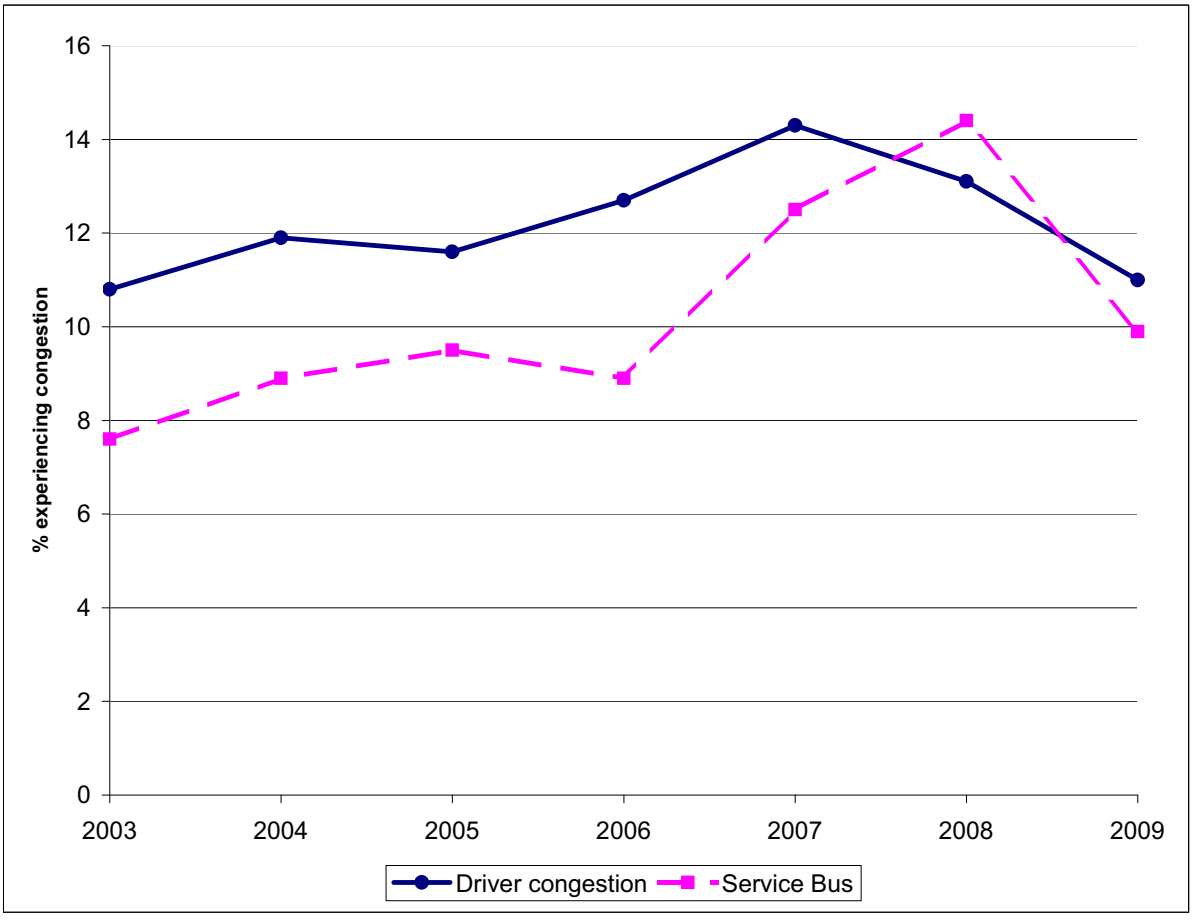


Table 11.18 Employed[1] adults (16+) not working from home - usual method of travel to work: 2009

	Walking	Car or van			Bicycle	Bus	Rail [2]	Other [3]	*Sample size*
		Driver	Pass.	All					*(=100%)*
							row percentages		
All people aged 16+ in 2009	12	61	6	67	2	12	4	2	*5,371*
By gender:									
Male	10	63	6	70	4	10	4	3	*2,477*
Female	15	58	7	65	1	14	4	1	*2,894*
by age:									
16 - 20	13	36	15	51	3	25	6	1	*129*
20 - 29	16	49	8	57	2	18	6	2	*840*
30 - 39	12	60	5	65	3	13	5	3	*1,338*
40 - 49	11	68	6	74	2	8	3	2	*1,452*
50 - 59	11	67	6	73	2	10	3	3	*1,184*
60 and over	14	63	5	68	2	12	1	3	*428*
by current situation									
Self employed	14	68	4	73	3	4	1	6	*311*
Employed full time	10	62	7	69	3	12	5	2	*3,825*
Employed part time	20	54	6	60	2	14	2	2	*1,235*
by annual net household									
up to £10,000 p.a.	26	43	5	49	4	16	2	3	*254*
over £10,000 - £15,000	25	40	8	48	3	20	3	2	*672*
over £15,000 - £20,000	16	51	7	59	2	19	3	2	*784*
over £20,000 - £25,000	15	59	8	67	1	12	3	2	*745*
over £25,000 - £30,000	11	61	8	69	3	14	3	1	*690*
over £30,000 - £40,000	8	66	6	72	3	10	5	2	*1,079*
over £40,000 p.a.	7	72	4	77	2	6	5	3	*1,113*
by Scottish Index of Multiple									
1 (20 % most deprived)	18	46	10	56	2	20	3	2	*893*
2	14	57	7	64	2	15	4	2	*1,039*
3	12	63	8	71	2	11	2	2	*1,175*
4	10	67	6	72	3	7	4	3	*1,261*
5 (20% least deprived)	9	68	2	70	3	9	6	2	*996*
by urban/rural classification									
Large urban areas	14	51	6	58	3	19	5	2	*1,855*
Other urban	13	62	7	69	3	10	4	2	*1,582*
Small accessible towns	13	66	7	72	2	8	3	3	*462*
Small remote towns	21	62	6	68	3	4	2	4	*310*
Accessible rural	5	76	5	81	1	7	3	3	*650*
Remote rural	11	77	4	81	1	3	0	4	*505*

Table 11.19 Usual main method of travel to school [1]: 2009

	Walking	Car or Van	Bicycle	Bus			Rail[3]	Other[4]	*Sample size*
				School[2]	Service	All			*(=100%)*
									row percentages
All children in full-time education	50	24	1	16	6	22	1	2	*2,881*
By gender:									
Male	49	24	1	17	6	23	1	2	*1,470*
Female	51	25	1	15	6	21	1	2	*1,411*
by age:									
age 4-5	57	33	1	6	1	7	0	2	*250*
age 6-7	52	35	2	9	1	10	0	2	*465*
age 8-9	54	35	1	7	2	9	0	2	*432*
age 10-11	61	24	2	10	2	12	0	2	*459*
All 4-11	**56**	**31**	**1**	**8**	**2**	**10**	**0**	**2**	***1,606***
age 12-13	45	17	1	22	12	34	1	3	*449*
age 14-15	44	13	1	29	12	41	2	1	*523*
age 16-18	36	20	0	30	11	41	1	2	*303*
All 12 - 18	**42**	**16**	**1**	**26**	**12**	**38**	**2**	**2**	***1,275***
by annual net household income:									
up to £10,000 p.a.	52	18	1	13	11	24	3	3	*158*
over £10,000 - £15,000	61	16	1	13	8	21	1	1	*322*
over £15,000 - £20,000	52	19	1	16	7	23	0	5	*355*
over £20,000 - £25,000	54	22	1	15	7	22	0	1	*340*
over £25,000 - £30,000	55	22	1	15	5	20	0	2	*347*
over £30,000 - £40,000	47	27	2	17	5	22	1	2	*618*
over £40,000 p.a.	42	32	1	19	5	23	1	1	*717*
by Scottish Index of Multiple Deprivation:									
1 (20 % most deprived)	60	16	0	10	11	21	1	1	*555*
2	52	25	1	13	6	19	0	3	*503*
3	47	25	1	21	3	25	1	2	*576*
4	42	25	1	25	4	29	0	2	*644*
5 (20% least deprived)	50	30	1	10	6	16	2	1	*602*
by urban/rural classification									
Large urban areas	56	25	1	6	10	15	2	1	*913*
Other urban	57	26	1	10	4	15	0	2	*899*
Small accessible towns	50	19	1	25	4	29	0	1	*277*
Small remote towns	65	23	0	8	1	9	0	2	*137*
Accessible rural	29	27	1	37	3	40	1	3	*351*
Remote rural	24	18	3	44	4	49	0	7	*303*

1. For those in full time education at school. The Main method of transport is recorded if there is more than one method.
2. Including those who were said to travel by private bus, and a few who went by works bus.
3. Including the Glasgow Underground.
4. e.g. motorcycle, lorry, taxi, ferry, etc.

Table 11.20 Travel to/from school (pupils aged 5 to 16) [1, 2]

	Walking[3]	Bus	Car	Bicycle	Other	All	*Sample size (=100%)*
					row percentages		
1985 / 1986	69	23	6	1	1	100	*310*
1989 / 1991	64	21	13	0	2	100	*254*
1992 / 1994	64	22	12	2	1	100	*218*
1995 / 1997	53	20	25	0	2	100	*331*
1998 / 1999	46	0	21	20	13	100	*159*
2000 / 2001	58	0	19	13	10	100	*243*
2002 / 2003	52	26	19	0	2	100	*559*
2004 / 2005	54	20	23	1	2	100	*625*
2006 / 2007	47	23	27	1	2	100	*532*
2008 / 2009	45	1	25	16	13	100	*445*

1. Source : National Travel Survey. The figures are for pupils aged 5 to 16, as this is the normal basis for such NTS figures.
The purpose of this table is just to give a broad indication of the longer-term trends in travel to/from school.
The small sample sizes mean that sampling variability could have a noticeable effect on the figures for each period.
2. Data from 1995/97 onwards are based on weighted data and are not directly comparable with earlier data which were based on unweighted data
3. The number of short walks is believed to have been under-recorded in 2002/03
Note - this table excludes trips of 50 miles or over to correspond with NTS published results.

