

Appendix A – PT Model Enumeration Controls

; VOT input (above this line) using matrix script with lookup

;Enumeration Controls

LAMBDA=0.2

LAMBDAW=0.2

MAXFERS=3

AONMAXFERS=10

EXTRAXFERS1=2 ;number of transfers at which the exploration of less direct route ceases

EXTRAXFERS2=1 ;number of transfers permitted in excess of the min cost route

SPREADFUNC=1

SPREADFACT=1.25

SPREADCONST=10

REWAITMIN=0

REWAITMAX=60

CHOICECUT=0.01

SERVICEMODEL=FREQUENCYCOST

SHORTESTWALK=F

;IVT factor

RUNFACTOR=1.2,1.2,4*1.0,100*1.6

; RUNFACTOR=1.1,1.1,4*1.0,100*1.6

REFAREFACTOR=1.2,1.2,100*1.0

;;; Fares coding block

; Allocate Mode 1 - Local Bus fares

; Operator Group 1 - First

FARESYSTEM = 111, OPERATOR=102,113

; Operator Group 2 - McGills

FARESYSTEM = 112, OPERATOR=107

; Operator Group 3 - Stagecoach

FARESYSTEM = 113, OPERATOR=115

; Other Bus Operators

FARESYSTEM = 114, OPERATOR=101,104,105,108,109,112,114,116,118-152,154-200

; Allocate Mode 2 - Express Bus fares

FARESYSTEM = 211, OPERATOR=103,106,110,111,117,153

; Allocate Mode 3 - Rail Bus fares

FARESYSTEM = 311, OPERATOR=1,2,3,4,5,6

; Allocate Mode 4 - Subway fares

FARESYSTEM = 411, OPERATOR=11

; Allocate Mode 5 - Ferry Bus fares

; Renfrew ferry

FARESYSTEM = 511, OPERATOR=12

; Kilcreggan

FARESYSTEM = 512, OPERATOR=15

; CalMac Gou-Dun

FARESYSTEM = 513, OPERATOR=13

; Western ferry

```
FARESYSTEM = 514, OPERATOR=14  
; CalMac RTH to Weymess Bay  
FARESYSTEM = 515, OPERATOR=16  
; CalMac Androssan to Arran  
FARESYSTEM = 516, OPERATOR=17  
; CalMac Largs to Millport  
FARESYSTEM = 517, OPERATOR=18
```

```
;;; End Fares coding block
```

```
;Penalties
```

```
BRDPEN =15,15,15,10,15,15,15
```

```
;BRDPEN =10,10,15,10,15,15,15
```

```
; transfer penalties applied with boarding penalty of 5
```

```
;XFERPEN=5,from=1-2,to=1-7 ; 10 minute transfer penalty onto bus (ie 5 mins additional transfer penalty)
```

```
;XFERPEN=5,from=1-7,to=1-2 ; 10 minute transfer penalty onto bus (ie 5 mins additional transfer penalty)
```

```
XFERPEN=10,from=1-7,to=1-7 ; 10 minute transfer penalty onto bus (ie 5 mins additional transfer penalty)
```

```
;Wait Time
```

```
WAITFACTOR=2.0 Nodes=1000-99999,200000-9999999 ; global wait factor on all modes other than rail+subway
```

```
WAITFACTOR=2.0 Nodes=100000-199999 ; wait factor on rail+subway
```

```
IWaitCurve=1 Nodes=1-9999999 ; wait curve applied to all nodes and modes
```

```
XWaitCurve=2 Nodes=1-9999999 ; wait curve applied to all nodes and modes
```

Appendix B – PT Model Screenline Summary Analysis

Screenline ID	Screenline	Direction	Morning Peak					Inter Peak					Evening Peak				
			Count	Modelled	Abs Diff	% Diff	GEH	Count	Modelled	Abs Diff	% Diff	GEH	Count	Modelled	Abs Diff	% Diff	GEH
2001	INNER_IN	Inbound	35603	37303	1700	5%	9	11079	11883	804	7%	8	13177	14585	1408	11%	12
2002	INNER_IN-North	Inbound	5897	6611	714	12%	9	2274	2473	199	9%	4	3245	3838	593	18%	10
2003	INNER_IN-East	Inbound	7965	8497	532	7%	6	2301	2722	421	18%	8	2815	3449	634	23%	11
2004	INNER_IN-River	Inbound	16067	16118	51	0%	0	4417	4475	58	1%	1	3960	4098	138	3%	2
2005	INNER_IN-West	Inbound	5674	6077	403	7%	5	2087	2213	126	6%	3	3157	3200	43	1%	1
2006	INNER_OUT	Outbound	10089	11706	1617	16%	15	10060	10298	238	2%	2	34950	36078	1128	3%	6
2007	INNER_OUT-North	Outbound	2895	3077	182	6%	3	1958	2189	231	12%	5	5883	6466	583	10%	7
2008	INNER_OUT-East	Outbound	2339	3177	838	36%	16	2339	2606	267	11%	5	6813	7344	531	8%	6
2009	INNER_OUT-River	Outbound	2410	2665	255	11%	5	4040	3798	242	-6%	4	16703	16840	137	1%	1
2010	INNER_OUT-West	Outbound	2445	2787	342	14%	7	1723	1705	18	-1%	0	5551	5428	123	-2%	2
2011	OUTER_IN	Inbound	14611	16853	2242	15%	18	4768	5231	463	10%	7	6082	6829	747	12%	9
2012	OUTER_IN-North	Inbound	4824	5392	568	12%	8	1785	1777	8	0%	0	2314	2709	395	17%	8
2013	OUTER_IN-East	Inbound	3711	4401	690	19%	11	1099	1319	220	20%	6	1434	1814	380	26%	9
2014	OUTER_IN-South	Inbound	1639	2307	668	41%	15	491	733	242	49%	10	704	779	75	11%	3
2015	OUTER_IN-West	Inbound	4437	4753	316	7%	5	1393	1402	9	1%	0	1630	1527	103	-6%	3
2016	OUTER_OUT	Outbound	6092	7106	1014	17%	12	4953	5254	301	6%	4	14227	15541	1314	9%	11
2017	OUTER_OUT-North	Outbound	2104	2571	467	22%	10	1718	1925	207	12%	5	4902	5718	816	17%	11
2018	OUTER_OUT-East	Outbound	1441	2010	569	39%	14	1229	1384	155	13%	4	3509	3859	350	10%	6
2019	OUTER_OUT-South	Outbound	668	709	41	6%	2	484	487	3	1%	0	1467	1551	84	6%	2
2020	OUTER_OUT-West	Outbound	1879	1816	63	-3%	1	1522	1458	64	-4%	2	4349	4413	64	1%	1
2021	RIVER - NB	Northbound	18775	19351	576	3%	4	5537	5674	137	2%	2	6197	6434	237	4%	3
2022	RIVER - NB-West	Northbound	1100	1170	70	6%	2	573	577	4	1%	0	1215	1264	49	4%	1
2023	RIVER - NB-East	Northbound	1608	2063	455	28%	11	547	622	75	14%	3	1022	1072	50	5%	2
2024	RIVER - SB	Southbound	4664	5003	339	7%	5	5461	5307	154	-3%	2	19629	19859	230	1%	2
2025	RIVER - SB-West	Southbound	1121	1086	35	-3%	1	615	641	26	4%	1	1184	1221	37	3%	1
2026	RIVER - SB-East	Southbound	1133	1252	119	11%	3	806	868	62	8%	2	1742	1798	56	3%	1
2027	Ayrshire-N	Northbound	3027	3023	4	0%	0	877	884	7	1%	0	715	704	11	-2%	0
2028	Ayrshire-S	Southbound	740	673	67	-9%	3	917	873	44	-5%	1	2561	2510	51	-2%	1

