Extracts from Scottish Transport Statistics No 35 - Transport Scotland Feb 2017

Road Use

Traffic volume in 2015 1.2% up on 2014 (GB 1.6%) – up 6% since 2005

	2005	2015
Number of cars	2.1m	2.4m
Buses	12thou	11.9thou
Taxis/private hire		22.8thou

Road freight broadly stable but with continuing shift to larger lorries – and much higher growth in light van movement

ScotRail passenger trips up 0.5% on 2014 to 93.2m (69.4m 2005) +35%
Note 2014 usage was boosted to record high by Glasgow Commonwealth Games while various disruptions affected ScotRail in 2015/16

Air Passengers up 6% in 2015 and now just above previous peak in 2007

Cycling Up to 8.1% of work trips in Edinburgh (4% in 2005) but with much slower advance in rest of Scotland

Ferries

		2005	2015
In Scotland	Passenger Trips	8.3m	7.8m
	Vehicles	2.5m	2.7m
To and from Scotland	Passenger Trips	2.2m	1.8m (Mainly N Ireland)
	Vehicles	.435	.398

Road Details

Total Vehicle Kilometres

	2005	2015	
Major Roads	28,055m	29,072	+7%
Other roads	14,663	15,501	+5%

Car Vehicle Kilometres

	2005	2015	
Major Roads	22,060	22,573	+2.4%
Other roads	11,418	12,096	+6%

Average Daily Flows (thousands)

	2006	2015
A74(M) Lockerbie	32,156	33,313
A720 Dreghorn	78,386	78,624
A80 Cumbernauld	64,599	71,740
M8 Harthill	51,567	53,566
M73 Gartcosh	39,480	43,588
M90 Kelty	26,511	31,787
A77 Kilmarnock	24,470	27,340
A90 Stonehaven	24,921	26,650
A9 Blackford	25,870	26,338
A737 Lochside	20,469	22,055
A96 Forres	11,276	10,651
A9 Tomatin	8,717	9,307
A1 Grantshouse	8,554	8,047

Local Bus Trips

	2005	2015
All Scotland	465m	409m
Of which concessions	156	143

	2005	2015
NE,Tay/Central	68	61
H&I	14	14
SE (inc Falkirk/Fife)	162	165
SPT & SW	225	169

RAIL - Extra Data

ScotRail passenger kms 2005 2,283m **2015** 2,874m +30%

	2004	2014
Passenger trips beyond Scotland	2.4m	4.3m
Trips to Scotland	2.6	4.3
TOTAL	**5.0**	**8.6**

Notes (1) Further strong growth reported in 2015 and 2016, including high growth on trips to and from NW and NE England but reduced rail travel to SE England (except London) and to SW & Wales

(2) Rail data excludes **Glasgow Subway** use (12.7m in 2015 and 13.2m in 2005**), Edinburgh trams** 5m in 2015 and other trips operated on **heritage trains** on Network Rail track and on other lines plus usage of **Cairngorm Mountain Railway**)

Average distances travelled by rail passengers to Aberdeen, Edinburgh & Glasgow 2014-15

	Aberdeen	Edinburgh	Glasgow
Under 20kms	14.8%	16.3 %	44.5%
20 to 49kms	25.3%	35.3%	29.5%
50 to 99kms	9.9%	16.0%	12.1 %
100 & over kms	50.0%	32.4%	13.9%

This shows the high share of shorter trips relating to Glasgow area and the much lower share of such trips related to Aberdeen with Edinburgh in an intermediate position

Rail trips starting or ending in	**Aberdeen**	**Edinburgh**	**Glasgow**
2005-06	2.2m	15.4m	23.6m
2014-15	4.2	21.9	69.4

16 Scottish stations had over 1m passengers to and from them in 2005 rising to **30** in 2015

Among the 88 stations opened or reopened since 1970, most had high further growth 2005-2015

2 had less traffic in 2015 (Prestwick Airport and IBM Greenock) and **8** were little changed

39 saw usage rise up to 99% - including Livingston North up from 622th to 1.15m

Bathgate	645th to 1.22m
Livingston South	227 to 343
Dyce	335 to 664
Anderston	341 to 625
Crookston	100 to 175

22 saw usage more than doubling between 2005 and 2015 including

SECC	633 to 1.7m	Edinburgh Park	353 to 890	Portlethen	15 to 56
Argyle St	574 to 1.4m	Musselburgh	193 to 478	Muir of Ord	25 to 67
Bridgeton	240 to 632	Wallyford	127 to 312	Beauly	28 to 59
Paisley Canal	176 to 368	Uphall	249 to 582	Alness	8 to 24
Summerston	68 to 152	Drumgelloch	173 to 404		
Baillieston	50 to 126	Howwood	33 to 125		

16 were not yet open more than 10 years in 2015 with the highest usage in 2015-16 being Larkhall 420th Alloa 386 Armadale 215 Caldercruix 112 and Laurencekirk 105

Though not open for the full year, Tweedbank already had 301th users and Galashiels 214

RAIL FREIGHT Rail Freight (measured in tonne kilometres) has fallen sharply from a 2005 peak but with a collapse in coal movement partly offset by rise in containerised and other bulk freight

AVIATION : Passengers (million)

	2005		2015	
	Domestic	**International**	**Domestic**	**International**
Aberdeen	1.7	1.1	1.9	1.6
Edinburgh	6.1	2.3	5.2	7.1
Glasgow	4.5	4.3	4.0	4.7
Inverness	.56	nil	.59	.06
Prestwick	.6	1.8	nil	.61
TOTAL	13.5	9.5	11.7	14.1
Combined	**23.0**		**25.8**	

Note International passengers have overtaken domestic by a large margin but, within the UK, some loss to rail of air share to London and Manchester, has been partly compensated by growth in domestic air travel to airports elsewhere in southern England, especially Bristol

Cross-modal Comparisons

Average passenger trip length	Rail	20.6km
	Car	10.3km
	Cycle	4.7km
	Walk	1km

No data is provided for air travel or buses but average air trip length is rising well above 400km due to the rise in international and longer-haul travel. Average bus trip length is likely to be similar to, or slightly below, the averages for cars.

In 2014 67% of adults reported **walking** more in the previous week than in any previous survey though often for leisure/health purposes rather than travel to work. **Cycling** data excludes off-road cycling. **Cruising** to and from Scotland and **leisure boat use** in Scotland has shown a substantial rise since 2005

2015 survey found that 77% reported making trips on the previous day compared to 80% in previous surveys. 14.1% of those in work reported working mainly from home compared to 11% in 2005. The rise in rail travel has been highest in off-peak periods rather than travel to work at peak times