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
										column percentages	
Works from home	7.3	7.9	8.7	9.3	9.1	9.0	11.1	10.7	11.2	10.0	11.4
Does not work from home	92.7	92.1	91.3	90.7	90.9	91.0	88.9	89.3	88.8	90.0	88.6
All employed adults	100	100	100	100	100	100	100	100	100	100	100
Sample size (100%)	*6,534*	*6,818*	*6,922*	*6,597*	*6,681*	*7,058*	*6,841*	*6,845*	*5,888*	*6,092*	*6,103*

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
										column percentages	
Walking	13.7	13.7	13.1	13.2	12.6	12.7	12.7	13.8	11.9	12.5	12.3
Car or van											
Driver	54.6	56.5	57.9	56.6	59.8	58.9	59.8	59.8	61.3	59.9	60.7
Passenger	11.8	10.5	10.4	11.0	8.7	8.1	7.5	7.0	6.7	6.1	6.4
All	66.4	67.0	68.4	67.7	68.5	67.0	67.4	66.8	68.0	66.0	67.0
Bicycle	1.7	1.7	1.7	1.6	1.8	1.9	1.6	2.0	1.7	2.3	2.4
Bus	12.1	12.5	12.2	12.2	11.6	12.7	12.1	11.8	12.7	12.1	12.1
Rail [2]	3.0	2.3	2.3	3.1	2.9	3.5	3.9	3.6	3.5	4.3	3.9
Other [3]	3.0	2.8	2.4	2.3	2.6	2.3	2.3	2.0	2.3	2.7	2.3
Sample size (100%)	*6,020*	*6,253*	*6,276*	*5,973*	*6,033*	*6,359*	*6,044*	*6,068*	*5,176*	*5,437*	*5,371*

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]

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
										column percentages	
Walking	53.9	53.8	51.9	55.5	52.4	51.2	52.5	51.1	52.8	48.8	50.0
Car or van	18.3	19.7	20.8	19.0	21.7	21.6	21.0	21.7	21.9	23.6	24.4
Bicycle	0.7	0.6	0.6	0.7	1.2	1.0	0.6	0.9	0.8	1.5	1.0
Bus											
School [2]	17.4	16.9	17.7	15.1	16.9	16.9	16.5	17.0	14.8	16.5	16.1
Service	7.4	6.6	6.8	7.3	5.5	6.7	7.1	6.7	7.1	7.3	5.9
All	24.8	23.5	24.3	22.4	22.2	23.2	23.3	23.4	21.9	23.9	22.0
Rail [3]	0.7	0.6	0.5	0.4	0.5	0.9	0.7	1.2	0.9	0.7	0.7
Other [4]	1.7	1.7	1.7	2.1	1.8	1.8	1.6	1.3	1.7	1.5	1.8
Sample size (100%)	*2,636*	*3,475*	*3,463*	*3,295*	*3,250*	*3,347*	*3,272*	*3,240*	*2,517*	*2,750*	*2,881*

1. For those in full time education at school. The main method of transport is recorded if there is more than one method.
2. Including those who were said to travel by private bus, and a few who went by works bus.
3. Including the Glasgow Underground.
4. e.g. motorcycle, lorry, taxi, ferry, etc.

Table 11.24 Scottish residents' visits abroad by means of leaving the UK and purpose of visit, 2009

	Purpose of visit					
Means of leaving the UK	**Package Holiday**	**Other Holiday**	**Business**	**Visiting Friends or Relatives**	**Miscellaneous and other Purposes**	**Total**
						thousands
Air						
Edinburgh	197	409	165	251	13	1,035
Glasgow	646	410	64	207	12	1,339
Prestwick	22	172	10	156	16	376
Aberdeen	30	63	50	37	0	180
Total Edinburgh, Glasgow, Prestwick & Aberdeen	895	1,055	289	651	41	2,931
Heathrow	8	38	22	34	7	109
Gatwick	48	62	10	18	1	140
Stanstead	2	24	4	15	2	47
Manchester	76	43	1	6	5	130
Newcastle	52	46	2	3	3	105
Birmingham	3	6	1	2	2	13
Other UK Airports	28	83	37	37	13	199
Total Air	1,111	1,356	366	766	74	3,674
Channel Tunnel	10	18	20	12	2	63
Sea						
English Channel Ports	24	55	9	15	7	109
English East Coast Ports	13	20	1	3	1	37
Other UK Ports [2]	3	5	-	4	4	16
Total Sea	40	80	10	21	12	163
Total All Means of Leaving the UK	**1,161**	**1,454**	**397**	**800**	**88**	**3,899**

Table 11.25 Scottish residents' visits abroad by means of leaving the UK[1] and area visited, 2009

	Area Visited						
Means of leaving the UK	**EU**	**Other Europe**	**Canada & USA**	**Australia & New Zealand**	**Asia**	**Rest of the World**	**Total**
							thousands
Air							
Edinburgh	827	12	128	-	13	56	1,035
Glasgow	955	3	146	42	69	124	1,339
Prestwick	368	6	-	-	-	2	376
Aberdeen	137	5	7	-	9	21	180
Total Edinburgh, Glasgow, Prestwick & Aberdeen	2,287	26	281	42	91	203	2,931
Heathrow	29	5	22	10	21	23	109
Gatwick	67	3	18	-	4	48	140
Stanstead	43	4	-	-	1	-	47
Manchester	75	2	15	-	5	33	130
Newcastle	90	-	-	1	4	11	105
Birmingham	11	-	-	-	-	3	13
Other UK Airports	110	7	28	4	21	28	199
Total Air	2,711	46	365	57	146	348	3,673
Channel Tunnel	62	1	-	-	-	-	63
Sea							
English Channel Ports	107	3	-	-	-	-	109
English East Coast Ports	37	-	-	-	-	-	37
Other UK Ports [2]	16	-	0	.	-	0	16
Total Sea	160	3	0	-	-	0	163
Total All Means of Leaving the UK	**2,933**	**50**	**365**	**57**	**146**	**348**	**3,899**

1. These estimates are based on information from samples of passengers using the principal routes- see sections 3.14 and 4.4 of the text.
2. "Other UK ports" includes information collected from Rosyth in 2008 Q2 & Q3.

There are minor differences between Tables 11.26, 11.27 and 11.28, due to totals being calculated by adding separately-rounded numbers.

Table 11.26 Scottish residents' visits abroad, by means of leaving the UK[1] purpose of visit, and area visited

		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
												thousands
All visits abroad by Scots		**3,058**	**3,506**	**3,714**	**3,804**	**3,817**	**4,218**	**4,288**	**4,792**	**4,738**	**4,765**	**3,899**
by means of leaving the UK												
Air	**Total**	**2,666**	**3,110**	**3,327**	**3,459**	**3,569**	**4,009**	**4,131**	**4,562**	**4,517**	**4,501**	**3,674**
Edinburgh		349	448	573	454	446	783	767	852	1,077	1,194	1,035
Glasgow		1,380	1,673	1,692	1,954	2,027	2,021	1,721	1,868	1,774	1,742	1,339
Prestwick		..	..	..	..	..	..	566	673	656	644	376
Aberdeen		..	..	..	..	..	..	..	..	..	..	180
Total these airports		1,729	2,121	2,265	2,408	2,473	2,804	3,054	3,393	3,506	3,580	2,931
Heathrow		314	341	373	352	364	435	383	149	117	102	109
Gatwick		188	191	187	167	183	225	186	192	183	215	140
Stanstead		38	51	69	114	121	115	102	109	58	81	47
Manchester		185	148	149	182	164	156	164	159	158	134	130
Newcastle		..	..	..	..	..	..	..	136	176	128	105
Birmingham		..	..	..	..	..	..	..	39	22	18	13
Other UK Airports		212	258	284	236	264	274	242	385	297	243	199
Channel Tunnel		90	60	44	41	54	36	52	55	65	83	63
Sea	**Total**	**302**	**336**	**343**	**304**	**194**	**173**	**105**	**175**	**156**	**182**	**163**
English Channel Ports		194	224	243	213	124	109	57	119	68	107	109
English East Coast Ports		94	89	87	85	61	54	47	45	52	46	37
Other UK Ports		14	23	13	6	9	10	1	11	36	28	16
by purpose of visit												
Package holiday		1,560	1,785	1,847	1,978	1,903	1,969	1,580	1,681	1,687	1,512	1,161
Other holiday		817	897	1,007	1,042	1,084	1,212	1,505	1,694	1,643	1,828	1,454
Business		326	374	338	329	305	329	394	383	458	407	397
Visit friends / relatives		282	358	455	391	389	598	692	859	824	913	800
Misc. and other		73	90	68	64	136	110	118	174	126	104	88
by area visited												
EU		2,322	2,759	2,985	3,092	3,008	3,204	3,276	3,709	3,662	3,692	2,933
Other Europe		21	15	12	14	29	32	41	61	48	64	50
North America		449	465	455	388	456	497	484	503	465	477	365
Australia & New Zealand		31	32	39	34	32	54	77	60	71	52	57
Asia		74	94	72	80	81	154	128	158	147	154	146
Rest of the World		161	139	153	198	212	277	282	301	345	324	348
by means of leaving the UK and *main* purposes of visits												
Edinburgh, Glasgow, Prestwick & Aberdeen												
Package holiday		1,054	1,261	1,280	1,459	1,492	1,504	1,218	1,277	1,322	1,175	895
Other holiday		363	437	547	543	588	727	1,029	1,164	1,148	1,303	1,055
Business		160	173	126	141	126	162	235	199	306	296	289
Visit friends / relatives		141	227	300	248	222	364	513	634	658	749	651
Other UK airport												
Package holiday		358	359	364	362	298	394	310	297	284	260	188
Other holiday		300	323	362	392	412	409	413	466	408	398	218
Business		121	146	173	139	152	141	149	163	132	94	40
Visit friends / relatives		117	118	135	133	153	213	160	198	147	135	78
Sea or Channel Tunnel												
Package holiday		148	165	204	157	113	71	52	107	81	78	78
Other holiday		153	137	98	107	84	76	63	64	86	127	182
Business		46	54	39	50	27	26	10	21	20	17	67
Visit friends / relatives		23	14	20	10	14	22	19	27	19	29	71
by *main* purposes of visit and area visited												
Package holiday												
EU		1,357	1,631	1,661	1,781	1,644	1,653	1,305	1,410	1,366	1,227	898
Elsewhere		203	154	187	197	259	315	275	272	321	285	264
Other holiday												
EU		555	630	755	816	841	936	1,186	1,370	1,353	1,503	1,185
Elsewhere		262	267	252	226	244	276	319	324	290	324	268
Business												
EU		236	259	249	243	204	235	285	263	356	275	274
Elsewhere		91	115	89	86	101	94	108	120	101	132	123
Visit friends / relatives												
EU		128	175	262	201	219	288	407	529	510	609	514
Elsewhere		154	184	194	190	170	310	284	331	314	304	286

1. These estimates are based on information from samples of passengers using the principal routes: the International Passenger Survey does not provide any information about passengers using other routes (e.g.Rosyth) - see sections 3.14 and 4.4 of the text.
Prestwick airport was added to the International Passenger Survey sample in 2005, so there are no figures for it prior to then.
The results for 2003 and earlier years differ from those published previously because ONS has revised the series retrospectively - for example, the EU/Other Europe breakdown now reflects the position following the enlargement of the EU in 2004.