Screenline ID	Screenline	Direction	Mode	Morning Peak					Inter Peak					Evening Peak				
				Count	Modelled	Abs Diff	% Diff	GEH	Count	Modelled	Abs Diff	% Diff	GEH	Count	Modelled	Abs Diff	% Diff	GEH
2001	INNER_IN	Inbound	BUS	13334	14515	1181	9%	10	4833	5949	1116	23%	15	4899	6403	1504	31%	20
2002	INNER_IN-North	Inbound	BUS	2226	2528	302	14%	6	993	1272	279	28%	8	860	1431	571	66%	17
2003	INNER_IN-East	Inbound	BUS	4434	4769	335	8%	5	1426	1718	292	20%	7	1418	2002	584	41%	14
2004	INNER_IN-River	Inbound	BUS	4509	4323	186	-4%	3	1572	1790	218	14%	5	1427	1461	34	2%	1
2005	INNER_IN-West	Inbound	BUS	2165	2895	730	34%	15	842	1169	327	39%	10	1194	1509	315	26%	9
2006	INNER_OUT	Outbound	BUS	3997	5305	1308	33%	19	4703	5263	560	12%	8	13002	13022	20	0%	0
2007	INNER_OUT-North	Outbound	BUS	835	1271	436	52%	13	994	1074	80	8%	2	2251	2217	34	-2%	1
2008	INNER_OUT-East	Outbound	BUS	934	1532	598	64%	17	1426	1555	129	9%	3	3681	3984	303	8%	5
2009	INNER_OUT-River	Outbound	BUS	993	911	82	-8%	3	1434	1543	109	8%	3	4457	3915	542	-12%	8
2010	INNER_OUT-West	Outbound	BUS	1235	1591	356	29%	9	849	1091	242	29%	8	2613	2906	293	11%	6
2011	OUTER_IN	Inbound	BUS	2303	2943	640	28%	12	1243	1414	171	14%	5	1380	1344	36	-3%	1
2012	OUTER_IN-North	Inbound	BUS	694	705	11	2%	0	365	313	52	-14%	3	299	228	71	-24%	4
2013	OUTER_IN-East	Inbound	BUS	328	372	44	13%	2	265	228	37	-14%	2	280	216	64	-23%	4
2014	OUTER_IN-South	Inbound	BUS	621	1220	599	96%	20	274	558	284	104%	14	493	582	89	18%	4
2015	OUTER_IN-West	Inbound	BUS	660	646	14	-2%	1	339	315	24	-7%	1	308	318	10	3%	1
2016	OUTER_OUT	Outbound	BUS	2262	2301	39	2%	1	1790	1726	64	-4%	2	3543	3464	79	-2%	1
2017	OUTER_OUT-North	Outbound	BUS	769	819	50	7%	2	674	646	28	-4%	1	1510	1369	141	-9%	4
2018	OUTER_OUT-East	Outbound	BUS	305	247	58	-19%	3	324	269	55	-17%	3	472	479	7	1%	0
2019	OUTER_OUT-South	Outbound	BUS	495	526	31	6%	1	277	331	54	19%	3	573	686	113	20%	5
2020	OUTER_OUT-West	Outbound	BUS	693	709	16	2%	1	515	480	35	-7%	2	988	930	58	-6%	2
2021	RIVER - NB	Northbound	BUS	5252	5221	31	-1%	0	2185	2399	214	10%	4	2956	2808	148	-5%	3
2022	RIVER - NB-West	Northbound	BUS	574	591	17	3%	1	365	370	5	1%	0	822	736	86	-10%	3
2023	RIVER - NB-East	Northbound	BUS	169	307	138	82%	9	248	239	9	-4%	1	707	611	96	-14%	4
2024	RIVER - SB	Southbound	BUS	2589	2322	267	-10%	5	2330	2418	88	4%	2	5612	5111	501	-9%	7
2025	RIVER - SB-West	Southbound	BUS	709	697	12	-2%	0	392	401	9	2%	0	567	590	23	4%	1
2026	RIVER - SB-East	Southbound	BUS	887	714	173	-20%	6	504	474	30	-6%	1	588	606	18	3%	1
2027	Ayrshire-N	Northbound	BUS	465	527	62	13%	3	255	249	6	-2%	0	157	186	29	18%	2
2028	Ayrshire-S	Southbound	BUS	241	195	46	-19%	3	282	302	20	7%	1	625	595	30	-5%	1