Table 11.27 Transport Model for Scotland: inter-zonal [1] trips made on an average weekday - within Scotland: circa 2007 [4]

(a) People: by car, bus or train

Origin	Destination: Edinburgh & Lothian	Fife	Central	Glasgow & S'clyde[2]	Ayrshire	Dumfries & Galloway	Borders	Perth & Kinross	Dundee	Aberdeen & North East [3]	Elsewhere in Scotland	Total
												thousands
Edinburgh and Lothian	831	25	29	42	1	0	11	4	2	2	1	**946**
Fife	24	283	12	4	0	0	0	11	11	2	0	**347**
Central	31	11	187	41	0	0	0	5	0	0	0	**276**
Glasgow & Strathclyde[2]	41	3	40	1,794	49	2	1	2	2	1	1	**1,936**
Ayrshire	1	0	0	52	281	2	0	0	0	0	0	**338**
Dumfries & Galloway	0	0	0	2	2	103	0	0	0	0	0	**108**
Borders	11	0	0	1	0	0	65	0	0	0	0	**78**
Perth and Kinross	3	11	5	2	0	0	0	93	12	3	0	**130**
Dundee	1	12	0	2	0	0	0	11	118	22	0	**166**
Aberdeen & North East[3]	1	2	0	2	0	0	0	3	22	491	6	**527**
Elsewhere in Scotland	1	0	0	1	0	0	0	1	0	6	227	**236**
Total	**945**	**347**	**274**	**1,942**	**334**	**108**	**78**	**130**	**166**	**527**	**236**	**5,087**

(b) People: by car

Origin	Destination: Edinburgh & Lothian	Fife	Central	Glasgow & S'clyde[2]	Ayrshire	Dumfries & Galloway	Borders	Perth & Kinross	Dundee	Aberdeen & North East [3]	Elsewhere in Scotland	Total
												thousands
Edinburgh and Lothian	642	19	25	34	0	0	9	3	1	1	0	**735**
Fife	18	238	11	3	0	0	0	11	8	1	0	**291**
Central	27	10	159	36	0	0	0	5	0	0	0	**238**
Glasgow & Strathclyde[2]	32	3	35	1,415	40	1	1	1	1	1	1	**1,531**
Ayrshire	0	0	0	41	241	2	0	0	0	0	0	**285**
Dumfries & Galloway	0	0	0	1	2	90	0	0	0	0	0	**94**
Borders	9	0	0	1	0	0	57	0	0	0	0	**68**
Perth and Kinross	2	10	5	1	0	0	0	80	10	2	0	**113**
Dundee	1	10	0	1	0	0	0	10	93	19	0	**134**
Aberdeen & North East [2]	1	2	0	1	0	0	0	2	19	428	5	**458**
Elsewhere in Scotland	0	0	0	1	0	0	0	0	0	5	198	**206**
Total	**733**	**292**	**237**	**1,537**	**283**	**94**	**68**	**113**	**133**	**458**	**205**	**4,153**

Source: Transport Scotland (Transport Model for Scotland:07) - Not National Statistics

1. All travel movements between the 720 zones used to represent the UK. - see section 4.5 of the commentary.
   The number of shorter distance trips which travel within a model zone area is not known.
2. Strathclyde excluding Ayrshire
3. Aberdeen City, Aberdeenshire and Angus
4. Figures represent the most recent data available from the LATIS service (Model version V1.12 2007 BY05) and are therefore not comparable with previously published versions

Table 11.27 (continued) Transport Model for Scotland: inter-zonal [1] trips made on an average weekday - within Scotland: circa 2007 [4]

(c) People: by bus or train

Origin	Destination: Edinburgh & Lothian	Fife	Central	Glasgow & S'clyde[2]	Ayrshire	Dumfries & Galloway	Borders	Perth & Kinross	Dundee	Aberdeen & North East [3]	Elsewhere in Scotland	Total
												thousands
Edinburgh and Lothian	189	6	4	8	0	0	2	0	1	1	0	**211**
Fife	6	45	1	1	0	0	0	1	3	0	0	**56**
Central	4	1	28	5	0	0	0	0	0	0	0	**38**
Glasgow & Strathclyde[2]	9	1	5	378	10	1	0	0	0	1	0	**404**
Ayrshire	1	0	0	11	40	0	0	0	0	0	0	**53**
Dumfries & Galloway	0	0	0	0	0	13	0	0	0	0	0	**14**
Borders	2	0	0	0	0	0	8	0	0	0	0	**10**
Perth and Kinross	1	1	0	0	0	0	0	13	2	0	0	**17**
Dundee	0	2	0	0	0	0	0	1	24	3	0	**32**
Aberdeen & North East[3]	0	0	0	0	0	0	0	0	4	63	1	**69**
Elsewhere in Scotland	0	0	0	0	0	0	0	0	0	1	28	**30**
Total	**212**	**56**	**38**	**405**	**51**	**14**	**10**	**17**	**33**	**69**	**30**	**934**

(d) Vehicle trips: cars and goods vehicles only

Origin	Destination: Edinburgh & Lothian	Fife	Central	Glasgow & S'clyde[1]	Ayrshire	Dumfries & Galloway	Borders	Perth & Kinross	Dundee	Aberdeen & North East [2]	Elsewhere in Scotland	Total
												thousands
Edinburgh and Lothian	691	19	24	35	1	1	9	4	1	2	1	**789**
Fife	18	238	11	4	0	0	0	11	8	2	0	**292**
Central	26	10	185	36	1	0	0	5	0	1	0	**264**
Glasgow & Strathclyde[2]	38	3	35	1,434	45	2	1	1	2	1	2	**1,564**
Ayrshire	1	0	0	40	240	2	0	0	0	0	0	**283**
Dumfries & Galloway	1	0	0	2	3	94	1	0	0	0	0	**101**
Borders	9	0	0	1	0	1	51	0	0	0	0	**62**
Perth and Kinross	3	11	5	2	0	0	0	76	10	3	1	**109**
Dundee	1	9	1	2	0	0	0	9	87	19	0	**128**
Aberdeen & North East[3]	1	2	1	1	0	0	0	3	18	400	6	**433**
Elsewhere in Scotland	0	0	0	2	0	0	0	1	0	6	181	**192**
Total	**789**	**292**	**262**	**1,558**	**291**	**100**	**62**	**110**	**127**	**434**	**192**	**4,217**

Source: Transport Scotland (Transport Model for Scotland:07) - Not National Statistics

1. All travel movements between the 720 zones used to represent the UK. - see section 4.5 of the commentary.
   The number of shorter distance trips which travel within a model zone area is not known.
2. Strathclyde excluding Ayrshire
3. Aberdeen City, Aberdeenshire and Angus
4. Figures represent the most recent data available from the LATIS service (Model version V1.12 2007 BY05) and are therefore not comparable with previously published versions

Table 11.28 Transport Model for Scotland[1]: trips made on an average weekday - between Scotland and England & Wales: circa 2007

(a) People: by car, bus or train [2]

	Destination											
Origin	**Edinburgh Lothians Borders**	**Glasgow & Strathclyde[3]**	**Fife Central Perth & Kinross**	**Ayrshire, Dumfries & Galloway**	**Dundee and Aberdeen**	**Elsewhere in Scotland**	**Cumbria**	**Northumberland**	**South West England & Wales**	**County Durham**	**Yorkshire and South East England**	**Total cross-border**
												thousands
Edinburgh, Lothians, Borders							0.4	4.4	1.6	0.4	2.7	**9.5**
Fife, Central, Perth & Kinross							0.1	0.3	0.7	0.1	1.1	**2.3**
Glasgow & Strathclyde[3]							0.7	0.6	2.3	0.2	2.8	**6.6**
Ayrshire, Dumfries & Galloway							1.8	0.2	0.6	0.1	0.6	**3.2**
Dundee and Aberdeen							0.1	0.4	0.5	0.2	0.7	**1.8**
Elsewhere in Scotland							0.1	0.2	0.7	0.1	1.2	**2.2**
Cumbria	0.3	0.5	0.1	1.9	0.1	0.1						**2.9**
Northumberland	3.8	0.5	0.2	0.1	0.3	0.1						**5.0**
South West England & Wales	1.4	1.9	0.7	0.6	0.5	0.6						**5.7**
County Durham	0.3	0.2	0.1	0.1	0.2	0.0						**0.8**
Yorkshire & SE England	2.7	2.2	1.1	0.5	0.8	0.9						**8.1**
Total cross-border	**8.5**	**5.3**	**2.2**	**3.2**	**1.8**	**1.7**	**3.2**	**6.0**	**6.4**	**1.0**	**9.0**	**48.2**

(b) People: by car

	Destination											
Origin	**Edinburgh Lothians Borders**	**Glasgow & Strathclyde[3]**	**Fife Central Perth & Kinross**	**Ayrshire, Dumfries & Galloway**	**Dundee and Aberdeen**	**Elsewhere in Scotland**	**Cumbria**	**Northumberland**	**South West England & Wales**	**County Durham**	**Yorkshire and South East England**	**Total cross-border**
												thousands
Edinburgh, Lothians, Borders							0	3	1	0	1	**5**
Fife, Central, Perth & Kinross							0	0	0	0	1	**1**
Glasgow & Strathclyde[3]							1	0	2	0	2	**4**
Ayrshire, Dumfries & Galloway							1	0	0	0	0	**2**
Dundee and Aberdeen							0	0	0	0	0	**1**
Elsewhere in Scotland							0	0	1	0	1	**1**
Cumbria	0.2	0.3	0.1	1.5	0.1	0.0						**2**
Northumberland	3.0	0.3	0.1	0.1	0.2	0.1						**4**
South West England & Wales	0.6	1.4	0.4	0.4	0.4	0.4						**4**
County Durham	0.2	0.1	0.1	0.0	0.1	0.0						**0**
Yorkshire & SE England	0.8	1.3	0.5	0.4	0.5	0.5						**4**
Total cross-border	**4.8**	**3.4**	**1.2**	**2.4**	**1.3**	**1.1**	**2.4**	**4.5**	**4.2**	**0.6**	**4.4**	**30.2**

Source: Transport Scotland (Transport Model for Scotland:07) - Not National Statistics

1. Figures represent the most recent data available from the LATIS service (Model version V1.12 2007 BY05) and are therefore not comparable with previously published versions
2. The model's method of estimating public transport trips may underestimate cross border traffic.
3. Strathclyde excluding Ayrshire
4. Aberdeen City, Aberdeenshire and Angus

Table 11.28 (continued) Transport Model for Scotland1: trips made on an average weekday - between Scotland and England & Wales: circa 2007

(c) People: by bus or train [2]

Origin	Destination: Edinburgh Lothians Borders	Glasgow and Strathclyde [3]	Fife Central Perth & Kinross	Ayrshire, Dumfries & Galloway	Dundee and Aberdeen	Elsewhere in Scotland	Cumbria	Northum berland	South West England & Wales	County Durham	Yorkshire & SE England	Total cross-border
												thousands
Edinburgh, Lothians, Borders							0.1	1.0	0.8	0.2	2.1	**4.1**
Fife, Central, Perth & Kinross							0.0	0.1	0.3	0.1	0.5	**1.0**
Glasgow & Strathclyde [3]							0.1	0.2	0.6	0.1	1.1	**2.2**
Ayrshire, Dumfries & Galloway							0.4	0.1	0.2	0.0	0.2	**0.9**
Dundee and Aberdeen							0.0	0.1	0.1	0.1	0.3	**0.5**
Elsewhere in Scotland							0.0	0.1	0.2	0.0	0.5	**0.7**
Cumbria	0.1	0.1	0.0	0.3	0.0	0.0						**0.6**
Northumberland	0.8	0.2	0.1	0.0	0.1	0.0						**1.2**
South West England & Wales	0.8	0.6	0.3	0.2	0.1	0.2						**2.1**
County Durham	0.1	0.1	0.1	0.0	0.1	0.0						**0.3**
Yorkshire & SE England	1.9	0.9	0.6	0.2	0.3	0.4						**4.1**
Total cross-border	**3.7**	**1.9**	**1.0**	**0.7**	**0.5**	**0.6**	**0.7**	**1.5**	**2.2**	**0.4**	**4.7**	**17.9**

(d) Vehicle trips: cars and goods vehicles only

Origin	Destination: Edinburgh Lothians Borders	Glasgow and Strathclyde [1]	Fife Central Perth & Kinross	Ayrshire, Dumfries & Galloway	Dundee and Aberdeen	Elsewhere in Scotland	Cumbria	Northum berland	South West England & Wales	County Durham	Yorkshire & SE England	Total cross-border
												thousands
Edinburgh, Lothians, Borders							0.4	4.6	0.9	0.3	0.7	**6.9**
Fife, Central, Perth & Kinross							0.3	0.4	0.6	0.1	0.5	**1.9**
Glasgow & Strathclyde [3]							1.6	0.4	2.5	0.1	2.0	**6.6**
Ayrshire, Dumfries & Galloway							1.5	0.2	0.6	0.0	0.5	**2.8**
Dundee and Aberdeen							0.1	0.3	0.4	0.1	0.4	**1.2**
Elsewhere in Scotland							0.1	0.2	0.6	0.0	0.7	**1.6**
Cumbria	0	1	0	2	0	0						**3.1**
Northumberland	5	0	0	0	0	0						**6.0**
South West England & Wales	1	2	1	1	0	1						**5.3**
County Durham	0	0	0	0	0	0						**0.6**
Yorkshire & SE England	1	2	1	1	1	1						**5.2**
Total cross-border	**7.1**	**4.8**	**1.6**	**3.4**	**1.4**	**1.9**	**3.8**	**6.1**	**5.6**	**0.7**	**4.8**	**41.2**

Source: Transport Scotland (Transport Model for Scotland:07) - Not National Statistics

1. Figures represent the most recent data available from the LATIS service (Model version V1.12 2007 BY05) and are therefore not comparable with previously published versions
2. The model's method of estimating public transport trips may underestimate cross border traffic.
3. Strathclyde excluding Ayrshire
4. Aberdeen City, Aberdeenshire and Angus

Table 11.29 Passenger journeys made under concessionary fare schemes

	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10
											millions
(a) *all* journeys made under concessionary fare schemes[1]											
Strathclyde Concessionary Travel scheme											
Buses[2]	54.06	53.91	53.28	59.95	74.77	77.08	78.30	N/A	N/A	N/A	N/A
Rail	3.01	2.79	2.59	2.31	2.39	2.61	2.87	2.97	3.05	3.18	3.25
Underground	0.78	0.77	0.74	0.65	0.67	0.70	0.68	0.73	0.76	0.79	0.81
Ferries	0.38	0.39	0.41	0.43	0.53	0.58	0.54	0.65	0.69	0.70	0.71
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	58.23	57.86	57.02	63.34	78.36	80.97	82.39	4.35	4.50	4.67	4.77
Other concessionary fare schemes[3]											
Buses[2,4] (ie. the National schemes)	..	..	49.37	54.94	65.45	68.31	69.05	155.74	159.28	157.87	152.46
Rail	..	..	0.60	0.54	0.66	0.79	0.81	0.01	0.21	0.31	0.42
Underground	..	..	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ferries[5]	..	..	0.00	0.20	0.06	0.06	0.06	0.03	0.05	0.05	0.05
Taxis	..	..	0.59	0.49	0.70	0.79	0.89	0.00	0.00	0.00	0.00
Others	..	..	0.00	0.02	0.03	0.04	0.05	0.00	0.00	0.00	0.00
Total	..	..	..	56.20	66.90	69.99	70.86	155.78	159.54	158.23	152.93
All concessionary fare schemes[3]											
Buses[2,4]	..	..	..	114.89	140.22	145.39	147.35	155.74	159.28	157.87	152.46
Rail	..	..	..	2.85	3.04	3.40	3.68	2.98	3.26	3.49	3.67
Underground	..	..	..	0.65	0.67	0.70	0.68	0.73	0.76	0.79	0.81
Ferries	..	..	..	0.64	0.59	0.63	0.60	0.68	0.74	0.75	0.76
Taxis	..	..	..	0.49	0.70	0.79	0.89	0.00	0.00	0.00	0.00
Others	..	..	..	0.02	0.03	0.04	0.05	0.00	0.00	0.00	0.00
Total	**..**	**..**	**..**	**..**	**145.26**	**150.96**	**153.25**	**160.13**	**164.04**	**162.90**	**157.70**
(b) *of which*: journeys which were made *free of charge* to the traveller[1]											
Strathclyde Concessionary Travel scheme											
Buses[2]	..	..	..	28.09	74.77	77.08	78.30	N/A	N/A	N/A	N/A
Rail	..	..	..	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Ferries	..	..	..	0.20	0.53	0.58	0.54	0.65	0.69	0.70	0.71
Other	..	..	..	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	..	..	..	28.30	75.30	77.66	78.84	0.65	0.69	0.70	0.71
Other concessionary fare schemes											
Buses[2,4] (ie. the National schemes)	..	..	..	..	..	53.86	54.32	155.71	158.69	156.86	151.20
Rail	..	..	..	..	..	0.03	0.03	0.00	0.00	0.00	0.00
Ferries	..	..	..	..	..	0.05	0.05	0.03	0.05	0.05	0.05
Other	..	..	..	..	..	0.00	0.00	0.00	0.00	0.00	0.00
Total	..	..	..	..	..	53.94	54.40	155.74	158.74	156.91	151.25
All concessionary fare schemes											
Buses[2,4]	..	..	..	..	..	130.94	132.62	155.71	158.69	156.86	151.20
Rail	..	..	..	..	..	0.03	0.03	0.00	0.00	0.00	0.00
Ferries	..	..	..	..	..	0.62	0.59	0.68	0.74	0.75	0.76
Other	..	..	..	..	..	0.00	0.00	0.00	0.00	0.00	0.00
Total	**..**	**..**	**..**	**..**	**..**	**131.59**	**133.24**	**156.39**	**159.43**	**157.61**	**151.96**

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 da
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).

Table 11.30 Traveline Scotland: telephone calls and web site hits [1]

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Weeks included in year[2]											
Telephone calls	..	..	52	52	52	52	52	52	52	52	52
Web site	..	..	..	..	52	52	52	52	52	52	52
											thousands
Calls answered	..	..	195.1	342.0	456.6	585.4	707.4	728.9	665.1	627.7	606.1
Calls unanswered											
Ring tone, no reply[3]	..	..	2.4	3.9	4.0	4.6	5.3	4.0	4.7	7.2	3.4
Engaged tone[4]	..	..	3.1	5.9	0.4	3.6	0	0.3	1	0	0.6
Other[5]	..	..	3.1	1.5	3.7	9.7	4.9	2.3	3.8	5.9	2.4
Total unanswered	..	..	8.6	11.4	8.1	17.9	10.3	6.6	9.4	13.1	6.4
Total number of calls	..	..	203.6	353.4	464.7	603.3	717.7	735.5	674.5	640.9	612.5
											percentages
Percentage answered	..	..	95.8	96.8	98.3	97.0	98.6	99.1	98.6	97.9	99.0
											numbers
Daily average answered[6]			536	940	1,254	1,608	1,943	2,002	1,827	1,724	1,665
											seconds
Answered calls: av. duration	..	..	150.1	119.5	115.0	115.9	114.0	112.0	107.8	114.9	111.6
											thousands
Total number of hits[7]	..	..	..	..	990.5	1,793.8	2,658.5	1,854.4	2,305.4	1,635.2	3,217.4
											numbers
Daily average hits[6]	..	..	..	..	2,721	4,928	7,304	5,094	6,334	4,492	8,839

Source: Transport Scotland - Not National Statistics

1. Traveline Scotland went live for telephone calls on 3 January 2001. Its internet service became operational on 27 October 2002, and was formally launched on 16 December 2002, but statistics of its use are only available from the start of 2003.
2. The figures relate to the weeks which ended on Fridays which were in the specified calendar year - for example, the figures for "2003" cover the 52 weeks from the one ending on Friday 3 January 2003 to the week ending on Friday 26 December 2003, inclusive.
3. Ring Tone No Reply is when there is available line bandwidth to a call centre, but no answer
4. Engaged Tone is when there is insufficient line bandwidth to route calls to the call centre: the caller does not get as far as its queuing system.
5. All other reasons
6. Daily averages are calculated by dividing the total for all the weeks ending in the year by the number of days in those weeks (e.g. 52 x 7 = 364). Therefore, they may differ slightly from the result that would be obtained if one divided by the actual number of days in the year (365 or 366).
7. Successful requests for pages only - not successful requests overall. The web site supplier changed on 1 January 2006 and the new supplier defined hits in a more robust way than the previous supplier so the figures for 2006 onwards are not on a like for like basis with previous years.