Screenline ID	Screenline	Direction	Mode	Morning Peak					Inter Peak					Evening Peak				
				Count	Modelled	Abs Diff	% Diff	GEH	Count	Modelled	Abs Diff	% Diff	GEH	Count	Modelled	Abs Diff	% Diff	GEH
2001	INNER_IN	Inbound	RAIL	20393	20403	10	0%	0	5475	5229	246	-4%	3	6598	7151	553	8%	7
2002	INNER_IN-North	Inbound	RAIL	2489	2896	407	16%	8	770	837	67	9%	2	1121	1803	682	61%	18
2003	INNER_IN-East	Inbound	RAIL	3531	3728	197	6%	3	875	1004	129	15%	4	1397	1447	50	4%	1
2004	INNER_IN-River	Inbound	RAIL	10864	10597	267	-2%	3	2585	2344	241	-9%	5	2117	2210	93	4%	2
2005	INNER_IN-West	Inbound	RAIL	3509	3182	327	-9%	6	1245	1044	201	-16%	6	1963	1691	272	-14%	6
2006	INNER_OUT	Outbound	RAIL	4234	5390	1156	27%	17	4544	4430	114	-3%	2	19860	20685	825	4%	6
2007	INNER_OUT-North	Outbound	RAIL	686	1214	528	77%	17	469	820	351	75%	14	2375	3194	819	34%	16
2008	INNER_OUT-East	Outbound	RAIL	1405	1645	240	17%	6	913	1051	138	15%	4	3132	3360	228	7%	4
2009	INNER_OUT-River	Outbound	RAIL	933	1335	402	43%	12	2288	1945	343	-15%	7	11415	11609	194	2%	2
2010	INNER_OUT-West	Outbound	RAIL	1210	1196	14	-1%	0	874	614	260	-30%	10	2938	2522	416	-14%	8
2011	OUTER_IN	Inbound	RAIL	12308	13910	1602	13%	14	3525	3817	292	8%	5	4702	5485	783	17%	11
2012	OUTER_IN-North	Inbound	RAIL	4130	4687	557	13%	8	1420	1464	44	3%	1	2015	2481	466	23%	10
2013	OUTER_IN-East	Inbound	RAIL	3383	4029	646	19%	11	834	1091	257	31%	8	1154	1598	444	38%	12
2014	OUTER_IN-South	Inbound	RAIL	1018	1087	69	7%	2	217	175	42	-19%	3	211	197	14	-7%	1
2015	OUTER_IN-West	Inbound	RAIL	3777	4107	330	9%	5	1054	1087	33	3%	1	1322	1209	113	-9%	3
2016	OUTER_OUT	Outbound	RAIL	3830	4805	975	25%	15	3163	3528	365	12%	6	10684	12077	1393	13%	13
2017	OUTER_OUT-North	Outbound	RAIL	1335	1752	417	31%	11	1044	1279	235	23%	7	3392	4349	957	28%	15
2018	OUTER_OUT-East	Outbound	RAIL	1136	1763	627	55%	16	905	1115	210	23%	7	3037	3380	343	11%	6
2019	OUTER_OUT-South	Outbound	RAIL	173	183	10	6%	1	207	156	51	-25%	4	894	865	29	-3%	1
2020	OUTER_OUT-West	Outbound	RAIL	1186	1107	79	-7%	2	1007	978	29	-3%	1	3361	3483	122	4%	2
2021	RIVER - NB	Northbound	RAIL	12303	12353	50	0%	0	2884	2727	157	-5%	3	2432	2671	239	10%	5
2022	RIVER - NB-West	Northbound	RAIL	0	0	0	0%	n/a	0	0	0	0%	n/a	0	0	0	0%	n/a
2023	RIVER - NB-East	Northbound	RAIL	1439	1756	317	22%	8	299	383	84	28%	5	315	461	146	46%	7
2024	RIVER - SB	Southbound	RAIL	1179	1873	694	59%	18	2590	2339	251	-10%	5	12569	12801	232	2%	2
2025	RIVER - SB-West	Southbound	RAIL	0	0	0	0%	n/a	0	0	0	0%	n/a	0	0	0	0%	n/a
2026	RIVER - SB-East	Southbound	RAIL	246	538	292	119%	15	302	394	92	30%	5	1154	1192	38	3%	1
2027	Ayrshire-N	Northbound	RAIL	2562	2496	66	-3%	1	622	635	13	2%	1	558	518	40	-7%	2
2028	Ayrshire-S	Southbound	RAIL	499	478	21	-4%	1	635	571	64	-10%	3	1936	1915	21	-1%	0