INTERNATIONAL COMPARISONS

1. Introduction

1.1 This chapter compares some statistics for Scotland with the 2007 27 EU member countries over a mixture of years. Due to the increased EU membership over the years overall comparisons with EU-15 and EU-27 countries are made.

1.2 Due to definitional variations across countries comparisons may not be exact (see Sections 3, 4 & 5), especially where noticeable difference exist between the UK figure and the *UK/GB calculated on the same basis* as the figure for Scotland. Scotland figures use 2009 mid-year estimates, compared to the 1st January 2009 population estimates given for EU countries.

1.4 In some cases, the EU countries' figures do not all relate to the same year. (See Section 5). Because of such differences, the commentary in Section 2 generally does not reference the year. As transport statistics tend to change slowly this shouldn't matter.

2. Main points

Population

2.1 Scotland has a low population: only eight of the EU-27 (Cyprus, Estonia, Ireland, Lithuania, Luxembourg, Latvia, Malta and Slovenia) have fewer people. Scotland also has a low population density (67 people per square kilometre) compared with the overall EU average (EU-15: 122; EU-27: 115). Only six of the EU-27 countries (Estonia, Finland, Ireland, Lithuania, Latvia and Sweden) have a lower population density than Scotland.

Road Network

2.2 For its area, Scotland has a short Motorway network (5.2 km of Motorway per thousand square kilometres), well below the overall EU figure (EU-15: 18.7; EU-27: 15.1). Eight of the EU-27 countries (Bulgaria, Estonia, Finland, Ireland, Lithuania, Poland, Romania and Sweden) have a lower figure than Scotland. This does not include Latvia and Malta as there is no data available.

2.3 The total length of the Scottish road network is also short, relative to the area of the country (Scotland: 764 km of road per thousand square kilometres; EU-15: 1,151; EU-27: 1,089). Of the EU-27, six countries (Bulgaria, Finland, Germany, Italy, Portugal and Romania) have lower figures than Scotland. However, full data was not available for Bulgaria, Denmark, Germany, Italy, Luxembourg, Portugal and Romania as the no data existed for 'other roads'.

2.4 Scotland has a short rail network for its area (35.2 km of route per thousand square kilometres) compared with the overall EU figure (EU-15: 46.7; EU-27: 49.2). Eight 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 (436 per thousand population) compared with the EU as a whole (EU-15: 501; EU-27: 470). Ten of the EU-27 countries have lower figures than Scotland.

2.6 Scotland also has few goods vehicles relative to the size of its population (55 per thousand population) compared with the overall EU average (EU-15: 71; EU-27: 68). Of the EU-27, eight countries (Austria, Bulgaria, Germany, Hungry, Lithuania, Romania, Slovenia and Slovak Republic) have lower figures.

2.7 The number of new vehicle registrations in Scotland was relatively high (42 per thousand population) – higher than all but three of the EU-27 countries (Belgium, Germany and Luxembourg). However, this may be because the Scotland figures relate to all types of vehicle whereas the EU figures are new registrations of cars only.

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 (85.6%) than the EU as a whole (EU-27: 81.9%).

Air travel

2.9 Relative to the size of its population, Scotland has less international air passengers to or from the EU-27 countries (1.62 per head of the population, not counting internal UK traffic) than the overall EU figure (EU-15: 1.92; EU-27: 1.65).

Road Fatalities

2.10 Scotland's number of road deaths per million population is well below the overall EU average (Scotland: 42; EU-15: 64; EU-27: 78). Of the EU-27 countries, only two countries (Malta and Netherlands) had lower figures.

Freight

2.11 For freight transport, road has a low modal share in Scotland (61.9%) compared with the overall EU figure (EU-15: 74.2%; EU-27: 72.5%) due to the high modal share of pipelines (25.4%, higher than in any EU country). The modal shares of rail and inland waterways in Scotland are both below the overall figures for the EU-27.

3.1 Table Comparisons

- Rates (per thousand population or per thousand square kms) are based on the countries' areas and populations presented in *EU Energy and Transport in Figures.* As figures are rounded to a few decimal places, results won't be as precise as they using exact figures. Therefore figures should be regarded as broad indicators;

- Country figures may not be on *exactly* the basis due to the availability of data. There is plenty of scope for differences in interpretation or definition (e.g. should the surface area of inland lochs and lakes be included when calculating a country's area?);

- Scotland figures may differ from those elsewhere in *Scottish Transport Statistics* in order to provide Scottish figures on the same basis as the GB or UK figures given in the final two columns.

- GB and UK figures are on the same basis as the figures for Scotland. The closer that these figures are to the UK (or GB) figures from *EU Energy and Transport in Figures*

(columns to the left of the EU-15 and EU-27), the closer that the Scottish basis is to the EU countries.

- Many of the Scotland figures are derived from GB-wide surveys conducted by the Department for Transport and UK figures may not be as readily available. As Northern Ireland may account for a small percentage of a UK figure, there is likely to be little difference between figures for GB and UK, particularly for rates.

- Some of the Scotland, GB and/or UK figures appear with more significant digits than the figures for the EU countries, increasing the precision of the rates.

4. Notes & Sources: EU countries

4.1 Most EU country statistics originate from the 2010 *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/publications/statistics/statistics_en.htm.

5. Notes & Sources: Scotland, UK & GB

5.1 In general, notes on and definitions of the figures for Scotland (and, by implication, the figures on the same basis for the UK or GB as a whole) appear in the relevant chapters. Therefore, this section covers only matters which are *not* dealt with there.

5.3 ***Population, area and population density*:** The population figures for GB and UK are mid-2009 estimates (NB: the EU publication's figures are for 1 January 2009) based on Office for National Statistics release (published on 24 June 2010), available at www.statistics.gov.uk/cci/nugget.asp?id=6. Scottish figures are taken directly from the General Registry Office of Scotland.

Areas figures relate to 2008 (no year is specified for the EU publication's figures) taken from Table 1.1 of the 2010 edition of the *Annual Abstract of Statistics*. Population densities were calculated by the Scottish Government using these area estimates.

5.4 ***Motorways*:** the figures for Scotland and for GB are for 2007 (the same year as most of the EU figures). They were taken from Table 7.9 of *Transport Statistics Great Britain 2008 edition (TSGB 2008)*. The DfT's figure for Scotland was used in this table. It differs slightly from the figure for the length of motorways in Scotland (excluding slip roads) in Table 4.1).

5.5 ***All roads***: the figures for Scotland and for GB relate to 2007 (the same year as most of the EU figures), taken from Table 7.9 of *TSGB 2008*. The DfT's figure for Scotland was used in this table which differs from the road length figure in Table 4.1, due to the DfT using a Geographical Information System (GIS) and Ordnance Survey data to produce estimates. Whereas (as explained in Chapter 4), most of the figures in Table 4.1 are produced from annual returns made by local authorities. Some time after publishing its GIS-based estimates for 2003, DfT found that they were wrongly counting some private roads in Scotland (mainly those for which the Forestry Commission is responsible) as public roads, and also used data supplied by some local authorities to improve its estimates of the length of the minor road network. DfT subsequently produced better estimates for 2004, which are lower than its estimate for 2003 by about 2,800 km for

Scotland (and about 4,600 km for GB as a whole) but are still greater than the figures given in table 4.1. It should be emphasised that DfT's over-estimation of the length of the road network (in 2003 and, perhaps, 2004) does *not* alter the main conclusion that one would draw from the data, which is that (relative to its area) Scotland has one of the *shortest* road networks in the EC.

Some countries (Bulgaria, Denmark, Germany, Italy, Luxembourg, Portugal and Romania) did not have information for 'other roads' in the latest EU publication. Therefore the total road length figure for these countries excludes 'other roads', and hence, the final figure may be an underestimate.

5.6 ***Railways***: the figures are for the route length at the end of the financial year 2007/09 (the EU figures are for 2008). The figure for Scotland is from Table 7.15 of this publication; the GB figure was taken from Table 6.5 of *TSGB 2008*.

5.7 ***Passenger cars***: passenger cars figures for Scotland and GB are for 2009 (most EU figures are for 2008). They are taken from Table 6.1 of DfT's *Regional Transport Statistics 2009 edition (RTS 2009)*.

5.8 ***Powered two wheelers*****:** the figures for Scotland and GB are for 2008 (the same year as most of the EU figures). They are taken from Table 6.1 of *RTS 2009*, which includes figures for motorcycles, scooters and mopeds and based on numbers of vehicles licensed at 31st December. The EU publication's figure (for the UK) is lower than the DfT figure for GB due to different methodologies. EU figures are based on national sources and definitions may vary.

5.9 ***Goods vehicles*****:** the figures for Scotland and GB are for 2008 (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 6.1 of *RTS 2009*. They are the totals of the figures for the body types light goods and goods (the latter being heavy goods vehicles). The result of using the body type figures is slightly different from that which would have been obtained had taxation group figures been used.

5.10 **N*ew registrations of passenger cars***: the GB and Scotland figures are for new registrations of all vehicles and are for 2009 (the same year as most of the EU figures). They are taken from Table 6.2 of DfT's *Regional Transport Statistics 2009 edition (RTS 2009)*.

5.11 Passenger transport - distance travelled and modal shares

5.11.1 The figures for Scotland and GB are for the two year period 2008/2009 (the EU figures are for 2007). Following the increase in its sample size with effect from 2002, the National Travel Survey can provide some figures for a single year for Scotland, but figures for the two year period should be less susceptible to sampling fluctuations. The figures for Scotland are taken from Table 11.2 of this publication and converted from miles into kilometres. The GB figures for 2008/2009 were calculated by simply averaging the figures from 2008 and 2009 for each relevant mode of transport shown in Table 3.5 of DfT's *National Travel Survey: 2009* bulletin, and converting the result from miles into kilometres.

5.11.2 The NTS figures relate to the mode of travel, *not* to the main mode that is used in some other analyses of NTS figures and use detailed mode breakdowns of NTS results

as opposed to aggregate groupings. Also passenger cars category consists of car only - driver, car only - passenger and taxi / minicab; the buses and coaches category covers private hire bus, bus in London, local bus and non-local bus; and the tram / metro category relates only to the London Underground (the Glasgow Underground is not identified in the results of the NTS).

5.11.3 The NTS average for the total distance travelled per person in GB (covering all modes of transport) is 7,133 miles, or 11,479 kilometres. For the modes of transport shown in the table (which excludes, for example, air and ferry) the NTS average is 10,910 kilometres. This is noticeably less than the GB total of 13,390 kilometres for the modes of travel shown in the table, which was calculated from the overall passenger-kilometre figures published in *EU Energy and Transport in Figures*. This difference arises because the two sets of figures are on different bases:

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

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

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

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

5.11.4 There are no official estimates of the total passenger-kilometres travelled within Scotland: the only Scottish estimates of the average distance travelled per head of population are NTS ones, which cover only *personal* travel by *residents*.

5.11.5 Although the two methods produce markedly different average distances (NTS: 10,910 kilometres; calculated from the statistics in *EU Energy and Transport in Figures*: 13,592 kilometres), they produce quite similar modal shares - e.g. the modal share for passenger cars is: NTS - 84.0%; shown in *EU Energy and Transport in Figures* – 86.1% (NB: in both cases, the modal shares are calculated excluding powered two-wheelers, walking and cycling, for consistency with the figures in the relevant table of the EU publication). Therefore, the modal shares for Scotland, calculated from the NTS results, should be comparable to the modal shares for the EU countries.

5.12 ***International air passengers (traffic between EU countries)*:** the figures for Scotland and the UK are both for 2008 (the same year as the EU figures). The Scottish figure is taken from the Total EU countries in Table 8.3(a) of this publication. It is the number of passengers to and from most of the EU-27 countries for the main Scottish international airports (Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick). The table shows figures for 21 of the EU member states: these are the countries for which the international air passenger route analysis table on the Civil Aviation Authority's Web site (from which the figures for Table 8.3(a) were obtained) shows passengers to/from Scottish airports (for example, the CAA table does *not* show any passengers between, say, Luxembourg and any Scottish airport in 2005). These figures will underestimate slightly the total number of international passengers between Scotland and EU countries because they do *not* include (a) passengers on charter only routes in cases where fewer

than 5,000 passengers were carried between an airport and a particular country, nor (b) any passengers to and from EU countries at other airports in Scotland. The UK figure is taken from Table 2.8 of *TSGB 2009*, using the figures for EU-27.

5.13 ***Road fatalities*****:** the figures for Scotland and GB are both for 2008 (as are most of the EU figures). The Scottish figure is taken from Table 2 of *Road Accidents Scotland 2008*, and the GB figure is taken from Table 8.1 of *TSGB 2009*.

5.14 Freight transport - modal shares

5.13.1 Both Scotland and GB relate to 2008 (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 4.3 of *TSGB 2009*.

5.14.2 The figures for Scotland are based on the tonnage of goods lifted in Scotland and the distance on which they are carried on that journey, be it within Scotland or from Scotland to (say) England. For example, the tonne-kilometres for goods taken from Edinburgh to London would be calculated using the full distance between Edinburgh and London (over 660 kilometres) *not* just the distance between Edinburgh and the border (under 160 kilometres). Therefore, the figures do *not* represent the modal shares for freight transport *within* Scotland: they include tonne-kilometres outwith Scotland on journeys which started in Scotland, and they exclude tonne-kilometres within Scotland on journeys which started elsewhere.

Table 12.1 International comparisons

EU countries — from *EU Energy and Transport in Figures (2010 edition)*

	Year of data (most countries)	Other year/issues (some countries)	EU publication table	Scottish figure (same or a similar basis) (#)	Austria	Belgium	Bulgaria	Cyprus	Czech Republic	Germany	Denmark	Estonia	Greece (+)	Spain	Finland	France	Hungary	Ireland	Italy	Lithuania	Luxembourg
				SCOT	AT	BE	BG	CY	CZ	DE	DK	EE	EL	ES	FI	FR	HU	IE	IT	LT	LU
General data					AT	BE	BG	CY	CZ	DE	DK	EE	EL	ES	FI	FR	HU	IE	IT	LT	LU
Population (at 1 Jan)																					
million	2009		1.1	5.19	8.34	10.76	7.61	0.80	10.47	82.00	5.51	1.34	11.26	45.83	5.33	62.45	10.03	4.45	60.05	3.35	0.49
Area																					
'000 sq km			1.1	78.0	83.9	30.5	111.0	9.3	78.9	357.1	43.1	45.2	132.0	506.0	338.4	544.0	93.0	70.3	301.3	65.3	2.6
Population density (at 1 Jan)																					
people per sq km	2009		calc'd	67	99	353	69	86	133	230	128	30	85	91	16	115	108	63	199	51	190
Infrastructure and vehicles																					
Motorways																					
km	2007		3.5.1	407	1,696	1,763	418	257	657	12,594	1,111	96	1,103	13,014	700	10,958	858	269	6,588	309	147
km per '000 sq km	2007		calc'd	5.2	20.2	57.8	3.8	27.6	8.3	35.3	25.8	2.1	8.4	25.7	2.1	20.1	9.2	3.8	21.9	4.7	56.5
All roads (@)																					
'000 km	2007	*Excludes 'other roads' data*	3.5.2	59.6	106.8	153.6	*19.4*	7.8	130.5	*231.2*	*73.2*	58.0	117.8	667.1	78.2	1027.2	189.9	96.5	*182.1*	80.7	*2.9*
km per '000 sq km	2007		calc'd	764	1,273	5,036	175	843	1,654	647	1,698	1,283	892	1,318	231	1,888	2,042	1,373	605	1,236	1,106
Railways																					
km	2008		3.5.3	2,745	5,664	3,513	4,144	0	9,486	33,855	2,641	919	2,552	15,041	5,919	29,901	7,892	1,919	16,861	1,765	275
km per '000 sq km	2008		calc'd	35.2	67.5	115.2	37.3	0.0	120.2	94.8	61.3	20.3	19.3	29.7	17.5	55.0	84.8	27.3	56.0	27.0	105.8
Passenger cars																					
million	2008		3.6.2	2.26	4.29	5.13	2.08	0.44	4.42	41.32	2.10	0.55	5.02	22.15	2.70	31.11	3.06	1.95	36.11	1.67	0.33
per 1,000 pop'n	2008		3.6.1	436	513	477	311	557	423	504	381	412	446	483	507	498	305	439	601	499	667
Powered two wheelers ($)																					
thousands	2008	02 & '04	3.6.5	73	691	388	107	43	893	5,852	205	18	1,989	4,912	422	2,704	142	39	9,189	46	40
Goods vehicles																					
thousands	2008		3.6.4	284	381	712	299	122	607	2,524	531	83	1,290	5,406	425	5,212	471	351	4,535	150	34
per 1,000 pop'n	2008		calc'd	55	46	66	39	153	58	31	96	62	115	118	80	83	47	79	76	45	70
New registrations of passenger cars (^)																					
thousands	2009		3.6.6	216	319	476	25	16	168	3807	112	10	220	953	88	2302	60	58	2159	8	47
per 1,000 pop'n	2009		calc'd	42	38	44	3	19	16	46	20	7	20	21	17	37	6	13	36	2	96
Passenger transport																					
Distance travelled (kilometres per person per year)																					
Passenger cars	2008		3.3.4 *	9,036	8,771	10,311	5,679	7,215	6,914	10,393	9,592	7,830	8,881	7,399	11,904	11,532	4,187	11,018	11,984	11,343	13,563
Powered two-wheele	2002		prev. **	27	198	100	n-a	0	0	217	144	0	2,013	334	171	201	0	93	1,188	0	130
Buses and coaches	2008		3.3.5 *	777	1,146	1,893	1,819	1,669	1,537	775	1,330	1,827	1,963	1,329	1,416	777	1,760	1,685	1,731	1,021	1,842
Tram / metro	2008		3.3.6 *	0	475	88	64	0	873	197	36	60	147	142	100	213	233	31	108	0	0
Railways (excl. t/m)	2008		3.3.7 *	660	1,301	967	307	0	649	997	1,140	201	147	523	760	1,361	826	445	829	119	709
Cycling	2001		prev. **	49	136	322	n-a	n-a	n-a	291	936	n-a	76	20	251	75	n-a	184	154	n-a	23

Table 12.1 International comparisons

	Year of data (most countries)	Other year/issues (some countries)	EU publication table	Scottish figure (same or a similar basis) (#)	from *EU Energy and Transport in Figures (2010 edition)*													Scotland/ GB/ UK figures (#)		
					Latvia	Malta (+)	Netherlands	Poland	Portugal	Romania	Sweden	Slovenia	Slovak Republic	UK	GB (where the EU publication's figures relate to GB)	EU-27	EU-15	Scotland	GB (same basis)	UK (same basis)
				SCOT	LV	MT	NL	PL	PT	RO	SE	SI	SK	UK	GB	EU-27	EU-15	SCOT	GB	UK
General data					LV	MT	NL	PL	PT	RO	SE	SI	SK	UK						
Population (at 1 Jan)																				
million	2009		1.1	5.19	2.26	0.41	16.49	38.14	10.63	21.45	9.26	2.03	5.41	61.64		497.83	394.48	5.19	60.003	61.792
Area																				
'000 sq km			1.1	78.0	64.6	0.3	41.5	312.7	92.1	238.4	450.3	20.3	49.0	243.8		4,324.80	3236.9	78.0	228.972	243.122
Population density (at 1 Jan)																				
people per sq km	2009		calc'd	67	35	1310	397	122	115	90	21	100	110	253		115	122	67	262	254
Infrastructure and vehicles																				
Motorways																				
km	2007		3.5.1	407	0	0	2,582	663	2,613	281	1,806	579	365	3,673		65,100	60,617	407	3,518	
km per '000 sq km	2007		calc'd	5.2	0.0	0.0	62.2	2.1	28.4	1.2	4.0	28.6	7.4	15.1		15.1	18.7	5.2	15.4	
All roads (@)																				
'000 km	2007	*Excludes 'other roads' data*	3.5.2	59.6	69.8	2.2	135.5	258.9	*12.9*	*80.9*	425.4	38.7	43.8	416.7		*4,708*	*3,727.0*	59.6	394.9	
km per '000 sq km	2007		calc'd	764	1,080	7,051	3,264	828	140	339	945	1,911	894	1,709		1,089	1,151	764	1,725	
Railways																				
km	2008		3.5.3	2,745	2,263	0	2,896	19,627	2,842	10,777	11,022	1,228	3,622	16,218		212,842	151,119	2,745	15,814	
km per '000 sq km	2008		calc'd	35.2	35.0	0.0	69.8	62.8	30.9	45.2	24.5	60.6	73.9	66.5		49.2	46.7	35.2	69.1	
Passenger cars																				
million	2008		3.6.2	2.26	0.93	0.23	7.54	16.08	4.41	4.03	4.28	1.05	1.55	29.28		234.08	197.71	2.26	28.459	
per 1,000 pop'n	2008		3.6.1	436	413	555	458	422	415	187	462	514	285	475		470	501	435.9	474	
Powered two wheelers ($)																				
thousands	2008	02 & '04	3.6.5	73	51	14	1,480	1,607	550	72	554	82	70	1,322		32,882	29,737	73.2	1,292.2	
Goods vehicles																				
thousands	2008		3.6.4	284	130	48	1,026	2,922	1,350	645	510	84	249	3,874		33,970.3	28,159.8	284	3,722	
per 1,000 pop'n	2008		calc'd	55	57	116	62	77	127	30	55	41	46	63		68	71	55	62	
New registrations of passenger cars (^)																				
thousands	2009		3.6.6	216	5	6	387	320	161	130	213	58	75	1,995		14,178.7	13,298.5	216	2,371	
per 1,000 pop'n	2009		calc'd	42	2	14	23	8	15	6	23	29	14	32		28	34	42	40	
Passenger transport																				
Distance travelled (kilometres per person per year)																				
Passenger cars	2008		3.3.4 *	9,036	7,519	5,193	8,917	7,172	8,187	3,287	10,633	12,244	4,878		11,016	9,491	10,390	9,036	8,771	
Powered two-wheele	2002		prev. **	27	0	0	55	0	754	n-a	111	0	0		85	n-a	405	27	59	
Buses and coaches	2008		3.3.5 *	777	1,101	1,232	758	702	1,029	647	946	1,550	1,617	844		1,098	1,106	777	797	
Tram / metro	2008		3.3.6 *	0	115	0	94	121	103	326	242	0	68	160		179	164	0	123	
Railways (excl. t/m)	2008		3.3.7 *	660	420	0	971	529	396	321	1,191	408	425	855		822	912	660	777	
Cycling	2001		prev. **	49	n-a	n-a	848	n-a	29	n-a	271	n-a	n-a	75		n-a	186	49	70	