Appendix C – PT Model Link Flow Analysis

ID	Location	Direction	Mode	Type	Anode	Bnode	Count	Morning Peak				Count	Inter Peak				Count	Evening Peak				
								Modelled	Abs Diff	% Diff	GEH		Modelled	Abs Diff	% Diff	GEH		Modelled	Abs Diff	% Diff	GEH	
1001	C01Southbound	Southbound	BUS	SPTCC	66487	48031	654	601	601	53	-8%	2	849	928	79	9%	3	2572	2212	360	-14%	7
1002	C02Northbound	Northbound	BUS	SPTCC	48029	48030	2823	2692	131	-5%	2	892	1115	223	25%	7	816	895	79	10%	3	
1003	C03Northbound	Northbound	BUS	SPTCC	71001	48045	1686	1631	55	-3%	1	680	675	5	-1%	0	611	566	45	-7%	2	
1004	C03Southbound	Southbound	BUS	SPTCC	48045	71001	339	310	29	-9%	2	585	615	30	5%	1	1885	1703	182	-10%	4	
1005	C05Eastbound	Eastbound	BUS	SPTCC	48295	60229	805	828	23	3%	1	196	187	9	-5%	1	193	223	30	16%	2	
1006	C05Westbound	Westbound	BUS	SPTCC	60229	48295	150	159	9	6%	1	153	202	49	32%	4	480	653	173	36%	7	
1007	C06Westbound	Westbound	BUS	SPTCC	49048	48248	185	375	190	103%	11	277	462	185	67%	10	1424	1425	1	0%	0	
1008	C07Eastbound	Eastbound	BUS	SPTCC	49164	63415	802	1128	326	41%	10	188	421	233	124%	13	321	393	72	22%	4	
1009	C08Eastbound	Eastbound	BUS	SPTCC	48998	49002	225	444	219	97%	12	116	211	95	82%	7	161	354	193	120%	12	
1010	C08Westbound	Westbound	BUS	SPTCC	49002	48998	220	351	131	60%	8	148	157	9	6%	1	266	341	75	28%	4	
1011	C09Westbound	Westbound	BUS	SPTCC	49004	48964	680	706	26	4%	1	271	270	1	0%	0	443	487	44	10%	2	
1012	C10Eastbound	Eastbound	BUS	SPTCC	48852	49009	333	495	162	49%	8	342	350	8	2%	0	519	539	20	4%	1	
1013	C11Eastbound	Eastbound	BUS	SPTCC	48978	48977	351	444	93	26%	5	181	317	136	75%	9	148	400	252	170%	15	
1014	C11Westbound	Westbound	BUS	SPTCC	48977	48978	176	426	250	142%	14	151	277	126	83%	9	460	409	51	-11%	2	
1015	C12Northbound	Northbound	BUS	SPTCC	49034	49035	370	488	118	32%	6	471	399	72	-15%	3	1122	1022	100	-9%	3	
1016	C12Southbound	Southbound	BUS	SPTCC	49035	49034	1445	1208	237	-16%	7	571	540	31	-5%	1	499	509	10	2%	0	
1017	C14Northbound	Northbound	BUS	SPTCC	48973	48976	289	357	68	24%	4	372	398	26	7%	1	669	786	117	17%	4	
1018	C14Southbound	Southbound	BUS	SPTCC	48976	48973	430	876	446	104%	17	241	415	174	72%	10	213	522	309	145%	16	
1019	C15Eastbound	Eastbound	BUS	SPTCC	48775	49734	524	981	457	87%	17	763	987	224	29%	8	2109	2656	547	26%	11	
1020	C15Westbound	Westbound	BUS	SPTCC	49734	48775	3039	3389	350	12%	6	825	1122	297	36%	10	618	1168	550	89%	18	
1021	C16Eastbound	Eastbound	BUS	SPTCC	48967	49730	86	112	26	30%	3	103	90	13	-13%	1	405	323	82	-20%	4	
1022	C16Westbound	Westbound	BUS	SPTCC	49730	48967	165	155	10	-6%	1	68	75	7	10%	1	86	125	39	45%	4	
1023	C24Eastbound	Eastbound	BUS	SPTCC	48582	48552	324	439	115	35%	6	560	478	82	-15%	4	1167	1005	162	-14%	5	
1024	C24Westbound	Westbound	BUS	SPTCC	48552	48582	1230	1225	5	0%	0	533	521	12	-2%	1	714	709	5	-1%	0	
1025	1.A724 Hamilton Rd - At Manse Lane heading Eastbound through Cordon	Eastbound	BUS	LATIS	36031	69089	88	74	14	-16%	2	77	61	16	-21%	2	74	65	9	-12%	1	
1026	1.A724 Hamilton Rd - At Manse Lane heading Westbound through Cordon	Westbound	BUS	LATIS	69089	36031	128	123	5	-4%	0	80	64	16	-20%	2	98	65	33	-34%	4	
1027	10.A81 Maryhill Rd - Just South Of River Kelvin heading Northbound through Cordon	Northbound	BUS	LATIS	46442	46457	105	106	1	1%	0	115	120	5	4%	0	402	360	42	-10%	2	
1028	10.A81 Maryhill Rd - Just South Of River Kelvin heading Southbound through Cordon	Southbound	BUS	LATIS	46458	46444	307	290	17	-6%	1	100	99	1	-1%	0	170	148	22	-13%	2	
1029	11.A814 Dumbarton Rd - East Of Mill Rd, West Of Hawick T heading Eastbound through Cordon	Eastbound	BUS	LATIS	44667	44664	420	369	51	-12%	3	210	160	50	-24%	4	93	71	22	-24%	2	
1030	11.A814 Dumbarton Rd - East Of Mill Rd, West Of Hawick T heading Westbound through Cordon	Westbound	BUS	LATIS	44664	44667	159	160	1	1%	0	227	180	47	-21%	3	560	428	132	-24%	6	
1031	12.A739 Switchback Rd - North Of Llay Ave, South Of Henderland Rd heading Northbound through Cordon	Northbound	BUS	LATIS	46547	46493	10	59	49	490%	8	17	42	25	147%	5	50	141	91	182%	9	
1032	12.A739 Switchback Rd - North Of Llay Ave, South Of Henderland Rd heading Southbound through Cordon	Southbound	BUS	LATIS	46473	46548	55	92	37	67%	4	8	16	8	100%	2	20	22	2	10%	0	
1033	13.A8 Inchinnan Road - West Of Renfrew Retail Park R/Bout heading Eastbound through Cordon	Eastbound	BUS	LATIS	43910	43913	111	157	46	41%	4	80	84	4	5%	0	89	101	12	13%	1	
1034	13.A8 Inchinnan Road - West Of Renfrew Retail Park R/Bout heading Westbound through Cordon	Westbound	BUS	LATIS	43913	43910	80	118	38	48%	4	69	67	2	-3%	0	169	196	27	16%	2	
1035	14.A736 Glasgow Road - South Of Hurler Rd Junction heading Northbound through Cordon	Northbound	BUS	LATIS	42149	42191	80	69	11	-14%	1	39	34	5	-13%	1	22	22	0	0%	0	
1036	14.A736 Glasgow Road - South Of Hurler Rd Junction heading Southbound through Cordon	Southbound	BUS	LATIS	42191	42149	40	37	3	-8%	0	21	21	0	0%	0	95	85	10	-11%	1	
1037	15.A741 Arkleston - Paisley Rd, South Of Wright St heading Northbound through Cordon	Northbound	BUS	LATIS	41533	41532	304	332	28	9%	2	273	271	2	-1%	0	364	357	7	-2%	0	