Table 12.1 International comparisons

					EU countries										from *EU Energy and Transport in Figures* (2010 edition)						
	Year of data (most countries)	Other year/issues (some countries)	EU publication table	**Scottish figure** (same or a similar basis) (#)	**Austria**	**Belgium**	**Bulgaria**	**Cyprus**	**Czech Republic**	**Germany**	**Denmark**	**Estonia**	**Greece (+)**	**Spain**	**Finland**	**France**	**Hungary**	**Ireland**	**Italy**	**Lithuania**	**Luxembourg**
				SCOT	**AT**	**BE**	**BG**	**CY**	**CZ**	**DE**	**DK**	**EE**	**EL**	**ES**	**FI**	**FR**	**HU**	**IE**	**IT**	**LT**	**LU**
Walking	2001		prev. **	315	419	380	n-a	n-a	n-a	372	431	n-a	389	368	386	404	n-a	368	410	n-a	457
Total these modes			calc'd	10,865	12,446	14,061	n-a	n-a	n-a	13,243	13,608	n-a	13,617	10,115	14,988	14,564	n-a	13,824	16,403	n-a	16,724
Modal shares (% of total pass-kms for specified modes)																					
Passenger cars	2008	*As distance travelled*	3.3.3	86.3	75.1	77.7	72.2	81.2	69.3	84.1	79.3	78.9	79.7	78.8	83.9	83.1	59.8	83.6	81.8	90.9	84.2
Bus and coach	2008		3.3.3	7.4	9.8	14.3	23.1	18.8	15.4	6.3	11.0	18.4	17.6	14.1	10.0	5.6	25.1	12.8	11.8	8.2	11.4
Railways (excl. t/m)	2008		3.3.3	6.3	11.1	7.3	3.9	0.0	6.5	8.1	9.4	2.1	1.3	5.6	5.4	9.8	11.8	3.4	5.7	1.0	4.3
Tram / metro	2008		3.3.3	0.0	4.1	0.7	0.8	0.0	8.8	1.6	0.3	0.6	1.3	1.5	0.7	1.5	3.3	0.2	0.7	0.0	0.0
Total these modes	calc'd			100.0	100.1	100.0	100.0	100.0	100.0	100.1	100.0	100.0	99.9	100.0	100.0	100.0	100.0	100.0	100.0	100.1	99.9
International air passenger traffic between EU countries (arrivals plus departures)																					
million	2008		3.4.1***	8.44	16.72	15.31	5.18	5.93	9.90	110.60	18.00	1.47	29.74	141.36	11.88	79.03	6.39	26.76	85.54	2.04	1.38
per head of pop'n	2008		calc'd	1.62	2.01	1.42	0.68	7.44	0.95	1.35	3.27	1.09	2.64	3.08	2.23	1.27	0.64	6.01	1.42	0.61	2.80
Road fatalities																					
number	2008		3.7.1	216	679	944	1,061	82	1,076	4,477	406	132	1,555	3,100	344	4,275	996	279	4,731	498	35
per million pop'n	2008		calc'd	42	81	88	139	103	103	55	74	98	138	68	65	68	99	63	79	149	71
Freight transport: modal shares (% of total tonne-kms)																					
Road	2008		3.2.4c *	61.9	51.9	67.1	65.7	100.0	74.1	63.6	76.2	55.3	97.0	92.5	73.3	74.5	70.3	99.4	83.1	57.2	94.2
Rail	2008		3.2.5 *	11.3	33.1	15.0	20.1	0.0	22.5	21.5	7.3	44.7	2.7	4.0	26.5	14.7	19.4	0.6	11.3	41.3	2.5
Inland waterway	2008		3.2.6 *	1.4	3.6	15.3	12.4	0.0	0.0	11.9	0.0	0.0	0.0	0.0	0.2	3.2	4.4	0.0	0.0	0.0	3.3
Pipeline	2008		3.2.7 *	25.4	11.4	2.5	1.8	0.0	3.4	3.0	16.5	0.0	0.3	3.5	0.0	7.6	5.8	0.0	5.5	1.5	0.0
Total these modes	2008		calc'd	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

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

Table 12.1 International comparisons

	Year of data (most countries)	Other year/issues (some countries)	EU publication table	**Scottish figure** (same or a similar basis) (#)	from *EU Energy and Transport in Figures (2010 edition)*													**Scotland/ GB/ UK figures (#)**		
					Latvia	**Malta (+)**	**Netherlands**	**Poland**	**Portugal**	**Romania**	**Sweden**	**Slovenia**	**Slovak Republic**	**UK**	**GB** (where the EU publication's figures relate to GB)	**EU-27**	**EU-15**	**Scotland**	**GB (same basis)**	**UK (same basis)**
				SCOT	**LV**	**MT**	**NL**	**PL**	**PT**	**RO**	**SE**	**SI**	**SK**	**UK**	**GB**	**EU-27**	**EU-15**	**SCOT**	**GB**	**UK**
Walking	2001		prev. **	315	n-a	n-a	377	n-a	342	n-a	383	n-a	n-a	355		n-a	382	315	313	
Total these modes			calc'd	10,865	n-a	n-a	12,020	n-a	10,839	n-a	13,777	n-a	n-a	==>	13,390	n-a	13,448	10,865	10,911	
Modal shares (% of total pass-kms for specified modes)																				
Passenger cars	2008	*As distance travelled*	3.3.3	86.3	82.1	80.8	83.0	84.1	84.3	71.8	81.7	86.2	69.8	85.6		81.9	82.6	86.3	83.8	
Bus and coach	2008		3.3.3	7.4	12.0	19.2	7.1	8.2	10.6	14.1	7.3	10.9	23.1	6.4		9.5	8.8	7.4	7.6	
Railways (excl. t/m)	2008		3.3.3	6.3	4.6	0.0	9.0	6.2	4.1	7.2	9.1	2.9	6.1	6.3		7.1	7.3	6.3	7.4	
Tram / metro	2008		3.3.3	0.0	1.2	0.0	0.9	1.4	1.1	7.1	1.9	0.0	1.0	1.2		1.5	1.3	0.0	1.2	
Total these modes	calc'd			100.0	99.9	100.0	100.0	99.9	100.1	100.2	100.0	100.0	100.0	99.5		100.0	100.0	100.0	100.0	
International air passenger traffic between EU countries (arrivals p																				
million	2008		3.4.1***	8.44	2.80	2.85	29.37	14.79	20.69	6.91	23.20	1.01	2.21	148.49		819.56	758.1	8.44		123.3
per head of pop'n	2008		calc'd	1.62	1.24	6.88	1.78	0.39	1.95	0.32	2.51	0.50	0.41	2.41		1.65	1.92	1.62		2.00
Road fatalities																				
number	2008		3.7.1	216	316	15	677	5,437	885	3,061	397	214	558	2,645		38,875	25,429	216	2,538	
per million pop'n	2008		calc'd	42	140	36	41	143	83	143	43	105	103	43		78	64	42	42	
Freight transport: modal shares (% of total tonne-kms)																				
Road	2008		3.2.4c *	61.9	36.3	100.0	57.3	69.2	93.9	68.7	64.7	82.2	65.1	82.3		72.5	74.2	61.9	83.4	
Rail	2008		3.2.5 *	11.3	57.6	0.0	5.1	21.8	6.1	18.6	35.3	17.8	20.7	12.5		17.1	14.8	11.3	4.6	
Inland waterway	2008		3.2.6 *	1.4	0.0	0.0	33.2	0.1	0.0	10.6	0.0	0.0	2.4	0.1		5.6	6.6	1.4	5.5	
Pipeline	2008		3.2.7 *	25.4	6.2	0.0	4.4	8.9	0.0	2.1	0.0	0.0	11.8	5.1		4.8	4.4	25.4	6.6	
Total these modes	2008		calc'd	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0		100.0	100.0	100.0	100.0	

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

(#)	These are the nearest available figures for Scotland, and comparable figures for GB or UK as a whole - information on sources is given in the text. These may be on a different basis from other countries.
(+)	All roads data relates to the end of 2005, except for motorway estimate.
(@)	The definitions of road types vary from country to country. Some countries' figures may include the lengths of some roads which do not have a hard surface.
($)	The notes on the sources of the statistics explain why there appears to be a large inconsistency between the EU publication's figure for the UK and the (DfT) figure for GB.
9^)	Scotland and GB figures relate to all vehicles (not just passenger cars) so are not directly comparable.
(*)	Calculated from the figures in that table, which gives the total number of passenger/tonne-kilometres for the country as a whole (in 100/1000 millions).
(**)	As shown in (or as calculated from figures in) a previous edition - the 2009 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 3.4.1
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.