1038	15.A741 Arkleston - Paisley Rd, South Of Wright St heading Southbound through Cordon	Southbound	BUS	LATIS	41532	41533	276	270	6	-2%	0	273	234	39	-14%	2	255	237	18	-7%	1	
1039	16.A761 Barshaw Park - Glasgow Rd At Oldhall Rd heading Eastbound through Cordon	Eastbound	BUS	LATIS	42856	42802	469	420	49	-10%	2	220	197	23	-10%	2	197	195	2	-1%	0	
1040	16.A761 Barshaw Park - Glasgow Rd At Oldhall Rd heading Westbound through Cordon	Westbound	BUS	LATIS	42802	42856	297	284	13	-4%	1	152	158	6	4%	0	469	412	57	-12%	3	
1041	17.Buchanan Bus Station heading Inbound through Cordon	Inbound	BUS	LATIS	49080	48949	767	424	343	-45%	14	800	680	120	-15%	4	686	1559	873	127%	26	
1042	17.Buchanan Bus Station heading Outbound through Cordon	Outbound	BUS	LATIS	48949	49080	412	368	44	-11%	2	1061	648	413	-39%	14	2228	706	1522	-68%	40	
1043	18.A879 Balmore Rd - Near Forth & Clyde Canal heading Northbound through Cordon	Northbound	BUS	LATIS	51546	63559	46	40	6	-13%	1	68	57	11	-16%	1	142	138	4	-3%	0	
1044	19.A803 Kirkintilloch Rd, South Of A803/B819 R/Bout heading Northbound through Cordon	Northbound	BUS	LATIS	52889	52707	134	110	24	-18%	2	88	76	12	-14%	1	149	122	27	-18%	2	
1045	19.A803 Kirkintilloch Rd, South Of A803/B819 R/Bout heading Southbound through Cordon	Southbound	BUS	LATIS	52707	52889	137	134	3	-2%	0	98	88	10	-10%	1	115	84	31	-27%	3	
1046	2.A726 Phillipshill - A727 North Of Queensway Interchange, South Of Carmunnock Bypass heading Northbound through Cordon	Northbound	BUS	LATIS	61642	20182	249	235	14	-6%	1	89	92	3	3%	0	165	161	4	-2%	0	
1047	2.A726 Phillipshill - A727 North Of Queensway Interchange, South Of Carmunnock Bypass heading Southbound through Cordon	Southbound	BUS	LATIS	20182	61642	155	155	0	0%	0	75	82	7	9%	1	176	175	1	-1%	0	
1048	22.A8 Edinburgh Rd - West Of Hallhill Rd heading Eastbound through Cordon	Eastbound	BUS	LATIS	20121	51081	64	43	21	-33%	3	58	44	14	-24%	2	82	89	7	9%	1	
1049	22.A8 Edinburgh Rd - West Of Hallhill Rd heading Westbound through Cordon	Westbound	BUS	LATIS	51064	50810	215	206	9	-4%	1	54	52	2	-4%	0	88	69	19	-22%	2	
1050	23.A89 Baillieston Rd - East Of Barrachnie Road heading Eastbound through Cordon	Eastbound	BUS	LATIS	51049	51062	74	51	23	-31%	3	69	50	19	-28%	2	96	100	4	4%	0	
1051	23.A89 Baillieston Rd - East Of Barrachnie Road heading Westbound through Cordon	Westbound	BUS	LATIS	51062	51049	52	68	16	31%	2	72	52	20	-28%	3	42	34	8	-19%	1	
1052	24.A74 Hamilton Rd - East Of Mount Vernon Rail Station heading Eastbound through Cordon	Eastbound	BUS	LATIS	50257	50230	29	36	7	24%	1	49	62	13	27%	2	102	115	13	13%	1	
1053	24.A74 Hamilton Rd - East Of Mount Vernon Rail Station heading Westbound through Cordon	Westbound	BUS	LATIS	50230	50257	53	82	29	55%	4	55	66	11	20%	1	39	52	13	33%	2	
1054	3.A749 Nerston - South Of Cairnmuir Rd heading Northbound through Cordon	Northbound	BUS	LATIS	35635	35874	200	713	513	257%	24	120	361	241	201%	16	223	304	81	36%	5	
1055	3.A749 Nerston - South Of Cairnmuir Rd heading Southbound through Cordon	Southbound	BUS	LATIS	35855	35321	228	241	13	6%	1	119	149	30	25%	3	259	309	50	19%	3	
1056	4.A77 Newton Mearns - Ayr Rd Between The Loaning And Whitecraigs Court heading Northbound through Cordon	Northbound	BUS	LATIS	33336	33336	45	126	81	180%	9	29	57	28	97%	4	48	62	14	29%	2	
1057	4.A77 Newton Mearns - Ayr Rd Between The Loaning And Whitecraigs Court heading Southbound through Cordon	Southbound	BUS	LATIS	33337	63744	73	84	11	15%	1	45	59	14	31%	2	71	109	38	54%	4	
1058	6.Bothwell Street - Before Blythswood St heading Eastbound through Cordon	Eastbound	BUS	LATIS	48404	48803	1363	1128	235	-17%	7	314	422	108	34%	6	329	393	64	19%	3	
1059	7.Waterloo St - After Blythswood St heading Westbound through Cordon	Westbound	BUS	LATIS	48843	49048	261	480	219	84%	11	416	510	94	23%	4	1805	1587	218	-12%	5	
1060	9.A82 Great Western Rd - Just South Of Rail Line heading Northbound through Cordon	Northbound	BUS	LATIS	46016	46015	8	54	46	575%	8	59	72	13	22%	2	37	32	5	-14%	1	
1061	9.A82 Great Western Rd - Just South Of Rail Line heading Southbound through Cordon	Southbound	BUS	LATIS	46017	46016	4	102	98	2450%	13	40	75	35	88%	5	52	42	10	-19%	1	
1062	5.Glasgow - B767 Waterfoot - North Of High Flender Rd, South Of Low Flender Rd Northbound through Cordon	Northbound	BUS	LATIS	34342	62142	95	79	16	-17%	2	22	18	4	-18%	1	25	18	7	-28%	2	
1063	5.Glasgow - B767 Waterfoot - North Of High Flender Rd, South Of Low Flender Rd Southbound through Cordon	Southbound	BUS	LATIS	62142	34342	14	12	2	-14%	1	18	14	4	-22%	1	46	40	6	-13%	1	
1064	8.Glasgow - Mearns Rd - North Of Flenders Rd Eastbound through Cordon	Eastbound	BUS	LATIS	33640	66499	32	67	35	109%	5	14	30	16	114%	3	32	37	5	16%	1	
1065	8.Glasgow - Mearns Rd - North Of Flenders Rd Westbound through Cordon	Westbound	BUS	LATIS	66499	33640	25	34	9	36%	2	20	27	7	35%	1	21	53	32	152%	5	
1066	18.A879 Balmore Rd - Near Forth & Clyde Canal heading Southbound through Cordon	Southbound	BUS	LATIS	63559	51546	82	110	28	34%	3	49	49	0	0%	0	71	51	20	-28%	3	
1067	20.Glasgow - A80 Cumbernauld Rd - East Of Avenue End Road Northbound through Cordon	Northbound	BUS	LATIS	20155	68302	20	48	28	140%	5	20	32	12								

ID	Location	Direction	Mode	Type	Anode	Bnode	Morning Peak				Inter Peak				Evening Peak						
							Count	Modelled	Abs Diff	% Diff	GEH	Count	Modelled	Abs Diff	% Diff	GEH	Count	Modelled	Abs Diff	% Diff	GEH
1100	The Clyde Arc crossing Southbound through Cordon	Southbound	BUS	SPTCC	70615	70631	126	120	6	-5%	1	44	48	4	9%	1	178	148	30	-17%	2
1101	A74 King's Drive at Kings Bridge Eastbound through Cordon	Eastbound	BUS	SPTCC	62606	69069	8	29	21	263%	5	30	29	1	-3%	0	13	17	4	31%	1
1102	A74 King's Drive at Kings Bridge Westbound through Cordon	Westbound	BUS	SPTCC	62606	69069	48	32	16	-33%	3	35	25	10	-29%	2	38	38	0	0%	0
1103	A728 at Rutherglen Bridge Northbound through Cordon	Northbound	BUS	SPTCC	68514	68476	3	3	0	0%	0	3	3	0	0%	0	0	5	5	0%	3
1104	A728 at Rutherglen Bridge Southbound through Cordon	Southbound	BUS	SPTCC	68476	68514	8	8	0	0%	0	2	3	1	50%	1	0	2	2	0%	2
1105	A749 Dalmarnock Road north of River Clyde Northbound through Cordon	Northbound	BUS	SPTCC	47609	47610	166	304	138	83%	9	245	236	9	-4%	1	707	606	101	-14%	4
1106	A749 Dalmarnock Road north of River Clyde Southbound through Cordon	Southbound	BUS	SPTCC	47610	47609	823	645	178	-22%	7	437	417	20	-5%	1	537	549	12	2%	1
1107	A8 Paisley Road at Watt Street Eastbound through Cordon	Eastbound	BUS	SRTM	48921	48072	1473	1413	60	-4%	2	730	821	91	12%	3	728	736	8	1%	0
1108	A8 Paisley Road at Watt Street Westbound through Cordon	Westbound	BUS	SRTM	48072	48921	817	846	29	4%	1	809	829	20	2%	1	1791	1700	91	-5%	2
1109	A814 Anderston Quay West of Kingston Bridge Eastbound through Cordon	Eastbound	BUS	SRTM	48023	70543	75	77	2	3%	0	59	65	6	10%	1	161	183	22	14%	2
1110	A814 Anderston Quay West of Kingston Bridge Westbound through Cordon	Westbound	BUS	SRTM	70543	48023	65	165	100	154%	9	48	55	7	15%	1	91	67	24	-26%	3
1111	A814 Stobcross Street at Lancefield Street Eastbound through Cordon	Eastbound	BUS	SRTM	48180	20103	990	751	239	-24%	8	233	170	63	-27%	4	218	200	18	-8%	1
1112	A814 Stobcross Street at Lancefield Street Westbound through Cordon	Westbound	BUS	SRTM	20104	48175	138	155	17	12%	1	300	201	99	-33%	6	921	634	287	-31%	10
1113	Kilmarnock Bus Station heading Inbound through Cordon	Inbound	BUS	SRTM	25658	25659	705	708	3	0%	0	539	681	142	26%	6	322	502	180	56%	9
1114	Kilmarnock Bus Station heading Outbound through Cordon	Outbound	BUS	SRTM	25659	25349	391	345	46	-12%	2	715	540	175	-24%	7	620	418	202	-33%	9
1115	Ayr Bus Station heading Inbound through Cordon	Inbound	BUS	SRTM	21317	21445	150	235	85	57%	6	106	207	101	95%	8	143	332	189	132%	12
1116	Ayr Bus Station heading Outbound through Cordon	Outbound	BUS	SRTM	21454	21358	140	128	12	-9%	1	217	149	68	-31%	5	376	263	113	-30%	6
1501	Queen Street High Level to All approaches	Outbnd	RAIL	RAIL2016BA	100203	100403	686	1214	528	77%	17	469	820	351	75%	14	2375	3194	819	34%	16
1502	High Street to Queen Street	Outbnd	RAIL	RAIL2016BA	100202	100203	2352	2369	17	1%	0	613	609	4	-1%	0	1019	828	191	-19%	6
1503	Argyle Street to Glasgow Central	Outbnd	RAIL	RAIL2016BA	100217	100204	1179	1359	180	15%	5	262	395	133	51%	7	378	619	241	64%	11
1504	Glasgow Central High Level to All Approaches	Outbnd	RAIL	MIXED	100204	100434	933	1335	402	43%	12	2288	1945	343	-15%	7	11415	11609	194	2%	2
1505	Anderston to Exhibition Centre	Outbnd	RAIL	RAIL2016BA	100219	100207	524	470	54	-10%	2	256	130	126	-49%	9	780	490	290	-37%	12
1506	Charing Cross to Partick	Outbnd	RAIL	RAIL2016BA	100213	100406	686	726	40	6%	2	618	484	134	-22%	6	2158	2032	126	-6%	3
1507	All approaches to Queen Street High Level	Inbnd	RAIL	RAIL2016BA	100403	100203	2489	2896	407	16%	8	770	837	67	9%	2	1121	1803	682	61%	18
1508	Queen Street to High Street	Inbnd	RAIL	RAIL2016BA	100203	100202	1016	898	118	-12%	4	651	570	81	-12%	3	2176	1953	223	-10%	5
1509	Glasgow Central to Argyle Street	Inbnd	RAIL	RAIL2016BA	100204	100217	389	747	358	92%	15	262	481	219	84%	11	956	1407	451	47%	13
1510	All Approaches to Glasgow Central High Level	Inbnd	RAIL	MIXED	100434	100204	10864	10597	267	-2%	3	2585	2344	241	-9%	5	2117	2210	93	4%	2
1511	Exhibition Centre to Anderston	Inbnd	RAIL	2014TMFS	100207	100219	1231	1121	110	-9%	3	525	348	177	-34%	8	1186	861	325	-27%	10
1512	Partick to Charing Cross	Inbnd	RAIL	RAIL2016BA	100406	100213	2278	2061	217	-10%	5	720	696	24	-3%	1	777	830	53	7%	2
1513	Uddingston to Newton	Outbnd	RAIL	RAIL2016BA	100230	100428	558	1181	623	112%	21	120	397	277	231%	17	144	657	513	356%	26