Mid-year population estimates for 2009 by local authority area

Area	Population
Aberdeen City	213,810
Aberdeenshire	243,510
Angus	110,250
Argyll & Bute	90,040
Clackmannanshire	50,540
Dumfries & Galloway	148,510
Dundee City	143,390
East Ayrshire	120,210
East Dunbartonshire	104,680
East Lothian	96,830
East Renfrewshire	89,240
Edinburgh, City of	477,660
Eilean Siar	26,180
Falkirk	152,480
Fife	363,460
Glasgow City	588,470
Highland	220,490
Inverclyde	80,210
Midlothian	80,810
Moray	87,660
North Ayrshire	135,510
North Lanarkshire	326,320
Orkney Islands	19,960
Perth & Kinross	145,910
Renfrewshire	169,910
Scottish Borders	112,680
Shetland Islands	22,210
South Ayrshire	111,440
South Lanarkshire	310,930
Stirling	88,740
West Dunbartonshire	90,920
West Lothian	171,040
Scotland	**5,194,000**

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 apologise for the following errors, which we have found in the previous edition.

Table 2.5 (b) The calculations that were made in this part of the table were all based on the 1998-99 GDP market price deflator instead of using the values for individual years.

Tables 1.17, 1.19, 12.13-12.15(now 11.13-11.15) and 12.23-12.25(now 11.23-11.25) Figures prior to 2008 incorrectly reflected the older weighting methodology.

Tables 5.1 & 5.2(now 4.1 & 4.2): Road length data for built-up roads in some councils was included twice. This resulted in an overall local authority road total of 52,432 km instead of 51,841 km.

Table 6.9 (now 5.9): The category ‘Other or not recorded’ should have been ‘Escort’ and ‘Escort’ should have been ‘Go home’.

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	Understanding Why Some People Do Not Use Buses
Publication date	April 2010
Contractor	Scottish Centre for Social Research (ScotCen)
Purpose of research	Qualitative research to explore in depth the reasons why some people do not use buses (often or at all) and what might encourage them to do so. Existing research on bus travel in Scotland has mostly been quantitative. Although survey data is useful in measuring use of buses, it can be limited in the level of detail it provides on why people use particular modes rather than others. This research was intended to address that gap.
Main findings	Participants identified a wide range of barriers to bus use. Their beliefs about local bus services reflected a combination of previous experience (recent as well as long-past), 'hearsay' from other people, and media coverage. There was considerable overlap in the barriers raised by men and women, older and younger people, those in urban and rural areas and people with and without disabilities (although some particular issues were raised by disabled people). Descriptions of buses as 'inconvenient' relative to the car appear to reflect a number of more specific issues, relating to directness and journey speed, the need to make multi-stage or multi-purpose journeys and the need to carry paperwork or equipment. When comparing the costs of making a journey by car or by bus, car owners appear to focus on petrol and parking costs - they do not include the full costs of owning, insuring and running a car in their comparisons. Three broad groups were identified in terms of their attitudes to using buses more in the future: 'Bus Refusers', who were strongly attached to their cars and opposed to using buses more; 'Bus Pessimists', who said they would like to use the bus more, but do not currently see it as an attractive option; and those who are 'Willing to be Convinced', who were more likely to mention positives to using the bus - both personal and environmental. However, people across these groups felt major changes would be needed for them to use the bus more often in the future. The findings suggest that future actions to encourage people to use the bus (more) need to focus on highlighting the advantages (both personal and environmental), mitigating or challenging views of the disadvantages, and making it as easy as possible for someone who has not used the bus for some time to do so.
Link to report	http://www.scotland.gov.uk/Publications/2010/04/23115458/0

Title	Improving the Evidence for Setting the Reimbursement Rate for Operators Under the Scotland-wide Older and Disabled Persons Concessionary Bus Scheme
Publication date	April 2010
Contractor	Institute for Transport Studies, University of Leeds
Purpose of research	To improve the evidence base underpinning reimbursement payments to bus operators for carrying concessionary bus passengers. The aim was to provide information that would support the establishment of reimbursement payments and concessionary fares budgets in the 2010-11 financial year and beyond.
Main findings	The analysis derived figures for the discount and additional cost elements of the Scottish Reimbursement model. They provided a basis for application, but further calculations are needed to produce a final "reimbursement rate", (which determines payments by Transport Scotland to operators for the lost revenue from passengers who would have travelled at the commercial fare in the absence of the scheme and any additional costs incurred through carrying passengers that would not have travelled in the absence of a scheme). The starting point for reimbursement was 61.5%, calculated from the scheme generation factor. The work on discounts suggested this should be reduced by around 5p in respect of potential use of tickets other than standard adult single fare in the absence of a scheme. The work on additional costs - marginal and capacity added together - says this should be increased by around 9p in respect of the extra costs if generated traffic is carried on existing services and the extra services run because of the extra traffic. Altogether, this suggests a reimbursement rate of 65 - 66p in the pound.
Link to report	http://www.scotland.gov.uk/Publications/2010/04/15164517/0

Title	Seatbelt and mobile phone usage surveys: England and Scotland 2009
Publication date	March 2010
Contractor	Transport Research Laboratory (TRL)
Purpose of research	The Scottish Government part funded the DfT's 2009 seatbelt usage survey, which observes the use made of seatbelts by vehicle occupants around the country.
Main findings	The survey observed driver and passenger seatbelt wearing rates. Rates for *drivers* in Scotland were observed to be 95% and the rates for front and rear seat *passengers* were 97% and 88% respectively. These figures suggest an increase in wearing rates for passengers compared with previous Scottish surveys, but rates for drivers have not increased. The figures suggest a drop in the wearing rate for *male drivers* since the last Scottish survey - the only group for whom this is the case.
Link to report	http://www.dft.gov.uk/adobepdf/162469/221412/221549/564852/seatbeltphoneusage.pdf

Index to tables in Chapters 1-12

Index entries are of the form:
chapter number.table number
e.g. 6.4 for Table 6.4

This index does not cover information in the Summary, Historical Series or International Comparison tables.

Scottish Government Transport Statistics publications

Scottish Transport Statistics The Summary describes the trends for each mode of transport over the past ten years, compares some key statistics with the equivalent figures for Great Britain and provides some longer-term historical series. There are chapters on Road transport vehicles, Bus and coach travel, Road freight, Toll bridges, Road network, Road traffic, Injury road accidents, Rail services, Air transport, Water transport, Finance and Personal and cross-modal travel, and a section on International Comparisons

Latest edition: provides figures up to 2009, published December 2010.
Published Annually ISBN 978-0-7559-9844-9

Main Transport Trends **Annual.** A short summary of the main trends for each mode of transport over the past ten years and the Scottish Household Survey's main transport-related results since it started in 1999. Includes comparisons with Great Britain and some longer-term historical series.

Latest edition: provides figures up to 2009, published August 2010 *Web only*

Household Transport in 2009 **Annual.** Provides detailed information on Scottish Household Survey relating to travel attitudes and behaviour. Including: availability of cars; driving licence possession, frequency of driving & walking; travel to work and travel to school.

Latest edition: provides figures up to 2009, published September 2010. *Web only*

SHS Transport: Local Area Analysis **Biennial.** Provides SHS information over two-year periods for Local Authorities and Regional Transport Partnership areas.

Latest edition: provides figures for 2007/2008, published March 2010 Web tables only

Scottish Household Survey Travel Diary results Provides details of journeys made collected via the Travel Diary. Includes purposes for travel, distances, the times of day at which trips start, duration of journeys, days of the week and car occupancy levels.

Latest release (webtables): 2009 figures, trends since 1999; published November 2010. *Web only*

Latest detailed biennial data: figures to 2007/08, trends since 1999; published Sept 2009. *Web only*

National Travel Survey Scottish Results **Biennial**. These web-tables provides trends on the average number of journeys and average distance travelled per person per year, including average journey length, main mode of travel, journey purpose.

Latest edition: figures up to 2007/2008; published in April 2010 *Web only*

Bus and Coach Statistics **Biennial**. Presents Department for Transport statistics on bus and coach operators, and some related Scottish Household Survey (SHS) results. Includes: vehicle kms, patronage levels, fare indices; passenger receipts; public transport support and concessionary fare reimbursement; adults' frequency of use of local bus services; views on aspects of bus services; travel to work by bus; reasons for not using buses; safety on buses; concessionary travel passes.

Latest edition: figures up to 2007-08; published March 2009 *Web only*

Key Reported Road Casualty Statistics **Annual.** Provisional figures on accidents, casualties by severity, casualties by type of road, casualties by mode of transport, and child casualties, including trends in recent years and progress towards the casualty reduction targets for the year 2010. Also figures by Police Force and local authority.

Latest edition: provides figures up to 2009; published in June 2010 *Web only*

Reported Road Casualties Scotland **Annual.** More detailed tables on accidents, motorists and casualties, and country comparisons. Also includes 2010 casualty reduction targets, 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 2009, published in November 2010
Published Annually ISBN 978 07559 9700 8

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: **www.dft.gov.uk/transtat**

The **Welsh Assembly Government** produces various publications which contain statistics on transport in Wales, in particular *Welsh Transport Statistics*. More information is available via: **http://new.wales.gov.uk**

The statistical publications produced in **Northern Ireland** include *Northern Ireland Transport Statistics*. More information is available via: **www.drdni.gov.uk/index/statistics.htm**

1. TRANSPORT STATISTICS USERS' GROUP

The Transport Statistics Users' Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and The Institute of Logistics and Transport (then known as The Chartered Institute of Transport). From its inception, TSUG has had strong links with government departments responsible for transport statistics.

The aims of TSUG are:

- to identify problems in the provision and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers;
- to encourage the proper use of statistics through publicity and education.

The main activities of TSUG are:

- The production of a **Newsletter** containing reviews of recently published transport statistics, which is sent to members about four times per year.
- The organisation of **Seminars** addressing contemporary issues in the field of transport statistics. Most seminars are held in London, but there is an **annual seminar in Edinburgh** and other ad hoc regional seminars. Reports of seminars appear in the Newsletter.
- The production of the **Transport Yearbook**, an easy-to-use but comprehensive reference guide to major UK transport organisations, sources of transport statistics and other important UK and international contacts. A copy of the Yearbook is sent to all members.

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