1514	Blantyre to Newton	Outbnd	RAIL	RAIL2016BA	100229	100428	635	594	41	-6%	2	186	111	75	-40%	6	219	148	71	-32%	5
1515	Thorntonhall to Busby	Outbnd	RAIL	RAIL2016BA	100170	100176	813	852	39	5%	1	188	144	44	-23%	3	174	162	12	-7%	1
1516	Patterton to Whitecraigs	Outbnd	RAIL	RAIL2016BA	100172	100169	205	235	30	15%	2	29	31	2	7%	0	37	35	2	-5%	0
1517	Nitshill to Barrhead	Outbnd	RAIL	RAIL2016BA	100190	100153	34	85	51	150%	7	75	125	50	67%	5	288	435	147	51%	8
1518	Crookston to Hawkhead	Outbnd	RAIL	RAIL2016BA	100211	100159	58	117	59	102%	6	56	69	13	23%	2	253	252	1	0%	0
1519	Hillington West to Paisley Gilmour Street	Outbnd	RAIL	2014TMFS	100200	100155	1094	905	189	-17%	6	876	784	92	-11%	3	2820	2796	24	-1%	0
1520	Garscadden to Yoker	Outbnd	RAIL	RAIL2016BA	100206	100178	112	183	71	63%	6	91	147	56	62%	5	246	561	315	128%	16
1521	Drumchapel to Drumry	Outbnd	RAIL	RAIL2016BA	100224	100223	410	302	108	-26%	6	400	248	152	-38%	8	915	692	223	-24%	8
1522	Westerton to Bearsden	Outbnd	RAIL	RAIL2016BA	100396	100225	188	207	19	10%	1	184	147	37	-20%	3	430	482	52	12%	2
1523	Bishopsbriggs to Lenzie	Outbnd	RAIL	RAIL2016BA	100253	100252	625	1060	435	70%	15	369	737	368	100%	16	1801	2614	813	45%	17
1524	Springburn to Stepps	Outbnd	RAIL	RAIL2016BA	100408	100231	78	53	25	-32%	3	81	47	34	-42%	4	406	312	94	-23%	5
1525	Garrowhill to Shettleston	Outbnd	RAIL	RAIL2016BA	100238	100233	1787	1815	28	2%	1	400	484	84	21%	4	633	675	42	7%	2
1526	Mount Vernon to Baillieston	Outbnd	RAIL	RAIL2016BA	100236	100250	189	106	83	-44%	7	161	105	56	-35%	5	316	292	24	-8%	1
1527	Newton to Uddingston	Inbnd	RAIL	RAIL2016BA	100428	100230	60	697	637	1062%	33	84	414	330	393%	21	559	1032	473	85%	17
1528	Newton to Blantyre	Inbnd	RAIL	RAIL2016BA	100428	100229	210	186	24	-11%	2	161	112	49	-30%	4	459	392	67	-15%	3
1529	Busby to Thorntonhall	Inbnd	RAIL	RAIL2016BA	100176	100170	156	167	11	7%	1	162	116	46	-28%	4	777	736	41	-5%	1
1530	Whitecraigs to Patterton	Inbnd	RAIL	RAIL2016BA	100169	100172	17	16	1	-6%	0	45	40	5	-11%	1	117	129	12	10%	1
1531	Barrhead to Nitshill	Inbnd	RAIL	RAIL2016BA	100153	100190	424	628	204	48%	9	75	126	51	68%	5	91	125	34	37%	3
1532	Hawkhead to Crookston	Inbnd	RAIL	RAIL2016BA	100159	100211	311	320	9	3%	1	60	62	2	3%	0	66	92	26	39%	3
1533	Paisley Gilmour Street to Hillington West	Inbnd	RAIL	2014TMFS	100155	100200	3042	3159	117	4%	2	919	899	20	-2%	1	1165	992	173	-15%	5
1534	Yoker to Garscadden	Inbnd	RAIL	RAIL2016BA	100178	100206	131	615	484	369%	25	67	213	146	218%	12	140	247	107	76%	8
1535	Drumry to Drumchapel	Inbnd	RAIL	RAIL2016BA	100223	100224	982	942	40	-4%	1	456	344	112	-25%	6	591	400	191	-32%	9
1536	Bearsden to Westerton	Inbnd	RAIL	RAIL2016BA	100225	100396	848	888	40	5%	1	198	203	5	3%	0	164	188	24	15%	2
1537	Lenzie to Bishopsbriggs	Inbnd	RAIL	RAIL2016BA	100252	100253	2169	2242	73	3%	2	699	704	5	1%	0	1120	1646	526	47%	14
1538	Stepps to Springburn	Inbnd	RAIL	RAIL2016BA	100231	100408	258	262	4	2%	0	92	58	34	-37%	4	111	70	41	-37%	4
1539	Shettleston to Garrowhill	Inbnd	RAIL	RAIL2016BA	100233	100238	599	721	122	20%	5	418	437	19	5%	1	1297	1352	55	4%	2
1540	Baillieston to Mount Vernon	Inbnd	RAIL	RAIL2016BA	100250	100236	145	177	32	22%	3	36	41	5	14%	1	47	48	1	2%	0
1541	All approaches to Glasgow Central High Level	NBnd	RAIL	MIXED	100434	100204	10864	10597	267	-2%	3	2585	2344	241	-9%	5	2117	2210	93	4%	2
1542	Rutherglen to Dalmarnock	NBnd	RAIL	RAIL2016BA	100431	100241	1439	1756	317	22%	8	299	383	84	28%	5	315	461	146	46%	7
1543	Glasgow Central High Level to All approaches	SBnd	RAIL	MIXED	100204	100434	933	1335	402	43%	12	2288	1945	343	-15%	7	11415	11609	194	2%	2
1544	Dalmarnock to Rutherglen	SBnd	RAIL	RAIL2016BA	100241	100431	246	538	292	119%	15	302	394	92	30%	5	1154	1192	38	3%	1
1545	All approaches from North to Irvine	Inbnd	RAIL	2014TMFS	100107	100132	407	382	25	-6%	1	293	217	76	-26%	5	790	718	72	-9%	3
1546	Irvine to Barassie	Inbnd	RAIL	2014TMFS	100132	100365	385	354	31	-8%	2	268	227	41	-15%	3	715	669	46	-6%	2
1547	Irvine to All approaches from North	Outbnd	RAIL	2014TMFS	100132	100107	1022	903	119	-12%	4	315	290	25	-8%	1	414	355	59	-14%	3
1548	Barassie to Irvine	Outbnd	RAIL	2014TMFS	100365	100132	840	814	26	-3%	1	291	280	11	-4%	1	391	344	47	-12%	2
1549	Lochwinnoch to Howwood	NBnd	RAIL	2014TMFS	100134	100136	2021	1927	94	-5%	2	472	485	13	3%	1	454	415	39	-9%	2
1550	Dunlop to Barrhead	NBnd	RAIL	2014TMFS	100151	100153	541	569	28	5%	1	150	150	0	0%	0	104	103	1</		

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								Modelled	Abs Diff	% Diff	GEH	Count	Modelled	Abs Diff	% Diff	GEH	Count	Modelled	Abs Diff	% Diff	GEH
1811	St Georges Cross Kelvinbridge Inner	Inner	SUB	LATIS	150010	150011	1228	640	588	-48%	19	449	328	121	-27%	6	1199	1014	185	-15%	6
1812	Kelvinbridge Hillhead Inner	Inner	SUB	LATIS	150011	150013	1031	711	320	-31%	11	332	414	82	25%	4	881	1033	152	17%	5
1813	Hillhead Kelvinhall Inner	Inner	SUB	LATIS	150013	150014	1086	377	709	-65%	26	305	427	122	40%	6	631	970	339	54%	12
1814	Kelvinhall Partick Inner	Inner	SUB	LATIS	150014	150012	249	333	84	34%	5	240	337	97	40%	6	770	813	43	6%	2
1815	Partick Govan Inner	Inner	SUB	LATIS	150012	150000	412	389	23	-6%	1	223	240	17	8%	1	617	631	14	2%	1
1816	Ibrox Govan Outer	Outer	SUB	LATIS	150001	150000	544	343	201	-37%	10	222	143	79	-36%	6	441	485	44	10%	2
1817	Cessnock Ibrox Outer	Outer	SUB	LATIS	150002	150001	445	334	111	-25%	6	180	152	28	-16%	2	322	542	220	68%	11
1818	Kinning Park Cessnock Outer	Outer	SUB	LATIS	150003	150002	452	299	153	-34%	8	169	155	14	-8%	1	435	640	205	47%	9
1819	Shields Road Kinning Park Outer	Outer	SUB	LATIS	150004	150003	491	340	151	-31%	7	215	186	29	-13%	2	543	692	149	27%	6
1820	West Street Shields Road Outer	Outer	SUB	LATIS	150005	150004	467	409	58	-12%	3	213	256	43	20%	3	545	931	386	71%	14
1821	Bridge Street West Street Outer	Outer	SUB	LATIS	150006	150005	449	467	18	4%	1	209	278	69	33%	4	549	980	431	79%	16
1822	St Enoch Bridge Street Outer	Outer	SUB	LATIS	150007	150006	484	419	65	-13%	3	318	310	8	-3%	0	831	1316	485	58%	15
1823	Buchanan Street St Enoch Outer	Outer	SUB	LATIS	150008	150007	915	601	314	-34%	11	582	391	191	-33%	9	1496	1289	207	-14%	6
1824	Cowcaddens Buchanan Street Outer	Outer	SUB	LATIS	150009	150008	913	974	61	7%	2	468	471	3	1%	0	1224	995	229	-19%	7
1825	St Georges Cross Cowcaddens Outer	Outer	SUB	LATIS	150010	150009	1182	1187	5	0%	0	511	364	147	-29%	7	1264	604	660	-52%	22
1826	Kelvinbridge St Georges Cross Outer	Outer	SUB	LATIS	150011	150010	1154	1107	47	-4%	1	480	381	99	-21%	5	1132	598	534	-47%	18
1827	Hillhead Kelvinbridge Outer	Outer	SUB	LATIS	150013	150011	802	1069	267	33%	9	375	431	56	15%	3	932	630	302	-32%	11
1828	Kelvinhall Hillhead Outer	Outer	SUB	LATIS	150014	150013	574	1156	582	101%	20	371	414	43	12%	2	977	481	496	-51%	18
1829	Partick Kelvinhall Outer	Outer	SUB	LATIS	150012	150014	714	933	219	31%	8	196	316	120	61%	8	235	418	183	78%	10
1830	Govan Partick Outer	Outer	SUB	LATIS	150000	150012	526	579	53	10%	2	208	207	1	0%	0	393	528	135	34%	6
1831	Bridge Street Boarding	Boarding	SUB	SPT	69188	150006	270	390	119.81	44%	7	72	93	20.88	29%	2	112	137	25.35	23%	2
1832	Buchanan Street Boarding	Boarding	SUB	SPT	160036	150008	645	699	53.9	8%	2	451	383	68.34	-15%	3	1362	1391	28.7	2%	1
1833	Cessnock Boarding	Boarding	SUB	SPT	160042	150002	259	291	31.54	12%	2	91	106	15.44	17%	2	123	137	13.6	11%	1
1834	Cowcaddens Boarding	Boarding	SUB	SPT	160054	150009	93	190	97	104%	8	94	235	140.54	150%	11	320	687	367.21	115%	16
1835	Govan Boarding	Boarding	SUB	SPT	160046	150000	579	598	19.32	3%	1	199	213	13.63	7%	1	317	317	0.11	0%	0
1836	Hillhead Boarding	Boarding	SUB	SPT	51608	150013	590	565	24.51	-4%	1	458	417	40.64	-9%	2	692	763	70.94	10%	3
1837	Ibrox Boarding	Boarding	SUB	SPT	43568	150001	296	254	42.25	-14%	3	80	82	1.82	2%	0	163	161	1.74	-1%	0
1838	Kelvinbridge Boarding	Boarding	SUB	SPT	52081	150011	452	483	31.09	7%	1	200	203	3.35	2%	0	347	381	34.11	10%	2
1839	Kelvinhall Boarding	Boarding	SUB	SPT	45926	150014	303	329	26.31	9%	1	124	144	20.36	16%	2	190	227	37.05	20%	3
1840	Kinning Park Boarding	Boarding	SUB	SPT	160041	150003	163	135	28.27	-17%	2	41	45	3.56	9%	1	105	130	24.84	24%	2
1841	Partick Boarding	Boarding	SUB	SPT	160045	150012	670	597	72.53	-11%	3	170	178	7.61	4%	1	250	231	19.12	-8%	1
1842	Shields Road Boarding	Boarding	SUB	SPT	48916	150004	360	314	45.6	-13%	2	86	73	12.67	-15%	1	132	118	13.85	-10%	1
1843	St Enoch Boarding	Boarding	SUB	SPT	160038	150007	600	501	98.78	-16%	4	338	315	23.33	-7%	1	934	1040	105.6	11%	3
1844	St Georges Cross Boarding	Boarding	SUB	SPT	51577	150010	269	323	53.65	20%	3	99	133	34.24	35%	3	174	223	48.94	28%	3
1845	West Street Boarding	Boarding	SUB	SPT	10119	150005	62	72	10.4	17%	1	21	28	6.63	32%	1	33	62	29.18	88%	4
1846	Bridge Street Alighting	Alighting	SUB	SPT	150006	69188	132	132	0.43	0%	0	68	91	22.93	34%	3	282	458	175.75	62%	9
1847	Buchanan Street Alighting	Alighting	SUB	SPT	150008	160036	1491	1331	159.88	-11%	4	542	438	103.64	-19%	5	775	823	48.21	6%	2
1848	Cessnock Alighting	Alighting	SUB	SPT	150002	160042	154	190	35.59	23%	3	70	99	28.66	41%	3	194	296	101.65	52%	6
1849	Cowcaddens Alighting	Alighting	SUB	SPT	150009	160054	460	636	175.63	38%	8	113	184	71.48	63%	6	122	181	59.01	48%	5
1850	Govan Alighting	Alighting	SUB	SPT	150000	160046	274	305	31.23	11%	2	192	211	18.62	10%	1	439	539	99.79	23%	5
1851	Hillhead Alighting	Alighting	SUB	SPT	150013	51608	938	985	47.14	5%	2	395	388	7.07	-2%	0	652	676	24.21	4%	1
1852	Ibrox Alighting	Alighting	SUB	SPT	150001	43568	137	168	30.99	23%	3	72	79	6.9	10%	1	277	247	30.46	-11%	2
1853	Kelvinbridge Alighting	Alighting	SUB	SPT	150011	52081	404	375	28.6	-7%	1	167	168	0.54	0%	0	433	395	37.62	-9%	2
1854	Kelvinhall Alighting	Alighting	SUB	SPT	150014	45926	121	151	29.64	24%	3	112	136	24.17	22%	2	262	320	58.43	22%	3
1855	Kinning Park Alighting	Alighting	SUB	SPT	150003	160041	74	111	37	50%	4	42	51	8.74	21%	1	146	150	4.4	3%	0
1856	Partick Alighting	Alighting	SUB	SPT	150012	160045	176	188	12.47	7%	1	165	166	0.99	1%	0	539	524	14.94	-3%	1
1857	Shields Road Alighting	Alighting	SUB	SPT	150004	48916	102	82	20.38	-20%	2	81	75	5.91	-7%	1	276	287	10.98	4%	1
1858	St Enoch Alighting	Alighting	SUB	SPT	150007	160038	726	797	71.11	10%	3	349	409	60.41	17%	3	584	773	188.56	32%	7
1859	St Georges Cross Alighting	Alighting	SUB	SPT	150010	51577	141	195	53.59	38%	4	88	117	28.72	33%	3	217	257	40.48	19%	3
1860	West Street Alighting	Alighting	SUB	SPT	150005	10119	23	97	74.03	322%	10	17	36	18.51	109%	4	61	79	17.5	29%	2